

Civil Aviation Directorate

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**First Malta Part-FCL Licence:** If this is an application for the first Malta Part-FCL licence, in the Licence Number box insert the number on the Malta Medical Certificate.

**Application for ATPL(H) Skill Test/ SP and MP Helicopter Skill Test/ Proficiency Check for Revalidation/ Renewal and Report Form**

Licence No.
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**To be completed by applicant**

**SEE SUBMISSION INSTRUCTIONS AT THE END OF THIS FORM**

- |   |   |   |  |
|---|---|---|--|
| <input type="checkbox"/> ATPL(H) Skill test<br>Attach Appendix 1            | <input type="checkbox"/> Type Rating MPH<br>Attach Appendix 2 for first MPH | <input type="checkbox"/> Type Rating Single Pilot Multi-Engine Helicopter<br>Attach Appendix 3 for first SP ME(H) |  |
| <input type="checkbox"/> Type Rating Single Pilot Single-Engine Helicopter  |   |   |  |
| <input type="checkbox"/> Single pilot – to Multi pilot<br>Attach Appendix 4 | <input type="checkbox"/> Multi-pilot – to Single pilot<br>Attach Appendix   | <input type="checkbox"/> Multi and Single pilot privileges<br>Attach Appendix 4                                   |  |
| <input type="checkbox"/> Revalidation of Type Rating                        | <input type="checkbox"/> Revalidation of IR                                 | <input type="checkbox"/> Renewal of Type Rating   | <input type="checkbox"/> Renewal of IR |

Repetition of  Failed /  Partial Pass test / check from date: \_\_\_\_\_

Type of Helicopter \_\_\_\_\_

Last Name, and First Name: \_\_\_\_\_

Date of Birth dd/mm/yyyy: \_\_\_\_\_ Nationality: \_\_\_\_\_

Place and Country of Birth \_\_\_\_\_

email: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone Number (Home): \_\_\_\_\_ (Mobile): \_\_\_\_\_

Employed as pilot with AOC holder: \_\_\_\_\_

Type of licence held: \_\_\_\_\_ State of Issue: \_\_\_\_\_

Part-Medical Certificate:  Class 1  Class 2/  IR - Medical Certificate is valid until \_\_\_\_\_

English Language Proficiency: Level \_\_\_\_\_ Valid until \_\_\_\_\_

<b>Office use only:</b> See that elements of pg. 8 complete Signature: _____
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For First MPH (type rating)

Theoretical examinations EASA ATPL(H): Passed on \_\_\_\_\_

**I declare that I do not hold and have not applied for any other Part-FCL licence, rating, certificate or authorisation in another Member State and that I never held any Part-FCL, rating certificate or authorisation issued in another Member State which was revoked or suspended.**

Signature of Applicant: \_\_\_\_\_ Date of Signature: \_\_\_\_\_

## Application for ATPL(H) Skill Test/ SP and MP Helicopter Skill Test/ Proficiency Check for Revalidation/ Renewal and Report Form

**Complete for:**

- Issue of type rating  
 Renewal of an expired rating

**Applicant Full Name and Licence No:**

**To be Completed by ATO and signed by Head of Training**

Helicopter Type \_\_\_\_\_ SE ME Piston Turbine SP MP

**1 Theoretical training for the issue of a type or class rating performed during periods**

From: \_\_\_\_\_ To: \_\_\_\_\_ At: \_\_\_\_\_

Mark obtained: \_\_\_\_\_ % (Pass mark 75%)

**2 Simulator**

Simulator manufacturer \_\_\_\_\_ Sim Code: \_\_\_\_\_ Helicopter type \_\_\_\_\_

Simulator Operator \_\_\_\_\_ Level \_\_\_\_\_

Total training time at the controls \_\_\_\_\_ hrs

Instrument approaches at aerodromes \_\_\_\_\_

Toa DA/H of \_\_\_\_\_

Location/date/time \_\_\_\_\_

TRI Name in capital letters \_\_\_\_\_

Type and No. of licence no. \_\_\_\_\_ Signature of TRI \_\_\_\_\_

**3 Flight training in the helicopter**

Type of helicopter \_\_\_\_\_ Departure Airport \_\_\_\_\_ Time \_\_\_\_\_

Registration: \_\_\_\_\_ Arrival Airport \_\_\_\_\_ Time \_\_\_\_\_

Take-offs \_\_\_\_\_ Location and date \_\_\_\_\_

Landings \_\_\_\_\_ TRI/TRE type & No. of Licence \_\_\_\_\_

Go Around/s \_\_\_\_\_ TRI/TRE name (capital letters) \_\_\_\_\_

Flight time at the controls \_\_\_\_\_ Signature of TRI/TRE \_\_\_\_\_

4  **Recommendation for Skill Test/ Renewal Proficiency Check - The ATO confirms that the applicant has completed the training required by the approved syllabus, and recommends the applicant for the Skill test/ Proficiency Check**

**Note: Experience requirements for the ATPL(H) must be completed before the skill test**

Signature of HT: \_\_\_\_\_ Name(s) in capital letters: \_\_\_\_\_

**For Office Use:**

Limitation to initially fly under the supervision of an instructor as required by OSD  Yes  No

If required, number of hours under supervision is \_\_\_\_\_ hrs

Name of PEL officer \_\_\_\_\_ Date \_\_\_\_\_ Signature \_\_\_\_\_

**Complete for Revalidation of Type Rating**

**To be Completed by the Examiner**

Name of Applicant: \_\_\_\_\_

2 hours as a pilot on helicopter type/s \_\_\_\_\_ and  Combined LPC according to FCL 740 H (a)(1)

*Note: The duration of the proficiency check may be counted towards the 2 hours.*

Last and First Name of Examiner: \_\_\_\_\_

Examiner Certificate number: \_\_\_\_\_

Signature of Examiner: \_\_\_\_\_ Date of Signature: \_\_\_\_\_

**Application for ATPL(H) Skill Test/ SP and MP Helicopter Skill Test/ Proficiency Check for Revalidation/ Renewal and Report Form**

**Applicant Full Name and Licence No:**

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures		FSTD	H	Instructor initials when training completed	Checked in	Examiner initials when test completed
					FFS H	
<b>Section 1 – Preflight preparations and checks</b>						
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection		P		M (if performed in the helicopter)	
1.2	Cockpit inspection	P→	→		M	
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P→	→		M	
1.4	Taxiing/air taxiing in compliance with ATC instructions or with instructions of an instructor	P→	→		M	
1.5	Pre-take-off procedures and checks	P→	→		M	
<b>Section 2 – Flight manoeuvres and procedures</b>						
2.1	Take-offs (various profiles)	P→	→		M	
2.2	Sloping ground or crosswind take-offs & landings	P→	→			
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P→	→			
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO	P→	→		M	
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO	P→	→		M	
2.5	Climbing and descending turns to specified headings	P→	→		M	
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	P→	→		M	
2.6	Autorotative descent	P→	→		M	
2.6.1	For single-engine helicopters (SEH) autorotative landing or for multi-engine helicopters (MEH) power recovery	P→	→		M	
2.7	Landings, various profiles	P→	→		M	
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL	P→	→		M	
2.7.2	Landing following simulated engine failure after LDP or DPBL	P→	→		M	
<b>Section 3 – Normal and abnormal operations of the following systems and procedures</b>						
3	<b>Normal and abnormal operations of the following systems and procedures:</b>					A mandatory minimum of three items shall be selected from this section
3.1	Engine	P→	→			

**Application for ATPL(H) Skill Test/ SP and MP Helicopter Skill Test/ Proficiency Check for Revalidation/ Renewal and Report Form**

**Applicant Full Name and Licence No:**

SINGLE/MULTI-PILOT HELICOPTERS	PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK		
	Manoeuvres/Procedures	FSTD	H	Instructor initials when training completed	Checked in FSTD H	Examiner initials when test completed
3.2	Air conditioning (heating, ventilation)	P→	→			
3.3	Pitot/static system	P→	→			
3.4	Fuel System	P→	→			
3.5	Electrical system	P→	→			
3.6	Hydraulic system	P→	→			
3.7	Flight control and trim system	P→	→			
3.8	Anti-icing and de-icing system	P→	→			
3.9	Autopilot/Flight director	P→	→			
3.10	Stability augmentation devices	P→	→			
3.11	Weather radar, radio altimeter, transponder	P→	→			
3.12	Area navigation system	P→	→			
3.13	Landing gear system	P→	→			
3.14	APU	P→	→			
3.15	Radio, navigation equipment, instruments and FMS	P→	→			
<b>Section 4 – Abnormal and emergency procedures</b>						
4	<b>Abnormal and emergency procedures</b>					A mandatory minimum of three items shall be selected from this section
4.1	Fire drills (including evacuation if applicable)	P→	→			
4.2	Smoke control and removal	P→	→			
4.3	Engine failures, shutdown and restart at a safe height	P→	→			
4.4	Fuel dumping (simulated)	P→	→			
4.5	Tail rotor control failure (if applicable)	P→	→			
4.5.1	Tail rotor loss (if applicable)	P	A helicopter shall not be used for this exercise			
4.6	Incapacitation of crew member – MPH only	P→	→			
4.7	Transmission malfunctions	P→	→			

**Application for ATPL(H) Skill Test/ SP and MP Helicopter Skill Test/ Proficiency Check for Revalidation/ Renewal and Report Form**

Applicant Full Name and Licence No:

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK	
Manoeuvres/Procedures		FSTD	H	Instructor initials when training completed	Checked in	Examiner initials when test completed
					FSTD H	
4.8	Other emergency procedures as outlined in the appropriate flight manual	P→	→			
<b>Section 5 – Instrument flight procedures (to be performed in IMC or simulated IMC)</b>						
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	→*			
5.1.1	Simulated engine failure during departure	P*	→*		M*	
5.2	Adherence to departure and arrival routes and ATC instructions	P*	→*		M*	
5.3	Holding procedures	P*	→*			
5.4	3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure	P*	→*			
5.4.1	Manually, without flight director. Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taken into account such limitations (for example, choose an ILS for 5.4.1 in the case of such AFM limitation).	P*	→*		M*	
5.4.2	Manually, with flight director	P*	→*		M*	
5.4.3	With coupled autopilot	P*	→*			
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1 000 ft above aerodrome level until touchdown or until completion of the missed approach procedure	P*	→*		M*	
5.5	2D operations down to the MDA/H	P*	→*		M*	
5.6	Go-around with all engines operating on reaching DA/H or MDA/MDH	P*	→*			
5.6.1	Other missed approach procedures	P*	→*			
5.6.2	Go-around with one engine simulated inoperative on reaching DA/H or MDA/MDH	P*	→*		M*	
5.7	IMC autorotation with power recovery	P*	→*		M*	
5.8	Recovery from unusual attitudes	P*	→*		M*	
<b>Section 6 – Use of optional equipment</b>						
6	Use of optional equipment	P→	→			



# Result of Skill test/Proficiency check Details and Result of the Check

Licence No: \_\_\_\_\_

### To be completed by the Examiner

Details of Check:

Name of Applicant: \_\_\_\_\_

Helicopter Type \_\_\_\_\_  SE  ME  Piston  Turbine  SP  MP

ATPL(H) Skill test |  Skill Test  Proficiency Check  Revalidation  
 Renewal  IR Revalidation  IR Renewal

**Note: ATPL Skill test could only be conducted if the applicant meets all the experience requirements for the ATPL(H)**

PIC  COPI  Helicopter  Simulator

Helicopter: Type of Helicopter: \_\_\_\_\_ Training Centre \_\_\_\_\_

A/C Registration No/Simulator ID No: \_\_\_\_\_ Simulator Level \_\_\_\_\_

Place of Departure: \_\_\_\_\_ Destination: \_\_\_\_\_

Date of Check: \_\_\_\_\_ # of Landings \_\_\_\_\_

Blocks Off \_\_\_\_\_ Blocks-on \_\_\_\_\_ Block time: \_\_\_\_\_

Result of the test on  1<sup>st</sup> Attempt  2<sup>nd</sup> Attempt:

\* delete as necessary

**PASS\***  **FAIL\***  **PARTIAL PASS\***

**Applicant's Signature:** \_\_\_\_\_

Revalidation/Renewal (CAD authorisation required for renewal):

Type New Expiry date: \_\_\_\_\_ IR New Expiry date: \_\_\_\_\_

Examiner Remarks: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I hereby declare that I have established communication with the applicant without language barriers. I made the applicant aware of the consequences of providing incomplete, inaccurate or false information. I verified that the applicant complies with the qualification, training and experience requirements in Part FCL. I confirm that all required manoeuvres and exercises have been completed, as well as the verbal theoretical examination, where applicable. I also declare that I have reviewed and applied the national procedures and requirements of the applicant's competent authority contained in version (insert document version as published on the EASA website) \_\_\_\_\_ of the Examiner Differences Document.

Last and First Name of Examiner: \_\_\_\_\_

Examiner Certificate number: \_\_\_\_\_

Signature of Examiner: \_\_\_\_\_ Date of Signature: \_\_\_\_\_

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**A. General**

1. An applicant for a skill test shall have received instruction on the same class or type of aircraft to be used in the test.
2. Failure to achieve a pass in all sections of the test in two attempts will require further training.
3. There is no limit to the number of skill tests that may be attempted.

**CONTENT OF THE TRAINING, SKILL TEST/PROFICIENCY CHECK**

4. Unless otherwise determined in the operational suitability data established in accordance with Part-21, the syllabus of flight instruction shall comply with this Appendix. The syllabus may be reduced to give credit for previous experience on similar aircraft types, as determined in the operational suitability data established in accordance with Part-21.
5. Except in the case of skill tests for the issue of an ATPL, when so defined in the operational suitability data established in accordance with Part-21 for the specific type, credit may be given for skill test items common to other types or variants where the pilot is qualified.

**CONDUCT OF THE TEST/CHECK**

6. The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations developed and approved by the competent authority. Full flight simulators and other training devices, when available, shall be used, as established in this Part.
7. During the proficiency check, the examiner shall verify that the holder of the class or type rating maintains an adequate level of theoretical knowledge.
8. Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.
9. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.
10. An applicant shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant, can be performed and to carry out the test as if there is no other crew member if taking the test/check under single-pilot conditions. Responsibility for the flight shall be allocated in accordance with national regulations.
11. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. The applicant shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the check-list for the aircraft on which the test is being taken and, if applicable, with the MCC concept. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be agreed upon with the examiner.
12. The examiner shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

**C. SPECIFIC REQUIREMENTS FOR THE HELICOPTER CATEGORY**

1. In the case of skill test or proficiency check for type ratings and the ATPL, applicants shall pass Sections 1 to 4 and 6 (as applicable) of the skill test or proficiency check. Failure in more than five items will require applicants to repeat the entire test or check. Applicants failing not more than five items shall repeat the failed items. Failure in any item in the case of a retest or a recheck or failure in any other items already passed will require the applicants to repeat the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.
2. In the case of proficiency check for an IR, applicants shall pass Section 5 of the proficiency check. Failure in more than 3 items will require applicants to repeat the entire Section 5. Applicants failing not more than 3 items shall repeat the failed items. Failure in any item in the case of a recheck or failure in any other items of Section 5 already passed will require applicants to repeat the entire check.

**FLIGHT TEST TOLERANCE**

3. The applicant shall demonstrate the ability to:
  - (a) operate the helicopter within its limitations;
  - (b) complete all manoeuvres with smoothness and accuracy;
  - (c) exercise good judgement and airmanship;
  - (d) apply aeronautical knowledge;
  - (e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
  - (f) understand and apply crew coordination and incapacitation procedures, if applicable; and
  - (g) communicate effectively with the other crew members, if applicable.
4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

(a) IFR flight limits

<b>Height</b>	Generally	± 100 feet	<b>Tracking</b>	on radio aids	± 5°
	Starting a go-around at decision height	+ 50 feet/- 0 feet		for "angular" deviations	Half-scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
	Minimum descent height/altitude	+ 50 feet/- 0 feet		2D (LNAV) and 3D (LNAV/VNAV) "linear" lateral deviations	cross-track error/deviation shall normally be limited to ± ½ of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.
<b>Heading</b>	all engines operating	± 5°	<b>Speed</b>	all engines operating	± 5 knots
	with simulated engine failure	± 10°		with simulated engine failure	± 10 knots / -5 knots
				3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than - 75 ft below the vertical profile at any time, and not more than + 75 ft above the vertical profile at or below 1 000 ft above aerodrome level.

(b) VFR flight limits

<b>Height</b>	Generally	± 100 feet	<b>Ground Drift</b>	T.O. hover I.G.E.	± 3 feet
	Normal operations	± 5°		Landing	± 2 feet with 0 feet rearward or lateral flight
<b>Heading</b>	Abnormal operations/emergencies	± 10°	<b>Speed</b>	Generally	± 10 knots
				with simulated engine failure	+ 10 knots/- 5 knots

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**CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK**

**GENERAL**

5. The following symbols mean:

P = Trained as PIC for the issue of a type rating for single-pilot helicopters (SPH) or trained as PIC or co-pilot and as PF and PM for the issue of a type rating for multi pilot helicopters (MPH).

6. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (---->).

The following abbreviations are used to indicate the training equipment used:

FFS = full-flight simulator

FTD = flight training device

H = helicopter

- 7. The starred items (\*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type.
- 8. Instrument flight procedures (Section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type. An FFS or an FTD 2/3 may be used for this purpose.
- 8a. To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.  
By way of derogation from subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.
- 9. Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise.
- 10. An FSTD shall be used for practical training and testing if the FSTD forms part of a type rating course. The following considerations will apply to the course:
  - (a) the qualification of the FSTD as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA);
  - (b) the qualifications of the instructor and examiner;
  - (c) the amount of FSTD training provided on the course;
  - (d) the qualifications and previous experience in similar types of the pilots under training; and
  - (e) the amount of supervised flying experience provided after the issue of the new type rating.

**MULTI-PILOT HELICOPTERS**

- 11. Applicants for the skill test for the issue of the multi-pilot helicopter type rating and ATPL(H) shall pass only Sections 1 to 4 and, if applicable, Section 6.
- 12. Applicants for the revalidation or renewal of the multi-pilot helicopter type rating proficiency check shall pass only Sections 1 to 4 and, if applicable, Section 6.

**SINGLE-PILOT HELICOPTERS**

- 13. Applicants for the issue, revalidation or renewal of a single-pilot helicopter type rating shall:
  - (a) If privileges for single-pilot operation are sought, complete the skill test or proficiency check in single-pilot operation;
  - (b) If privileges for multi-pilot operation are sought, complete the skill test or proficiency check in multi-pilot operation;
  - (c) If privileges for both single-pilot and multi-pilot privileges are sought, complete the skill test or proficiency check in multi-pilot operation and, additionally, the following manoeuvres and procedures in single pilot operation:
    - 1. For single-engine helicopters: 2.1 take-off and 2.6 and 2.6.1 autorotative descent and autorotative landing;
    - 2. For multi-engine helicopters: 2.1 take-off and 2.4 and 2.4.1 engine failure shortly before and shortly after reaching TDP;
    - 3. For IR privileges, in addition to point (1) or (2), as applicable, one approach of Section 5, unless the criteria of Appendix 8 to this Annex are met;
  - (d) In order to remove a restriction to multi-pilot operation from a non-complex single-pilot helicopter type rating, complete a proficiency check that includes the manoeuvres and procedures referred to in point (c)(1) or (c)(2), as applicable;

**Single-pilot operation and multi-pilot operation**

- 1. A pilot who already holds a type rating for an aircraft type, with the privilege for either single-pilot or multi-pilot operations, shall be considered to have already fulfilled the theoretical requirements when applying to add the privilege for the other form of operation on the same aircraft type.
- 2. Such a pilot shall complete additional flight training for the other form of operation in the relevant type in accordance with Appendix 9 to this Annex, unless specified otherwise in the operational suitability data established in accordance with Annex I (Part 21) to Commission Regulation (EU) No 748/2012. This training shall be completed at either of the following:
  - i. An ATO;
  - ii. An organisation to which Annex III (Part-ORO) to Reg No 965/2012 applies and that is entitled to provide such training on the basis of either an approval or, in the case of single-pilot helicopters, a declaration.
- 3. Except for single-pilot helicopters, the form of operation shall be entered in the licence.
- 4. In the case of single-pilot helicopters, all the following shall apply:
  - i. A skill test or proficiency check for a non-complex single-pilot helicopter type rating was completed in multi-pilot operations only, a restriction to multi-pilot operation shall be endorsed with the type rating in the licence. This endorsement shall be removed when the applicant completes a proficiency check that included the necessary elements for single-pilot operation as specified in Appendix 9 to this Annex.
  - ii. In all other cases, the form of operation shall not be entered in the licence. The pilot is entitled to exercise the privileges of the type rating:
    - A. In single-pilot operation, provided that the skill test or proficiency check either:
      - a. Was completed in single-pilot operation; or
      - b. Was completed in multi-pilot operation and contained additional elements for single-pilot operation, as specified in Appendix 9 to this Annex.
    - B. In multi-pilot operation under all of the following conditions:
      - a. The pilot complies with part FCL.720.H(a)(2);
      - b. The privileges are exercised in accordance with Annex III (Part-ORO) to Reg No 965/2012 only;
      - c. The skill test or proficiency check was completed in multi-pilot operation.

**Helicopters:**

Credits shall be granted only if holders are revalidating or renewing IR privileges for single-pilot helicopters, as appropriate.

<b>B. Helicopters</b>	
Credits shall be granted only if holders are revalidating or renewing IR privileges for single-pilot helicopters, as appropriate.	
If a skill test or a proficiency check, including IR, is performed and the holders have a valid:	Credit is valid towards the IR part in a proficiency check for:
Multi-pilot helicopter (MPH) type rating	Single-pilot helicopter (SPH) of the same type, including privileges for single-pilot operations (*)
Single-pilot helicopter (SPH) type rating, in multi-pilot operations	Privileges for single-pilot operations in the same type (*)
(*) Provided that within the preceding 12 months at least three IFR departures and approaches exercising PBN privileges, including one RNP APCH approach (which may be a Point in Space (PinS) approach), have been performed on a SP type of helicopter in SP operations.	



# Application for ATPL(H) Issue Experience and Crediting Appendix 1 Complete if applicable

Licence No: \_\_\_\_\_

## To be completed by the applicant

Applicant Last and First Name: \_\_\_\_\_

Pilot licence held  CPL(H)  Third Country ATPL(H)

SE IR(H) valid until: \_\_\_\_\_  ME IR(H) valid until: \_\_\_\_\_

MCC course completed  MCC/VFR  MCC/IR

For Multi-pilot helicopters:

If MCC is not combined with type rating course

- i.  Hold a certificate of satisfactory completion of an MCC in helicopters.
- ii.  Have completed at least 500 hours of flight time as a pilot in multi-pilot operations in any aircraft category.

Part- Medical Class 1 valid until \_\_\_\_\_ Age \_\_\_\_\_ *Minimum 21 years*

Theoretical Knowledge ATPL(H) examinations passed on: \_\_\_\_\_

Flight time as a pilot of helicopters Hours: \_\_\_\_\_ *Minimum 1,000 hours*

of which in FSTD \_\_\_\_\_ *Maximum 100 hours* of which FNPT \_\_\_\_\_ *Maximum 25 hours*

Flight Experience: of which

A) Multi-Pilot Helicopters experience hours: \_\_\_\_\_ *Minimum 350 hours*

B1) PIC hours: \_\_\_\_\_ *Minimum 250 hours*; or

B2) (PIC + PICUS together *Minimum 250 hours*) PIC hours: \_\_\_\_\_ *Minimum 100 hours*

+ PICUS hours: \_\_\_\_\_ *At least to achieve 250 hours*; or

B3) PICUS hours: \_\_\_\_\_ *Minimum 250 hours in multi-pilot helicopters.*

*Note: In this case, the ATPL(H) privileges shall be limited to multi-pilot operations only, until 100 hours as PIC have been completed*

C) Cross-country experience hours: \_\_\_\_\_ *Minimum 200 hours*

of which as PIC or PICUS hours \_\_\_\_\_ *Minimum 100 hours*

D) Instrument time Hours: \_\_\_\_\_ *Minimum 30 hours*

of which instrument ground time Hours: \_\_\_\_\_ *Maximum 10 hours*

E) Night time Hours as PIC or co-pilot : \_\_\_\_\_ *Minimum 100 hours*

Signature of Applicant: \_\_\_\_\_ Date of Signature: \_\_\_\_\_

## For Office Use:

Credit given if applicable towards the 1,000 hours flight time Hours: \_\_\_\_\_

Aeroplane hours *Maximum 50% of all flight time requirements as above*



# Application for First MPH Type Rating

## Appendix 2

### Complete if applicable

Licence No: \_\_\_\_\_

**To be Completed by the applicant**

Applicant Last and First Name: \_\_\_\_\_

1) Pilot licence held  PPL  CPL  ATPL

2) IR(H) multi-engine helicopter valid until: \_\_\_\_\_

3) Part- Medical  Class 1  Class 2 / IR Medical Certificate is valid until \_\_\_\_\_

4) Theoretical Knowledge ATPL(H) examinations passed on: \_\_\_\_\_

5) PIC flight experience on helicopters Hours: \_\_\_\_\_ *Minimum 70 hours*

**Note: Limitation to initially fly as co-pilot only (if graduated from an ATP(H)/IR, ATP(H), CPL(H)/IR or CPL(H) integrated course and removed only when completed 70 hours PIC or PICUS and passed the multi-pilot skill test on the applicable helicopter type as PIC)**

6) If MCC is not combined with Type Rating

M1)  Hold a certificate of satisfactory completion of MCC course in helicopters; or

M2)  have \_\_\_\_\_ hours as pilot on multi-pilot operations in any aircraft category *Minimum 500 hours*; or

7) **Flight instruction for type rating** according to approved syllabus completed on \_\_\_\_\_

Helicopter Type \_\_\_\_\_

Helicopter Hours: \_\_\_\_\_

FFS Full Flight Simulator Hours: \_\_\_\_\_

FTD Flight Training Device Hours: \_\_\_\_\_

OTD Other Training Device Hours: \_\_\_\_\_

Number of aircraft landings after simulator training \_\_\_\_\_

Signature of Applicant: \_\_\_\_\_ Date of Signature: \_\_\_\_\_

**For Office Use:**

Limitation to initially fly as co-pilot only  Yes  No

Limitation to initially fly under the supervision of an instructor as required by OSD  Yes  No

If required, number of hours under supervision is \_\_\_\_\_ hrs

Name of PEL officer \_\_\_\_\_ Date \_\_\_\_\_ Signature \_\_\_\_\_

# Application for First Single Pilot Multi-Engine Helicopter Type Rating

## Appendix 3 Complete if applicable

Licence No: \_\_\_\_\_

### To be Completed by the applicant

Applicant Last and First Name: \_\_\_\_\_

Before starting the course:

1) Pilot licence held  PPL  CPL  ATPL

2) IR(H) multi-engine helicopter valid until: \_\_\_\_\_

3) Part-Medical Certificate:  Class 1  Class 2/  IR - Medical Certificate is valid until \_\_\_\_\_

4) PIC hours on helicopters \_\_\_\_\_ *Minimum 70 hours*  
*Note: applicable to applicants who have not completed an ATP(H)/IR, ATP(H), or CPL(H)/IR integrated training course*

5) Additional theoretical knowledge :

(i)  Hold a certificate of satisfactorily completion of a pre-entry course conducted by an ATO, including subjects of the ATPL(H) theoretical knowledge course:  
- Aircraft General Knowledge: airframe/systems/power plant, and instrument/electronics,  
- Flight Performance and Planning: mass and balance, performance;

or

(ii)  Passed Part-FCL ATPL(H) theoretical knowledge examinations

6) For Multi-pilot operations:

MCC is combined with Type Rating -  MCC/VFR  MCC/IR

MCC is not combined with Type Rating (mark one of below)

M1)  Hold a certificate of satisfactory completion of MCC course in helicopters; or

M2)  Have \_\_\_\_\_ hours as pilot on multi-pilot operations in any aircraft category *Minimum 500 hours*

7) **Flight instruction for type rating** according to approved syllabus completed on \_\_\_\_\_

Aircraft Hours: \_\_\_\_\_

FFS Full Flight Simulator Hours: \_\_\_\_\_

FTD Flight Training Device Hours: \_\_\_\_\_

OTD Other Training Device Hours: \_\_\_\_\_

Signature of Applicant: \_\_\_\_\_ Date of Signature: \_\_\_\_\_

### For Office Use:

Limitation to initially fly under the supervision of an instructor as required by OSD  Yes  No

If required, number of hours under supervision is \_\_\_\_\_ hrs

Name of PEL officer \_\_\_\_\_ Date \_\_\_\_\_ Signature \_\_\_\_\_

# Application for Removal of Restriction

## Appendix 4 Complete if applicable

Licence No: \_\_\_\_\_

### To be Completed by the applicant

Applicant Last and First Name: \_\_\_\_\_

#### From SP to MP

Complete the skill test or proficiency check in multi pilot operation on date \_\_\_\_\_

and

- MCC is combined with Type Rating, or  
 MCC is not combined with Type Rating (mark one of below)

M1)  Hold a certificate of satisfactory completion of MCC course in helicopters; or

M2)  Have completed at least 500 hours of flight time as a pilot in multi-pilot operations in any aircraft category.

#### From MP to SP (Removal of MPO Restriction)

Complete the skill test or proficiency check in single pilot operation on date \_\_\_\_\_

#### MP and SP Operations

Complete the skill test or proficiency check in multi pilot operation on date \_\_\_\_\_

and additionally, the following manoeuvres and procedures in single-pilot operation:

- (1) for single-engine helicopters:  
2.1 take-off and 2.6 and 2.6.1 autorotative descent and autorotative landing on date: \_\_\_\_\_
- (2) for multi-engine helicopters:  
2.1 take-off and 2.4 and 2.4.1 engine failures shortly before and shortly after reaching TDP on date: \_\_\_\_\_

Signature of Applicant: \_\_\_\_\_ Date of Signature: \_\_\_\_\_

## Submission Instructions

Respective Appendices have to be printed and completed if necessary.

**Age:** An applicant for a ATPL(H) must be at least 21 years old.

### Documents Required:

1. A copy of the Malta ID Card (both sides) or Passport [Original has to be presented before licence is collected / Not required if the applicant already holds a Malta Part-FCL licence].
2. A copy of the Part-Medical Certificate [Original has to be presented before licence is collected]
3. Log Book – All flight instruction / instrument flight instruction / instrument ground instruction/ etc. must be counter-signed by the instructor /All PICUS must be signed by the Pilot-in-command.
4. Copy of ATO Approval Certificate where type rating instruction was given if not issued by Transport Malta
5. A copy of the Course Completion Certificate for the type rating [Original has to be presented before licence is collected].
6. Copy of Examiner Certificate if not issued by Transport Malta
7. Copy of Language Proficiency Certificate issued by Transport Malta
8. Proof of aircraft landings where applicable for issue of the type rating
9. A copy of the ATPL(H) Theoretical Knowledge Examination Results [If not issued by Transport Malta original has to be presented before licence is collected.]
10. Copy of simulator approval certificate

### For MPH

11. A copy of the MCC completion certificate.
12. A copy of the ATO approval where the MCC was conducted

### For SP ME(H)

13. A copy of certificate of additional course of theoretical knowledge for SP ME Helicopters at an ATO [Original to be submitted before licence is collected]
14. A copy of the ICAO licence if applicable for SP ME helicopters [Original has to be submitted before licence is collected]
15. Proof of ICAO ATPL theory for SP ME helicopters if applicable

Office  
use  
Only

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**It is important to send all the documents to avoid a delay in the issue of the rating.**

**Civil Aviation Directorate**

Transport Malta-Civil Aviation Directorate, Malta Transport Centre, Pantar Road, Lija LJA 2021 Malta. Tel: +356 2555 5000 [cadpel.tm@transport.gov.mt](mailto:cadpel.tm@transport.gov.mt) [www.transport.gov.mt](http://www.transport.gov.mt)

**Transport Malta – Civil Aviation Directorate Bank Details:**

Bank Name: Bank of Valletta  
Bank Branch: Naxxar  
Bank Address: 38, Triq tal-Labour, Naxxar NXR 9020  
Bank's BIC Code: VALLMTMT  
Sort Code: 22013  
Account Holder: Transport Malta – Civil Aviation Directorate  
Account No: 12000580013  
IBAN No: MT13VALL 22013 0000 000 12000 5800 13

**Fee:** The applicable fee in the Malta Air Navigation Order / Scheme of Charges on the Transport Malta website has to be submitted with the application.

**Queries:** If you need additional information send an email to [cadpel.tm@transport.gov.mt](mailto:cadpel.tm@transport.gov.mt)

**Attention: Personnel Licensing Section, Transport Malta Civil Aviation Directorate** - giving your contact telephone number.

Send completed form to:

**Transport Malta-CAD, Personnel Licensing Section, Pantar Road Lija, LJA 2021, Malta**

### **Data Protection Privacy Notice**

Transport Malta of Triq Pantar, Lija, Malta LJA2021 is the Data Controller for the purpose of the Data Protection Act CAP. 586 and General Data Protection Regulation (EU) 2016/679 (GDPR). This Privacy Notice sets out the way in which we collect and process your Personal Information, as well as the steps we take to protect such information.

#### **1. The information we collect and how we use it**

- 1.1. From this application form Transport Malta collects different types of information which information is that required by Law and is used explicitly for your particular application. It is to be noted that if the required information is not provided the said application cannot be processed.
- 1.2. The primary purpose for collecting information is mainly to process the application for the service being applied for, however, your personal information may also be used for related purposes that amongst other include: sending notifications, renewal of licence/certificate after expiry period, and for the provision of information with regards to any legislative amendments which may affect the services offered to you.

#### **2. To whom we disclose information**

- 2.1. This information will be solely used for the reasons detailed above. However there may be cases where personal information is shared with the following third parties for reasons listed below:
  - Any third party offering assistance in providing the required service;
  - Any law enforcement body who may have any reasonable requirement to access your personal information;
  - Third party entities responsible for the data processing contracted by Transport Malta.

#### **3. Data Subject Rights**

- 3.1. With respect to your privacy rights, Transport Malta is obliged to provide you with reasonable access to the Personal Data that you have provided to us. Your other principal rights under data protection law are:
  - a. the right for information;
  - b. the right to access;
  - c. the right to rectification;
  - d. the right to erasure;
  - e. the right to restrict processing;
  - f. the right to object to processing;
  - g. the right to data portability;
  - h. the right to complain to a supervisory authority; and
  - i. the right to withdraw consent.
- 3.2. If you wish to access or amend any Personal Data we hold about you, or to request that we delete any information about you, you may contact us by sending a request to [dataprotection.tm@transport.gov.mt](mailto:dataprotection.tm@transport.gov.mt). We will acknowledge your request within seventy-two (72) hours and will do our utmost to handle it promptly. We will respond to these requests within a month, with a possibility to extend this period for particularly complex requests in accordance with Applicable Law.
- 3.3. At any time, you may object to the processing of your Personal Data, on legitimate grounds, except if otherwise permitted by applicable law.
- 3.4. In accordance with Applicable Law, we reserve the right to withhold personal data if disclosing it would adversely affect the rights and freedoms of others. Moreover, we reserve the right to charge a fee for complying with such requests if they are deemed manifestly unfounded or excessive.

#### **4. Retention period**

- 4.1. Personal data will be retained for not more than 3 months from date of application should the application not be submitted complete or is rejected.
- 4.2. Once the service related to your application is provided, we will retain your information for as long as needed to provide you with our service, or to comply with our legal obligations, resolve disputes and enforce our agreements.

#### **5. Security**

- 5.1. We take appropriate security measures to protect against loss, misuse and unauthorized access, alteration, disclosure, or destruction of your information. Additionally, steps will also be taken to ensure the ongoing confidentiality, integrity, availability, and resilience of systems and services processing personal information, and will restore the availability and access to information in a timely manner in the event of a physical or technical incident. All information gathered is kept confidential and is used solely for the purpose indicated herein.
- 5.2. If we learn of a security systems breach, we will inform you of the occurrence of the breach in accordance with applicable law.

#### **6. Governing Law**

All data collected in this form is processed in accordance with the Privacy Laws that include General Data Protection Regulation (EU) 2016/679 and Chapter 586 of the Laws of Malta (Data Protection Act).

#### **7. Data Protection Officer**

- 7.1. Transport Malta has a Data Protection Officer ("DPO") who is responsible for matters relating to privacy and data protection. The DPO can be reached at the above address or by email: [dataprotection.tm@transport.gov.mt](mailto:dataprotection.tm@transport.gov.mt)

#### **8. Contacting us**

- 8.1. Please address any questions, comments and requests regarding the application process to [cadpel.tm@transport.gov.mt](mailto:cadpel.tm@transport.gov.mt)