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| <b>Irish Aviation Authority</b><br>The Times Building<br>11–12 D’Olier Street<br>Dublin 2, Ireland<br><a href="http://www.iaa.ie">www.iaa.ie</a><br><br><b>Safety Regulation<br/> Division</b> | <b>Údarás Eitlíochta<br/> na hÉireann</b><br>Foirgneamh na hAmanna<br>11–12 Sráid D’Olier<br>Baile Átha Cliath 2, Éire<br><br><b>Rannán na Rialachán<br/> Sábháilteachta</b> | <b>AERONAUTICAL<br/> NOTICE</b><br><br>No. P.35<br>ISSUE 2<br>Date 03.07.2023 |  |
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**POWERED PARAGLIDER AIRCRAFT (PPG) and POWERED HANG-GLIDER AIRCRAFT (PHG)**

**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 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”;
- 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” 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, signed in Chicago on 7 December 1944;

“closely supervised PPG solo flight time” means flight time during which a pilot is the sole occupant of an PPG aircraft (whether under power or not) and during which the aircraft remains at all times within the line of sight of an FI(PPG) who must be capable of making continuous communication with the pilot by means of vocal communication, signal bats, radiotelephony or any acceptable alternative;

“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 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 (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 which has a maximum mass (excluding pilot and any passenger), of no more than 70 kg. An additional 5 kgs is permitted if the paramotor is equipped with an emergency parachute.

“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 Class I” 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 class I in accordance with of this Direction;
- (iv) is valid for instruction for national PPL(PPG) with restricted or full privileges; and
- (iv) is issued, re-issued, revalidated or renewed with the restricted privileges endorsed thereon.

“national flight instructor (FII(PPG))” means an FI (PPG) Class I with the additional privilege to instruct for the initial issue of a FI (PPG);

“national PPL(PPG) with restricted privileges” 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) prohibits any cross-country flight by the holder beyond a distance exceeding 3 nautical miles from the view of the instructor from a fixed location or an instructor following in flight; and
- (vi) prohibits 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.

“national PPL(PPG) with full privileges” 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) permits 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; provided the pilot carries certified radio equipment and holds the appropriate Radio Telephony and ELP qualification; and

(vi) permits the carriage of a passenger, for whom consent has been obtained, in a two place PPG provided they are qualified to do so following demonstration to a PPG FI, qualified in accordance with a standard acceptable to the Authority

“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 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. 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;

“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 SPL(PPG);
- (ii) national PPL(PPG) with restricted or full privileges; or
- (iii) national FI(PPG) rating; with restricted Class II or full Class I privileges.
- (iv) national flight assessor (FA(PPG));

1.1 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.

## 2. Declared National PPG Flight Training Organisation

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

2.2 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:

- (i) Information relating to the PPG operator:
- (ii) A detailed syllabus of the training to be provided, to include at a minimum:
  - (a) Induction to powered paragliding
  - (b) Use of checklists
  - (c) Situational awareness / Threat and Error Management
  - (d) Stress management
  - (e) Medical Factors related to powered paragliding
  - (f) Aerodynamics of flight
  - (g) Components and Systems
  - (h) Powerplants
  - (i) Preflight and Ground Operations
  - (j) Basic Flight Manoeuvres
  - (k) Takeoff and Departure Climbs
  - (l) Ground Reference Manoeuvres
  - (m) Airspace Classification and Requirements
  - (n) Approaches and Landings
  - (o) Abnormal and Emergency Procedures
- (iii) 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 2.2 (i).

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 under this Direction, the Authority shall issue a letter of acknowledgement of same. The letter of acknowledgement 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 when such are required by the Authority;

- (iii) 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);
- (iv) the list of the courses which have been accepted;

### 3. General Rules for PPG Pilots

3.1.1. 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;

3.1.2 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.

3.1.3. The age limit for issue of the PPL(PPG) licence and FI(PPG) rating shall be in accordance with Article 38 of the Order.

3.1.4 Providers of training to minors shall comply with other such requirements as may be specified by the State.

3.2.1 An applicant for an SPL(PPG) 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(PPG) with restricted privileges; or
- (ii) hold at least a LAPL medical certificate if undergoing a course of training for the national PPL(PPG); and

demonstrate an English language proficiency level of at least ICAO Level 4 in accordance with ICAO Annex 1 - Personnel Licensing before undertaking solo flight unless the student remains in direct contact with their instructor and no portion of the flight takes place within airspace requiring two-way communication with an Air Navigation Service Provider.

3.2.2 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.

3.2.3 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.

### 4. National PPL(PPG) With Restricted Privileges

4.1 The applicant for a national PPL(PPG) 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 a declared national PPG flight training organisation;
- (ii) have completed at least 30 flights in PPG aeroplanes;
- (iii) at least a LAPL medical certificate issued in accordance with Annex IV [PART-MED] to the Aircrew Regulation; and
- (iv) passed the PPL(PPG) 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 PPG within the territory of the State unless specifically authorised in advance in writing to operate within another state by that state.

## 5. National PPL(PPG) Unrestricted

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 provided that they have -

- (i) successfully completed a theoretical knowledge and flight training course at a declared national PPG flight training organisation;
- (ii) have completed at least 50 flights in PPG aeroplanes;
- (iii) at least a LAPL medical certificate issued in accordance with Annex IV [PART-MED] to the Aircrew Regulation; and
- (iv) 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 has 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.

## 7. Recency Requirements

7.1 The holder of a PPL(PPG) shall not exercise the privileges of such licence unless the holder has met the following conditions as pilot of PPGs in the previous 24 months:

7.1.1 completed at least 10 take-offs and landings, including a minimum of 6 as PIC conducted over at least two separate calendar days; or

7.1.2 completed at least 10 take-offs and landings under the supervision of a suitably qualified instructor: and

7.1.3 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 7.1.1 or 7.1.2; or

7.1.4 pass a PPL(PPG) proficiency check with a national flight assessor (FA(PPG)).

7.2 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.

7.3 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.

## 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 Class I or Class II 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: -

8.2.1 Class II Flight Instructor (PPG): -

The applicant shall be the holder of an unrestricted PPL(PPG) and have completed at least 200 flights in PPG aeroplanes of which at least 100 flights shall be as PIC of a PPG, and shall have undergone satisfactorily a course of training in flight instruction in a declared national flight training organisation, comprised of at least the content of Appendix 2 of this Aeronautical Notice: -

8.2.1 Class I Flight Instructor (PPG): -

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 (PPG) rating and have completed not less than: -

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

8.2.3 National Flight Assessor – PPG (FA(PPG)):

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

- (a) 500 flights as a pilot of a PPG.

8.2.3.1 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.

8.3 All prospective flight instructors shall 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 in order to determine the ability to instruct a student pilot to the level required for the issue of an PPL(PPG).

8.4 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.

## 9. Flight Instructor (PPG) Rating – Privileges and Limitations.

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

#### 9.2.1 Class II Flight Instructor (PPG) Rating – Privileges and Limitations

##### 9.2.1.1 – Privileges

The holder of a Flight Instructor (PPG) Rating Class II, when operating under the direction of an appropriately rated Flight Instructor (PPG) Class I:

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

##### 9.2.1.2 Limitations

The holder of a Flight Instructor (PPG) Rating Class II:

- (i) is not entitled to give directions to a person in respect of the performance by that person of a first solo flight; and
- (ii) is not entitled to 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.

#### 9.3.1 Class I Flight Instructor (PPG) Rating — Privileges

##### 9.3.1.1 – Privileges

The holder of a Flight Instructor (PPG) Rating Class I:

- (i) may give instruction in flying PPG aircraft;
- (ii) may give instruction for the issue, re-issue, revalidation or renewal of a PPL (PPG) or rating specified in that Flight Instructor Rating Class I; and
- (iii) may give directions in relation to such flight instruction to a Flight Instructor Class II and to any person flying or about to fly as pilot-in-command of a PPG;

#### 9.4.1 National Flight Assessor – PPG (FA(PPG)) — Privileges:

##### 9.4.1.1 – Privileges

The holder of a FA(PPG):

- (i) may give instruction in flying PPG aircraft;
- (ii) may give instruction for the issue, re-issue, revalidation or renewal of a PPL (PPG) or rating specified in that Flight Instructor Rating Class I;
- (iii) may give directions in relation to such flight instruction to a Flight Instructor Class II and to any person flying or about to fly as pilot-in-command of a PPG;
- (iv) 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
- (v) may perform assessments as required to support the issuance of a PPL(PPG) and associated ratings including instructor ratings.

#### 9.4.2 Instructor Ratings – Recency Requirements

(a) 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:

- (i) 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:
  - i. 30 hours; or
  - ii. 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.

(b) 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 9.4.2 (a)(i)(b).

(c) 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 (a)(i)(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 8.3.

(d) 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 (a) shall comply with the requirements of paragraph (a)(i)(a).

#### 9.4.3 Assessor Authorisations – Validity Period and Reauthorisation Requirements

Assessor authorisations shall be valid for a period of 3 years based on the date of initial issue. Applicants for reauthorisation shall meet the following:

- a) Meet the recency requirements of a Flight Instructor (PPG) as detailed in 9.4.2
- b) Satisfactorily complete an assessment of competence as specified in 8.4

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.

## 10. Provisions of the Order

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

**Aviation Regulator**  
**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 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.

Appendix – 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 matter acceptable to the Authority.