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**NATIONAL LICENSING REQUIREMENTS FOR
POWERED PARAGLIDER AIRCRAFT (PPG) and POWERED HANG-GLIDER AIRCRAFT (PHG)**

The Irish Aviation Authority, in pursuance of Article 4 of the Irish Aviation Authority (Personnel Licensing) Order 2000 (S.I. No. 333 of 2000), hereby directs as follows: -

The regulation of PPG and PHG licenses in Ireland will be carried out in accordance with the 'PPH and PHG Rules' as set out in this Direction.

The holder of a national PPL(PPG) shall be exempt from the requirements in paragraph 1 of Part II of Schedule I and paragraph 5 of Schedule VIII of the Irish Aviation Authority (Personnel Licensing) Order 2000, provided that they comply with the requirements in the PPG and PHG Rules.

Declan Fitzpatrick
Chief Executive Officer
Irish Aviation Authority


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ISSUE OF NON-ICAO NATIONAL SPL, PPL, AND FI FOR PPG OR PHG (WITH OR WITHOUT RESTRICTED PRIVILEGES)

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

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1. Regulatory References:

- Irish Aviation Authority (Personnel Licensing) Order [S.I. No. 333 of 2000] (as amended)
 - Article 4. - “Directions and JAA licenses”,
 - Article 6. - “Issue of Licences to Flight Crew Members”,
 - Article 24. - “Examinations, Skill Tests, Proficiency Checks and Training Approvals”,
 - Article 27. - “Applications in respect of Licences and Ratings”, and
 - Article 36. - “Exemption from Order”.
- Advisory Memoranda AAM No. 06 Flight Permits and Maintenance of Annex I Aircraft and Art. 2(8)(a) Aeroplanes (as amended)
- Aeronautical Notice No. G.13 Powered Paragliders, Powered Hang-Gliders & Similar Powered Aircraft (as amended)
- Aeronautical Notice No. A.112 Flight Permit for Single Seat Aircraft (as amended)
- Aeronautical Notice No. T.17 Exemption for Powered Paraglider Aircraft (PPG) And Powered Hang-Glider Aircraft (PHG) Engaged In Instruction In Flying (as amended)
- Commission Regulation (EU) No 1178/2011 (as amended).
- Commission Regulation (EU) No 2018/1139 (as amended).

2. Definitions

In this Direction any term or expression used in this Direction, where not defined in paragraph 2.1, shall have the same meaning as used in the Order, unless otherwise stated.

2.1 In this Direction

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


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

“**Annex I aircraft**” means an aircraft included Annex I to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 unless otherwise specified.

“**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,

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signed in Chicago on 7 December 1944.

“aircraft” means any machine that can derive support in the atmosphere from the reactions of the air other than the reaction of air against the earth's surface.

“aeroplane” means a power-driven heavier-than-air aircraft deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

“Declared national PPG flight training organisation shall mean an organisation or enterprise, which has declared activity in a manner acceptable to the Authority to provide training in support of the issuance of:

- (i) national PPL(PPG) or
- (ii) national FI(PPG) rating,
- (iii) national flight assessor (FA(PPG)).

“ELP” means an English Language Proficiency as required under the Order and compliant with the requirements of FCL.055 of Regulation (EU) 1178/2011 as amended.

“FI (PPG) rating” means a flight instructor rating endorsed on a PPL(PPG) which entitles the holder to give instruction in flying to another person for the purpose of becoming qualified for the issue or re-issue of a PPG pilot licence or the issue, revalidation or renewal of a rating thereon, or to give to any person flying or about to fly as pilot -in-command of an PPG aircraft for the purpose of becoming so qualified any direction in relation to such instruction.

“Foot-Launched Powered Aircraft” (in this Direction abbreviated and referred to as an “FLPA”) means a single seat of the aeroplane category which is either a foot-launched powered hang glider (also referred to as a powered hang glider (PHG)) or a foot-launched powered paraglider (also referred to as a PPG) and which comes within the limits of the definition contained in subparagraph (i) of Annex I to Regulation (EU) 2018/1139, that is a manned aircraft which has a maximum empty mass of no more than 70 kg;

“ICAO” means the International Civil Aviation Organisation.

“LAPL medical certificate” means a medical certificate issued under Annex IV (Part-MED) to the Aircrew Regulation.

“LWTRIKE” means a wheeled assembly, steerable on the ground by front wheel, which may be bolted to the motor, that is a manned aircraft having measurable stall speed or the minimum steady flight speed in landing configuration not exceeding 35 knots calibrated air speed (CAS), powered parachutes, sailplanes and powered sailplanes, having no more than two seats and a maximum take-off mass (MTOM), as recorded by the Member States, of no more than:

	Powered parachute/ powered sailplanes	Sailplanes	Airframe mounted total recovery parachute
Single-seater	300 kg MTOM	250 kg MTOM	Additional 15 kg MTOM
Two-seater	450 kg MTOM	400 kg MTOM	Additional 25 kg MTOM

“National flight assessor (FA(PPG))” means a person, including an authorised officer of the company, authorised in that behalf by the Authority for the purposes of this Notice.

“National FI (PPG) rating means a flight instructor rating (aeroplane) which -


- (i) is not in conformity with Annex I (Personnel Licensing) to the Chicago Convention.
- (ii) is issued to the holder of national PPL(FLPA) by the Authority according to the Order and national rules defined in this Direction.
- (iii) is valid for the privileges of a flight instructor rating in accordance with this Direction.
- (iv) is valid for instruction for national PPL(PPG) with full privileges; and
- (v) is issued, re-issued, revalidated, or renewed with the restricted privileges endorsed thereon.

“National flight instructor (FI(PPG))” means an FI (PPG) with the additional privilege to instruct for the initial issue of a FI (PPG).

“National PPL(PPG)” means a private pilot licence (PPG) which -

- (i) is not in conformity with Annex I (Personnel Licensing) to the Chicago Convention; and
- (ii) is issued by the Authority according to the Order and national rules defined in this Direction; and
- (iii) requires the holder thereof to have at least a LAPL medical certificate if not being the holder of a higher class of medical certificate, and
- (iv) confers the privilege to act as PIC on single-engine piston PPG (PPG or PHG, as appropriate) carrying the pilot only, and
- (v) permits any cross-country flight.
- (vi) does not permit any flight in controlled airspace or airspace which would require communication with an air traffic service unit by radiotelephony on the aeronautical mobile frequency band; unless the pilot carries certified radio equipment and holds the appropriate Radio Telephony and ELP qualification.

“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 private or an aerial work aircraft is

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the registered owner.

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

“Paraglider” means an unpowered wing that derives lift without the assistance of a supplemental propulsive element.

“Paramotor” means the harness and propulsive elements of a powered paraglider with an unladen mass (including unusable fuel), of no more than 70 kgs. An additional 5 kgs is permitted if the paramotor is equipped with an emergency parachute.

“Part-FCL” means Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, as amended.

“Powered paraglider” means a wide canopy resembling a parachute that is attached to a person's body by a harness, and which derives lift by means of aerodynamic reactions on the surface of the canopy, supported by a propulsive element. It is commonly known as a paramotor.

“Pre-motorised flight” means free or towed flight with a PHG or PPG, under conditions controlled by and under the responsibility of an instructor, either without the power unit attached or with the power unit attached but the engine off and which, for the purposes of article 5, paragraph (13) of the Order, is considered to be flight in a glider which thereby exempts for the pilot from the requirement to hold a flight crew licence.


“Pre-motorised flight and ground instruction” means all unpowered pre-motorised flight instruction, ground handling instruction and theoretical knowledge instruction controlled by and under the responsibility of an instructor, preparing a trainee PPG student for the first solo powered flight under an appropriate Student Pilot Licence (SPL(PPG)).

“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 licence (PPG)” (abbreviated as SPL(PPG)) or “national SPL(PPG)” means a licence issued under the Order which requires that all permission to fly be authorised by a duly authorised PPG flight instructor.

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3. Declared National PPG Flight Training Organisation

A PPG operator may declare to the Authority to provide training in accordance with a standard acceptable to the Authority.

3.1 The declaration shall be made in such form as is provided by the Authority and shall furnish such particulars as the Authority may from time to time require. It shall include:

a) Information relating to the PPG operator


A Training Programme compliant with **Irish Aviation Authority Powered Paraglider and Powered Hang-Glider PPL(PPG) training syllabus** – Issue 1: 4th June 2024 (Appendix 1)

b) A detailed submission of the theoretical knowledge questions, in multiple choice format, that will be used to confirm learning of the points covered in paragraph compliant with **IAA PPG & PHG Theoretical Knowledge Instruction and Examinations. (Appendix 3)**

3.2 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.


3.3 On finding that the operator is compliant with the requirements for providing flight and theoretical knowledge training for all the courses for which the operator has made application under this Direction, the Authority shall issue a letter of acknowledgement of same. The letter of acknowledgement shall list at least the following details: -

- a) the name and registered address of the operator.
- b) the name(s) of the head of training and of the chief flying instructor.
- c) the location of the principal place of operation and the main aerodrome or approved site of operation (if not an aerodrome and situated at a different location).
- d) the list of the courses provided by the operator.

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4. General Rules for PPG Pilots

- 4.1 The age limit for pre-motorised flight and ground instruction shall be as provided by Article 5, paragraph (5)(a) of the Order, provided that, where the student is between the age of 15 and 18 years, the FI(PPG) must assess the physical development of the student to be able to safely undertake the training regimen.
- 4.2 A person undergoing pre-motorised flight and ground instruction for the purpose of obtaining an SPL(PPG) shall be not less than 15 years of age and shall be not less than 16 years of age before undertaking an initial powered solo flight.
- 4.3 The age limit for issue of the PPL(PPG) licence and FI(PPG) rating shall be in accordance with Article 38 of the Order.
- 4.4 Providers of training to minors shall comply with other such requirements as may be specified by the State.
- 4.5 An applicant for an PPL(PPG) shall meet all the requirements and certification procedures of the Order and shall: -
 - 1) hold at least a LAPL medical certificate if undergoing a course of training for the national PPL(PPG); and
 - 2) a student pilot shall not fly solo unless authorised to do so and supervised by a flight instructor, and
 - 3) before his or her first solo flight, a student pilot shall be at least 16 years of age, and
 - 4) no portion of the flight shall take place within airspace requiring two-way communication with an Air Navigation Service Provider.
- 4.6 A licence or associated rating and authorisation issued in accordance with this Aeronautical Notice is restricted to the territory of the State unless another State recognises its acceptance as a valid licence in writing.
- 4.7 Hours flown and take-offs and landings in a PPG may not be credited for flying hours for any purpose not specified in this Aeronautical Notice.

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5. National PPL(PPG)

The applicant for a national PPL(PPG) 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 if they have -

- 1) successfully completed a theoretical knowledge and flight training course at a declared national PPG flight training organisation.
- 2) have completed at least 50 flights in PPG aeroplanes.
- 3) at least a LAPL medical certificate issued in accordance with Annex IV [PART-MED] to the Aircrew Regulation; and
- 4) passed the PPL(PPG) theoretical knowledge examinations and skill tests as determined by and undertaken under the control of the Authority.


6. Launch Methods

6.1 A PPL(PPG) may be endorsed with one or more of the following launch methods:

- 1) Foot Launched
- 2) LWTRIKE

6.2 The Foot Launched method shall be the standard launch method at initial licence issue, and it shall be included in training and assessment for all students training for the issuance of a PPL(PPG). This requirement may be exempted where the instructor determines that the student is unable to perform a launch by foot for reasons other than competence. In such cases the LWTRIKE launch method may be substituted subject to the additional training outlined below.

6.3 The LWTRIKE launch method may be endorsed as an additional launch method when an instructor has established that the holder of a PPL(PPG) has received additional training and been assessed as competent in the performance of the additional launch method by that instructor. Satisfactory addition of the LWTRIKE launch method shall be endorsed in the logbook by the instructor that completed the additional training and the assessment.


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7. Recency Requirements

- 7.1 The holder of a PPL(PPG) shall not exercise the privileges of such a licence unless the holder has met the following conditions as pilot of PPGs in the previous 24 months:
- 7.2 completed at least 10 take-offs and landings, including a minimum of 6 as PIC conducted over at least two separate calendar days; or
- 7.3 completed at least 10 take-offs and landings under the supervision of a suitably qualified instructor: and
- 7.4 refresher training of at least 1 hour under the supervision of an instructor to include a minimum of 2 take-offs and landings additional to the take-offs and landings specified in 7.2 or 7.3, or
- 7.5 pass a PPL(PPG) proficiency check with a national flight assessor (FA(PPG)).
- 7.6 Where a pilot is privileged in more than 1 launch method, each method will be demonstrated to the satisfaction of the instructor during the 1-hour refresher training.
- 7.7 Evidence of recency shall be recorded in a logbook in accordance with Part.FCL.050 or in a format acceptable to the Authority. Instructors and any (FA(PPG)) involved in the maintenance of recency shall endorse the relevant entries on the logbook.
- 7.8 Endorsements shall be made in the format of the endorsement contained in Appendix 4 to this document.

8. Instructor and Assessor Requirements

- 8.1 In accordance with Article 41(2) of the Order, an applicant for the issue, extension, revalidation or renewal of an instructor rating or national Assessor authorisation appropriate to PPL(PPG) shall meet the appropriate requirements set out in the following sections.
- 8.2 The applicant for a national FI(PPG) rating shall be exempt from the FI(A) requirements Schedule I of the Order in respect of knowledge, examination, flight instruction, if they meet the following experience and training requirements: -

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8.2.1 Flight Instructor (PPG)

The applicant shall have met, to the satisfaction of the Authority, at least the experience requirements for the issue of the flight instructor (PPG) rating, completed a training course in accordance with the syllabus as outlined in Appendix 2, and have completed not less than: -

- 1) 300 flights as a pilot of a PPG;
- 2) 50 separate exercises of flight instruction including the supervision of 25 student solo flights; and
- 3) hold a recommendation from a supervising Flight Instructor (PPG).

8.2.2 Flight Instructor (PPG) Rating – Privileges and Limitations.

8.2.2.1 The privileges of the holder of a Flight Instructor (PPG) Rating and the limitations to be observed in exercising such privileges are as follows:


- a) may give instruction on flying PPG aircraft.
- b) may give instruction for the issue, re-issue, revalidation, or renewal of a PPL (PPG) or rating specified in that Flight Instructor Rating and
- c) may give directions in relation to such flight instruction to a Flight Instructor and to any person flying or about to fly as pilot-in-command of a PPG.

8.2.3 Instructor Ratings – Recency Requirements

8.2.3.1 A Flight Instructor (PPG) holder shall only exercise the privileges of his or her certificate if before the planned exercise of those privileges he or she has within the last three years, completed:

- a) instructor refresher training in a manner acceptable to authority during which the holder shall receive theoretical knowledge instruction for refreshing and updating the knowledge relevant for PPG instructors.
- b) when providing flight instruction as Flight Instructor (PPG) at least:
 - 30 hours; or
 - 60 launches or take-offs and landings; and
- c) within the last six years and in accordance with the procedures established for that purpose by the authority, demonstrated the ability to instruct on PPGs to a National Flight Assessor – PPG who is authorised in accordance with this Notice.

8.2.3.2 The hours flown as a National Flight Assessor – PPG during skill tests, proficiency checks and assessments of competence shall be fully credited towards the requirement in paragraph 8.2.3.1

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(b).


- 8.2.3.3 If the Flight Instructor (PPG) certificate holder has failed to complete the instruction flight under supervision to the satisfaction of the National Flight Assessor – PPG in accordance with paragraph 8.2.3.1(c), he or she shall not exercise the privileges of the Flight Instructor (PPG) certificate until he or she has successfully completed an assessment of competence in accordance with point 8.2.3.1(c).
- 8.2.3.4 To resume the exercise of the privileges of the Flight Instructor (PPG) certificate, an FI(PPG) certificate holder who does not comply with all the requirements in paragraph 8.2.3.1 shall comply with the requirements of paragraph 8.2.3.1(a)&(c).
- 8.2.3.5 Endorsements shall be made in the format of the endorsement contained in Appendix 5 to this document.

9. National Flight Assessor – PPG (FA(PPG)):

- 9.1 The applicant shall have met, to the satisfaction of the Authority, at least the experience requirements for the issue of the flight instructor (PPG) rating and have completed not less than:
- (a) 500 flights as a pilot of a PPG.
- 9.2 The role of the FA(PPG) shall be issued only to those that are resident in the State and at the discretion of the Authority and shall be based on geographic and operational requirements.
- 9.3 All prospective flight instructors have successfully completed the flight skill tests equivalent in content to the applicable requirements of sub-part J of PART-FCL. The FA(PPG) shall undertake an assessment of competence performed by or on behalf of the Authority and shall be based on the principles of sub-part K of Part-FCL to determine the ability to instruct a student pilot to the level required for the issue of an PPL(PPG).
- 9.4 A prospective National Flight Assessor shall undergo an assessment of competence of a manner specified or agreed with the Authority and with its prior approval. All elements of the assessment of competence shall be assessed as satisfactory before a candidate is eligible for consideration for authorisation.

10. National Flight Assessor – PPG (FA(PPG)) — Privileges:

- 10.1 The holder of a FA(PPG):
- a) may give instruction in flying PPG aircraft.
- b) may give instruction for the issue, re-issue, revalidation, or renewal of a PPL (PPG) or rating

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specified in that Flight Instructor Rating.

- c) may give directions in relation to such flight instruction to a Flight Instructor and to any person flying or about to fly as pilot-in-command of a PPG.
- d) may certify as to any matter required to be certified by a duly authorised flight instructor pursuant to the provisions of the Order and this Aeronautical Notice, and
- e) may perform assessments as required to support the issuance of a PPL(PPG) and associated ratings including instructor ratings.

11. Assessor Authorisations – Validity Period and Re-authorisation Requirements

- 11.1 Assessor authorisations shall be valid for a period of 3 years based on the date of initial issue.
- 11.2 Applicants for re-authorisation shall meet the following:
 - 1. Meet the recency requirements of a Flight Instructor (PPG) as detailed in 8.2.3.1
 - 2. Satisfactorily complete an assessment of competence as specified in 8.2.3.3.
- 11.3 Assessor authorisations shall be issued on completion of points (a) and (b), where the applicant remains resident in the State and where the Authority determines that a need based on geographic and operational requirements remains.
- 11.4 Endorsements shall be made in the format of the endorsement contained in Appendix 6 to this document.


12. Provisions of the Order

Unless otherwise prescribed in this Notice, the remaining provisions of the Order apply in full.

13. Explanatory Note

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

This exemption is necessary because the pilot licensing standards prescribed in SI 333 of 2000 do not align with the need to provide a defined standard for licensing of Powered Paragliders. This direction provides a means for the provision of a licensing standard that is proportional to the flying activity.

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APPENDIX 1

Irish Aviation Authority Powered Paraglider and Powered Hang-Glider PPL(PPG) training syllabus.

Issue 1: 4th June 2024

Introduction.

The IAA National PPL(PPG) licence training syllabus is attached below. This syllabus complies with S.I. 333/2000, Aeronautical Notice P.35, P.21, A.112 and G.13. The IAA PPL(PPG) licence is confined to single-seat, day, VFR operations only. The holder of an IAA PPL(PPG) is not authorised to carry passengers, observers or any other personnel inflight.

Acknowledgment of risk.

Powered Hang Gliding and Powered Paragliding are forms of aviation, with all the inherent and potential dangers that are involved in aviation. No form of aviation is without risk, and injuries or death can and do occur in powered hang gliding, even to trained Pilots using proper equipment. This is especially true of powered flight where fuel, engine malfunction and propellers all add an element of risk. No claim is made or implied that all sources of potential danger to the pilot have or can be identified. No one should participate in powered hang gliding who does not recognise and wish to personally accept the associated risks.

WARNING - Propeller dangers:

The assembled Paramotor (engine with propeller installed) should always be securely mounted on the back of the operator or securely clamped to a solid platform prior to starting.

It is strongly advisable to never ground-start the engine as a free-standing unit once the propeller is installed, due to the increased risk of serious and potential life changing injuries from propeller strike/impact.

PPL(PPG) Student Pilot Training Record:

This document details all the exercises required by the PPL(PPG) training programme. PPL(PPG) Flight Instructors should use it to record the Student Pilot's progress in the main section and in the log section at the back. Completion of The Student Training Record ensures that each new exercise is briefed and understood before it is attempted. The Student Training Record will be retained by the school for a period of at least 3 years following completion of training.

GENERAL INFORMATION.

Legalities:

Powered Paraglider/Paramotors and Powered Hang-Gliders are both Foot-Launched Powered Aircraft defined in AN P.35 as follows:

Foot-Launched Powered Aircraft” (in this Direction abbreviated and referred to as an “FLPA”) means a single, or two-place aircraft of the aeroplane category which is either a foot-launched Powered Hang-Glider (also referred to as a PHG) or a foot-launched Powered Paraglider/Paramotor (also referred to as a PPG) and which comes within the limits of the definition contained in subparagraph (i) of Annex I to Regulation (EU) 2018/1139, that is a manned aircraft which has a maximum empty mass of no more than 70 kg.

Note: A two-place LWTRIKE is authorised only for training conducted by an authorised IAA PPL(PPG) Flight Instructor. AN P.35 defines a LWTRIKE as follows:

“LWTRIKE” means a wheeled assembly, steerable on the ground by front wheel, which may be bolted to the motor, that is a manned aircraft having measurable stall speed or the minimum steady flight speed in landing configuration not exceeding 35 knots calibrated air speed (CAS), powered parachutes, sailplanes and powered sailplanes, having no more than two seats and a maximum take-off mass (MTOM), as recorded by the Member States, of no more than:


	Powered parachute/ powered sailplanes	Sailplanes	Airframe mounted total recovery parachute
Single-seater	300 kg MTOM	250 kg MTOM	Additional 15 kg MTOM
Two-seater	450 kg MTOM	400 kg MTOM	Additional 25 kg MTOM

Powered Paraglider/Paramotor and Powered Hang-Gliders are aircraft comprising of an aerofoil wing and a mechanical propulsion device which:

- a) has a stall speed or minimum steady flight speed in the landing configuration not exceeding 20 knots calibrated airspeed; and
- b) has a maximum unladen mass, including full fuel, of 70kg, or 75kg if the aircraft is equipped with an emergency parachute recovery system.
- c) The specified condition is that the aircraft must not fly with more than one person on board. Noted: A two-place LWTRIKE is authorised only for training conducted by an authorised IAA PPL(PPG) Flight Instructor.

NB: If your aircraft does not meet with the definition above then it cannot be legally operated as a Powered Paraglider/Paramotor or Powered Hang-Glider and falls outside the IAA PPL(PPG) syllabus.

When flying a Powered Paraglider/paramotor or Powered Hang-Glider, you are subject to all the laws and rules that apply to aeroplanes (e.g. low flying rules and regulations regarding controlled airspace).

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You are required to hold an IAA PPL(PPG) Pilots' licence and to register your aircraft with the IAA.

IAA PPL(PPG) Training:

Only a Declared National PPL Flight Training Organisation and its licensed IAA PPL(PPG) Flight Instructor(s) are authorised to conduct ground and flight for IAA PPL(PPG).

Solo Flight Only:

IAA PPL(PPG) power qualifications are for solo flight only. No dual 'power' qualifications are available. To reiterate: as an IAA PPL(PPG) 'power' qualified Pilot you are not authorised, trained, or insured to fly with passengers.

Insurance:

IAA PPL(PPG) Pilots should obtain aviation insurance cover in accordance with the requirements of Aeronautical Notice T.17. Pilots are reminded that insurance cover is valid only when the Pilot is licensed, and the flying rig is registered with the IAA.

Pilots under instruction (i.e. those who have not yet achieved the IAA PPL(PPG)) must be under the supervision of a Declared National PPG Flight Training Organisation and a licensed IAA PPL(PPG) Flight Instructor.

Airworthiness:


None of these complete aircraft carry Certificates of Airworthiness or other forms of approval. You fly them entirely at your own risk. You should be aware that wing certification only checks the behaviour of the wing in unpowered flight, and then only when flown within the placard weight limits.

The Paraglider Wings used for Powered Paraglider/Paramotors are specifically designed for motorized flight (Paramotors) and thus are flown within the specified weight range for the Wing. The onus is on the Pilot-in-command to thoroughly read and understand the Owner/Operator manual for the wing and equipment being used.

I have read, understood, and accepted the Acknowledgment of risk, and the general information above.

Student Pilot signature: _____ Date: _____

Phase 1: Ground Training – Unpowered (without motor unit).

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Prior to connecting the Wing to any harness, the student must be aware of the hazards and the effects of potentially being dragged and lifted unintentionally due to the conditions.

Objective: The student should possess a general understanding of the sport and the associated risks, including how to avoid/minimise injury due to a mishap. They should have a basic understanding of the equipment and of the site environment. They are also required to complete the mandatory administration steps.

1) Introductory Talk:

- a) Airfield briefing.
- b) Introduction to the aircraft and equipment, parts and functions of the wing
- c) Power unit.
- d) Other equipment (incl. helmet, etc.).

2) Daily inspections & external pre-flight checks:

- a) *Environment* - Site/Airfield, Weather (forecast & actual) and Traffic.
- b) *Rigging the aircraft* - External aircraft daily inspection procedure.
- c) *Aircraft positioning* - Parking and security.

3) Instructor to demonstrate Forward and Reverse launch techniques for various meteorological conditions.

- a. Proficiency in ground handling by student - 10-12 successful kite launches.

Note: Check lists are to be completed during all relevant stages of training, including on each flying day.

Exercises 1-3 have been completed successfully:

Student Pilot signature: _____ Date: _____

Flight Instructor signature: _____ Date: _____

Flight Instructor (IAA) Licence Number: _____


Phase 2: The Aircraft:

Objective: The student should be fully familiarised with the aircraft.

4) Safety:

The student will gain an understanding of:

- a) Dangers to themselves and others (e.g. propellers, clutches, fuel, etc.).
- b) Kill switch and engine stopping.
- c) Procedures in the event of fire on the ground.
- d) Safety equipment (e.g. harnesses and buckles, first aid kit, fire extinguishers, helmets, eye protection, ear defenders, safety cages, roll-over bars, etc.).

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- e) In flight dangers (e.g. engine failure, loose items, fire, etc.).
- f) Emergency parachute (e.g. size, fitment & bridle routing, retaining pins, etc.).

5) Introduction to the Wing:

The student should be fully familiarised with the wing including:

- a) Wing preflight Inspection (e.g. cell inspection, condition of wing and lines, clear of foreign materials, etc.).
- b) Wing layout.
- c) Clear lines (e.g. pre-kiting).
- d) Controls (e.g. clear control lines).
- e) Risers.
- f) Flight characteristics (behaviour).
- g) Limitations.

Note: The following refers to both Powered Paragliders/Paramotors and Powered Hang-Gliders:

- a) Transporting, rigging, daily inspection and safe parking of the unit.
- b) Daily inspections shall include Sail, Wires, Airframe, Nuts & bolts & fastenings, Kingpost, pitch control elements (luff-lines & tip sticks, etc.).
- c) Mounting/assembly of equipment and the power unit. Safe parking of the complete aircraft.


6) Ground handling - Proficiency in safe wing control:

- a) The student must ensure to always wear a helmet before clipping in/connecting to the ground handling harness.
- b) The student must demonstrate proficient launch and wing control technique using a ground handling harness.

7) Introduction to the power unit and associated equipment:

The student will gain a basic understanding of all the component parts of the motor unit and their inter-relationships, with emphasis on the following:

- a) The student must ensure to always wear a helmet before clipping in/connecting to the harness.
- b) Power unit component parts.
 - Emphasizing the importance of the motor “kill-switch” being their “best friend”.
- c) Assembly and disassembly of the power unit/trike.
- d) Daily inspection of the harness and the power unit including any mountings, wheels (if fitted).
- e) Controls (e.g. ignition switch, throttle(s), choke, starter mechanism, harness adjustments, wheel brakes (if fitted)).
- f) Emergency parachute (if fitted).
- g) Propeller (e.g. condition, balance & tracking, security).
- h) Trim adjustments.
- i) The effects of torque.
- j) Fuel (e.g. storage, mixing, care, and refuelling procedure).
- k) Other equipment (e.g. windsocks, tools, spares, filter funnel, etc.)).

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- l) The student must demonstrate simulated taxiing with engine-off demonstrating the importance of good body posture and correct hand positioning to the instructor's satisfaction before proceeding.
- m) Ground handling with the motor unit (engine-on) and the wing, should only be introduced when the instructor is satisfied that the student has demonstrated consistent safe and controlled launches and taxiing of the wing with the unpowered motor unit (engine-off).
- n) The instructor should demonstrate taxiing the wing and motor, with engine-on, showing the importance of throttle control, brake control and body posture synchronisation.
- o) The student must repeat the simulated taxiing procedure with engine-on, after successfully demonstrating the following techniques:
 - 1. Throttle control.
 - 2. Correct body posture (Thrust line).
 - 3. Good hand positioning.
- p) The student must demonstrate and understand the importance smooth application of throttle control, brake control and body posture synchronisation.
- q) The student must understand the importance of killing the engine without delay, to avoid the risk of injury, or damage to equipment in the event of a failed launch.

Exercises 4-7 have been completed successfully:


Student Pilot signature: _____ Date: _____

Flight Instructor signature: _____ Date: _____

Flight Instructor (IAA) Licence Number: _____

Phase 3 - Introduction to the wing with the power unit:

- 8) The student should be fully familiarised with the wing:
 - a) Transporting, rigging, daily inspection and safe parking of the Paramotor, Hang-Glider.
 - b) Daily inspections shall include Sail, Wires, Airframe, Nuts & bolts & fastenings, Kingpost. Pitch control elements (luff-lines & tip sticks etc).
 - c) Mounting/assembly of the Paramotor, or Hang-Glider, and power unit. Safe parking of the complete aircraft.
 - d) The student should understand the correct method for storing the wing (pre and post flight inspection, correct packing technique, method for dealing with wet wing storage, etc.).
- 9) Preparation for flight:
 - a) The student should achieve a reasonable and consistent level of competence in preparing the equipment for flight.
 - b) Briefing:
 - c) The student should demonstrate a good understanding of the importance of setting-up and laying-out the wing into the wind.
 - d) Pre-flight check list is appropriate to the aircraft type (including helmet, harness/straps fitting and hang-checks where required).

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- e) The starting procedure: suitability of area, priming, choke, etc.
- f) Importance of taking off and landing into wind, airspeed control, the flare and stall, directional control, etc.
- g) The shut-down procedure: normal and emergency.
- h) Taxiing procedures: headwind, tailwind, & cross wind (specific to powered hang-gliders).

Exercises 8-9 have been completed successfully:

Student Pilot signature: _____ Date: _____

Flight Instructor signature: _____ Date: _____

Flight Instructor IAA Licence Number: _____

Phase 4: Flight familiarisation

The student should reach a reasonable level of familiarity with the flying environment, the circuit pattern, and the control of an aircraft. These flights will be conducted in a two-seater LWTRIKE, with the instructor acting as the pilot in command and the student taking control under close supervision, if appropriate.

Note: Two-seater LWTRIKE is for introductory and familiarisation flights only. The student will be introduced to launch, ascent, turns, circuit patterns, descent, effects of torque, and simulated engine-failure/forced landing procedures, with emphasis on the importance of height, wind direction and terrain. Other exercises will be conducted solo, by the student under instruction.

10) Introductory Flight/Familiarisation:


Conducted on LWTRIKE, the instructor launches and climbs to a safe altitude. All introductory exercises can be performed in one or two flights. The student is briefed on the following whilst maintaining level flight and visual awareness:

- a) 90 degree turns.
- b) 180 degree turns.
- c) 360 degree turns.
- d) Ascent.
- e) Descent.
- f) Torque effects.
- g) Oscillation control.
- h) Circuit pattern.
- i) Flight patterns.
- j) Landing approach.

Exercise 10 has been completed successfully:

Student Pilot signature: _____ Date: _____

Flight Instructor signature: _____ Date: _____

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11) Take-off, Circuit familiarisation & Landing approaches:

Practiced to a good degree of competence and consistency (including comms where required).

- Take-offs.
- Aborted take-offs.
- Go-arounds.
- Landings.

Exercise 11 has been completed successfully:

Student Pilot signature: _____ Date: _____

Flight Instructor signature: _____ Date: _____

12) Advanced turns:

- Co-ordinated level turns of up to 45 degrees angle of bank, including understanding the effect on wing loading and stalling speed.
- The dangers of spiral dives.
- The dangers of wake turbulence.

Exercise 12 has been completed successfully:

Student Pilot signature: _____ Date: _____

Flight Instructor signature: _____ Date: _____

13) Precautionary out-field landing procedures (with power):

Demonstrate competence in selecting and checking:

- A potential landing area.
- Setting up an approach. (*Actual touch down is not a requirement*).

14) Forced out-field landing procedures (without power - engine on idle):

Demonstrate competence in:


- Selecting a landing area.
- Setting up an approach. (*Actual touch down is not a requirement*).

Exercises 13-14 have been completed successfully:

Student Pilot signature: _____ Date: _____

Flight Instructor signature: _____ Date: _____

15) Dealing with an engine failure in circuit:

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Demonstrate competence at dealing with:

- An unexpected loss of power at various points in the circuit.
- Including during the climb-out phase.

(Actual touch-down is recommended provided it is safe to do so) .

16) Procedures for dealing with navigational problems (getting lost):

The student should show awareness of the procedures for:

- Dealing with navigational issues.
- Getting lost.

Exercises 15-16 have been completed successfully:

Student Pilot signature: _____ Date: _____

Flight Instructor signature: _____ Date: _____

Flight Instructor (IAA) Licence Number: _____

COMPETENT COMPLETION OF ELEMENTARY PILOT LEVEL TRAINING:

I consider that the student has completed all the exercises above and has displayed suitable attitude and airmanship. They have reached a suitable level of competence and consistency to be able to safely pilot a paramotor/self- propelled powered hang glider, whilst operating under the supervision of a qualified person.

A qualified person means an authorised IAA PPL(PPG) Flight Instructor

Student Pilot signature: _____ Date: _____

Flight Instructor signature: _____ Date: _____

Flight Instructor (IAA) Licence Number: _____

This completes the Elementary Pilot rating.


PHASE 5: Solo flights:

Objective: The student should make their first powered solo flights.

These exercises must be completed in the order listed.

17) Eventualities briefing:

- The need to prepare, before take-off.

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b) Plans to deal with the unexpected.

18) **Commands and communications briefing:**

This must include:

- a) Radio procedures.
- b) A fall-back flight plan in the event of communications failure.

19) **Responsibilities briefing:**

From this point on the student becomes the Pilot-in-command and will be in a position to determine the course of the flight. The student must clearly understand their level of responsibility for the safe conduct of any flight and be confident of their ability to undertake this step. The radio may fail. The engine may fail. The student must be prepared to deal with both eventualities and to land safely.

Exercises 17-19, on briefings, have been completed successfully:

Student Pilot signature: _____ Date: _____

Flight Instructor signature: _____ Date: _____

20) **Flights (1) - Local Circuit:**

Complete a minimum of three local circuit flights from a suitable site with approximately 200m/600ft (AGL, or appropriate local circuit height), with good airspeed, throttle control and landings. Each flight must consist of the entire circuit procedure from taxiing to final stop (i.e. not touch-and-go's). The instructor must have at least one-way radio communication with the student.

(The environment must allow the student continuous opportunity to make a safe landing in the event of a radio, or engine failure at any point in the circuit).

Exercise 20 has been completed successfully:


Student Pilot signature: _____ Date: _____

Flight Instructor signature: _____ Date: _____

21) **Flights (2) - Out of Circuit:**

Complete two satisfactory flights consisting of at least 15 minutes each, involving climbing to a minimum of 450m/1,500ft (AGL) and making co-ordinated right and left turns under power, before re-joining the circuit in the correct manner, demonstrating good airspeed, throttle control and landings. The instructor must have at least one-way radio communication with the student.

(The instructor should take steps to minimise the danger of the student losing sight of the field and becoming lost during these flights).

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After 12-15 flights, the Student Pilot should be competent on launching unassisted and conducting out-of-circuit flights.

Exercise 21 has been completed successfully:

Student Pilot signature: _____ Date: _____

Flight Instructor signature: _____ Date: _____

Phase 6: Theory and consolidation:

22) Theory Syllabus:

The pilot-in-training must complete the theory syllabus, either through self-study or via attending appropriate theory lessons, and then they are required to pass the IAA PPL(PPG) exams on the following:

- a. Air law.
- b. Principles of flight and aircraft in general.
- c. Meteorology and flying weather.
- d. Airmanship (including human factors).
- e. Flight planning and navigation.

* *All incorrect answers are to be de-briefed and discussed.*

Exercise 22 has been completed successfully:

Flight Instructor signature: _____ Date: _____

23) Weather assessment:


The student must consistently display an ability to obtain a weather forecast and accurately assess suitable, versus unsuitable, flying weather conditions.

Exercise 23 has been completed successfully:

Student Pilot signature: _____ Date: _____

Flight Instructor signature: _____ Date: _____

24) Total logged flight time:

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Have previously logged a minimum of 10 hours on hang gliders, self-propelled hang gliders, paramotors, or weight shift microlight aircraft as pilot in command, of which at least 3 hours must be on self-propelled hang gliders/paramotors.

Exercise 24 has been completed successfully:

Flight Instructor signature: _____ Date: _____

25) Total flights:

Confirmation that the student has logged a minimum of 15 flights on a self-propelled hang glider or paramotor.

Exercise 25 has been completed successfully:

Flight Instructor signature: _____ Date: _____

26) Airmanship:

The student must be able to display the ability to fly safely with others, maintaining good visual awareness, comply with the Rules of the Air, and exhibit good airmanship. The student must demonstrate the ability to manoeuvre safely, considerately and in accordance with air traffic rules.

I have checked that the training detailed above has been completed and confirm that, to the best of my knowledge, this student has reached the standard of airmanship required to progress to Phase 7.

Exercise 26 has been completed successfully:

Flight Instructor signature: _____ Date: _____

Phase 7: Pilot level:

27) Flight planning and navigation:


Plan, discuss and complete a 30km (total) aeronautical chart-based navigation flight with a pre-determined turn-point, a declared goal, or a triangle. The Pilot should discuss the benefits and limitations of VFR flight using moving map technology, including conducting safe flight following electronic equipment failure.

Exercise 27 has been completed satisfactorily:

Student Pilot signature: _____ Date: _____

Flight Instructor signature: _____ Date: _____

28) Pilot exam:

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- IAA PPL(PPG) examination papers.
- All incorrect answers de-briefed and discussed.

Exercise 28 has been completed satisfactorily:

Flight Instructor signature: _____ Date: _____

Student Pilot signature: _____ Date: _____

29) Airtime:

50 logged flights as pilot in command of a paramotor, hang-glider, weight shift microlight, or self-propelled hang glider, of which at least 10 hours shall be as pilot in command of a self-propelled hang glider, or paramotor.

Flight Instructor signature: _____ Date: _____

Flight Instructor (IAA) Licence Number: _____

30) Final Assessment for IAA PPL(PPG):

I have checked that the training detailed above has been completed and confirm that, to the best of my knowledge, this student has reached the standard of airmanship required to fly safely and competently to exercise the privileges of an IAA PPL(PPG).

Flight Instructor signature: _____ Date: _____

Flight Instructor name (print): _____


Flight Instructor (IAA) Licence Number: _____

Annexe A:

Practical skills assessment:


The student pilot is required to:

- 1) Demonstrate a competent and thorough daily inspection and pre-flight check procedures.
- 2) Demonstrate suitable knowledge of the operating environment, including weather assessment, and airfield procedures where appropriate.
- 3) Successfully complete at least two take-offs, local circuit flights and landings displaying a good standard of control and accuracy.

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5) Successfully complete the IAA PPL(PPG) written examination paper.

For the licence skill test or recency check use Part 2 of the ECON.ACW.F-P35-FLPA form.

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APPENDIX 2

Specifications for PPG flight instruction courses

Applicants for an instructor (PPG) rating shall provide evidence, acceptable to the Authority of training or an acceptable equivalent of the following:

- (i) techniques of applied instruction.
- (ii) assessment of student performance in those subjects in which ground instruction is given.
- (iii) elements of effective teaching.
- (iv) student evaluation and testing; training philosophies.
- (v) training programme development.
- (vi) lesson planning.
- (vii) classroom instructional techniques.
- (viii) use of training aids.
- (ix) analysis and correction of student errors.
- (x) human performance and limitations relevant to flight instruction, and
- (xi) hazards involved in simulating system failures and malfunctions in the aircraft.

Assessment of the above shall be in a manner acceptable to the Authority.

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APPENDIX 3

IAA Powered Paraglider Aircraft (PPG) and Powered Hang-Glider Aircraft (PHG) Theoretical Knowledge Instruction and Examinations.

Applicants for a PPG or PHG shall demonstrate a level of theoretical knowledge appropriate to the privileges granted, through examinations on the following:

- Meteorology,
- Air law,
- Principles of flight,
- Aircraft general knowledge.
- Airmanship and Navigation.

Theoretical knowledge examinations for the issue of PPG or PHG Licences and ratings

(a) Responsibilities of the applicant


- 1) Applicants shall take the entire set of theoretical knowledge examinations for a PPG or PHG licence under the responsibility of the Irish Aviation Authority
- 2) Applicants shall only take the theoretical knowledge examination when recommended by the declared training organisation (DTO) or the approved training organisation (ATO) responsible for their training once they have completed the appropriate elements of the training course of theoretical knowledge instruction to a satisfactory standard.
- 3) The recommendation by a DTO or an ATO shall be valid for 12 months. If the applicant has failed to attempt at least one theoretical knowledge examination within this period of validity, the need for further training shall be determined by the DTO or the ATO, based on the needs of the applicant.

(b) Pass standards

- 1) A pass in a theoretical knowledge examination paper will be awarded to an applicant achieving at least 75 % of the marks allocated to that paper. No penalty marking shall be applied.
- 2) Unless otherwise determined in this Part, an applicant has successfully completed the required theoretical knowledge examination for the PPG or PHG licence if he or she has passed all the required theoretical knowledge examination papers within a period of 18 months counted from the end of the calendar month when the applicant first attempted an examination.
- 3) If applicants for the issue of a PPG or PHG licence have failed to pass one of the theoretical knowledge examination papers within four attempts or have failed to pass all papers within the period mentioned in point (b)(2), they shall retake the complete set of theoretical knowledge examination papers.
- 4) Before retaking the theoretical knowledge examinations, applicants shall undertake further training at a DTO or an ATO. The extent and scope of the training needed shall be determined by the DTO or the ATO, based on the needs of the applicants.

(c) Validity period

- 1) The successful completion of the theoretical knowledge examinations will be valid:
 - I. for the issue of a PPG or PHG licence for a period of 24 months.

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APPENDIX 4

IAA Powered Paraglider Aircraft (PPG) and Powered Hang-Glider Aircraft (PHG) Recency Endorsement

P.35(7) Recency requirements

I certify that (Name:)..... (Licence Number), has within the last 24 months in a powered parachute exercised PPL(PPG) privileges and:

- (1) completed at least 10 take-offs and landings, including a minimum of 6 as PIC conducted over at least two separate calendar days (Tick ✓) ☐ ;
- (2) completed at least 10 take-offs and landings under the supervision of a suitably qualified instructor: and (Tick ✓) ☐ ;
- (3) refresher training of at least 1 hour under the supervision of an instructor to include a minimum of 2 take-offs and landings additional to the take-offs and landings specified in P.35(7.2) or (7.3)
 - (1) Foot launch (Tick ✓) ☐ ;
 - (2) LWTRIKE (Tick ✓) ☐ ;

Where a pilot is privileged in more than 1 launch method, each method shall have been demonstrated to the satisfaction of the instructor during the 1-hour refresher training.

OR

Pass a PPL(PPG) proficiency check with a national flight assessor (FA(PPG)). (Tick ✓) ☐ ;

- (1) Foot launch (Tick ✓) ☐ ;
- (2) LWTRIKE (Tick ✓) ☐ ;


Signature: Name:.....:

Licence Number:..... Date:.....

Strike out all elements not included in this endorsement.

This endorsement may be handwritten or printed but must be included in the licence holders logbook.

The completion of the flights under supervision and the training flights as specified above, as well as the proficiency checks as specified above shall be entered in the logbook of the pilot and signed by the responsible instructor/assessor.

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APPENDIX 5

IAA Powered Paraglider Aircraft (PPG) and Powered Hang-Glider Aircraft (PHG) Instructor Recency Endorsement

P.35(8) Recency requirements

I certify that (Name:)..... (Licence Number)....., has within the last 36 months completed:

(1) instructor refresher training relevant for PPG instructors. (Tick ✓) ☐ ;

(2) when providing flight instruction as Flight Instructor (PPG) at least:

a. 30 hours; (Tick ✓) ☐ ; or

b. 60 launches or take-offs and landings; (Tick ✓) ☐ ; and


(3) within the last six years demonstrated the ability to instruct on PPGs to a National Flight Assessor – PPG who is authorised in accordance AN P.35.

Signature: Name:.....:

Licence Number:..... Date:.....

Strike out all elements not included in this endorsement.

The completion of the flights, as well as the proficiency checks as specified above shall be entered in the logbook of the pilot and signed by the responsible instructor/assessor.

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APPENDIX 6

IAA Powered Paraglider Aircraft (PPG) and Powered Hang-Glider Aircraft (PHG) Assessor Recency Endorsement

PPG Assessor Recency Endorsement

P.35(10) Recency requirements

I certify that (Name:)..... (Licence Number)....., has within the last 36 months completed:

- (1) instructor refresher training relevant for PPG instructors. (Tick ✓) ☐ ;
- (2) when providing flight instruction as Flight Instructor (PPG) at least:
 - a. 30 hours; (Tick ✓) ☐ ; or
 - b. 60 launches or take-offs and landings; (Tick ✓) ☐ ; and
- (3) within the last six years demonstrated the ability to instruct on PPGs to a National Flight Assessor – PPG who is authorised in accordance AN P.35.

Signature: Name:.....:

Licence Number:..... Date:.....

Strike out all elements not included in this endorsement.

The completion of the flights under supervision and the training flights as specified above, as well as the proficiency checks as specified above shall be entered in the logbook of the pilot and signed by the responsible instructor/assessor.