


Irish Aviation Authority The Times Building 11-12 D'Olier Street Dublin 2, Ireland www.iaa.ie Safety Regulation Division	Údarás Eitlíochta na hÉireann Foirgneamh na hAmanna 11-12 Sráid D'Olier Baile Átha Cliath 2, Éire Rannán na Rialachán Sábháilteachta	AERONAUTICAL NOTICE No. P.23 ISSUE 02 DATE 04.03.22	
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Licensing Requirements for EASA Part-FCL licensed pilots carrying out Search and Rescue, Firefighting or Coastguard activities which are not subject to the EASA Regulation


The Irish Aviation Authority, in pursuance of Article 4 and Article 36 of the Irish Aviation Authority (Personnel) Licensing, Order (S.I. No. 333 of 2000) (hereinafter referred to as “the Order”), hereby directs that:-

1. The holder of a commercial or airline transport pilot licence and, if appropriate, an instrument rating endorsed thereon, issued in accordance with the EASA regulation shall be exempt from the requirements of Article 5 (requirement to hold an appropriate licence issued or validated by the Authority or a JAA licence) and Article 19 (requirement to hold an instrument rating for flight under Instrument Flight Rules) of the Order when they are acting as a flight crew member of an aircraft registered in the State which is carrying out search and rescue, firefighting or coastguard activities or services, provided that :-
 - a. Such flight crew member is at all times the holder of a valid commercial or airline transport pilot licence, and, if appropriate, an instrument rating endorsed thereon, and a Class 1 medical certificate all issued in accordance with the EASA Regulation;
 - b. the holder of such a licence shall not, for the purposes of this Direction, exercise any privilege relating to instruction or examining in flying which may be attached to or be associated with the licence unless otherwise authorised in writing by the Authority;
 - c. the exemption from Article 19 of the Order shall not apply to the holder of an En-Route Instrument Rating issued under the EASA Regulation; and,
 - d. if the Authority sees fit to do so, it may at any time, in writing, prohibit the holder of such a licence from exercising the licence privileges allowed by this Direction and, in that event, such licence shall cease to be deemed to be a licence exempted by the Authority under the provisions of this Direction.

2. In the event that any person considers that “similar activities or services” within the meaning of Paragraph 3 of *Article 2* of Regulation (EU) No 2018/1139 should be exempted from the requirements of the Order, they shall submit a case in writing to the Authority for inclusion of such activity or service in an amendment of this Direction.

This notice replaces Aeronautical Notice P.23 at issue 01, which should be discarded.

**Aviation Regulator/ Chief Executive Designate
Irish Aviation Authority**

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Explanatory Note

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

1. This Direction exempts the holder of an EASA Part FCL professional pilot licence from the requirement to hold an Irish-issued national licence or an Irish-issued validation or any JAA Member State's JAR-FCL Licence when acting as a flight crew member of an aircraft registered in the State which is carrying out search and rescue, firefighting or coastguard activities.
2. The exemption is necessary because Regulation (EU) No 2018/1139 which, inter alia, provides for the issue of the EASA Part-FCL pilot licence, also acts so as to remove these 'state activities' from its scope. These 'state activities' are thereby left subject to national or JAR-FCL pilot licensing requirements.
(Refer Paragraph 3 of *Article 2* -"Scope" – of CHAPTER I- "PRINCIPLES" of Regulation (EU) No 2018/1139 (as amended) - which states that:-
*"2. This Regulation shall not apply to:
aircraft, and their engines, propellers, parts, non-installed equipment and equipment to control aircraft remotely, while carrying out military, customs, police, search and rescue, firefighting, border control, coastguard or similar activities or services under the control and responsibility of a Member State, undertaken in the public interest by or on behalf of a body vested with the powers of a public authority, and the personnel and organisations involved in the activities and services performed by those aircraft."*

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