


<b>Irish Aviation Authority</b> The Times Building 11–12 D'Olier Street Dublin 2, Ireland <a href="http://www.iaa.ie">www.iaa.ie</a>  <b>Safety Regulation  Division</b>	<b>Údarás Eitlíochta  na hÉireann</b> Foirgneamh na hAmanna 11–12 Sráid D'Olier Baile Átha Cliath 2, Éire  <b>Rannán na Rialachán  Sábháilteachta</b>	No.           OAM 14 Revision     0 Date          21.06.18	
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## Title: EXEMPTION FROM PERFORMANCE BASED NAVIGATION FLIGHT CREW LICENSING REQUIREMENTS

### 1. INTRODUCTION

From 25 August 2018, EASA Aircrew Regulations will require all pilots who are operating on PBN routes and procedures to be suitably qualified. If your aircraft types are not certified for RNP APCH or there is not an appropriately equipped FSTD available for flight crew training/checking then the AOC Holder and NCC Operator can apply on behalf of their flight crew for an exemption against the requirement for conducting a check of an RNP Approach under European Commission Regulation (EU)1178/2011. Operators may request further guidance from their Flight Operations Inspector before applying. The closing date for receipt of the Exemption request is Monday 9 July 2018.

### 2. REFERENCES

**Commission Regulation (EU) No 1178/2011**, as amended by **CR (EU) 2016/539**. Article 1 (5) - IR pilots without PBN privileges may only fly on routes and approaches that do not require PBN privileges and no PBN items shall be required for the renewal of their IR, until 25 August 2020; after that date, PBN privileges shall be required for every IR. While it is considered that the PBN endorsement is a generic privilege to a pilot's IR, Part FCL states to 'maintain' the privilege the pilot must revalidate their PBN privileges every LPC. This requirement applies to each IR that is held.

**Personnel Licensing Advisory Memorandum (PLAM) 02/18.**

**OAM 12 Implementation of PBN for Instrument Rated Pilots 2018-02-23.**

[Application for exemption form FOD.F.223b](#)

### 3. DETAIL


An exemption may be sought under Article 14-4 of EASA Regulation EU 216/2008 against the requirement for conducting a check of an RNP Approach under Commission Regulation (EU) 1178/2011, "the EASA Aircrew Regulation" (as amended), where an Operator requires to operate in PBN airspace after the 25 August 2018 and it is not possible for the Operator to comply with the regulation. The exemption will not be transferable between Operators or between different aircraft types. A separate exemption will be required for each type.

If the Operator's intention is to remain outside of PBN airspace at all times, no exemption will be required.

The application process requires the operator to complete the application for exemption form FOD.F.223b and provide an Operator's Safety Case. The form FOD.F.223b should include details of AOC or NCC Operator, aircraft types affected and current PBN capabilities including operations' manual references. The Operator's Safety Case needs to outline the circumstances and detail for the exemption. It should detail:

- The urgent operational circumstances or operational need for the exemption.
- The detail of how the level of safety will not be adversely affected.
- The detail of how the Operator will ensure that an equivalent level of protection is achieved.
- The detail of training for PBN operations.
- The detail of the means by which the operator will eventually achieve compliance with EU 1178/2011 in order to satisfy the limited duration terms of an exemption. In any case, compliance must be achieved prior to 25 Aug 2020.

The Operator must continue to ensure compliance with CAT.OP.MPA.126 which includes the continued airworthiness of the area navigation system for PBN operations and ORO.GEN.110(d)

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where the Operator must ensure that its aircraft are equipped and its crews are qualified as required for the area and type of operation. The operator must establish what requirements apply to the route, procedure and airspace as a factor in planning their operation.

The Operator must continue to comply with all airworthiness and airspace requirements. No exemption is being offered with regard to these aspects

After the application is submitted, the operator will receive an acknowledgment receipt from their FOI who will be in contact if additional information is required.

The exemption, if granted, will have a maximum validity period until 24 August 2020. Thereafter all IR holders will need to hold PBN privileges as required by (EU) Commission regulation 2016/539.

Pilots who have completed PBN training with an EASA ATO approved by an NAA (National Aviation Authority) other than the IAA must provide confirmation that the ATO is approved to conduct PBN training by that NAA. A Course Completion Certificate stating that they have received PBN training will be required.

Assigned Flight Operations Inspectors will liaise with operators throughout this process. Please direct questions relating to the process or regulatory clarifications to your assigned Flight Operations Inspector. The closing date for receipt of the application for exemption is Monday 9 July 2018.