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Technical Requirements for the Student Pilot Licence (Microlight Aeroplane) [SPL(M)], Private Pilot Licence (Microlight Aeroplane) [PPL(M)], Flight Instructor Rating (Microlight Aeroplane) [FI(M)], Microlight Aeroplane Ratings, Flight Examiner (Microlight Aeroplane) [FE(M)] and for the Registration of Training Facilities for the PPL(M) and FI(M)

The Irish Aviation Authority, in pursuance of Articles 2, 4, 38, 39,40, 41 and 46 of the Irish Aviation Authority (Personnel Licensing) Order, 2000, (S.I. No. 333 of 2000), in relation to pilot licences and associated aircraft ratings and flight instructor ratings for microlight aircraft, as defined in EASA Annex II paragraph (e), has directed as follows:-

1. Definition of Microlight Aircraft

1.1 Microlight aircraft shall be defined as per EASA Annex II Paragraph (e) as:

aeroplanes, helicopters and powered parachutes having no more than two seats, a maximum take-off mass (MTOM), as recorded by Member States, of no more than:

- (i). 300 kg for a land plane/helicopter, single-seater; or
- (ii). 450 kg for a land plane/helicopter, two-seater; or
- (iii). 330 kg for an amphibian or floatplane/helicopter single-seater; or
- (iv). 495 kg for an amphibian or floatplane/helicopter two-seater, provided that, where operating both as a floatplane/helicopter and as a land plane/helicopter, it falls below both MTOM limits, as appropriate;
- (v). 472.5 kg for a land plane, two-seater equipped with an airframe mounted total recovery parachute system;
- (vi). 315 kg for a land plane single-seater equipped with an airframe mounted total recovery parachute system;

and, for aeroplanes, having the stall speed or the minimum steady flight speed in landing configuration not exceeding 35 knots calibrated air speed (CAS)

(Note: While helicopters and powered parachutes are included in this definition they will be dealt with in separate Notices)

1.2 The microlight aeroplane category is, for the purposes of this Direction, comprised of the following microlight aeroplane classes:-

- (i). three-axis single engine piston (SEP)
- (ii). Weightshift Flexible wing (Flexwing) (SEP)

2. Pilot Licence Ratings and Validity Periods

- 2.1 The pilot licence ratings for single-engine piston (SEP) microlight aeroplanes are as follows:-
- 2.1.1 three-axis SEP microlight (land);
 - 2.1.2 weightshift flexwing SEP microlight (land);
- 2.2 The ratings in paragraph 2.1 may be varied to include microlight seaplanes and flying boats. Pilot licences valid for microlight amphibians shall include both land and sea ratings for the relevant microlight aeroplane.
- 2.3 Microlight aeroplane ratings are valid for two years from the date of issue, or from the date of expiry if revalidated within the validity period. They shall be subject to revalidation in accordance with the requirements of sub-paragraph 7.1 of this Direction or renewal in accordance with the requirements of sub-paragraph 7.2 of this Direction.
- 2.4 Type Ratings may be issued, as appropriate, for microlight aeroplanes having more than one engine and for microlight aeroplanes with turbojet or turboprop propulsion or with hybrid flight control systems. Such Type Ratings will have such maximum validity period and shall be subject to such revalidation or renewal requirements as are prescribed by the Authority in the particular case.
- 2.5 FI(M) ratings will have a maximum validity period of 3 years and shall be subject to revalidation or renewal in accordance with requirements of sub-paragraph 7.3 of this Direction.

3 Age Limits

- 3.1 Article 38 of the Irish Aviation Authority (Personnel Licensing) Order, 2000, (S.I. No. 333 of 2000) shall apply to the applicant for a Student Pilot Licence or Private Pilot Licence for microlight aeroplanes.
- 3.2 An applicant for an FI(M) (Restricted Privileges) or an FI(M) shall be not less than 18 years of age.

4 Medical Requirements

An Applicant for a Student Pilot Licence or Private Pilot Licence for microlight aeroplanes shall hold a JAR Class 1 or JAR Class 2 Medical Certificate, issued in accordance with Article 39 of the Irish Aviation Authority (Personnel Licensing) Order, 2000, (S.I. No. 333 of 2000) and the requirements of JAR-FCL Part 3 (Medical).

5 Technical Requirements

Technical requirements for microlight pilot licences and associated aircraft or FI(M) ratings and for skill tests for the issue of such licences / ratings are contained in sub-paragraphs 5.1 to 5.6 of this Direction, as follows-

- 5.1 An applicant for a PPL(M) shall have completed –
- (a) at least 30 hours flight time as a pilot of microlight aeroplanes of the relevant class or type, including at least 15 hours of dual instruction, 10 hours supervised solo flight time including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight comprising of a distance that equates to 90 minutes flight time at cruise speed during which 1 full stop landing at an aerodrome different from the aerodrome of departure shall be made.
 - (b) a successful examination in the knowledge requirements for issue of a PPL(M), to include airframe and engine technical knowledge, aircraft performance and 'weight and balance', meteorology (weather), navigation theory and flight planning, air law (Rules of the Air),

radio communications (including air traffic control procedures) and human performance & limitations (the medical, physical and psychological aspects of flying) as appropriate, and for the microlight aeroplane class or type rating applied for; and

- (c) the required radiotelephony training to pass the skill test for the Flight Radiotelephony Rating (Restricted).
- (d) A licence skill test. An applicant converting a foreign licence will not normally be required to complete a licence skill test, however, in certain circumstances the Authority reserves the right to require such a test.

5.2 If an applicant for an Irish PPL (M) currently holds a valid microlight licence or other qualification issued by the National Aviation Authority of another State, the applicant may submit documented evidence from that State to demonstrate the completion of the technical requirements detailed in 5.1 (a), (b) and (c). The Authority may accept the documented evidence as fulfilling the technical requirements of 5.1(a), (b) and (c).

5.3 An applicant for an FI(M) (Restricted Privileges) shall have:-

- (a) completed at least 150 hours of flight time in aircraft of which at least 100 hours shall be as pilot-in-command of aeroplanes of which not less than 60 hours shall be as pilot-in-command of microlight aeroplanes of the class or type on which it is intended to instruct;
- (b) met at least the knowledge requirements for issue of a PPL(M) and for the microlight aeroplane class or type rating on which it is intended to instruct; and
- (c) completed at a microlight registered training facility, approved for such training, an accepted FI(M) Course comprising at least 20 hours flight training on the microlight aeroplane class or type for which the FI(M) is sought (to include 5 hours of "mutual" flying) and not less than 45 hours of ground training (including practice and progress tests). In the case of an applicant who does not meet the ground training requirement, credit may be given for any experience gained in a similar role e.g. FETAC or Train the Trainer type training subject to the candidate passing an assessment carried out by an Examiner appointed by the Authority; and
- (d) passed the appropriate FI(M) Licence Skill Test.

5.4 An applicant for an FI(M) rating shall have:-

- (a) a current FI (M) (Restricted Privileges) rating on a microlight aeroplane of the class or type on which it is intended to instruct;
- (b) completed at least 250 hours of flight time in aeroplanes or microlight aeroplanes of which at least 200 hours shall be as pilot-in-command of microlight aeroplanes and of which not less than 100 hours shall be flight instruction on a microlight aeroplane of the class or type on which it is intended to instruct;

Note: The Authority may accept hours flown in aircraft certificated or in possession of a permit to fly as an aeroplane for which a similar model exists as a microlight. e.g. Eurostar and the FI(A) is rated to instruct on the aeroplane model. An FI(A) may not claim credit for hours flown in a microlight aircraft to support their FI(A) requirements.

- (c) supervised at least 25 student solo flights in microlight aeroplanes; and
- (d) a recommendation from the supervising FI(M) for the grant of the FI(M) rating sought.

5.5 Recognition of the Privileges of a Flight Instructor (Aeroplane) [FI(A)] to instruct on Microlight Aeroplanes.

For the holder of an unrestricted Flight Instructor (Aeroplane) qualification to be qualified to give instruction for the issue, revalidation or renewal of a Microlight licence or rating the following conditions shall be complied with:

- (a) hold a current FI(A) qualification;
- (b) hold a current Microlight rating for 3-Axis microlight aircraft;
- (c) have completed a course of training with a duly authorised FI(M) covering the differences in instructional techniques between Group A aeroplanes and microlight aeroplanes;
- (d) pass an appropriate FI(M) Skill Test with an Examiner nominated by the Authority.

This alleviation shall only be applied for instruction on 3-Axis microlight aircraft. Due to the stringent requirements of JAR-FCL 1 in place for the issue of a Flight Instructor (Aeroplane) qualification, there can be no credit given where the holder of a FI(M) intends to apply for the issue of a FI(A).

5.6 An applicant for a microlight aeroplane rating shall have received the required dual flight instruction in the relevant class or type from a duly authorised FI(M) and shall have passed the appropriate knowledge and skill tests in the format issued by the Authority pursuant to this Direction.

5.7 The holder of a current pilot licence valid for aircraft rating privileges for categories of aircraft other than microlight aeroplanes shall meet all the requirements of paragraphs 5.1 and 5.3 to 5.6 of this Direction. However, at the discretion of the Authority, the requirements of course duration, number of lessons and specific training hours may be reduced. The Authority may be guided as to the credits to be granted on the basis of a recommendation from an appropriate microlight aeroplane training facility.

5.8 Flight Examiner (Microlight) [FE(M)]

Dependant on requirements within the microlighting community, the Authority will appoint suitably qualified Flight Instructors (Microlight) to the position of Flight Examiner (Microlight) to conduct skill tests for the issue of microlight licences and ratings subject to the following criteria:

- (a) it must be demonstrated to and accepted by the Authority that there is a requirement for such an appointment;
- (b) the candidate must have held a FI(M) qualification for a period of 2 years and have achieved a total of 300 hours of instruction, of which at least 200 hours should be on microlight aircraft;
- (c) must have completed a course of Examiner standardisation given by the Authority;
- (d) pass an appropriate Flight Examiner Skill Test with an Officer of the Authority or by a Flight Examiner (Senior) specifically authorised for this purpose.

6 Licence and Rating Privileges

Privileges for microlight pilot licences and associated aircraft or FI(M) ratings are contained in subparagraphs 6.1 to 6.4 of this Direction, as follows-

- 6.1** The holder a valid SPL(M) may fly solo in a microlight aeroplane when and as directed by a duly authorised FI(M).
- 6.2** The holder a valid PPL(M) may act, but not for remuneration (save where given in the circumstances mentioned in the proviso to paragraph (2) of Article 2 of the Irish Aviation Authority (Personnel Licensing) Order, 2000, or when acting as an examiner authorised by the

Authority to conduct tests on microlight aeroplanes) as pilot-in-command of any microlight aeroplane engaged in non-revenue flights. The holder of a valid FI(M) (Restricted Privileges) rating is entitled to carry out, under the supervision of an FI(M), flight instruction for the issue of the PPL(M) and class or type ratings for microlight aeroplanes, but is not entitled to authorise first solo flights and first solo navigation flights nor to certify anything which is required to be certified in relation to microlight flight training.

- 6.3 The holder of a valid FI(M) rating is entitled to carry out flight instruction for the issue of the PPL(M) and class or type ratings for microlight aeroplanes and to authorise first solo flights and first solo navigation flights and to certify anything which is required to be certified in relation to microlight flight training. Such FI(M) may also carry out flight instruction for the issue of a FI(M) rating, provided that the FI(M) has met the minimum experience requirements prescribed by the Authority pursuant to this Direction and has passed a FI(M) skill test conducted by an examiner authorised by the Authority for that purpose.
- 6.4 The holder of a valid microlight aeroplane rating is entitled to act as pilot-in-command of the relevant class or type, provided that the holder shall not act as pilot-in-command of a microlight aeroplane carrying a passenger or a student pilot unless within the preceding 90 days such holder has completed three take-offs and landings as the sole manipulator of the controls in a microlight aeroplane of the same class or type.

7 Revalidation and Renewal of Ratings

7.1 For revalidation of single-engine piston microlight aeroplane (land or sea, as appropriate) class ratings the applicant shall on single-engine piston microlight aeroplanes (land or sea, as appropriate):-

- (a) within the three months preceding the expiry date of the rating, pass a proficiency check with an authorised microlight examiner on a single-engine piston microlight aeroplane (land or sea, as appropriate); or
- (b) within 12 months preceding the expiry of the rating :-
- (i). complete a total of not less than 12 hours of flight time in aeroplanes or microlight aeroplanes, to include not less than 6 hours of pilot-in-command time in microlight aeroplanes (land or sea, as appropriate) and 12 take-offs and 12 landings in microlight aeroplanes (land or sea, as appropriate); and
- (ii). complete a microlight aeroplane (land or sea, as appropriate) refresher training flight of at least 1 hour's duration with a duly authorised FI(M). This flight may be replaced by any other proficiency check or skill test for any other aeroplane class or type rating.

7.2 If a single-engine piston microlight aeroplane (land or sea, as appropriate) class rating has expired, the applicant shall complete the appropriate Licence Skill Test for renewal.

7.3 FI(M) Revalidation Requirements

7.3.1 For revalidation of an FI(M) rating, the holder shall have fulfilled two of the following three requirements:

- (a) completed at least 100 hours of flight instruction on aeroplanes as FI, CRI, IRI or as examiner during the period of validity of the rating, including at least 30 hours of flight instruction within the 12 months preceding the expiry date of the FI(M) rating, of which not less than 10 hours of this 30 hours shall be instruction on microlight aeroplanes (land or sea, as appropriate);
- (b) attended an FI(M) refresher seminar as approved by the Authority, within the validity period of the FI(M) rating.

(Note: For 3-axis FI(M) rating holders only, an FI(A) refresher seminar approved by the Authority may be accepted, at the discretion of the Authority);

- (c) passed, as a proficiency check, the skill test set out in paragraph 5.3(d) of this Direction within the 12 months preceding the expiry date of the FI(M) rating.
- 7.3.2 For at least each alternate revalidation of an FI(M) rating, the holder shall pass, as a proficiency check, the appropriate FI(M) skill test as one of the two requirements to be fulfilled to comply with paragraph 7.3.1 of this Direction.
- 7.3.3 If the FI(M) rating has lapsed, the applicant shall meet the requirements as set out in paragraphs 7.3.1(b) and 7.3.1(c) of this Direction within the last 12 months before renewal.
- 7.4 FE(M) Re-authorisation
- 7.4.1 For re-authorisation of a FE(M) an examiner shall have fulfilled the following:
- (a) have conducted a minimum of two skill tests or proficiency checks in every yearly period of within the three year authorisation period. One of the skill tests or proficiency checks conducted by the examiner within the validity period of the authorisation shall have been observed by an Officer of the Authority or by a Flight Examiner (Senior) specifically authorised for this purpose.
 - (b) have attended a Flight Examiner seminar hosted by the Authority.

8 Registration of Microlight Aeroplane Training Facilities

- 8.1 A microlight aeroplane training facility for microlight pilot licences and associated aeroplane or FI(M) ratings shall register with the Authority by submitting a completed Registration Form issued by the Authority pursuant to this Direction.
- 8.2 The facility will remain registered until the Authority is notified by its operator that PPL(M) training is to cease, or if the Authority establishes that instruction is not being carried out safely and/or in compliance with the requirements. In both of these cases the registration of the facility will be revoked.



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