
IRELAND
SAFETY REGULATION DIVISION
IRISH AVIATION AUTHORITY
TIMES BUILDING
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**AERONAUTICAL
NOTICE**

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ACCEPTANCE OF FLIGHT CREW LICENCES

The Irish Aviation Authority, in pursuance of Articles 4, 26 and 36 of the Irish Aviation Authority (Personnel Licensing) Order, S.I. No. 333 of 2000, hereby directs that:-

1. In this Direction-

“the Authority” means Irish Aviation Authority;

“aviation qualification” means a qualification, other than a pilot licence, which –

- certifies or attests that a person has completed a course of flight and theoretical knowledge training according to a syllabus approved or accepted directly or indirectly by another ICAO signatory state according to national rules, and
- which purports that the holder thereof is deemed to be adequately trained to act as pilot of the relevant subject aircraft;

“appropriate pilot licence” means a pilot licence which is not in conformity with Annex I (Personnel Licensing) to the Chicago Convention and which is issued according to national rules by another ICAO signatory state or by its national aviation authority or qualified entity;

“ICAO” means the International Civil Aviation Organisation;

“the Order” means the Irish Aviation Authority (Personnel Licensing) Order, S.I. No. 333 of 2000 (as amended);

“private aircraft” has the same meaning as that prescribed by the Order, being an aircraft which is neither a commercial transport aircraft nor an aerial work aircraft;

“qualified entity” means a body having legal entity which has been allocated a specific training and representative role in relation to a specified aircraft category by and under the control of another ICAO signatory state and/or its national aviation authority;

“the State” means Ireland;

“student pilot” shall mean a trainee pilot who has not completed the course of flight and theoretical knowledge training or the skill tests and knowledge tests required thereafter and who is prohibited from carrying a passenger or who requires prior permission to fly to be authorised by a duly authorised flight instructor;

2. For the purposes of this Direction, “appropriate pilot licence” or “aviation qualification” shall not include those documents purporting to authorise the holder thereof to act as a student pilot only.

3. The holder of an appropriate pilot licence or aviation qualification issued by another ICAO signatory state or its national aviation authority or qualified entity, which permits or is accepted as being appropriate to enable the holder to act as pilot-in-command within that state of an aircraft described in Annex II of EU Regulation No 216/2008 (as amended), shall be exempt within the territorial limits of the State from the requirements of Article 5 of the Order while acting as a member of the flight crew of an aircraft being operated as a private aircraft.

4. This Direction shall apply only provided that the appropriate pilot licence or aviation qualification holder has:-

- a) given prior notification to the Authority by submitting the appropriate details in the manner published by the Authority on its website;
- b) no operational restriction imposed by the state of issue relating to the minimum distance allowed to be flown from the point of departure;
- c) the valid medical certificate required by the state of issue, but in any case where no such certificate is required or where the certificate required is not an ICAO Class 2 or an EU Part-MED LAPL medical certificate, a minimum of an ICAO Class 2 medical certificate or an EU Part-MED LAPL medical certificate;
- d) a minimum flight time experience as follows:-
 - i. for land, sea or amphibian aeroplanes, not less than 45 hours of flight time, to include at least 10 hours of pilot in command time,
 - ii. for weight-shift flex-wing or powered parachute aircraft and for helicopters or gyroplanes, not less than 45 hours of flight time, to include at least 10 hours of pilot-in-command time,
 - iii. for powered paragliders or powered hang-gliders, not less than 20 hours of flight time, to include at least 10 hours of pilot-in-command time,
 - iv. for any other aircraft, not less than 45 hours of flight time, to include at least 10 hours of pilot in command time;

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- e) an appropriate Flight Radiotelephony Operator (Restricted) qualification or a recognised equivalent if an aircraft radio station is required to be operated in controlled airspace, and
 - f) a minimum of an ICAO Level 4 (Operational level) English Language Proficiency (ELP) licence endorsement or equivalent certification.

5. Any restriction or limitation subject to which the appropriate pilot licence or aviation qualification has been issued shall remain in effect whilst it is being used within the territorial limits of the State. The foregoing shall not apply to any restriction that simply requires the written permission of the Authority to fly within the territorial limits of the State.

6. This Direction shall not apply to any instructor or examiner privileges that may also be held unless the holder thereof is otherwise authorised in writing to exercise such privileges by the Authority.

7. The Exemption issued under this Direction shall be valid for a period not exceeding one year, whereupon it may be reissued by the Authority subject to a new application being made therefor.

8. The Exemption issued under this Direction may be made subject to the payment of an appropriate fee to the Authority in accordance with the terms of a Fees Order made by the Authority.

9. If it sees fit to do so, the Authority may at any time, by notice issued in writing to the affected party or parties, prohibit –

- a) the holder of an appropriate pilot licence or aviation qualification, or
- b) the holders of any class of appropriate pilot licences or aviation qualifications

from availing of the privilege to fly within the territorial limits of the State permitted by this Direction.

**Chief Executive,
Irish Aviation Authority**

EXPLANATORY NOTE

(This note is not part of the Direction and does not purport to be a legal interpretation).

1. This Direction exempts the holder of an appropriate pilot licence or aviation qualification from the requirement to hold an Irish-issued national licence or an Irish-issued validation of a foreign licence when acting as a pilot of a private aircraft of a category, class or type listed in Annex II of Regulation (EC) No 216/2008.
2. This direction applies only to pilots of aircraft that do not come within the scope of EU Regulation 216/2008 and does not affect the privileges of EU Part-FCL licence holders or of holders of a pilot licence that is in conformity with Annex I (Personnel Licensing) to the Chicago Convention.
3. Holders of a pilot licence that is in conformity with Annex I (Personnel Licensing) to the Chicago Convention may continue to exercise their appropriate privileges in accordance with Article 5 of the Order.