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ISSUE OF NATIONAL PPL(A) WITH OR WITHOUT RESTRICTED PRIVILEGES AND NON-ICAO NATIONAL FI(A) WITH RESTRICTED PRIVILEGES

The Irish Aviation Authority, in pursuance of Articles –

- 4. - “Directions and JAA licences”;
- 6. - “Issue of Licences to Flight Crew Members”;
- 24. - “Examinations, Skill Tests, Proficiency Checks and Training Approvals”;
- 27. - “Applications in respect of Licences and Ratings”;
- and
- 36. - “Exemption from Order” -

of the Irish Aviation Authority (Personnel Licensing) Order [S.I. No. 333 of 2000] (as amended), hereby directs that: -

1. Definitions

1.1 In this Direction-

“**Aircrew Regulation**” means Commission Regulation (EU) No 1178/2011 of 3 November 2011;

“**Annex I aeroplane**” means an aeroplane included Annex I to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018;

“**the Authority**” means Irish Aviation Authority;

“**approved training**” has the same meaning as that prescribed by the Order, being training carried out under curricula and supervision documented by the Authority as suitable for the purpose intended and approved under Article 24(2) of the Order;

“**Chicago Convention**” means the Convention on International Civil Aviation and the Annexes thereto, signed in Chicago on 7 December 1944;

“**club**” means a club registered under the Registration of Clubs Acts (1904 to 1995) or incorporated as a limited company under the Companies Acts by Certificate of Incorporation and which, in either case, shall be managed by a committee elected by all the members for a period of not less than one year and which is subject to periodic re-election;

“**club member**” means, for the purposes of this Order, a person who has applied for membership of the club concerned and whose application for membership was made available for inspection by existing members of that club during a period agreed by the members and who has been accepted as a member at a meeting of the club’s committee or members’ body;

“**ICAO**” means the International Civil Aviation Organisation;

“**national FI (A) rating with restricted privileges**” means a flight instructor rating (aeroplane) which -

- (i) is not in conformity with Annex I (Personnel Licensing) to the Chicago Convention only because of the holder not having met the theoretical knowledge requirements for the CPL(A);
- (ii) is issued to the holder of national PPL(A) according to national rules;
- (iii) is designated as a flight instructor rating class I or a flight instructor rating class II in accordance with the privileges of the Order;
- (iv) is valid for instruction for national PPL(A) with restricted privileges only; and
- (v) is issued, re-issued, revalidated or renewed with the restricted privileges endorsed thereon.

“**national PPL(A) with restricted privileges**” means a private pilot licence (aeroplane) which -

- (i) is not in conformity with Annex I (Personnel Licensing) to the Chicago Convention; and
- (ii) is issued by the Authority according to national rules based on subpart B - “Light Aircraft Pilot Licence - LAPL” of Annex I [PART-FCL] to the Aircrew Regulation; and
- (iii) requires the holder thereof to have at least a LAPL medical certificate issued in accordance with Annex IV [PART-MED] to the Aircrew Regulation; and,

- i. confers the privilege to act as PIC on single-engine piston Annex I private aeroplanes (land or sea) with a maximum certificated take-off mass of not more than 2,000 kg and carrying a maximum of 3 passengers (such that there are never more than 4 persons on board of the aeroplane); and
- ii. prohibits the carrying of passengers until the holder has completed, after the issue of the licence, not less than 10 hours of solo flight time as PIC on aeroplanes; and
- iii. shall only be used to exercise the passenger carrying privileges of the licence when the holder has completed, within the previous 24 months, as pilot of aeroplanes (land or sea) either -
 - (a) (1) at least 12 hours of flight time as PIC (which may include solo flight time as PIC under the supervision of an instructor), which includes 12 take-offs and landings; and
 - (2) dual flight time refresher training with an instructor of at least 1 hour in total;
 - or -
 - (b) a satisfactory proficiency check passed with an examiner. **“national PPL(A)”** means a private pilot licence (aeroplane) which –
 - (i) is in conformity with Annex I (Personnel Licensing) to the Chicago Convention; and
 - (ii) is issued by the Authority according to national rules based on subpart C - “Private Pilot Licence (PPL),” of Annex I [PART-FCL] to the Aircrew Regulation; and
 - (iii) requires the holder thereof to have at least a Class 2 medical certificate issued in accordance with Annex IV [PART-MED] to the Aircrew Regulation; and
 - (iv) confers the privilege to act as PIC on single-engine piston Annex I private aeroplanes (land or sea); and
 - (v) may be endorsed with the national FI (A) rating with restricted privileges subject to the holder thereof satisfactorily completing the appropriate approved training requirements and passing the appropriate skill tests.

“operator” means a person, organisation or enterprise engaged in or offering to engage in an aircraft operation; and who or which, in relation to any particular aircraft, has at the relevant time the responsibility for the management of that aircraft; the operator of a commercial transport aircraft is the holder of an air operator certificate from the state of the operator concerned; the operator of a private or an aerial work aircraft is the registered owner;

“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;

“solo flight time” means flight time during which a pilot is the sole occupant of an aircraft;

“the State” means Ireland;

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

“approved national flight training organisation” shall mean an organisation approved under Article 24 (2) of the Order for the conduct of flight or ground training of persons of the issue of all or any of the following -

- (i) national PPL(A);
- (ii) national PPL(A) with restricted privileges; or
- (iii) national FI(A) rating with restricted privileges.

1.2 Any term or expression used in this Direction, where not defined in paragraph 1.1 above, shall have the same meaning as used in the Order, unless otherwise stated.

1.3 In general, age limits for the issue of national licences shall be in accordance with Article 38 of the Order.

2. Approved National Flight Training Organisation

2.1 A flying club operating an Annex I aeroplane may apply to the Authority to become an approved national flight training organisation.

2.2 The application shall be made in such form provided by the Authority and shall furnish such particulars as the Authority may from time to time require.

2.3 The Authority may require any such applicant to produce documentary or other satisfactory evidence in

support of any particulars given in the application form or of any statement made in relation to the application.

2.4 On finding that the operator is in compliance with the requirements for providing flight and theoretical knowledge training for all of the courses for which the operator has made application, the Authority shall issue a certificate of approval. The certificate shall list (but is not limited to) the following details: -

- (i) the name and registered address of the operator;
- (ii) the name(s) of the head of training and of the chief flying instructor;
- (iii) the location of the principal place of operation and the main aerodrome of operation (if a different location);
- (iv) the list of the courses which have been approved;
- (v) the list of the Annex I aeroplanes which have been approved for use.

3. Student Pilot

3.1 A person undergoing dual instruction for the purpose of obtaining a student pilot's licence [(SPL(A)] shall be not less than 15 years of age and shall be not less than 16 years of age before undertaking an initial solo flight.

3.2 An applicant for an SPL(A) shall meet all the requirements and certification procedures of the Order and shall: -

- (i) hold at least a LAPL medical certificate if undergoing a course of training for the national PPL(A) with restricted privileges; or
- (ii) hold at least a Class 2 medical certificate if undergoing a course of training for the national PPL(A); and
- (iii) shall demonstrate an English language proficiency level of at least ICAO Level 4 in accordance with ICAO Annex 1 - Personnel Licensing before undertaking solo flight.

4. National PPL(A) With Restricted Privileges

4.1 The applicant for a national PPL(A) with restricted privileges shall be exempt from the requirements in paragraph 1 of PART II of SCHEDULE I of the Order and paragraph 5 of Schedule VIII of the Order in respect of knowledge, examination, experience, flight instruction, skill and medical fitness provided that they have -

- (i) successfully completed a theoretical knowledge and flight training course at an approved national flight training organisation (such course shall be equivalent in experience requirements and content to the applicable national rules based on subpart B - "Light Aircraft Pilot Licence - LAPL" of Annex I [PART-FCL] to the Aircrew Regulation); and
- (ii) at least a LAPL medical certificate issued in accordance with Annex IV [PART-MED] to the Aircrew Regulation; and
- (iii) passed the PPL(A) theoretical knowledge examinations and skill tests as determined by and undertaken under the control of the Authority

4.2 This licence shall be endorsed as a non-ICAO compliant licence and shall be restricted to use in Irish registered Annex I aeroplanes within the territory of Ireland unless specifically authorised in advance in writing to operate within another state.

5. The applicant for a national PPL(A) shall be exempt from the requirements in paragraph 1 of PART II of SCHEDULE I of the Order and paragraph 5 of Schedule VIII of the Order in respect of knowledge, examination, experience, flight instruction, skill and medical fitness provided that they have -

- (i) successfully completed a theoretical knowledge and flight training course at an approved national flight training organisation (such course shall be equivalent in experience requirements and content to the applicable national rules based on subpart C - "Private Pilot Licence - PPL(A)" of Annex I [PART-FCL] to the Aircrew Regulation); and
- (ii) hold at least a Class 2 medical certificate issued in accordance with Annex IV [PART-MED] to the Aircrew Regulation.; and
- (iii) passed the PPL(A) theoretical knowledge examinations and skill tests as determined by and

undertaken under the control of the Authority

6. Renewal or Revalidation of Class Ratings

6.1 Renewal or revalidation of class ratings shall be accomplished in a manner similar to that prescribed by PART-FCL, except that refresher training shall be undertaken in approved national flight training organisation.

7. National FI(A) Rating with Restricted Privileges

7.1 The applicant for a national FI(A) rating with restricted privileges shall be exempt from the FI(A) requirements Schedule I of the Order in respect of knowledge, examination, flight instruction, provided that they meet the following experience and training requirements: -

(i) Class II Flight Instructor: -

The applicant shall have completed at least 200 hours of flight time in aeroplanes of which at least 100 hours shall be as PIC if holding an ATPL or CPL licence, or 150 hours of PIC if holding a national PPL licence and have undergone satisfactorily a course of training in flight instruction in an approved national flight training organisation, comprised of at least the following: -

30 hours of flight training time comprised of 20 dual flight hours conducted by a duly authorised flight instructor, 5 hours of mutual flying (that is, two applicants for the flight instructor rating flying together to practice flight demonstrations) and 5 hours of instrument training instruction flight time of which not more than 2 hours may be instrument ground time.

(ii) Class I Flight Instructor:

The applicant shall have met, to the satisfaction of the Authority, at least the experience requirements for the issue of the Class II flight instructor rating and have completed not less than:

- (a) 300 hours of flight time as pilot of aeroplanes
- (b) 30 hours of flight time on the type of aircraft for which the rating is sought;
- (c) 100 hours of flight instruction time including the supervision of 25 student solo flights;
- (d) have completed 500 hours instruction in aircraft when a qualification is required to instruct for the issue of a national FI(A) rating with restricted privileges; and
- (e) hold a recommendation from a supervising Class 1 Flight Instructor.

7.2 All flight instructors shall have successfully completed the flight skill tests equivalent in content to the applicable requirements of sub-part J of PART-FCL.

**Chief Executive
Irish Aviation Authority**

Explanatory Note

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

This exemption is necessary because Regulation (EU) 2018/1139 which, inter alia, provides for the implementing rules governing the conditions applicable to a Part-FCL pilot licence, also acts to make such licences invalid for the operation of aeroplanes outside the scope of the regulation or so called 'Annex I aircraft'. Pilots of Annex I aircraft are thereby left subject to national pilot licensing requirements. This direction provides a means for flying clubs training for a National Private Pilot Licence or National Instructor Rating in Annex I aeroplanes, to do so using the equivalent technical requirements of PART-FCL as may be applicable. This direction also provides for the national equivalent of the PART-FCL LAPL and allows for the equivalent PART-FCL LAPL instructing privilege for instructors not holding the CPL theoretical knowledge credit. The NFTO and associated training courses are designed to effectively replicate the organisational requirements and technical content of the equivalent European pilot training requirements. The technical requirements for the structure of the organisation and the training aircraft used are set out in a separate IAA Personnel Licensing Advisory Memorandum (PLAM.029).