



DIAMOND
AVIATION

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Introduction

Diamond Aviation comprises Diamond Aviation Limited, which acts as the consultancy and services arm of the group and Diamond Flight School Limited, a PART-FCL Approved Training Organisation (ATO) approved by the Civil Aviation Directorate, a division of Transport Malta.

Diamond Flight School Limited is approved to conduct a number of courses which include the Private Pilot Licence (PPL) and Commercial Pilot Licence (CPL), Night Rating, Basic Instrument Module, Multi-Engine Rating (MEP) and Instrument Rating (IR).

Diamond Aviation offers a number of other courses through carefully selected providers and partners which include the Airline Transport Pilot Licence Course (ATPL) and Multi Crew Co-Ordination Course (MCC) together with a number of non-approved courses which include English Aviation Courses, Advanced Aerobatic Courses and ATCO familiarization courses intended for air traffic controllers.

Diamond Aviation offers a holistic approach to its international students giving valuable advice and assistance not only on flight training issues, but also with regard to other logistical aspects, including affordable accommodation on the island.

Diamond Aviation's services include aviation consultancy along with bespoke training manuals, executive charter brokerage, aircraft handling and aerial work.

Operating a fleet of modern and advanced Diamond single and multi-engine aircraft together with the availability of an FNPT II simulator, Diamond Aviation is at the forefront of professional pilot training on the island of Malta.



TRAINING IN THE HEART OF THE MEDITERRANEAN

Malta is an archipelago of islands in the heart of the Mediterranean adequately connected by air and sea to mainland Europe, Eastern Europe, the Baltics and North Africa.

Diamond Aviation is based on the larger island of Malta. With a population of around 400,000 welcoming inhabitants it boasts of excellent climatic conditions characterised by mild winters and fabulous summers.

With Malta being the business and primary touristic destination of the archipelago, Gozo is the smaller and quaint island to the north of Malta easily accessible by a regular ferry service, with Comino, which lies in between the two islands, being a small and practically uninhabited island yet visited by thousands of tourists annually for its crystal clear blue seas.

The Maltese population is bi-lingual with the majority of the population speaking the native Maltese language in conjunction with English which is a second tongue to many locals. Italian is also a very popular language, with French and German being popular spoken languages especially in the primary touristic areas of St. Julian's, Sliema and St. Paul's Bay.

A wide variety of cuisines, most notably in primary tourist areas, are served, ranging from Mediterranean to Asian, Indian and Halal. Paceville is at the helm of night entertainment on the island of Malta, its clubs, restaurants and bars being the in-spot for local, expats and tourists alike.

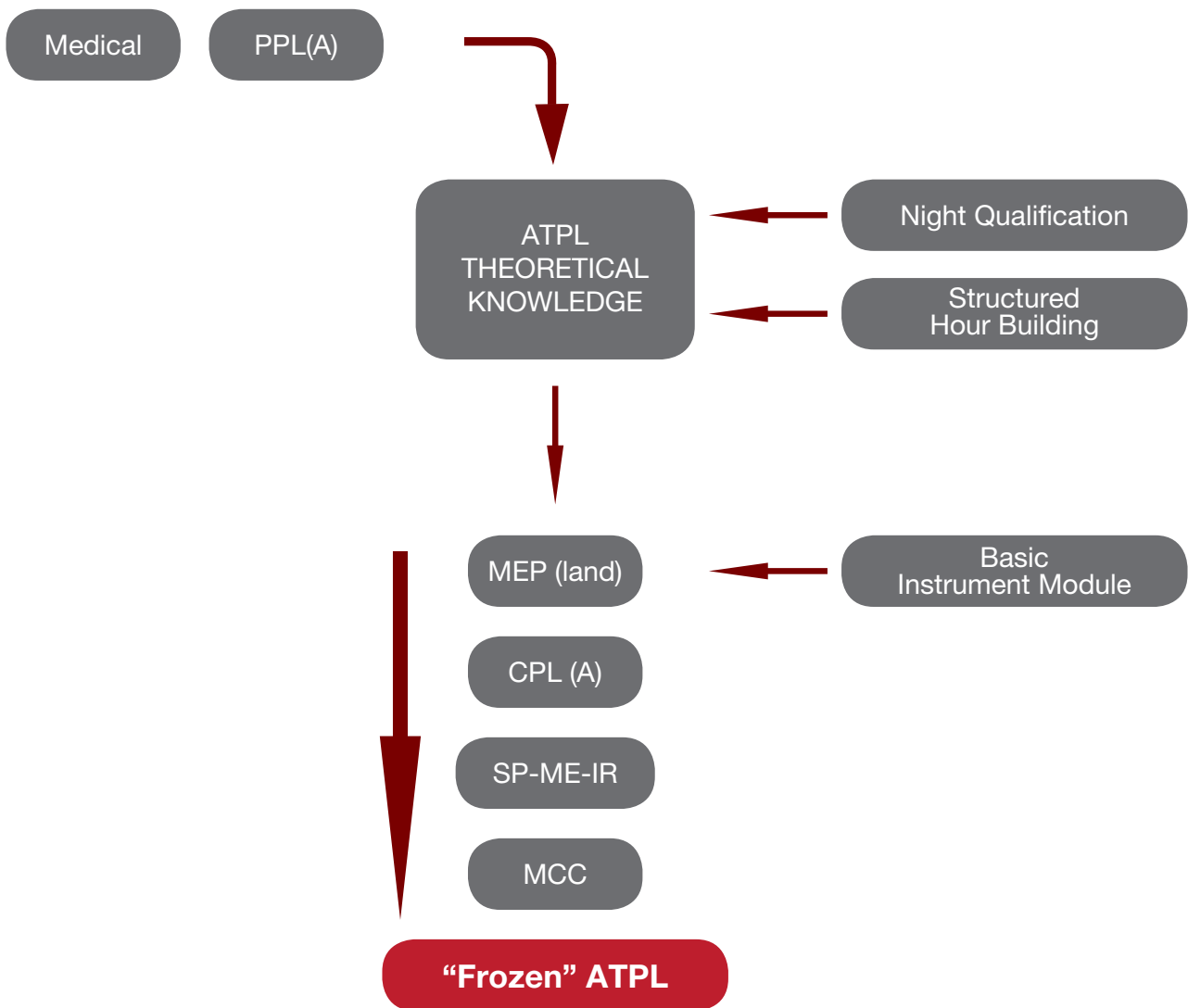
Your training will extended to scenic Sicily and Southern Italy, with Comiso, Reggio Calabria, Crotone and Lamezia Terme being airports you will visit as part of your navigation training programme.



ROADMAP TO YOUR PROFESSIONAL CAREER

Anyone wishing to pursue a career as a professional pilot in the world of commercial aviation will require a license appropriate to the task. This could range from flying on scheduled line service, unscheduled business aviation aircraft, medevac flights or career instruction to mention but a few of the opportunities in the field of aviation. The modular training route progresses in stages from the Private Pilot Licence into the Airline Transport Pilot Licence, with a number of licences and ratings in between the initial and final stages of training.

Diamond Aviation offers its students a sequential modular approach which provides the maximum degree of flexibility. Whilst certain courses can be combined, the roadmap to your professional career will typically progress as follows :



This document should not be interpreted as a definitive guide but merely a guidance document. Should you have any particular queries, Diamond Aviation would be more than happy to assist you with understanding the courses appropriate to your intentions.

Private Pilot License PPL(A)

Whether you're seeking to fly for pleasure or in pursuance of a professional career, the Private Pilot License training programme is the first course to be embarked on. The PPL(A) course is a modular course made up of nine distinct theoretical knowledge subjects and flight training which is conducted in a single engine aircraft.

The PPL(A) theoretical knowledge training is conducted using a variety of methods, which include scheduled classroom based training, computer based training or one-to-one training. Depending on time constraints and personal choice, you may opt for any of the approved training methods with the further possibility of self-study.

Pre-Entry Requirements

Minimum of class two medical.

Training Method

Classroom Group Lectures, Computer Based Training or One-to-One training coupled with flight training in a single engine piston aircraft.

Course Content

Theoretical Knowledge Instruction

- minimum 100 hours of theoretical knowledge instruction followed by nine theoretical knowledge examinations and a radio telephony practical examination + level 4 ICAO English.

Flight Training

Minimum 45 hours of flight training in a single engine aircraft which must contain a minimum 25 hours of dual flight training and 10 hours of supervised solo.

Course Duration

Minimum approximate course duration is 6 – 8 weeks.

Additional requirements

- Set of PPL Books
- Pilot's Starter Pack

Additional Information

- Students are urged to conduct a class two medical examination prior to booking
- English language proficiency will be assessed by an authorized examiner



Commercial Pilot License CPL(A)

The Commercial Pilot License is the differentiator between private and professional flying. So if you plan to fly for gain, earning a commercial pilot licence is the next step forward after completion of your private pilot licence. The CPL(A) course is a modular course which includes a minimum of 10 hours of theoretical knowledge instruction and a minimum of 25 hours of flight training, in addition to self-study.

The CPL(A) theoretical knowledge training is conducted either as scheduled classroom based training or on a one-to-one basis. Depending on time constraints and personal choice, you may opt for any of the approved training methods.

Pre-Entry Requirements

To be eligible to undertake this course you must hold a valid EASA PPL or ICAO Annex 1 PPL, a Class 1 medical and have completed a minimum of 200 hours of flight time (of which 100 hours as pilot in command of aeroplanes) and a night rating. If the applicant already holds a course completion certificate for the Basic Instrument Flight Module, the CPL course is reduced by 10 hours. In addition, students must be in possession of ATPL or CPL theory credit. If not already the holder of a Multi Engine Class rating, the applicant must have completed the Multi Engine training course prior to commencing the CPL training.

Training Method

Classroom Group Lectures or One-to-One training coupled with flight training which is partly conducted in a single engine aircraft and partly in a multi-engine aircraft.

Course Content

Theoretical Knowledge Instruction

- minimum 10 hours of theoretical knowledge instruction coupled with self-study.

Flight Training

Minimum 25 hours of dual flight training, in aircraft / FNPT II simulator, a minimum of 5 hours of which must be conducted in a complex aircraft.

Course Duration

Minimum approximate course duration is 6 weeks.

Additional Information

- Students are urged to undergo a class one medical examination prior to booking
- It is recommended that the student has completed a night rating prior to booking
- To be eligible to take the CPL Skill Test, the candidate must have logged a minimum of 200 hours as pilot of aeroplanes of which a minimum of 100 hours shall be as pilot in command and a minimum of 20 hours cross country time as pilot in command, a class one medical certificate, night rating and a valid commercial 300 nautical mile qualifying cross country.

Multi-Engine (Land) Piston Class Rating MEP(Land)

The multi-engine rating is essential for aspiring professional pilots and for PPL holders who desire to be able to master the flying of multi-engine aeroplanes.

Pre-Entry Requirements

To be eligible to undertake this course you must hold a valid PART-FCL PPL or ICAO Annex 1 PPL and you should have completed at least a minimum of 70 hours as pilot in command of aeroplanes.

Training Method

Classroom Group Lectures or One-to-One training and flight training in a multi-engine piston aircraft.

Course Content

Theoretical Knowledge Instruction

- minimum 7 hours of theoretical knowledge instruction coupled with self-study.

Flight Training

Minimum 6 hours of dual flight training in aircraft.

Course Duration

Minimum approximate course duration is 7 days.

Night Rating

This short training course enables a PPL holder to conduct flight at night. The night rating is a mandatory requirement for students planning to pursue the Commercial Pilot License course.

Pre-Entry Requirements

To be eligible to undertake this course you must hold a valid PART-FCL PPL or ICAO Annex 1 PPL.

Training Method

One-to-one briefings and flight training in a single engine piston.

Course Content

Theoretical Knowledge Instruction

- One-to-One briefings scheduled on request.

Flight Training

Minimum 5 hours of flight training of which 3 hours minimum of dual flight training, including 1 hour cross country of at least 50km, and 5 solo night takeoffs and 5 full stop landings.

Course Duration

Approximate course duration is 3 days.

Basic Instrument Flight Module

The Basic Instrument Flight Module is a 10 hour module focusing on the basics of flying by sole reference to instruments including limited panel and unusual attitudes. This course may be taken as soon as the candidate's PPL has been issued. The candidate will be issued with a course completion certificate.

Obtaining this certificate may entitle the holder to reduce the length of the CPL and Instrument Rating by up to 10 hours.

Course Duration

Minimum approximate course duration 2 weeks.



Instrument Rating IR

The aim of the Instrument Rating (IR) modular flying training course is to train pilots to the level of proficiency necessary to operate aeroplanes under Instrument Flight Rules (IFR) and in Instrument Meteorological Conditions (IMC).

Pre-Entry Requirements

An applicant for an IR(A) shall be at least 17 years of age and shall hold a valid Class one medical (or in the case of a PPL(A) with Class two medical, the candidate must undertake pure tone audiometry in accordance with MED.A.030.)

An applicant for a modular IR(A) course shall be the holder of a Part FCL PPL(A) or a Part FCL CPL(A), either licence to include the privileges to fly by night, issued in accordance with ICAO Annex 1.

An applicant for IR(A) who does not hold a CPL(A) shall be holder of a Course Completion Certificate for the Basic Instrument Flight Module.

Training Method

Classroom Group Lectures or One-to-One training and completion of examinations set by the Authority coupled with flight training, which is partly conducted in a single engine aircraft and partly in a multi-engine aircraft.

Course Content

Theoretical Knowledge Instruction

An approved modular IR(A) course comprising of 200 hours of instruction, which include classroom work, interactive video, presentations, learning carrels, computer based training and other media.

Flight Training

The Basic Instrument Flight Module comprises 10 hours of instrument time under instruction, which may be completed at any time having gained a PPL(A) or can be combined with the IR(A) Module. This comprises a 50 hour (SE IR only) or 55 hour ME IR course of instrument flight instruction.

Each of these requirements may be reduced by 10 hours if the applicant holds a CPL, or a course completion certificate for the BIFM.

In the case of a ME IR the applicant must be the holder of an MEP class rating, or have completed the MEP(Land) class rating course. A minimum of 15 hours of instrument flight training must be completed on a ME aircraft. Prior to commencing the IR(A) Module, the applicant must hold an MEP class rating, or have completed the 6 hour Multi Engine rating course of instruction and theoretical knowledge training. Training is conducted in an aircraft and FNPT II simulator.

Course Duration

Minimum approximate course duration is 5 to 8 weeks subject to the elements as required.



Airline Transport Pilot License ATPL

Diamond Aviation offers the option of distance learning and full time ATPL theoretical course in conjunction with a number of selected providers.

Distance learning affords the candidate the flexibility of completing the theoretical course at the candidate's own home and pace with the full support and guidance of professional instructors.

Ten percent of the training will be conducted in a classroom environment, which is achieved through four weeks of skills revisions classes in the United Kingdom, two weeks for each phase of the training, which are run on a regular basis throughout the year.

The minimum approximate duration of the course is 6 months.

Upon satisfactory completion of the coursework (and holder of a course completion certificate) you will be authorised by Diamond Aviation to sit the examinations in Malta under the auspices of the Civil Aviation Directorate, or in your own country, providing it is EASA approved.

As an alternative, candidates may choose to follow the residential courses which are held in Malta. These courses are organised once a year or an ad hoc basis if minimum group numbers are achieved. Kindly contact us for more information on residential ATPL courses.

Pre-Entry Requirements

To be eligible to undertake this course you must possess a minimum standard in mathematics, science and English, hold an IACO Annex 1 PPL and be in possession of a Class one Medical Certificate.

Additional Requirements

Set of ATPL Training Material.

Multi-Crew Co-Operation

The Multi-Crew Co-Operation course is intended to instil in the student the ability to work as a member of a multi-crew team, with emphasis being laid on communication, division of tasks, decision making, teamwork and mutual supervision throughout the different phases of flight, whether normal or emergency situations and is the predecessor of the type rating course.

Pre-Entry Requirements

To be eligible to undertake this course you must have completed the Commercial Pilot Licence (CPL) and Instrument Rating (IR).

Training Method

Classroom lectures coupled with FNPT II simulator sessions.

Course Content

25 hours of Theoretical Knowledge Instruction.

Flight Training

20 hours in an FNPT II simulator.

Course Duration

Minimum approximate course duration is 8 working days.

Aerobatics

Diamond Aviation offers approved and non-approved aerobatic courses to suit your existing piloting skills and goals. Whether you are a beginner or looking to progress to advanced aerobatic manoeuvres, our dedicated aerobatic instructors will guide you through our range of training modules which best suit your requirements.

Aerobatic training is performed on the Mudry CAP10 and Extra EA-200. Both of these aircraft are “all attitude” aircraft fitted with fully inverted fuel and oil systems and parachutes.

EASA Aerobatic Rating Course

The aim of the approved aerobatic rating is to train pilots to a level of competence for them to be able to achieve an aerobatic rating and perform solo aerobatic manoeuvres.

Pre-Entry Requirements

An applicant shall have completed a minimum of 40 hours of flight time as pilot in command in a Single Engine Piston (SEP) aircraft and shall hold a tailwheel extension.

Training Method

Theoretical knowledge instruction appropriate to the rating and flight training in a single engine piston aerobatic aircraft.

Course Content

Theoretical Knowledge Instruction covers topics such as human factors and body limitations, spatial disorientation, G-forces and aerobatic manoeuvres.

Flight Training

Minimum 5 hours of dual aerobatic instruction time.

Course Duration

Approximate course duration is 12 days.

Taildragger Course

Pre-Entry Requirements

To be eligible to undertake this course you must hold a PPL(A).

Training Method

One-to-One briefings and flight training in a single engine piston tailwheel aircraft.

Course Content

Theoretical Knowledge Instruction

- One-to-One briefings scheduled on request.

Flight Training

Minimum of 4 hours combined ground taxi time and landings until satisfactory handling performance is demonstrated.

Course Duration

Approximate course duration is 4 days.

Upset Recovery Training

Upset recovery training is geared toward industry to enable candidates to gain hands-on experience in recognition, identification and recovery from unusual attitudes together allowing them to revise basic stick and rudder skills. Upset recovery training is tailored with a focus on the requirements of the individual or the group looking to conduct such training.

Contact us for more information on upset recovery training.

Aviation English

Aviation English courses are conducted by our selected English language specialist providers in Malta. Courses are offered on a one-to-one basis or in groups and are primarily intended for air traffic controllers and flight crew students who wish to reach ICAO Operational Level 4.

The duration on the course is highly dependent on the student's English level proficiency at time of enrolment which is assessed through a pre-course language test.

Topics covered during the course, which are usually spread between one and four weeks with an average of 15 to 30 hours per week, include air communications, ground movement, pre-flight, cruise and climb, en-route, approach, landing, weather and incursions.

Course participants will be rated and given a detailed report at the end of the course prepared by Aviation English Raters. In addition, participants could also choose to take the internationally accredited Test of English for Aviation (T.A.E)



ATCO Flight Appreciation Course

The aim of the ATCO Flight Appreciation Course is to improve flight safety by training participants, particularly Air Traffic Controllers, to appreciate the requirements, perceptions and responsibilities of the pilot in command through the introduction of as many pertinent flight training elements as possible in a compressed format. The focus of the course is on Air Traffic Controller / Pilot interaction and mutual appreciation, with a particular emphasis on human factors. The learning objectives of the course are based around demonstration of understanding rather than actual flying ability.

Pre-Entry Requirements

No mandatory pre-entry requirements are applicable.

Training Method

Classroom Lectures, briefings and flight environment.

Course Content

Theoretical Knowledge Instruction

12 hours of theoretical knowledge instruction and 15 hours of pre-flight briefings touching on the following subjects:

- Emergency Procedures
- Course Outlines for PPL, MEP, CPL and IR
- Air Law regarding licensing and responsibilities of the pilot-in-command
- Principles of Flight
- Elementary Navigation principles & techniques
- Human Factors and Pilot Performance
- Airborne Emergencies

Flight Training

6 hours of flight appreciation in a single engine aircraft or FNPT II simulator and 3 hours in a multi engine aircraft or FNPT II simulator to include appreciation of the following aspects of flight:

- Basic and Advanced handling experience
- Visual traffic pattern procedures
- Visual Navigation : Day & Night
- Emergency Procedures
- Flight by sole reference to instruments
- Multi Engine Considerations
- IFR Procedures

Course Duration

Approximate course duration is 5 days.

Additional Information

This course is not an approved flight training course and will not result in the issue of a license or qualification.

GENERAL TERMS & CONDITIONS

Pre-Entry Requirements

Training courses are subject to minimum pre-entry requirement set by Diamond Aviation and/or regulatory authorities. The pre-entry requirements set out in this document are correct at the time of publication. Diamond Aviation will advise the students on the appropriate pre-entry requirements at the time of booking.

Force Majeur

Diamond Aviation shall not be liable for any failure or delay in the performance of the training or any losses suffered by the students as a result of circumstances beyond the reasonable control of Diamond Aviation.

Refunds

Deposits paid at any time prior to or throughout the duration of a course shall be non-refundable and Diamond Aviation shall retain absolute discretion as to whether a deposit paid on account shall be refunded or otherwise.

Course Fees

Course fees quoted include Value Added Tax (where applicable) and other taxes due. Published course fees exclude regulatory and other charges, including but not limited to fees or charges due for medical examination, examinations, tests, license issue and rating endorsement. Diamond Aviation reserves the right to increase at any time the fees chargeable and alter any course schedule without prior notice. Price increase or schedule alterations will be advised at the time of booking.

Flight Training Fees

Flight hours are billed at airborne time + 0.2 hour at prevailing rates for the type of aircraft and training programme being followed.

Weather

Diamond Aviation shall not be liable for any delays or additional costs incurred due to weather conditions on which the flight training course may be dependant on.

Additional Fees

Diamond Aviation shall charge the student additional training fees if these are deemed necessary for the satisfactory progress of the student on any particular training programme.

Course Provision

Diamond Aviation will provide the student with teaching materials, ground and flight instruction, aircraft and equipment relevant and appropriate to the nature of the course, unless these listed as an additional requirement which shall be at the sole charge of the student. Diamond Aviation assumes no further responsibility and gives no guarantee that a student will successfully complete any particular training programme.

Diamond Aviation reserves the right to vary or alter the content of any training programme provided that such variation or alteration does not prevent the student from attaining a standard appropriate to the relevant training programme.

Course Duration

The approximate course duration shall be as stated in the course detail or as agreed to between Diamond Aviation and the student prior to the commencement of any training programme. Diamond Aviation may, at its discretion, extend the duration of any training programme as it deems necessary to take into account the ability of the student, weather conditions and other requisite factors, including but not restricted to aircraft availability.

Payments

Diamond Aviation reserves the right to demand the full payment of the course fee at the time of booking or at any time throughout the duration of the course. Diamond Aviation further reserves the right to demand full payment at the time of booking of for aircraft hire and discounted hour building packages. In all cases, the student or hirer shall be required to maintain his account in credit at all times.



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