



STATUTORY INSTRUMENTS

S.I. No. ____ of 2026

IRISH AVIATION AUTHORITY
(PERSONNEL LICENSING) ORDER 2026

Draft Irish Aviation Authority (Personnel Licensing) Order 2025 for Consultation with the Department of Transport

IRISH AVIATION AUTHORITY

(PERSONNEL LICENSING) ORDER 2026

S.I. No. ____ of 2026

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Draft Irish Aviation Authority (Personnel Licensing) Order 2025 for Consultation with the Department of Transport

IRISH AVIATION AUTHORITY
(PERSONNEL LICENSING) ORDER 2000

The Irish Aviation Authority, in exercise of the powers conferred on it by sections 5, 58, and 60 of the Irish Aviation Authority Act 1993 (No 29 of 1993) hereby orders as follows:

PART I

PRELIMINARY

Title and Commencement

1. (1) This Order may be cited as the Irish Aviation Authority (Personnel Licensing) Order 2026
- (2) This Order shall come into operation on the first day of December 2026 or on the date of its publication in the Iris Oifigiúil, whichever date occurs later.

Definitions

2. (1) In this Order-

“accessories” includes spare parts, replacements, items repaired and overhauled and aircraft materials;

“accredited medical conclusion” means the conclusion reached by one or more medical experts acceptable to the Authority for the purposes of the case concerned, in consultation with flight operations or other experts necessary;

“the Act” means the Irish Aviation Authority Act, 1993 (No. 29 of 1993);

“aerial work aircraft” means an aircraft, not being a commercial transport aircraft, which is being flown for payment required to be made, or promised, to the operator of the aircraft in respect of the flight or of the purpose for which the flight is made¹;

“aerodrome” means a defined area of land or water (including any buildings, installations and equipment) intended to be used, either wholly or in part, for the arrival, departure and the surface movement of aircraft;

“aerodrome flight information service” means a service provided at an aerodrome by the appropriate authority or by the licensee of an aerodrome for the purpose of giving information by means of radio signals to aircraft flying

¹ An aircraft used for flight instruction in accordance with the proviso clause of paragraph (2) of this Article is not considered to be such an aircraft when so used.

or intending to fly within the aerodrome traffic zone of that aerodrome;

“aerodrome traffic” means all traffic on the manoeuvring area of an aerodrome and all traffic flying in the vicinity of the aerodrome;

“aerodrome traffic zone” means an airspace of dimensions decided and notified by the appropriate authority and established by such authority around an aerodrome for the protection of aerodrome traffic;

“aeronautical communications service” means a service provided at a centre or centres designated by the appropriate authority for the purpose of ensuring, through the appropriate communications methods, the safe and expeditious movement of aircraft in flight;

“aeronautical mobile (radio) service” means an aeronautical mobile service reserved for communications relating to safety and regularity of flight, primarily along national or international civil air routes;

“aeronautical station” means a land station in the aeronautical mobile telecommunications service;

“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;

“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;

“aircraft maintenance engineer licence” means an aircraft maintenance licence;

“aircraft maintenance licence” means a licence issued to a person authorising that person to exercise such privileges appropriate to the licence in relation to the maintenance of an aircraft as are specified in this Order. Such a licence may also be termed an aircraft maintenance engineer licence;

“aircraft required to be operated with a co-pilot” means a type of aircraft that is required to be operated with a co-pilot, as specified in the flight manual or by the air operator certificate;

“aircraft type” means those aircraft of the same basic design including modifications except for those modifications which result in a change of handling, flight characteristics or flight crew complement;

“airmanship” means the consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives;

“air traffic” means all traffic in flight or operating on the manoeuvring area of an aerodrome;

“air traffic control service” means a service provided by the appropriate authority or by the licensee of an aerodrome for the purpose of all or any of the following, that is to say, preventing collisions between aircraft and, on the

manoeuvring area, between aircraft and obstructions, and expediting and maintaining an orderly flow of air traffic;

“air transport undertaking” means an undertaking the business of which includes the carriage by air of passengers or cargo for remuneration or hire;

“applicable EASA Regulation requirements” means the relevant EASA Regulation requirements applicable to the subject referred to in the Order;

“appropriate authority” means, in relation to the State, the Authority and, in relation to any other state, the national authority responsible for the safety of air navigation in or over the territory of that State;

“approved training” means training conducted under special curricula and supervision approved by the Authority;

“the Authority” means The Irish Aviation Authority;

“authorisation” means evidence that the Authority has authorised a person or activity;

“authorised” means a designation by the Authority of a person or organisation to perform a function or a duty on its behalf or the designation of an activity as approved by or acceptable to the Authority;

“authorised examiner” means a person authorised by the Authority in accordance with Article 24 of this Order to conduct on its behalf such examinations, tests or checks as are specified by the Authority in relation to the authorisation;

“authorised officer” means, unless otherwise specified, an authorised officer of the company within the meaning of section 2 of the Act;

“avionic equipment” means any electronic device (and any electrical or mechanical part thereof) for use in an aircraft, including the radio, automatic flight control, electrical and instrument systems of an aircraft;

“cargo” includes mail and animals;

“category” means the classification of aircraft according to specified basic characteristics, e.g. aeroplane, rotorcraft;

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

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

meeting of the club's committee or members' body;

"commercial air transport operation" means an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire;

"commercial transport aircraft" means an aircraft carrying passengers or cargo or reward or, if the carriage is effected by an air transport undertaking, whether for remuneration or hire or not;

"competency" means a dimension of human performance that is used to reliably predict successful performance on the job. A competency is manifested and observed through behaviours that mobilize the relevant knowledge, skills and attitudes to carry out activities or tasks under specified conditions;

"competency-based training and assessment" means training and assessment that are characterized by a performance orientation, emphasis on standards of performance and their measurement, and the development of training to the specified performance standards;

"competency standard" means a level of performance that is defined as acceptable when assessing whether or not competency has been achieved;

"competent licensing authority" means the authority designated by a state as responsible for the licensing of aviation personnel;

"component parts" includes spare parts, replacements, items repaired and overhauled and aircraft materials;

"conditions" means anything that may qualify a specific environment in which performance will be demonstrated;

"the Convention" has the meaning ascribed to it in the Act;

"co-pilot" means a licensed pilot serving in any piloting capacity other than as pilot-in-command, but excludes a pilot who is on board the aircraft for the sole purpose of receiving flight instruction;

"credit" means recognition of alternative means or prior qualifications;

"directed", or, "as directed" means directed by the Authority in a direction under this Order;

"dual instruction time" means flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft, or from a properly authorized remote pilot using the remote pilot station during a remotely piloted aircraft flight;

"duly authorised instructor" means a person who holds a current pilot licence which includes a flight instructor rating or authorisation issued or validated by the Authority (including a flight crew licence issued in accordance with the EASA Regulation with an instructor rating or authorisation) and

entitling that person to give instruction in flying the class or classes and type or types of aircraft covered by such rating in accordance with the privileges and limitations of the particular flight instructor rating held;

“EASA licence” means a flight crew licence issued in accordance with the EASA Regulation;

“the EASA Regulation” means Regulation (EU) No. 2018/1139 of the European Parliament and of the Council of 4 July 2018 and shall include any rules or regulations adopted by the European Commission in accordance with the EASA regulation;

“error” means an action or inaction by an operational person that leads to deviations from organizational or the operational person’s intentions or expectations;

“error management” means the process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors, and mitigate the probability of further errors or undesired states;

“examiner” means a person, including an authorised officer of the company, authorised in that behalf by the Authority for the purposes of this Order;

“flight crew member” means a licensed member of the aircraft crew charged with duties essential to the operation of the aircraft during the time defined as flight time;

“flight plan” means specified information, relative to an intended flight or portion of a flight of an aircraft;

“flight time” means the total time from the moment the aircraft first moves under its own power for the purpose of taking off until the moment it comes to rest at the end of the flight and in the case of a helicopter, all of the time during which the rotor is engaged or rotating;

“gyroplane” means an aircraft defined as directed under the Order;

“helicopter” means a heavier-than-air aircraft supported in flight by the reactions of the air on one or more power driven rotors on substantially vertical axes;

“human performance” means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations;

“ICAO competency framework” refers to a competency framework, developed by ICAO, a selected group of competencies for a given aviation discipline. Each competency has an associated description and observable behaviours;

“instrument time” means instrument flight time or instrument ground time;

“instrument flight time” means the time during which a pilot is piloting an

aircraft or a remote pilot is piloting a remotely piloted aircraft solely by reference to instruments and without external reference points;

“instrument ground time” means time during which a pilot is practising on the ground simulated instrument flight in a synthetic training device approved by the Authority for that purpose;

“instrument flight rules” means the rules contained in Standardised European Rules of the Air (SERA) issued under the EASA Regulation;

“Light Aeroplane Pilot License” (LAPL) means a basic pilot licence issued in accordance with the EASA Regulations for aeroplanes, helicopters, sailplanes or balloons that may only be used in Europe on non-commercial flights and is limited to single-engine piston aeroplanes up to 2,000kg, carrying up to 4 persons on board (including the pilot), and is restricted to flights in visual flight rules (VFR);

“the licensee of an aerodrome” means the holder of a licence in respect of an aerodrome issued under Article 6 of the Irish Aviation Authority (Aerodromes and Visual Ground Aids) Order, 2008 (S.I. No. 355 of 2008);

“likely” - in the context of the medical provisions in Chapter 6, likely means with a probability of occurring that is unacceptable to the Medical Assessor;

“maintenance” means the performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair;

“medical assessment” means evidence issued by the Authority that the licence holder meets specific requirements of medical fitness;

“medical assessor” means a physician, appointed by the Authority, qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance;

“medical certificate” means a certificate issued by the Authority or an authorised medical examiner or medical centre attesting to the results of a medical examination carried out in accordance with the requirements of this Order or the applicable EASA Regulation requirements;

“medical examiner” means a physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by the Licensing Authority to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed;

“microlight” means an aeroplane defined as directed under the Order;

“monitoring” means a cognitive process to compare an actual to an expected state;

“multi-pilot crew” means two or more pilots assigned to a single aircraft;

“night” means-

- (a) in or over the State-
 - (i) during the period of summertime - the time between one hour after sunset and one hour before sunrise,
 - (ii) during the remainder of the year - the time between half-an- hour after sunset and half-an-hour before sunrise;
- (b) in or over any place other than the State - the hours between the end of evening civil twilight (that is, when in the evening the centre of the sun’s disc is six degrees below the horizon) and the beginning of morning civil twilight (that is, when in the morning the centre of the sun’s disc is six degrees below the horizon) or such other period between sunset and sunrise as may be specified by the appropriate authority;

“observable behaviour (OB)” means a single role-related behaviour that can be observed and may or may not be measurable;

“Part 66” means the EASA Regulation requirements applicable to aircraft maintenance licences;

“performance criteria” means statements used to assess whether the required levels of performance have been achieved for a competency. A performance criterion consists of an observable behaviour, condition(s) and a competency standard;

“pilot” means to manipulate the flight controls of an aircraft during flight time and cognate words shall be construed accordingly;

“pilot-in-command” means the pilot responsible for the operation and safety of the aircraft during flight time;

“private aircraft” means an aircraft which is neither a commercial transport aircraft nor an aerial work aircraft;

“problematic use of substances” means the use of one or more psychoactive substances by aviation personnel in a way that:-

- (a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; or
- (b) causes or worsens an occupational, social, mental or physical problem or disorder;

“proficiency check” means a demonstration of skill in order to allow the revalidation or renewal of a rating and includes such oral examination as an examiner may require;

“psychoactive substances” means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee, tea and tobacco are excluded;

“Aerodrome Station Officer” means an aeronautical station operator with responsibility for aeronautical radio communications;

“rated air traffic controller” means an air traffic controller holding a licence and valid ratings appropriate to the privileges to be exercised;

“rating” means an entry on a licence stating special conditions, privileges or limitations pertaining to that licence;

“rendering (a licence) valid” means the action taken by the Authority as an alternative to issuing its own licence, in accepting a licence issued by another contracting state as the equivalent of its own licence;

“revalidation” means, in relation to a licence rating, an administrative action taken within the validity period of a rating that allows the licence holder to continue to exercise the privileges of a rating for a further specified period consequent on the fulfilment of specified requirements;

“rotorcraft” means a power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors;

“significant” -- in the context of the medical provisions in Chapter 6, significant means to a degree or of a nature that is likely to jeopardize flight safety;

“skill test” means a demonstration of skill for the issue of a flight crew licence or the issue of a rating, including such oral examinations as an examiner may require;

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

“solo flight time - remotely piloted aircraft systems” means flight time during which a student remote pilot is controlling the RPAS, acting solo;

“synthetic flight trainer” means any one of the following three types of apparatus in which flight conditions are simulated on the ground:-

- (a) a flight simulator, which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic and other aircraft systems control functions, the normal environment of flight-crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;
- (b) a flight procedures trainer, which provides a realistic flight-deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic and other aircraft systems, and the performance and flight characteristics of aircraft of a particular

class;

- (c) a basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the flight deck of an aircraft in flight in instrument flight conditions;
- (d) a synthetic flight training device which is substituted for an aircraft for the purposes of training a person for the issue of a EASA licence or for the revalidation or renewal of a rating issued under this Order shall meet the applicable EASA Regulation requirements pertaining to such devices;

“threat” means events or errors that occur beyond the influence of an operational person, increase operational complexity and must be managed to maintain the margin of safety;

“threat management” means the process of detecting and responding to threats with countermeasures that reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired states;

“transitional arrangements” mean those arrangements for the introduction of licences which meet the requirements of the applicable EASA Regulation requirements, including the date or dates concerned, and which will apply to the issue of licences and to the conversion, re-issue or revalidation of existing national, non-EASA licences to those Requirements;

“type” means aircraft or engines which, in the opinion of the Authority, are of the same basic design, including all modifications thereto, except those modifications which in the opinion of the Authority result in a material change in flight or operating characteristics or maintenance requirements;

“type of aircraft” means all aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics;

“validation” means, with respect to a licence, issued by a competent licensing authority in accordance with Annex 1 to the Convention, other than a EASA licence, the acceptance of such licence by the Authority as the equivalent of a licence issued by the Authority.

(2) References to carriage for hire or reward include references to-

- (a) the carriage of persons in an aircraft for the purpose of undergoing instruction in flying for which payment is made;
- (b) the carriage of persons or cargo in an aircraft for remuneration;

provided that, as respects clause (a) of this paragraph the carriage of a member of a flying club for the purpose of such instruction, by a fellow club member who is a duly authorised instructor, in an aircraft owned by or operated under a lease arrangement entered into by the club, shall not, by reason only of payment for such instruction, be deemed, for the purposes of this Order, to be carriage for remuneration or hire.

- (3) In relation to the carriage of a person in an aircraft for the purpose of undergoing instruction, payment shall be deemed to be made for the instruction if any sum is paid or payable in respect of the particular flight by any person either to the instructor or to any person by whom the instructor is employed or contracted as an instructor, or if the instructor is employed for reward to instruct persons in flying aircraft.
- (4) In this Order a reference to an enactment or order shall, unless the context otherwise requires, be construed as a reference to the enactment or order as amended as extended by or under any subsequent enactment or order, including this Order.

Revocations

3. (1) The Irish Aviation Authority (Personnel Licensing) Orders, 2000 to 2003, are hereby revoked.
- (2) Notwithstanding the revocation of the Orders specified in paragraph (1) of this Article -
 - (a) a licence issued, validated, revalidated or re-issued under the Irish Aviation Authority (Personnel Licensing) Order, 2000, and
 - (b) a rating, authorisation or approval endorsed, issued, validated, revalidated or renewed under those Orders,
 - (c) any direction given or exemption made under those Orders,

which is in force immediately before the commencement of this Order shall continue in force as if the revocation had not been made, and the provisions of the said Irish Aviation Authority (Personnel Licensing) Order, 2000, which relate to such directions and such licences and ratings and the holders thereof, shall continue to have effect in relation thereto during the currency of such licences, ratings, authorisations or approvals.

Directions and EASA licences

4. (1) The Authority may give such directions, in respect of such matters and things as may be specified in this Order and in relation to a person or an organisation for carrying out the purposes of this Order or the Schedules thereto as may be necessary and appropriate.
- (2) An authorisation, approval or certificate required by the applicable EASA Regulation requirements may be issued, varied, revalidated, renewed, revoked or suspended by the Authority in accordance with those requirements.
- (3) Directions under this Order may be given in the form of Notices to Airmen (otherwise known as “NOTAMS”), Notices to Aircraft Owners and Aircraft Engineers (otherwise known as Aeronautical Notices) or Aeronautical

Information Circulars or by notice sent by registered post to the person or organisation affected.

Draft Irish Aviation Authority (Personnel Licensing) Order 2025 for Consultation with the Department of Transport

PART II

GENERAL

Flight Crew Members to be Licensed

5. (1) Subject to the provisions of this Order, a person shall not act as a flight crew member of an aircraft registered in the State unless that person is the holder of an appropriate licence issued or validated by the Authority, or a EASA licence.
- (2) A person shall not, within the territorial limits of the State, act as a flight crew member of an aircraft registered in any other state unless -
 - (a) in the case of a commercial transport or aerial work aircraft, that person is the holder of an appropriate licence issued or validated by the competent licensing authority of the state in which the aircraft is registered, or, for an aircraft registered in a EASA Member State, a EASA licence;
 - (b) in the case of a private aircraft, that person is the holder of an appropriate licence, issued or validated by the competent licensing authority of the state in which the aircraft is registered or by the Authority, or a EASA licence.
- (3) An aircraft shall not fly unless every flight crew member thereof is the holder of the licence which that person is required to hold under the provisions of this Article.
- (4) A person may act as pilot of an aircraft registered in the State without being the holder of an appropriate licence for the purpose of undergoing training or tests for the issue, revalidation or re-issue of a pilot licence or the inclusion, revalidation, renewal or extension of a rating therein -
 - (a) subject to the provisions of paragraph (5) of this Article, if undergoing dual instruction for the purpose of obtaining a student pilot's licence or for the purpose of becoming qualified for the endorsement of an additional category rating on a private, commercial, or airline transport pilot licence;
 - (b) subject to the provisions of paragraph (6) of this Article, if flying for the purpose of becoming qualified for the issue, revalidation or re- issue of a flight crew licence (other than a student pilot licence) or for the renewal of a category rating therein and was, within the immediately preceding six months, the holder of a flight crew licence (other than a student pilot licence) appropriate to the category and class or type of aircraft flown or was serving as a pilot in the Defence Forces of the State and has not, so far as that person is aware, suffered any decrease in medical fitness such that the medical requirements specified in this Order as appropriate to the class of licence for which qualification is sought cannot be met in that case;
 - (c) subject to the provisions of paragraph (7) of this Article, if acting as pilot

or flight engineer under the observation or supervision of an examiner on a flight forming part of a skill test or proficiency check required to be performed for the issue, re-issue, revalidation or renewal of a licence or rating and being undertaken on the instructions of such examiner;

- (d) subject to the provisions of paragraph (8) of this Article, if, as the holder of a pilot licence, acting within the State as pilot of an aircraft of a category endorsed on that licence, but of a class or type other than a class or type for which the licence is rated, for the purpose of becoming qualified for an additional class or type rating in such a category in accordance with the provisions of paragraph (2) of Article 18 of this Order.
- (5) The following conditions shall apply to any flight made in accordance with sub-paragraph (a) of paragraph (4) of this Article: -
- (a) a person undergoing dual instruction for the purpose of obtaining a student pilot's licence shall be not less than 15 years of age and shall be not less than 16 years of age before undertaking an initial solo flight;
 - (b) the holder of a student pilot's licence shall not fly solo in an aircraft unless under the supervision and with the permission of an authorised flight instructor and such a flight, where authorised, shall be conducted wholly within the territorial limits of State;
 - (c) a person undergoing dual instruction shall be accompanied in the aircraft by a duly authorised instructor who is entitled under this Order to give instruction in flying the category of aircraft flown;
 - (d) the aircraft shall be equipped with fully functioning dual flying controls;
 - (e) no other person, except a duly authorised instructor or an examiner, shall be carried in the aircraft.
- (6) The following conditions shall apply to any flight made in accordance with sub-paragraph (b) of paragraph (4) of this Article: -
- (a) no other person shall be carried in the aircraft, except a flight crew member, an examiner, a duly authorised instructor or, if the pilot-in-command of the aircraft is the holder of an appropriate licence, a person carried for the purpose of being trained as a member of the flight crew of the aircraft;
 - (b) each flight shall be made in accordance with instructions given by a duly authorised instructor and shall terminate at the aerodrome of departure, provided, however, that intermediate practice landings may be made elsewhere if made in accordance with such instruction;
 - (c) each flight shall be made wholly within the territorial limits of the State unless otherwise permitted by the Authority.

- (7) The following condition shall apply to any flight made in accordance with

sub- paragraph (c) of paragraph (4) of this Article: -

- (a) the person making the flight shall be not less than 17 years of age;
- (b) no other person, except a flight crew member, an examiner or a duly authorised instructor shall be carried in the aircraft.

(8) The following conditions shall apply to any flight made in accordance with sub-paragraph (d) of paragraph (4) of this Article: -

- (a) if the licence is not a licence entitling the holder to act as pilot-in-command of a commercial transport aircraft in the category of the aircraft flown, no other person shall be carried in the aircraft, except a flight crew member, an official examiner, a duly authorised instructor, an authorised officer or a person giving instruction in the circumstances referred to in the proviso to paragraph (1) of Article 19 of this Order;
- (b) if the licence is a licence entitling the holder to act as pilot-in-command of a commercial transport aircraft in the category of the aircraft flown, no other person shall be carried in the aircraft, except a flight crew member, an examiner, a duly authorised instructor, a person giving instruction in the circumstances referred to in the proviso to paragraph (1) of Article 19 of this Order or a person carried with the consent of the operator of the aircraft for the purpose of being trained to perform duties as a flight crew member.
- (c) An applicant for the issue, or re-issue of a flight engineer's licence or for the issue, re-validation or renewal of a type rating thereon may act in the capacity of flight engineer in an aircraft of the type for which such issue, revalidation, re-issue or endorsement is sought if so acting under the direct supervision of a flight engineer instructor on that aircraft.

(9) For the purposes of this Article, a valid and subsisting licence, other than a EASA licence, issued by any other state which is a member of the International Civil Aviation Organisation, in conformity with Annex I of the Convention, purporting to authorise the holder thereof to act as a flight crew member of an aircraft, not being a licence purporting to authorise that holder to act as a student pilot only, shall be deemed to be a licence validated by the Authority under the provisions of this Order entitling the holder thereof to fly as a member of the flight crew of a private aircraft insofar as the holder is permitted to do so by the terms of the licence and by the law of the state by which it was issued:

Provided that –

- (a) The state concerned has adopted licensing regulations that are compliant with Annex I to the Convention;
- (b) The state concerned has entered into a formal agreement with the Authority recognising the automatic validation process;

Issue of Licences to Flight Crew Members

6. (1) Subject to and in accordance with the provisions of this Order, the Authority may issue a licence to any person applying therefor to act as a flight crew member of an aircraft registered in the State in any of the following capacities:-
- pilot or flight engineer,
- upon its being satisfied that the applicant is qualified in accordance with the provisions of this Order, or with those of the applicable EASA Regulation requirements in the case of a EASA licence, to act in the capacity to which the licence relates.
- (2) A licence, other than a EASA licence, issued under the provisions of paragraph of this Article may be made subject to any conditions which the Authority deems fit.
- (3) The Authority may, in respect of a particular licence or class of licence issued under the provisions of paragraph (1) of this Article, other than a EASA licence, direct the manner, nature and frequency of skill tests and proficiency checks which the holder of the particular licence or class of licence shall be required to undergo during the validity period of the licence and may authorise an examiner for the purpose of carrying out such tests or checks. The holder of a EASA licence issued by the Authority shall be required to comply with the applicable EASA Regulation requirements in respect of skill tests and proficiency checks.

Specifications for Personnel Licences

7. (1) A personnel licence issued by the Authority in accordance with the relevant provisions of this Order shall conform to one of the following specifications -
- (a) licences issued on first quality paper or other suitable material, including plastic cards; or
- (b) digital personnel licences on self-contained mobile electronic visual display devices.
- (2) The details shall appear on the licence issued on first quality paper or other suitable material, including a plastic card in accordance with Annex I of the Convention.
- (3) Item headings on the licence shall be uniformly numbered in roman numerals in conformance with Annex I to the Convention so that on any licence the number will, under any arrangement, refer to the same item heading.

Specifications for Digital Personnel Licences

8. (1) Digital personnel licences shall be issued in accordance with the specifications set out in Annex I of the Convention.
- (2) The licence information shall replicate the information contained in the Licensing Authority's electronic records and contain a common form in accordance with Annex I to the Convention.
- (3) The licence shall have the digital signature of the Licensing Authority's officer issuing the licence and the most recent date and time of issue.
- (4) Digital signatures on licences shall conform to recognized international standards and have an appropriate level of security.
- (5) The licence details shall be displayed on self-contained mobile electronic visual display devices.
- (6) The image of the licence displayed shall contain suitable active security features to differentiate it from a static image.
- (7) The licence shall include the acronym "ICAO" as a hyperlink to an electronic display of the licence in the English language in accordance with the Common Form in Annex I to the Convention.
- (8) The licence shall contain a view that replicates the wording and arrangement, in the English language, of the Common Form shown in Annex I to the Convention.
- (9) The authenticity and validity of the licence shall be electronically verifiable online when an internet connection is available.
- (10) The authenticity and validity of the licence shall be electronically verifiable offline when there is no internet connectivity available through a means that imposes no undue burden on the State(s) verifying the authenticity or validity of the licence.
- (11) The licence shall include, when applicable, the current medical assessment with class, expiry date, and any medical limitations deemed relevant by the Licensing Authority.
- (12) When supplementary information is added to the licence, it shall also be inserted in the additional supplementary information section of the common form in Annex I to the Convention.

Medical Fitness

9. (1) A person who applies for a licence or a rating thereon, to act in any capacity as a flight crew member, an Aerodrome Station Officer, or a student Aerodrome Station Officer, or an aerodrome flight information service officer, shall meet the medical requirements specified in the appropriate Part of this Order or as otherwise directed in a direction under this Order.

- (2) The holder of a licence to act in any capacity as a flight crew member shall not exercise the privileges of that licence during any period in which that person is aware of any illness or decrease in medical fitness such that, for the time being, the medical requirements specified in paragraph (1) above cannot be met in that case.
- (3) The holder of a licence to act in any capacity as a flight crew member may be required by the Authority to submit from time to time to further medical examinations carried out in accordance with arrangements approved by the Authority.
- (4) The holders of a licence issued under this Order who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.
- (5) Medical fitness provisions as they related to aerodrome flight information service officer shall be the same as those set out in Part V of this Order.
- (6) Licence holders shall not exercise the privileges of their licence at any time when they:
 - (a) are aware of any decrease in their medical fitness which might render them unable to safely exercise those privileges;
 - (b) take or use any prescribed or non-prescribed medication which is likely to interfere with the safe exercise of the privileges of the licence;
 - (c) receive any medical, surgical or other treatment that is likely to interfere with the safe exercise of the privileges of the licence.
- (7) The period of validity of a Medical Assessment shall begin on the day the medical examination is performed. The duration of the period of validity shall be in accordance with the provisions of this Order.
- (8) The period of validity of a Medical Assessment may be extended, at the discretion of the Authority, up to 45 days.
- (9) Aviation Medical Examiners shall be approved in accordance with the EASA Regulations.
- (10) Applicants for licences or ratings for which medical fitness is prescribed shall sign and furnish to the medical examiner a declaration stating whether they have previously undergone such an examination and, if so, the date, place and result of the last examination. They shall indicate to the examiner whether a Medical Assessment has previously been refused, revoked or suspended and, if so, the reason for such refusal, revocation or suspension.
- (11) Having completed the medical examination of the applicant in accordance with this Article, the medical examiner shall coordinate the results of the examination and submit a signed report, or equivalent, to the Authority, in accordance with its requirements, detailing the results of the examination and evaluating the findings with regard to medical fitness.

- (12) If the medical report is submitted to the Authority in electronic format, adequate identification of the examiner shall be established.
- (13) Medical confidentiality shall be respected at all times.
- (14) All medical reports and records shall be securely held with accessibility restricted to authorised personnel.
- (15) The Authority shall implement appropriate aviation-related health promotion for licence holders subject to a Medical Assessment to reduce future medical risks to flight safety.

The final determination as to medical fitness shall rest with the Medical Assessor of the Authority.

Aircraft Maintenance Engineers to be Licensed

10. (1) Subject to the provisions of this Article, a person may not certify any matter requiring certification by or under Articles 9 (3), 20 and 21 of the Irish Aviation Authority (Airworthiness of Aircraft) Orders, 1996, unless such person is the holder of a current licence to act in the capacity of an aircraft maintenance engineer issued or validated by the Authority and entitling the holder to certify that matter or is a person designated in accordance with paragraph (4) of this Article to certify that matter or is a person otherwise approved by the Authority in that behalf under those Orders or under this Order.
- (2) When an aircraft registered in the State is within the territory of such other state as may be directed by the Authority and subject to such conditions as are contained in that direction, the certification referred to in paragraph (1) of this Article may be performed by the holder of an ICAO Aircraft Maintenance Licence issued or validated by the competent civil aviation licensing authority of such other state in accordance with Annex 1 of the Convention or by a person authorised or approved to issue such certification by such authority.
- (3) Subject to and in accordance with the provisions of this Order, the Authority may issue a licence to any person applying therefor who satisfies the appropriate requirements of this Order to act in the capacity of aircraft maintenance engineer in any of the categories and ratings specified in this Order: provided that, the Authority shall not consider an application for a licence to act in the capacity of aircraft maintenance engineer in respect of aircraft or engines of such type, size or complexity that they should in the opinion of the Authority be certified only by persons designated in that behalf in accordance with paragraph (4) of this Article.
- (4) (a) (i) The Authority may approve an organisation (in this Order referred to as “an Approved Organisation”) for the overhaul, modification, repair or maintenance of aircraft including their accessories and component parts and may vest in that organisation any or all of the

privileges appropriate to the categories and ratings of an aircraft maintenance licence.

- (ii) An Approved Organisation may, subject to any conditions or limitations which the Authority may impose, designate persons to certify on its behalf any or all of the matters requiring the certification referred to in paragraph (1) of this Article.
- (iii) A person so designated may act in that capacity only while so designated and then only to the extent to which that person is entitled so to act in accordance with the terms of that designation.
- (iv) A person shall only be designated in accordance with this sub-paragraph to certify matters which that person is competent to certify, and that person shall meet such requirements as to the qualifications, training and experience as are acceptable to the Authority in relation to such persons in the organisation or type of organisation concerned and the terms of the designation.

- (b) (i) The Authority, on sufficient grounds being shown to its satisfaction, after due investigation by it, may by written notice to an Approved Organisation, on and from a date specified in such notice, withdraw the approval and thereupon the vesting effected by such approval shall cease to have effect.
- (ii) On receipt of such notice the organisation shall forthwith cause all persons concerned in the organisation to be notified of such withdrawal and of the specified date thereof and shall return the letter of approval to the Authority.
- (iii) On and from such date persons designated by the organisation shall not certify any matter requiring the certification referred to in paragraph (1) of this Article except insofar as they may be otherwise entitled to certify that matter under this Order, or under the Irish Aviation Authority (Airworthiness of Aircraft) Order, 1996, or unless redesignated by the organisation in the event of its subsequent approval by the Authority under sub-paragraph (a) of this paragraph.

(5) In this Article -

“ICAO Aircraft Maintenance Licence” means an aircraft maintenance licence as described in Annex 1 of the Convention.

(6) A person duly designated under paragraph (4) of this Article and a person licensed or approved under paragraph (1) of this Article shall, while so designated, licensed or approved and when acting within the terms of such designation, licence or approval, be regarded as a person approved by the Authority for the purposes of Article 25 of the Irish Aviation Authority (Airworthiness of Aircraft) Order, 1996.

Validity Periods of Licences, Ratings, Examiner Authorisations and Medical Certificates

11. (1) The validity of a licence shall be determined by the validity of the ratings, or unit endorsement contained therein. Subject to the provisions of this Order, a pilot, flight engineer, aircraft maintenance engineer, an aerodrome flight information officer and an Aerodrome Station Officer licence, issued or re-issued thereunder, shall remain effective for a period not exceeding 5 years or such other period as may be specified in respect of a particular class of licence by a direction under this Order.

(2) The validity period of a rating issued to a pilot or flight engineer, as applicable, shall be as follows: -

Instrument Rating	1 Year
Instructor Rating	3 Years
Single-pilot Aeroplane Class Rating	2 Years
Multi-engine Aeroplane Class Rating	1 Year
Type Rating (Aeroplane & Helicopter)	1 Year

or, as otherwise directed or, in the case of an EASA licence, as specified in the applicable EASA Regulation requirements.

(3) The validity period of an authorisation issued to a pilot or flight engineers shall be as follows: -

Synthetic Flight Instructor Authorisation	3 Years
Examiner Authorisation	3 Years

or, as otherwise directed or, in the case of a EASA licence, as specified in the applicable EASA Regulation requirements.

(4) The validity period of a medical certificate in respect of a pilot or flight engineer, as applicable, shall be as follows: -

(a) Class 1 Medical Certificate -

issued before the applicants 40 th birthday	1 Year
issued from the applicants 40 th birthday	6 Months

or, as otherwise directed or, in the case of a EASA licence, as specified in the applicable EASA Regulation requirements.

(b) Class 2 Medical Certificate-

issued before the applicants 30 th birthday	5 Years
issued from age 30 and before applicants 50 th birthday	2 Years
issued from age 50 and before applicants 65 th birthday	1 year
above the age of 65	6 months

or, as otherwise directed or, in the case of a EASA licence, as specified in the applicable EASA Regulation requirements.

(5) The validity periods of other licence ratings shall be as follows:-

Aircraft maintenance licence rating	2 Years
Aerodrome flight information officer service officer licence	2 Years
Aerodrome Station Officer licence rating	1 Year

or, as otherwise directed or, in the case of a EASA licence, as specified in the applicable EASA Regulation requirements.

- (6) Unit endorsements shall be valid for a period defined in the unit competence scheme. This period shall not exceed three years.
- (7) A EASA licence shall remain effective for such period as is shown therein and which shall not exceed such period as is specified in the applicable EASA Regulation requirements.

Aerodrome Flight Information Services Officers to be Licensed

12. (1) Subject to the provisions of this Order, a person shall not provide at any place in the state any type of aerodrome flight information service or, purport, whether by use of a radio call sign or in any other way, to be a person who may provide any type of air traffic control service or an aerodrome flight information service unless that person is the holder of and complies with the terms of an aerodrome flight information service officer's licence issued under this Order authorising the holder to provide such a service at thatplace.
- (2) The provisions relating to air traffic controller licences will be those as set out in the EASA Regulations.
- (3) Paragraph (1) of this Article shall not apply to a person who is a member of the Defence Forces (within the meaning of the Defence Act, 1954 (No. 18 of 1954) but may be made applicable to such a person by a direction under this Order when deemed appropriate subject to the agreement of the Minister for Defence.

Issue of Aerodrome Flight Information Services Officers Licences

13. (1) Subject to and in accordance with the provisions of this Order, the Authority may issue a licence, subject to any conditions which it deems fit, to any person to act as an aerodrome flight information service officer, upon the Authority being satisfied that the applicant is a fit person to hold the licence and is qualified in accordance with the provisions of this Order to act in the capacity to which the licence relates.
- (2) An applicant for or a holder of an aerodrome flight information service officer's licence shall upon such occasions as the Authority may require -
- (a) submit to medical examination by a person approved by the Authority either generally or in a particular case who shall make a report to the Authority in such form as the Authority may require; and
 - (b) submit to such examinations and tests and furnish such evidence as to that applicant's or that holder's state of knowledge, experience, competence and skill, as the Authority may require.
- (3) On the basis of the medical examination referred to in paragraph (2) of this Article, a person approved by the Authority as competent to do so may issue medical certificates subject to such conditions as that competent person thinks fit to the effect that the holder of the licence has been assessed as fit to perform the functions to which the licence relates. The certificate shall, without prejudice to Article 9 of this Order, be valid for such period as is specified therein and shall be deemed to form part of the licence.
- (4) The holder of an aerodrome flight information service officer's licence shall not provide any type of aerodrome flight information service at any such aerodrome or place as is referred to in Article 12 of this Order unless that licence includes a medical certificate issued and in force under paragraph (3) of this Article.
- (5) Applicants for the issue, re-issue, validation or revalidation of an aerodrome flight information service officer's licence shall meet the standards of medical requirements for a Class 2 Medical Certificate as set out in the EASA Regulations.

Aerodrome Flight Information Services Manual

14. (1) A person shall not provide an aerodrome flight information service at any time unless -
- (a) the service is provided in accordance with the standards and procedures specified in an aerodrome flight information service manual in respect of that aerodrome,

- (b) the manual is produced to the Authority within a reasonable time after a request for its production is made by the Authority, and
 - (c) such amendments or additions as the Authority may from time to time require have been made to the manual.
- (2) The service provider: -
- (a) shall provide and keep up to date its operations manuals relating to the provision of its services for the use and guidance of operations personnel;
 - (b) shall ensure that operations manuals contain the instructions and information required by the operations personnel to perform their duties;
 - (c) shall ensure that relevant parts of the operations manuals are accessible to the personnel concerned;
 - (d) shall ensure that the operations personnel are informed of amendments to the operations manual applying to their duties in a manner that enables their application as of their entry into force.

Aerodrome Station Officers to be Licensed

15. Subject to the provisions of this Order, a person shall not provide at any place in the state any type of aeronautical communications service or, purport, whether by use of a radio call sign or in any other way, to be a person who may provide any type of aeronautical communications service unless, in the case of an aeronautical communications service, that person is the holder of and complies with the terms of-
- (a) a valid Aerodrome Station Officer licence issued under this Order authorising the holder to provide that type of service at that place; or
 - (b) a valid student Aerodrome Station Officer licence issued under this Order and that person is supervised by a person who is present at the time and who is qualified by way of licence endorsement to provide such supervision and who is the holder of a valid Aerodrome Station Officer's licence issued under this Order which authorises that holder to provide at that place the type of aeronautical communications service which is being provided.

Issue of Aerodrome Station Officers Licences

16. (1) Subject to and in accordance with the provisions of this Order, the Authority may issue a licence, subject to any conditions which it deems fit, to any person to act as a Aerodrome Station Officer or as a student Aerodrome Station Officer upon the Authority being satisfied that the applicant is a fit person to hold the licence and is qualified in accordance with the provisions of this Order

to act in the capacity to which the licence relates.

- (2) An applicant for or a holder of an Aerodrome Station Officer licence or a student Aerodrome Station Officer licence shall, upon such occasions as the Authority may require -
 - (a) submit to medical examination by a person approved by the Authority, either generally or in a particular case, who shall make a report to the Authority in such form as the Authority may require; and
 - (b) submit to such examinations and tests and furnish such evidence as to that applicant's or that holder's state of knowledge, experience and skill, as the Authority may require.
- (3) On the basis of the medical examination referred to in paragraph (2) of this Article, a person approved by the Authority as competent to do so may issue medical certificates subject to such conditions as that competent person thinks fit to the effect that the holder of the licence has been assessed as fit to perform the functions to which the licence relates. The certificate shall, without prejudice to Article 7 of this Order, be valid for such period as is specified therein and shall be deemed to form part of the licence.
- (4)
 - (a) The holder of a Aerodrome Station Officer's licence or a student Aerodrome Station Officer's licence shall not provide any type of aeronautical communications service at any such aerodrome or place as is referred to in Article 13 of this Order unless that licence includes a medical certificate issued and in force under paragraph (3) of this Article.
 - (b) Applicants for the issue, re-issue, validation or revalidation of a Aerodrome Station Officer licence, a student Aerodrome Station Officer licence shall meet such standards of medical requirements as are directed.

Validity of Licences and Ratings

17. (1) A licence may be re-issued by the Authority from the expiration of its period of effectivity or from any time thereafter, on application being made by the holder thereof. The validity of a licence shall be determined by the validity of the ratings contained therein and a rating may be revalidated by the Authority prior to the expiration of its period of validity or, at any time thereafter, renewed, on application being made by the holder thereof.
- (2) An applicant for the re-issue of a licence or the revalidation or renewal of a rating, shall satisfy the appropriate requirements of this Order.
- (3) The Authority may require an applicant for the re-issue of a licence or the revalidation or renewal of a rating thereon to comply with any or all of the requirements for the time being applicable to the issue of a licence or rating of the same class, category or type.
- (4) An applicant for the re-issue of a licence or the revalidation or renewal of a

rating thereon shall meet the medical requirements specified in the appropriate Part of this Order.

- (5) The period for which a licence may re-issued, or a rating thereon revalidated or renewed shall not exceed the appropriate period set out in Article 11 of this Order or otherwise directed as provided therein, as the case may be, and may be limited to such shorter period as the Authority may determine in a particular case.
- (6) Unit endorsements and our ratings shall be revalidated if the applicant has been exercising the privileges of the license for a minimum number of hours as defined in the unit competence scheme and has undertaken refresher training within the validity period of the unit endorsement according to the unit competence scheme.
 - (a) Unit endorsements shall be revalidated if the applicant has been exercising the privileges of the license for a minimum number of hours as defined in the unit competence scheme and has undertaken refresher training within the validity period of the unit endorsement according to the unit competence scheme.
 - (b) The validity period of unit endorsements for initial issue and renewal shall start not later than 30 days from the date on which the assessment has been successfully completed.
 - (c) The Authority may develop procedures to allow privileges to be exercised by the licence holder for a maximum period of eight weeks after successful completion of the applicable examination(s) and assessment(s), pending the issue of the licence, rating or endorsement. Such procedures may cover licences, ratings and endorsements, but not the temporary authorisations.

Rating of Licences

18. (1) A licence to act in the capacity of pilot, flight engineer, aircraft maintenance engineer, Aerodrome Station Officer, student Aerodrome Station Officer or aerodrome flight information service officer shall, at the time of the issue thereof, be rated in accordance with the provisions of this Order.
- (2) Additional ratings may be endorsed on a licence at any time during its currency on the holder thereof satisfying the appropriate requirements of this Order.
- (3) The Authority may at any time cancel or vary any rating endorsed on a licence or an examiner authorisation issued by the Authority if it is not satisfied that the holder thereof continues to be competent to hold, or to perform the duties appropriate to such rating or authorisation or to perform any particular duty appropriate to such rating or authorisation, as the case may be.

Approved Training Organisations

19. (1) The Authority may approve training organisations where the applicant demonstrates compliance with the requirements as provided for by direction of the Authority, including training and procedures manual and training programmes.
- (2) An approved training organisation shall establish a safety management system acceptable to the Authority.

Issue of Flight Instructor Rating

20. (1) The Authority may issue to the holder of a current pilot licence, issued or validated by it, a flight instructor rating, on such a person applying therefor, and such a rating shall be graded by the Authority as class I or class II, according to the qualifications of such holder as determined by reference to the appropriate requirements in accordance with Article 43 of this Order for the issue of such a rating.
- (2) An instructor rating shall specify: -
- (a) the class or type of aircraft in which the holder of the licence is authorised to give instruction;
 - (b) the ratings for which the holder of the licence is entitled to give instruction.
- (3) An instructor rating may be extended by the Authority to cover the giving of instruction on any other class or type of aircraft or synthetic training device or the giving of instruction for the issue or re- issue of any other licence or the issue, renewal or revalidation of any flight crew rating, on such a holder applying therefor and satisfying the appropriate requirements in accordance with Article 43 of this Order for the issue, renewal, revalidation or extension of such rating.
- (4) An instructor rating may be endorsed, varied, suspended or revoked by the Authority, in accordance with Article 28 of this Order, if it is satisfied that such action is warranted, but such a rating shall otherwise remain valid for such period shown therein not exceeding -
- (a) 36 months, or
 - (b) such other period as may be directed,
 - (c) in the case of a EASA Instructor Rating, as required by the applicable EASA Regulation requirements,

as the case may be, and may be revalidated or renewed by the Authority, provided that the holder satisfies the appropriate requirements in accordance with Article 43 of this Order for revalidation or renewal of such a rating. The

Authority may require an applicant for the revalidation or renewal of an instructor rating to comply with any or all of the requirements for the time being applicable to the issue of such a rating.

- (5) An instructor rating shall not be issued or renewed if the Authority is satisfied that the holder of the licence concerned is not a fit and proper person to give instruction in flying.
- (6) The Authority may, at any time, or at a specified frequency, or both, require the holder of an instructor rating to undergo training as determined by the Authority or an instructor skill test or an instructor proficiency check of such nature, in such a manner and carried out by an authorised examiner in accordance with Article 24 of this Order, for the purpose of demonstrating that the holder continues to maintain proficiency to act as an instructor in accordance with the privileges of the instructor rating concerned.

Flight under Instrument Flight Rules

21. (1) A person shall not act as pilot-in-command of an aircraft or as co-pilot of a multi-pilot aeroplane or helicopter registered in the State under instrument flight rules unless such person holds a valid instrument rating -
 - (a) issued or validated by the Authority and endorsed in or deemed by the Authority to be included in the licence held by such person or in the validation of such licence, as the case may be, and
 - (b) appropriate to the category, class or type of aircraft flown.
- (2) A person shall not, within the State, act as pilot-in-command of an aircraft or as co-pilot in a multi-pilot aeroplane or helicopter registered in any other state under instrument flight rules unless that person holds a valid licence, with a current instrument rating endorsed thereon or included therein, issued or validated by the competent licensing authority of the state in which the aircraft is registered and appropriate to the category, class or type of aircraft flown.
- (3) The Authority may issue to the holder of a valid pilot's licence issued or validated by the Authority an instrument rating on the application therefor by the person concerned who shall comply with the appropriate requirements in accordance with Article 44 of this Order for the issue of such rating or, in the case of a EASA licence, with the applicable EASA Regulation requirements.
- (4) An instrument rating shall, subject to paragraph (6) of this Article, remain valid for the period shown therein not exceeding -
 - (a) 12 months, or
 - (b) such other period as may be directed,

and may be revalidated by an authorised examiner within the three months immediately preceding the expiry date of the rating or renewed by the Authority thereafter, provided that the holder shall comply with the appropriate

requirements in accordance with Article 44 of this Order for renewal of such a rating or, where appropriate or as directed, in accordance with the applicable EASA Regulation requirements.

- (5) The Authority may require an applicant for the revalidation or renewal of an instrument rating to comply with any or all of the requirements for the time being applicable to the issue of such rating.
- (6) An instrument rating may be endorsed, suspended, varied or revoked by the Authority, in accordance with Article 28 of this Order, if it is satisfied that such action is warranted.
- (7) The Authority may, at any time or at a specified frequency or both, require the holder of an instrument rating to undergo an instrument proficiency check of such nature, in such a manner and conducted by an authorised examiner for the purpose of demonstrating that the holder continues to maintain proficiency to act as pilot under instrument flight rules in an aircraft of the category, class or type to which the instrument rating relates.

Issue, Revalidation and Renewal of Night Rating or Night Qualification

22. (1) The Authority may, on application being made therefor by the holder of a current private pilot licence who satisfies the appropriate requirements of Article 45 of this Order, issue to the applicant a night rating or, in the case of a EASA licence, the Authority may issue a night qualification if the applicant complies with the applicable EASA Regulation requirements.
- (2) Subject to paragraph (3) of this Article, a night rating or night qualification shall remain valid during its period of validity and that of the holder's licence and may be revalidated or renewed provided that the holder satisfies the appropriate requirements of Article 45 of this Order, except that the Authority may require the applicant to comply with any or all of the requirements for the time being applicable to the issue of such rating or qualification.
- (3) A night rating or qualification may be cancelled or suspended by the Authority in accordance with Article 28 if it is satisfied that the holder is no longer competent to hold such a rating or qualification.
- (4) The Authority may, at any time or at such times as may be directed, or both, require the holder of a night rating or qualification to undergo a proficiency check carried out by an authorised examiner in accordance with Article 24 of this Order for the purpose of showing that such holder continues to maintain proficiency to act as pilot-in-command while carrying passengers at night.

Privileges of Licences

23. (1) Subject to the provisions of this Order, the holder of a licence issued by the Authority under this Order may act in the capacity for which that holder is licensed only to the extent that the holder is entitled so to act by the privileges as are appropriate in accordance with the provisions of this Order for the

licence concerned and shall not exercise any other privileges.

- (2) Subject to the provisions of this Order and to any limitations or conditions under which the licence was validated, the holder of a licence validated by the Authority under this Order may act in the capacity for which that holder is licensed only to the extent that the holder is entitled so to act by the privileges of the licence and of the ratings therein by the law of the state in which the licence was issued.
- (3) Nothing in this Order shall prohibit the holder of a commercial pilot or airline transport pilot licence issued by the Authority from acting as pilot-in-command of an aircraft carrying passengers at night by reason only of the lack of a night rating on that licence.
- (4) The Authority may, at the time of the issue, re-issue, revalidation or renewal of a licence, a rating or an authorisation, at any time during a period for which the licence or rating remains in force, impose such special limitations on or in connection with the exercise of the privileges conferred by the licence, rating or authorisation as the Authority may in the particular case think fit. Any such limitations shall be endorsed on the licence, rating or authorisation and may at any time be removed by the Authority if it is satisfied that they are no longer necessary.
- (5) The Authority may at the time of re-issue of a licence or the renewal or revalidation of a rating or an authorisation, at any time during a period for which a licence, rating or authorisation remains in force, vary any particular or other matter entered therein.
- (6) A person who is the holder of a licence issued or validated under this Order shall not exercise the privileges of that licence and its related ratings, where applicable, while under the influence of any psychoactive substance which might render them unable to safely and properly exercise those privileges.
- (7) A person who is the holder of a licence issued or validated under this Order shall not exercise the privileges of that licence and its related ratings while engaging in any problematic use of substances. A person who engages in problematic use of substances shall cease to engage in safety-critical functions until after undergoing successful treatment for such problematic use, where necessary, and cessation thereof.

Validation of Licences Issued by Foreign States

24. (1) The Authority may, subject to such limitations and conditions as it deems fit and to the provisions of this Article, validate any licence issued by a Third Country including any endorsement thereon or rating included therein issued by the competent licensing authority in another state, and such validation shall confer on such licence the same validity in relation to aircraft registered in the State as if it had been issued under this Order.
- (2) The period of validity of a validation issued under the preceding paragraph shall not exceed twelve months from the date of validation.

- (3) A validation issued under this Article shall be carried with the licence to which it relates and shall remain so attached during the period for which the validation has been issued.
- (4) The Authority may require a licence holder who applies for a validation to undergo such examinations, tests or checks as it may deem necessary in the particular case.
- (5) Articles 30, 32, 33, 34 and 36 of this Order shall apply to a validation under this Article in the same manner as they apply to a licence.

Production of Licences

25. A person who is required by the provisions of this Order to hold a licence and who is required by -
- (1) an authorised officer of the company, or
 - (2) a person authorised for the purpose of this Article by the Authority, or
 - (3) a member of the Garda Síochána,
- to produce the licence for inspection by such person, shall forthwith produce the licence for such inspection.

Examinations, Skill Tests, Proficiency Checks and Training Approvals

26. (1) An examination or test required under the provisions of this Order and the Schedules thereto, shall be conducted by the Authority or by a person authorised by the Authority for that purpose and as to whose qualifications for the purpose the Authority is satisfied.
- (2) All training of Aerodrome Station Officers, student Aerodrome Station Officers and aerodrome flight information officers shall be approved by the Competent Authority.
- (3) Aerodrome Station Officers, Student Aerodrome Station Officers, and Aerodrome flight information officers shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in this Order and the Schedules thereto.

Logbooks

27. (1) A person licensed or undergoing training under the provisions of this Order to act in any of the capacities specified in paragraph (1) of Article 6 of this Order shall keep a record of the flights completed in a logbook in conformity with the

requirements of Schedule V to this Order.

- (2) Entries in a logbook shall be made in ink and shall be kept up to date.
- (3) No person shall -
 - (a) deface, disfigure, mutilate, make a deletion in, alter or render illegible a logbook kept under this Article or any entry made in any such logbook or destroy any such logbook during the period for which it is required by this Article to be preserved; or
 - (b) wilfully make or procure to be made or assist in the making of any false entry in or material omission from a logbook kept under this Article.
- (4) A person who is required by the provisions of this Article to keep or preserve a logbook and who is required by -
 - (a) an authorised officer of the company, or
 - (b) a person authorised by the Authority for the purpose of this Article, or
 - (c) a member of the Garda Síochána,

to produce for inspection such a logbook by such person, shall, within a reasonable time, produce for such inspection any such logbook wherein an entry has been made.

Power to Prevent Aircraft Flying

28. (1) If it appears to the Authority or to an authorised officer that an aircraft is intended or is likely to be flown from any place within the State in such circumstances that there would be a contravention of any of the applicable provisions of this Order or of any directions made thereunder and that the flight would be or could be a cause of danger to persons or property, the Authority or the authorised officer may give to the operator or the pilot-in-command of that aircraft such instructions and take such steps by way of detention of the aircraft or, otherwise, as appear to be necessary in order to prevent the flight and the person so instructed shall comply with such instructions.
- (2) For the purposes of this Article an authorised officer may enter and inspect the aircraft concerned.

Applications in respect of Licences and Ratings

29. (1) An application for the issue of licences, ratings and endorsements shall be submitted to the Authority in accordance with the procedure established by the Authority.
- (2) An application for the issue of further ratings or endorsements, for the revalidation or renewal of endorsements and for the reissue of the licence

shall be submitted to the competent authority which issued that licence.

- (3) The licence shall remain the property of the person to whom it is issued, unless it is revoked by the competent authority. The licence holder shall sign the licence.
- (4) The licence shall specify all relevant information related to the privileges that are granted by the licence and shall comply with this order.
- (5) 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.

Endorsement, Variation, Limitation, Revocation and Suspension of Licences, Ratings, Authorisations, Approval, Certificate, or Unit Endorsement

30. (1) The Authority may -
- (a) if it deems fit, provisionally suspend or vary any licence, rating, authorisation, approval, certificate, or unit endorsement issued under this Order, or the EASA Regulation, pending an inquiry into or consideration of the case, or
 - (b) on sufficient grounds being shown to its satisfaction, after due investigation by it, endorse, vary, limit or revoke any licence, rating, authorisation, approval, certificate, or unit endorsement issued under this Order, or the EASA Regulation, and may suspend any such licence, rating, authorisation, approval or certificate for such period as it deems fit.
- (2) The Authority shall give notice to the person or organisation concerned of its intention under paragraph (1) (b) of this Article and the reasons therefor and shall state in the notice that representations in relation to the proposed action may be made in writing to the Authority before a specified date (which shall be not less than 21 days after the date of the notice).
- (3) The Authority shall consider any representations made to it pursuant to paragraph (2) before suspending, varying, limiting or revoking a licence, rating, authorisation, approval, certificate, or unit endorsement under paragraph (1) of this Article or enlarging or reducing the period of a suspension or variation.
- (4) The Authority may, at any time, if it deems fit, remove any such endorsement, limitation, suspension or variation and may issue or issue, with or without an endorsement, a replacement licence, rating or authorisation in lieu of any licence, rating or authorisation which it has suspended, varied or revoked.

Appeals

31. (1) An independent Appeals Body (hereinafter referred to as "the Appeals Body") shall be established for the purpose of reviewing decisions relating to the revocation, suspension, or refusal to grant any licence under this Act.

- (2) The Appeals Body shall consist of Members of staff of the Authority who are independent of the initial decision and shall be appointed by the Chief Executive on the basis of their professional qualifications and experience.
- (3) The Appeals Body may be advised by a legal adviser appointed by the Chief Executive.
- (4) The Appeals Body shall act independently and shall not be subject to any instructions in the exercise of its functions. Its members shall be free from conflicts of interest and shall be bound by a duty of impartiality.
- (5) The Appeals Body shall be competent to:
 - (a) review decisions of the competent authority pursuant to Article 30, whereby
 - (i) the Appeals Body shall not be bound by findings of fact made at the preliminary stage;
 - (ii) the Appeals Body shall undertake a de novo hearing of the appeal; and
 - (iii) the final action shall not take effect until the conclusion of the appeal;
 - (b) conduct oral hearings, whereby the licensee shall be afforded a meaningful opportunity to –
 - (i) make submissions;
 - (ii) present evidence; and
 - (iii) be legally represented;
- (6) The appellant shall have the right to be represented by legal counsel or any authorized representative throughout the appeal proceedings;
- (7) The Authority receiving the appeal shall acknowledge receipt and inform the appellant of the procedural steps and timelines applicable to the appeal;
- (8) If, after the initiation of appeal proceedings, any party becomes aware of further evidence relevant to the matter under review, such evidence must be disclosed promptly to all other parties and the appellate body;
 - (a) The disclosure shall include:
 - (i) A description of the evidence;
 - (ii) An explanation of how and when it was discovered;
 - (iii) A statement of its relevance to the appeal;

- (9) The Appeals Body may admit such evidence if it is satisfied that:
- (a) The evidence could not reasonably have been produced earlier;
 - (b) Its admission is necessary for a fair and just determination of the appeal;
- (10) The Appeals Body shall ensure that all parties have a reasonable opportunity to respond to any newly disclosed evidence before making a final determination;
- (11) The decision shall be issued in writing and include a statement of reasons. It shall be communicated to both the appellant and the Authority;
- (12) The notice of appeal shall be submitted in writing and shall include:
- (a) The grounds of appeal;
 - (b) The relief sought;
 - (c) The name and contact details of the appellant or their legal representative.
- (13) Any party may apply to the High Court for judicial review in accordance with Order 84, Rule 21 of the Rules of the Superior Courts.
- (14) The Authority may specify a fee in respect for applications for an appeal under this Article.

Surrender of Licence Documents

32. An endorsement, suspension, variation or revocation of a licence, rating or authorisation done in accordance with Article 28 of this Order shall be communicated in writing by the Authority to the holder of the licence, rating or authorisation concerned and such holder shall forthwith return the licence or other appropriate documentation concerned to the Authority.

Limitation on Issue, Re-issue, Revalidation or Renewal of Licences, Ratings and Authorisations

33. The Authority shall not issue or re-issue a licence, including a EASA licence, or issue, revalidate or renew a rating or authorisation if it is not satisfied that the applicant is a fit and proper person, in accordance with directions issued by the Authority, to hold such a licence, rating or authorisation.

Refusal to Issue or Re-issue a Licence or to Issue, Revalidate or Renew a Rating or Authorisation

34. (1) The Authority may refuse to issue or re-issue a licence, or to issue, revalidate or renew a rating or authorisation, in any particular case, if, in the circumstances of that case, it appears to the Authority to be inexpedient in the public interest to do so.
- (2) The Authority may specify review procedures in relation to this Order and a person or organisation subject to a decision of the Authority under this Article may, where adversely affected thereby, apply for a review of such a decision in accordance with the procedures as directed.

Signature on Licence

35. (1) A licence issued under this Order, save for an Electronic Personnel Licence issued in accordance with Annex 1 to the Convention, shall not be valid unless the person to whom the licence was issued has signed the licence with an ordinary signature in ink.
- (a) An application for the issue of licences, ratings and endorsements shall be submitted to the Authority in accordance with the procedure established by the Authority.
- (b) An application for the issue of further ratings or endorsements, for the revalidation or renewal of endorsements and for the reissue of the licence shall be submitted to the Authority which issued that licence.
- (c) The licence shall specify all relevant information related to the privileges that are granted by the licence.
- (2) The holder of a licence issued under this Order, shall notify the Authority in writing of the new address within thirty days after any change in the holder's permanent postal address;
- (3) An entry, endorsement or variation shall not be made in or on a licence, or in respect of a rating therein, except in a manner and by a person authorised for that purpose by the Authority.

Forgery of Licences

36. A person shall not -
- (1) forge or fraudulently alter or procure to be forged or fraudulently altered or assist in forging or fraudulently altering any licence, rating, validation, authorisation or certificate required by or issued under this Order or under the applicable EASA Regulation requirements;
- (2) fraudulently use a licence, rating, validation, authorisation or certificate or validation issued under this Order, or under the applicable EASA Regulation requirements, to which that person is not entitled, or
- (3) fraudulently use any such licence, rating, validation, authorisation or certificate which has been forged, altered, revoked or suspended, or

- (4) fraudulently lend any such licence, rating, validation, authorisation or certificate to any other person or fraudulently allow or permit any such licence to be used by any other person.

False Representations

37. A person shall not make, procure to be made, or assist in making any false representations for the purpose of procuring for any reason the issue, validation, extension or re-issue of a licence or the issue, renewal, or revalidation of a rating, authorisation or certificate required by this Order or the applicable EASA Regulation requirements, whether for that person or any other person.

Prohibition on Unauthorised Certifying

38. A person who is the holder of an aircraft maintenance licence, issued or validated under this Order or under the provisions of the applicable EASA Regulations or who is authorised or is otherwise entitled in accordance with the terms of any provision of this Order or of the Irish Aviation Authority (Airworthiness of Aircraft) Order, 1996 or any directions given thereunder, or of the applicable EASA Regulation requirements, to certify anything for the purposes thereof, shall not, in acting as being so entitled or authorised, certify anything which the holder is not qualified under the terms or conditions of that licence to certify, or which the holder is not authorised or entitled to certify, as the case may be, or wilfully or negligently certify anything which the holder has not ascertained to be correct.

Exemption from Order

39. An organisation in respect of which, or a person in respect of whom, the Authority gives a direction under this Order, for the purposes of this Article, shall be exempt from such provisions of this Order as are specified in that direction, subject to any conditions or limitations contained therein. Such a direction may also be issued by the Authority. A direction under this Article may be given by an authorised officer who is authorised in that behalf by the Authority.

PART III

PILOT LICENCES

Classification of Licences

40. Pilot licences shall be classified as follows:

Student pilot licence
Private pilot licence
Commercial pilot licence
Airline Transport pilot licence

Age Limits

41. Applicants for the issue of pilot licences shall be not less than the ages respectively shown hereunder on the date of application -

Student pilot	..	..	..	..	16 years
Private pilot	..	..	..	..	17 years
Commercial pilot	..	..	..	..	18 years
Airline Transport pilot	..	..	..	..	21 years

Medical Requirements

42. (1) Applicants for the issue or re-issue of pilot licences shall, currently, meet the standards of medical requirements set out in the applicable EASA Regulation requirements -

	Medical Assessment
Student pilot	LAPL
Private pilot	LAPL
Commercial pilot	Class 1
Airline Transport pilot	Class 1

(2) An applicant for the issue or re-issue of a student pilot, private pilot licence shall be examined by an Authorised Medical Examiner authorised or designated by the Authority for that purpose. The medical examination shall be conducted in accordance with the form of medical assessment report approved for that purpose by the Authority and as required by the applicable EASA Regulation requirements. The medical assessment report shall be furnished to the Authority by the medical examiner on completion of the medical examination.

(3) An applicant for the issue of an instrument rating who is the holder of a private pilot's licence shall pass a test in the Class 1 hearing requirement in the case of a revalidation or renewal of such a rating or the holder of a EASA licence, in accordance with the applicable EASA Regulation requirements.

Technical Requirements

43. (1) Subject to Article 17 of this Order, an applicant for the issue or re-issue of a pilot licence or the issue, revalidation or renewal of a rating or for the issue of an additional rating to fly aeroplanes, helicopters shall meet the respective technical requirements as set out in the relevant EASA Regulation;
- (2) Subject to Article 17 of this Order, an applicant for the issue or re-issue of a pilot licence or the issue, revalidation or renewal of a rating to fly aircraft other than aeroplanes, helicopters shall meet such respective technical requirements as set out in the EASA Regulation.
- (3) Evidence of flying experience shall be in the form of a record in the pilot logbook or in such other form as required by the relevant EASA Regulation.

Aircraft Ratings

44. (1) Aircraft ratings shall comprise: -
- (a) category ratings;
 - (b) class ratings;
 - (c) type ratings.
- (2) Category ratings shall comprise: -
- (a) aeroplane;
 - (b) rotorcraft (e.g. helicopter or gyroplane);
- (3) Class ratings shall comprise:
- (a) for aeroplanes:
 - (i) single-engine piston, land;
 - (ii) single-engine piston, sea;
 - (iii) multi-engine piston, land;
 - (iv) multi-engine piston, sea;
 - (v) single-engine turboprop, land.
- (4) Type ratings shall comprise: -
- (a) a rating for each type of multi-engine turbopropeller single-pilot

aeroplane;

- (b) a rating for each type of aeroplane certificated for multi-pilot operation;
- (c) a rating for each type of helicopter and for each unconventional type of aircraft;
- (d) in any case not provided for in sub-paragraphs (a), (b) or (c) of this paragraph, a rating for each type of aircraft where so required for the exercise of the privileges set out in Article 49 of this Order or directed under sub-paragraph (b) of paragraph (1) of that Article, or in the case of a EASA licence, in accordance with the applicable EASA Regulation requirements.

Endorsement of Rating on Licence

45. A pilot licence (other than a student pilot licence) shall, at the time of the issue thereof and thereafter, be endorsed with an aircraft rating appropriate to the category, class or type of aircraft in respect of which the licence holder has satisfied the Authority that such person is qualified by reason of that person's knowledge, experience, skill and medical fitness to act in the capacity to which the licence relates and in accordance with the privileges of the licence, or, in the case of a EASA licence, in accordance with the applicable EASA Regulation requirements.

Instructor Ratings and Examiner Authorisations

46. (1) An applicant for the issue, extension, revalidation or renewal of an instructor rating or examiner authorisation appropriate to aeroplanes or helicopters shall meet the requirements as specified by the relevant EASA Regulation.
- (2) An applicant for the issue, extension, revalidation or renewal of an instructor rating appropriate to aircraft other than aeroplanes or helicopters shall meet such requirements as set out in the relevant EASA Regulation.

Instrument Rating

47. (1) An applicant for the issue, renewal, validation or revalidation of an instrument rating-aeroplanes shall meet the appropriate requirements of the EASA Regulation.
- (2) An applicant for the issue, renewal, validation or revalidation of an instrument rating-helicopters shall meet the appropriate requirements of the EASA Regulation.
- (3) An applicant for the issue, renewal or revalidation of an instrument rating appropriate to an aircraft, other than aeroplanes or helicopters, shall meet such requirements as may be directed by the Authority in that case.

Night Rating and Night Qualification

48. (1) The holder of a private pilot licence who applies for the issue of a night rating appropriate to aeroplanes or helicopters shall meet the appropriate requirements set out in the relevant EASA Regulation.
- (2) The holder of a private pilot licence who applies for the issue, renewal or revalidation of a night rating appropriate to an aircraft other than aeroplanes or helicopters shall meet such requirements as may be directed by the Authority in that case.

Privileges and Limitations

49. Subject to the provisions of Article 23 of this Order, the respective privileges and limitations of pilot licences and ratings issued by the Authority under this Order shall be-
- (1) as set out in the relevant EASA Regulation;
- (2) as directed from time to time in the case of a licence to fly an aircraft other than aeroplanes, or helicopters and in the case of a night rating, instrument rating and (flight) instructor rating appropriate to such a licence and endorsed thereon or included therein.

Draft Irish Aviation Authority (Personnel Licensing) Order 2025 for Consultation with the Department of Transport

PART IV

FLIGHT ENGINEERS LICENCES

Age Limits

50. An applicant for the issue of a flight engineer licence shall be not less than 18 years of age on the date of application.

Medical Requirements

51. Applicants for the issue, re-issue, validation or revalidation of a flight engineers' licence shall be the holder of a Class 2 Medical Certificate in accordance with the EASA Regulation.

Technical Requirements

52. (1) An applicant for the issue or validation of a flight engineer licence shall, to the satisfaction of the Authority, pass examinations and tests and produce evidence of experience, in accordance with the requirements of knowledge, experience and skill set out in Schedule I to this Order.
- (2) Subject to paragraphs (2) and (3) of Article 17 of this Order, an applicant for the re-issue or revalidation of a flight engineer's licence shall meet the requirements of paragraph 5 of Schedule I to this Order.
- (3) Evidence of experience shall be in the form of a record in the flight engineer logbook or in such other form as may, in the particular case, be required or approved by the Authority.

Licence Ratings

53. (1) A flight engineer licence shall, at the time of the issue thereof and thereafter, be endorsed with a rating for the particular type or types of aircraft, in respect of which the applicant has satisfied the requirements specified in Article 52 of this Order.
- (2) The holder of a flight engineer licence who makes application for the endorsement of an additional type rating thereon shall meet the requirements specified in paragraphs 1, 2 and 3 of Schedule I to this Order which are applicable to the safe operation of that type of aircraft.

Privileges and Limitations

54. The holder of a flight engineer licence may act in the capacity of flight engineer in

any aircraft of the type for which the holder's licence is endorsed with a rating in accordance with the provisions of Article 50 and Schedule I of this Order.

Draft Irish Aviation Authority (Personnel Licensing) Order 2025 for Consultation with the Department of Transport

PART V

ENDORSEMENT OF RADIOTELEPHONY QUALIFICATION ON A PILOT'S LICENCE

Endorsement

55. The Authority may, by endorsement on a current pilot licence issued by it, authorise the holder thereof to operate radiotelephony apparatus in accordance with the provisions of this Part of the Order.

Technical Requirements

56. An applicant for the issue of the endorsement referred to in Article 55 of this Order shall -
- (1) require a certificate of proficiency from an examiner duly authorised by the Authority to the effect that the applicant has passed an examination and tests in accordance with the technical requirements appropriate to the issue of a flight radio telephony operator licence endorsement as set out in Schedule II to this Order; or
 - (2) establish to the satisfaction of the Authority that the applicant possesses the required knowledge and skill.

Exercise of Privileges

57. Provided that the applicant is familiar with all pertinent and current information regarding the type or types of radio equipment to be used and the operating procedures to be followed, the holder of a pilot licence endorsed in accordance with Article 55 may exercise the privileges in specified in Article 58 of this Order.

Endorsement of Privileges

58. The holder of a radio telephony endorsement referred to in Article 55 of this Order may carry out the radiotelephone service of any aircraft station operating on frequencies allocated exclusively to the aeronautical mobile service, provided that the operation of the transmitter requires only the use of simple external switching devices excluding all manual adjustment of frequency determining elements and that the stability of the frequencies is automatically maintained by the transmitter itself.

Licence Validity

59. (1) A radiotelephony endorsement shall remain valid during the validity period of the licence concerned and may be renewed if the Authority is satisfied that the holder of the licence has maintained competence to operate radiotelephony apparatus in accordance with the provisions of the endorsement.

- (2) Articles 30, 32, 33, 34 and 36 of this Order shall apply to an endorsement under this Article in the same manner as they apply to a licence.

Draft Irish Aviation Authority (Personnel Licensing) Order 2025 for Consultation with the Department of Transport

PART VI

AIRCRAFT MAINTENANCE ENGINEER LICENCES

Age Limits

60. An applicant for the issue of an aircraft maintenance licence shall be not less than 18 years of age on the date of application.

Licence Categories

61. The categories of aircraft maintenance licences shall be those as specified in the EASA Regulation.

Technical Requirements

62. (1) An applicant for the issue of an aircraft maintenance licence shall, to the satisfaction of the Authority, pass examinations and tests and produce evidence of experience in accordance with the requirements of knowledge and experience in accordance with the applicable EASA Regulation requirements.
- (2) Subject to paragraphs (2) and (3) of Article 15 of this Order, an applicant for the re-issue of an aircraft maintenance engineer's licence shall meet the requirements of the applicable EASA Regulation requirements.
- (3) Evidence of experience shall be in the form of such documents, licences or certificates as may be required by the Authority.

Licence Ratings

63. (1) An aircraft maintenance licence may, at the time of the issue thereof, be endorsed with a rating for the particular class or classes or the particular type or types of aircraft or engines or the particular instruments or equipment in respect of which the holder of such licence may exercise the privileges, appropriate to the category or categories in which such licence has been issued, in accordance with the applicable EASA Regulation requirements.
- (2) The holder of an aircraft maintenance licence who makes application for an additional rating in any category shall meet the applicable EASA Regulation requirements.

Licence Categories, Privileges and Limitations

64. (1) Subject to the provisions of paragraphs (1) and (4) of Article 24 of this Order, the privileges of the holder of an aircraft maintenance licence issued by the Authority under this Order, shall be those as set out in the applicable EASA Regulation.
- (2) Provided that, as regards the particular type of aircraft, engine, systems or

equipment for which certification is to be given, the holder is familiar with all pertinent and current information regarding the maintenance of airworthiness relating thereto, and on condition that, within the preceding 24 months, the licence holder has either had experience in the inspection, servicing or maintenance of an aircraft, engine, systems or equipment in accordance with the privileges issued by the licence held for not less than a 6 month period or has met the provisions for the issue of the licence with the appropriate privileges to the satisfaction of the Authority, the holder of an aircraft maintenance licence may, in respect of the aircraft, engine, systems or equipment, as the case may be, specified in the rating endorsed on the licence, certify such of the documents relating to matters requiring certification by or under the Irish Aviation Authority (Airworthiness of Aircraft) Order, 1996, or the applicable EASA Regulation requirements, as are shown hereunder to be appropriate for certification in relation to the particular category or categories in which the holder's licence has been issued.

- (3) An applicant for the re-issue of an aircraft maintenance licence shall demonstrate to the Authority satisfactory experience in the exercise of the privileges of that licence in the twelve months immediately preceding the date of application for re-issue. For the purpose of so satisfying the Authority, the applicant shall produce satisfactory evidence of experience in each of the licence rating categories held.

PART VII

AERODROME FLIGHT INFORMATION SERVICE OFFICER LICENCES (AFISO)

Age Limits

65. (1) A licence may not be issued in respect of an aerodrome flight information service officer, to a person under the age of 18 years; or

Privileges, Limitations and Validity of Licences

66. The exercise of the privileges granted on an AFISO licence shall be dependent on the validity of the unit endorsements, and of the medical certificate.

Validity Period of a Unit Endorsement

67. (1) The unit endorsement for an aerodrome flight information service officer licence shall be granted for a period not exceeding 3 years.
- (2) A licence to act as an aerodrome flight information service officer shall be valid only for the purpose of authorising the holder to provide an aerodrome flight information service at the aerodromes specified on the unit endorsement in the licence.
- (3) If, throughout any period of 90 days, the holder of a unit endorsement on a licence has not at any time provided such a service at that particular aerodrome, the unit endorsement shall cease to be valid for that aerodrome at the end of that period and the holder of the unit endorsement shall follow the process to regain the unit endorsement in accordance with the Unit Competency Scheme (UCS).

Medical Fitness

The Medical requirements for a flight information service officer shall be those as directed by the Authority.

PART VIII

AERODROME STATION OFFICERS AND STUDENT AERODROME STATION OFFICERS LICENCES

Age Limits

68. (1) A licence may not be issued in respect of-
- (a) a student Aerodrome Station Officer, to a person under the age of 18 years; or
 - (b) an Aerodrome Station Officer, to a person under the age of 18 years.

Endorsement of Ratings on Aerodrome Station Officer Licences

69. (1) An Aerodrome Station Officer licence shall, at the time of the issue thereof, be endorsed with the rating and unit endorsements appropriate to the licence.
- (2) Unit Ratings and or endorsements shall be valid for a period defined in the Unit Competency Scheme. This period shall not exceed three years.
- (3) A rating which is not exercised for 90 days or more shall lapse, and the requirements directed for renewal of ratings shall, thereafter, apply.
- (4) Unit Ratings and or endorsements shall be valid for a period defined in the Unit Competency Scheme. This period shall not exceed three years.
- (5) The Authority may specify examinations or tests and require information to be provided for the purposes of establishing entitlement to a rating or ratings under this Article.
- (6) Ratings may be general or specific. A general rating will state the place or places at which the holder may exercise the privileges of the licence. Specific ratings will state the types of service which the holder of the licence, endorsed with that rating, may provide, including the type of telecommunications equipment which may be used.

Privileges, Limitations and Validity of licences

70. (1) Subject to paragraph (2) of this Article, a licence to act as an Aerodrome Station Officer shall be valid only for the purpose of authorising the holder to provide the aeronautical communications service specified in the licence at the place or places as specified in the licence. If, throughout any period of 90 days, the holder of the licence has not at any time provided at a particular place the type of aeronautical communications service specified in the licence, the licence shall, without prejudice to the Authority's powers under Article 33 of this Order, cease to be valid for that place at the end of that period and the holder of the licence shall forthwith inform the Authority to that effect and shall either

arrange for the re-issue of the licence by the Authority or surrender the licence to the Authority.

- (2) Holders of a student Aerodrome Station Officers licence shall be authorised to provide an aeronautical communications service in accordance with the rating(s) and rating endorsement(s) contained in their licence under the supervision of an on-the-job training instructor and to undertake training for rating endorsement(s) and unit endorsement(s).
- (3) Holders of an Aerodrome Station Officers licence shall be authorised to provide services in an aeronautical station in accordance with the ratings and rating endorsements of their licence, and to exercise the privileges of the endorsements contained therein once they have successfully completed all necessary training as outlined in the Unit Training Plan (UTP).
- (4) Nothing in this Article shall prohibit the holder of a valid Aerodrome Station Officer licence from providing at any place, for which the licence is valid, information to aircraft in flight in the interests of safety.

Medical Fitness

The Medical requirements for Aerodrome Station Officers shall be those as directed by the Authority.

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SCHEDULE I

FLIGHT ENGINEER

The requirements for a flight engineer licence shall be as follows: -

I. Knowledge

- (1) The applicant shall have demonstrated a level of knowledge appropriate to the privileges issued to the holder of a flight engineer licence, in at least the following subjects: -

(a) Air Law:

rules and regulations relevant to the holder of a flight engineer licence;
rules and regulations governing the operation of civil aircraft pertinent to the duties of a flight engineer;

(b) Aircraft general knowledge:

- (i) basic principles of engines, gas turbines; characteristics of fuels; fuel systems including fuel control; lubricants and lubrication systems; afterburners and injection systems; function and operation of engine ignition and starter systems;
- (ii) principles of operation, handling procedures and operating limitations of aircraft engines; effects of atmospheric conditions on engine performance;
- (iii) airframes, flight controls, structures, wheel assemblies, brakes and anti-skid units, corrosion and fatigue life; identification of structural damage and defects;
- (iv) ice and rain protection systems;
- (v) pressurisation and air-conditioning systems, oxygen systems;
- (vi) hydraulic and pneumatic systems;
- (vii) basic electrical theory, electric systems (AC and DC), aircraft wiring systems, bonding and screening;
- (viii) principles of operation of instruments, compasses, auto-pilots, radio communication equipment, radio and radar navigation aids, flight management systems, displays and avionics;
- (ix) limitations of appropriate aircraft;
- (x) fire protection, detection, suppression and extinguishing systems;
and

- (xi) use and serviceability checks of equipment and systems of appropriate aircraft.

(c) Flight performance and planning:

- (i) Effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations; and
- (ii) use and practical application of performance data including procedures for cruise control;

(d) Human performance and limitations:

Human performance and limitations relevant to the flight engineer;

(e) Operational procedures:

- (i) Principles of maintenance, procedures for the maintenance of airworthiness, defect reporting, pre-flight inspections, precautionary procedures for fuelling and use of external power; installed equipment and cabin systems;
- (ii) normal, abnormal and emergency procedures; and
- (iii) operational procedures for carriage of freight and dangerous goods;

(f) Principles of Flight:

Fundamentals of aerodynamics.

(g) Radiotelephony:

Radiotelephony procedures and phraseology.

(h) Navigation:

Fundamentals of navigation; principles and operation of self-contained systems.

(i) Meteorology:

Operational aspects of meteorology.

(2) Examination

The examination shall be based on a syllabus determined from time to time by the Authority and shall include an examination on each type of aircraft for which the licence is sought.

2. Experience

- (1) The applicant shall have completed, under the supervision of a person accepted

by the Authority for that purpose, not less than 100 hours of flight time in the performance of the duties of a flight engineer on board an aircraft of the type for which the licence is sought, or one of similar characteristics, during the twelve months preceding the date of application. The Authority shall determine whether experience as a flight engineer in a flight simulator, which it has approved, is acceptable as part of the total flight time of 100 hours. Credit for such experience shall be limited to a maximum of 50 hours.

- (2) When the applicant has flight time as a pilot, the Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of sub-paragraph 2(1) of this Schedule can be reduced accordingly.
- (3) The applicant shall have operational experience in the performance of the duties of a flight engineer, under the supervision of a flight engineer accepted by the Authority for that purpose, in at least the following areas:-

(a) Normal procedures:

- (i) pre-flight inspections;
- (ii) fuelling procedures, fuel management;
- (iii) inspection of maintenance documents;
- (iv) normal flight deck procedures during all phases of flight;
- (v) crew co-ordination and procedures in case of crew incapacitation;
- (vi) defect reporting;

(b) Abnormal and alternate (standby) procedures:

- (i) recognition of abnormal functioning of aircraft systems;
- (ii) use of abnormal and alternate (standby) procedures;

(c) Emergency procedures:

- (i) recognition of emergency conditions;
- (ii) use of appropriate emergency procedures;

3. Skill

- (1) The applicant shall have demonstrated to the satisfaction of the Authority the skill required for the safe operation, as flight engineer, of an aircraft type for which the licence is sought, the duties and procedures described in sub-paragraph 2(3) of this Schedule with a degree of competency appropriate to the privileges of the holder of a flight engineer licence, and to:-

- (i) use aircraft systems within the aircraft's capabilities and limitations;
 - (ii) exercise good judgement and airmanship;
 - (iii) apply aeronautical knowledge;
 - (iv) perform all the duties as part of an integrated crew with the successful outcome never in doubt; and
 - (v) communicate effectively with the other flight crew members.
- (2) The use of an appropriate synthetic flight trainer for performing any of the procedures required during the demonstration of skill described in sub-paragraph 3(1) of this Schedule shall be approved by the Authority.

4. Re-issue of Licence and Revalidation or Renewal of Rating

The applicant shall demonstrate, to the satisfaction of the Authority, in the course of a proficiency check with an authorised examiner on an aircraft type for which the licence is sought, competence to perform the duties and procedures in sub-paragraph 3(1) of this Schedule.

5. Flight Engineer Licence Holder - Age Limitation

The holder of a Flight Engineer licence who has attained the age of 65 years shall not exercise the privileges of that licence on an aeroplane engaged in a commercial air transport operation, unless and to the extent that such a person shall be exempted from the provisions of this Order by a direction of the Authority for the purposes of Article 39 thereof.

SCHEDULE II

FLIGHT RADIOTELEPHONY OPERATOR ENDORSEMENT

The requirements for Flight Radiotelephony Operator Endorsement of a Pilot Licence shall be as follows:-

(1) Knowledge

- (1) Flight Radiotelephony Operator Licence Endorsement - The applicant shall pass an examination (which shall include practical tests) in-
 - (a) a practical knowledge of radiotelephone operation and procedure;
 - (b) the sending correctly and receiving correctly of spoken messages by telephone apparatus;
 - (c) the Radio Regulations annexed to the current International Telecommunications Convention applying to radiotelephone communications and specifically that part of those Regulations relating to the safety of life;
 - (d) the current communication procedures for air navigation services issued by the International Civil Aviation Organisation insofar as they apply to radiotelephony.

(2) Experience

- (1) Flight Radiotelephony Operator Licence Endorsement -

The applicant shall not be required to furnish evidence of radio experience.

(3) Renewal of Licence Endorsement

- (1) Flight Radiotelephony Operator Licence Endorsement

An applicant for renewal shall produce satisfactory evidence of having carried out radio communication, under the provisions of a pilot licence, during the six months immediately preceding the date of application for renewal.

SCHEDULE III

AERODROME FLIGHT INFORMATION SERVICE OFFICER (AFISO)

I. Requirements For Issue of a Licence

The requirement for issue of a flight information service officer licence shall be as follows :-

(I) Knowledge:

The applicant for a flight information service officer shall pass an examination in at least the following subjects:-

(a) Air Law:

rules and regulations relevant to the provision of a flight information service;

(b) Air Traffic Control Equipment:

principles, use and limitations of equipment used in air traffic control;

(c) General Knowledge:

principles of flight; principles of operation and functioning of aircraft, engines and systems; aircraft performance relevant to air traffic control operations;

(d) Human Performance and Limitations:

human performance and limitations relevant to the provision of a flight information service;

(e) Language:

(i) A flight information service officer must speak and understand English to a satisfactory standard determined in accordance with the language proficiency rating scale set out in the EASA requirements at Level 4 of that scale or higher. However, the Authority may require Level 5 of that scale where the operational circumstances of the particular rating or endorsement warrant a higher level for imperative reasons of safety. The Authority shall issue a certificate of proficiency in English to flight information service officers who demonstrate their ability to speak and understand English to a satisfactory standard for the purposes of this Order.

(ii) Where the Authority considers that a higher scale is warranted, it

shall issue a direction to that effect, including the issue of a general notice to air navigation service providers or by publication on the website of the supervisory authority.

(iii) The language proficiency should be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level, as follows:

- those demonstrating language proficiency at the Operational Level (Level 4) should be evaluated at least once every three years; and
- those demonstrating language proficiency at the Extended Level (Level 5) should be evaluated at least once every six years.

(f) Meteorology:

aeronautical meteorology; use an appreciation of meteorological documentation and information; origin and characteristics of weather phenomena affecting flight operations and safety; altimetry;

(g) Navigation:

principles of air navigation; principle, limitation and accuracy of navigation systems and visual aids;

(h) Operational Procedures:

air traffic control, communication, radiotelephony and phraseology procedures (routine, non-routine and emergency); use of the relevant aeronautical documentation; safety practices associated with flight;

(2) Experience:

The applicant shall have:

- (a) satisfactorily completed an approved training course within the 12-month period immediately preceding application,
- (b) and have served satisfactorily under a qualified aeronautical station operator for not less than three months; or
- (c) satisfactorily served under a qualified aeronautical station operator for not less than six months during the 12-month period immediately preceding application.

(3) Medical Fitness:

The applicant shall meet the medical requirements as directed by the Authority.

(4) Provisional inability:

- (a) The exercise of the privileges granted by a licence shall be dependent on the ratings and rating endorsements, validity of the unit and licence endorsements, and of the medical certificate, unless the medical certificate is not required in accordance with point (b).
- (b) The medical certificate is not required when exercising instructor or assessor privileges in a synthetic training device environment.
- (c) Licence holders shall not exercise the privileges of their licence when having doubts about being able to safely exercise the privileges of the licence and shall in such cases immediately notify the relevant air navigation service provider of the provisional inability to exercise the privileges of their licence.
- (d) Air navigation service providers may declare the provisional inability of the licence holder if they become aware of any doubt concerning the ability of the licence holder to safely exercise the privileges of the licence.
- (e) Air navigation service providers shall develop and implement objective, transparent and non-discriminatory procedures to enable licence holders declaring provisional inability to exercise the privileges of their licence in accordance with point (c), to declare the provisional inability of the licence holder in accordance with point (d), and to inform the competent authority as defined in that procedure.
- (f) The procedures referred to in point (e) shall be included in the unit competence scheme according to point ATCO.B.025(a)(13).

SCHEDULE IV

AERODROME STATION OFFICER

I. Requirements for Issue of a Licence

The requirement for issue of an Aerodrome Station Officer licence shall be as follows -

(I) Knowledge:

The applicant for an Aerodrome Station Officer licence shall pass an examination in at least the following subjects: -

(a) Air Law:

rules and regulations relevant to aeronautical telecommunications;

(b) Aeronautical Station Telecommunications Equipment:

principles, use and limitations of equipment used in aeronautical telecommunications in an aeronautical station;

(c) General Knowledge:

air traffic and air navigation services provided by the State and as provided in the Oceanic Areas in the North Atlantic Region;

(d) Language:

(i) An Aerodrome Station Officer must speak and understand English to a satisfactory standard determined in accordance with the language proficiency rating scale set out in the EASA requirements at level 4 of that scale or higher. However, the supervisory authority may require level 5 of that scale where the operational circumstances of the particular rating or endorsement warrant a higher level for imperative reasons of safety. The supervisory authority shall issue a certificate of proficiency in English to Aerodrome Station Officers who demonstrate their ability to speak and understand English to a satisfactory standard for the purposes of this Regulation.

(ii) Where the supervisory authority requires a higher scale, this should be notified by it under an AIC or in such other manner as the supervisory authority decides, including the issue of a general notice to air navigation service providers or by publication on the website of the supervisory authority.

(iii) The language proficiency should be formally evaluated at

intervals in accordance with an individual's demonstrated proficiency level, as follows:

- those demonstrating language proficiency at the Operational Level (Level 4) should be evaluated at least once every three years; and
- those demonstrating language proficiency at the Extended Level (Level 5) should be evaluated at least once every six years.

(e) Operational Procedures:

radiotelephony procedures and phraseology; the telecommunications network; aeronautical mobile and fixed telecommunications services' procedures;

(f) Meteorology:

aeronautical meteorology relevant to telecommunications; use of meteorological information and documentation;

(g) Human Factors:

human performance and limitations relevant to aeronautical telecommunications in an aeronautical station;

and shall demonstrate such knowledge of other subjects as may be directed.

(2) Experience:

The applicant shall -

have completed an approved training course and passed the associated examinations within the twelve-month period immediately preceding the application for a licence and shall have served satisfactorily for not less than two months under the supervision of an appropriately rated Aerodrome Station Officer, or,

have served satisfactorily for not less than six months under the supervision of an appropriately rated Aerodrome Station Officer within the twelve-month period immediately preceding application for a licence and shall have undertaken such training and passed such examinations as may be directed.

(3) Skill:

The applicant shall demonstrate a satisfactory level of skill in operating the telecommunications equipment in use with any associated computer equipment and in transmitting and receiving radio telephone messages with efficiency and accuracy in accordance with the training as approved by the Authority.

SCHEDULE V

LOGGING AND CREDITING OF FLIGHT TIME

The logging and crediting of flight time shall be as follows:-

1. Logging of flight time in pilot's Logbooks

Particulars of each flight during which the holder of a pilot logbook acted either as a member of the flight crew of an aircraft or for the purpose of qualifying for the issue or re-issue of a licence or the issue, revalidation or renewal of a rating under this Order, as the case may be, shall be recorded in the logbook at the end of each flight or as soon thereafter as is reasonably practicable, including:-

- (a) the date and the places at which the holder embarked on and disembarked from the aircraft and the time spent during the course of a flight when acting in either capacity;
- (b) the type and registration marks of the aircraft;
- (c) the capacity in which the holder acted in flight;
- (d) particulars of any special conditions under which the flight was conducted, including night flying and instrument flying; and
- (e) particulars of any skill test or examination undertaken whilst in flight.

2. Crediting of Flight Time

(1) Pilot-in-command or pilot under instruction:

- (a) The holder of a pilot or student pilot licence shall be entitled to be credited in full of all solo, dual instruction under a duly authorised flight instructor and pilot-in-command flight time.
- (b) A student pilot who is undergoing training for the issue of a licence shall be entitled to be credited in full of all dual instruction time under a duly authorised flight instructor.

(2) Co-pilot:

The holder of a pilot licence, when acting as co-pilot of an aircraft required to be operated with a co-pilot and while validly type-rated on that aircraft, may be credited with not more than one-half of the co-pilot flight time towards the total flight time required for a higher grade of pilot licence.

(3) Co-pilot performing the functions and duties of a pilot-in-command:

The holder of a pilot licence, when acting as co-pilot of an aircraft required or approved by the Authority to be operated with a co-pilot and while validly type rated on that aircraft and performing, under the supervision of a duly authorised

pilot-in-command, the functions and duties of a pilot-in-command, may be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence, provided the method of supervision employed is acceptable to the Authority.

(4) Flight Engineer:

The holder of a Flight Engineers licence, when acting as a Flight Engineer on an aircraft required to be operated with a Flight Engineer, and while validly type rated on that aircraft, may be credited with not more than one third of such Flight Engineer flight time towards the total flight time required for a pilot licence.

(5) Training Flights:

A student pilot, or the holder of a pilot licence undergoing a training or dual instruction flight under a duly authorised flight instructor, or a flight under the supervision of a duly authorised pilot-in-command, or a skill test, as the case may be, for the issue or re-issue of a licence or the issue, revalidation or renewal of a rating under this Order, shall, on completion of such flight, have the logbook concerned certified accordingly by the instructor or pilot-in-command as appropriate.

Draft Irish Aviation Authority (Personnel Licensing) Order 2025 for Consultation with the Department of Transport

SCHEDULE VI

MEDICAL REQUIREMENTS

1. General

Subject to the provisions of paragraph 3 of this Schedule, an applicant for the issue or re-issue of a licence or the issue, revalidation or renewal of a rating therein to act in any capacity as a flight crew member of an aircraft, which falls outside the scope of the EASA Regulation, shall meet the appropriate medical requirements set out herein, provided that

- (a) an applicant who fails to satisfy the appropriate medical requirements may, at the discretion of the Authority be regarded as eligible for the issue or re-issue of a licence if the licence is to be restricted to flight within the State. The issue or re-issue of any licence to be so restricted may be made subject to such conditions and limitations as the Authority may consider appropriate in the particular case;
 - (b) an applicant for the re-issue or revalidation of a licence, other than a EASA licence, who is for the time being on duty as a flight crew member of an aircraft in a region distant from the usual place of medical examination, may, exceptionally, have the satisfactory medical examination required for the re-issue or revalidation of the licence, at the discretion of the Authority -
 - (i) deferred once for a period of six months in the case of a flight crew member of a private aircraft; or
 - (ii) deferred for two consecutive periods of three months each in the case of a flight crew member of a commercial transport or aerial work aircraft, on condition that the applicant obtains locally on each occasion a favourable medical certificate after having been examined by a qualified physician performing public medical functions in that region or experienced in the examination of aviation personnel or, if such is not available, by a physician legally qualified to practise.
2. An applicant who attends for medical examination for the issue, re-issue or revalidation of a licence shall furnish to the medical examiner or medical board, as the case may be, a declaration signed by that applicant stating whether or not the applicant has previously undergone such a medical examination, and if so, when and with what result. A false declaration may entail the cancellation of any licence or rating issued, re-issued or revalidated as a result of the examination.
3. Where an applicant for the issue, re-issue or revalidation of a licence, other than a EASA licence, or for the inclusion of a rating in a licence, other than a EASA licence, or the renewal or revalidation of a rating, fails to satisfy the requirements, the

licence or rating concerned may nevertheless be issued, renewed or revalidated, as the case may be, subject to the following conditions:

- (a) that the medical report indicates that:
 - (i) the condition of the applicant is not such as to introduce any hazard either of sudden incapacity or of inability to perform the duties concerned safely during the validity period of the licence; and
 - (ii) failure to attain the requirements is capable of being compensated;
- (b) that the Authority has satisfactory evidence that the applicant has already acquired and demonstrated such ability, skill and experience as to compensate for any deficiency concerned;
- (c) that the licence shall be endorsed with any special limitations when the safe performance of flight duties is dependent on compliance with such limitations.

Physical and mental requirements

An applicant for any class of Medical Assessment shall be required to be free from:

- (a) any abnormality, congenital or acquired; or
- (b) any active, latent, acute or chronic disability; or
- (c) any wound, injury or sequelae from operation; or
- (d) any effect or side-effect of any prescribed or non-prescribed therapeutic, diagnostic or preventive medication taken;

such as would entail a degree of functional incapacity which is likely to interfere with the safe operation of an aircraft or with the safe performance of duties.

Hearing test requirements

- (a) Hearing requirements are established in addition to the ear examinations conducted during the medical examination for the physical and mental requirements. Contracting States shall use such methods of examination as will guarantee reliable testing of hearing.
- (b) Applicants shall be required to demonstrate a hearing performance sufficient for the safe exercise of their licence and rating privileges.
- (c) Applicants for Class 1 Medical Assessments shall be tested by pure-tone audiometry at first issue of the Assessment, not less than once every five years up to the age of 40 years, and thereafter not less than once every two years.
- (d) Alternatively, other methods providing equivalent results may be used.

- (e) Applicants for Class 3 Medical Assessments shall be tested by pure-tone audiometry at first issue of the Assessment, not less than once every four years up to the age of 40 years, and thereafter not less than once every two years.
- (f) Alternatively, other methods providing equivalent results may be used.
- (g) Applicants for Class 2 Medical Assessment should be tested by pure-tone audiometry at first issue of the Assessment and, after the age of 50 years, not less than once every two years.
- (h) At medical examinations, other than those mentioned in (c)-(g), where audiometry is not performed, applicants shall be tested in a quiet room by whispered and spoken voice tests.

Physical Requirements

4. Class 1 Medical Assessment

The medical examination and assessment shall be based on the following requirements of mental and physical fitness:

The applicant shall be required to be free from any abnormality, congenital or acquired, or any active or latent, acute or chronic, physical disability or any wound, injury or sequelae from operation or any effect or side-effect of any prescribed or non-prescribed therapeutic, diagnostic or preventive medication taken that would entail any degree of functional incapacity which is likely to interfere with the safe operation of an aircraft or with the safe performance of that person's duties.

The medical examination shall include a full enquiry into the family and personal history of the applicant. The information obtained shall be given in a statement made and signed by the applicant and shall be taken into consideration by the medical board. The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely and shall have no established medical history or clinical diagnosis of a psychosis, alcoholism, drug dependence, a personality disorder which has resulted in overt acts, a mental abnormality or significant neurosis such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.

Physical and Mental Requirements

The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.

The applicant shall have no established medical history or clinical diagnosis of:

- (a) an organic mental disorder;
- (b) a mental or behavioural disorder due to use of psychoactive substances; this includes dependence syndrome induced by alcohol or other

psychoactive substances;

- (c) schizophrenia or a schizotypal or delusional disorder;
- (d) a mood (affective) disorder;
- (e) a neurotic, stress-related or somatoform disorder;
- (f) a behavioural syndrome associated with physiological disturbances or physical factors;
- (g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
- (h) mental retardation;
- (i) a disorder of psychological development;
- (j) a behavioural or emotional disorder, with onset in childhood or adolescence; or
- (k) a mental disorder not otherwise specified;

such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.

Examination of the nervous system

The applicant shall have no established medical history or clinical diagnosis of any of the following:

- (a) a progressive or non-progressive disease of the nervous system, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges;
- (b) epilepsy; or
- (c) any disturbance of consciousness without satisfactory medical explanation of cause.

Injuries of the head

The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges. Cases of simple concussion, or simple fracture of the skull without associated intracranial injury shall be assessed as temporarily unfit until such time as the medical board is satisfied that the effects of the concussion or fracture are no longer likely to jeopardise safety in flight. If the period of incapacity exceeds one month, the licence shall, when re-issued, be made valid only for a period of two months in the first instance. Thereafter its validity shall be restricted to consecutive periods of two months until the medical board reports that the after-effects of the concussion or

fracture are no longer likely to cause a sudden incapacity in flight.

Cases of head injury associated with intracranial injuries shall be assessed as permanently unfit if a local lesion of the brain or meninges persists.

General surgical examination

The applicant shall neither suffer from any wound or injury, nor have undergone any operation nor possess any abnormality, congenital or acquired, which is considered by the medical board likely to interfere with the safe handling of an aircraft at any altitude throughout a prolonged or difficult flight and shall be required to be completely free from hernia.

Locomotor System

Any active disease of the bones, joints, muscles or tendons and all serious functional sequelae of congenital or acquired disease shall be assessed as unfit. On issue or re-issue of a licence, the functional after-effects of lesion affecting the bones, joints, muscles or tendons and certain anatomical defects compatible with safe handling of aircraft at any altitude and throughout a prolonged or difficult flight may be assessed as fit.

Digestive tract

Any sequelae of disease or surgical intervention on any part of the digestive tract and its adnexae, liable to cause sudden incapacity in flight, in particular any obstructions due to stricture or compression, shall be assessed as unfit.

Thoracic cage

Any extensive mutilation of the chest wall with collapse of the thoracic cage and sequelae of surgical procedures resulting in decreased respiratory efficiency at altitude shall be assessed as unfit.

Urinary System

Any sequelae of disease or surgical procedures on the kidneys and the urinary tracts liable to cause sudden incapacity, in particular any obstructions due to stricture or compression, shall be assessed as unfit. Compensated nephrectomy without hypertension or uraemia may be assessed as fit.

An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa or the urinary system, which has involved a total or partial excision or a diversion of any of these organs shall be assessed as unfit until such time as the medical board, having had access to the details of the operation concerned, considers that the effects of the operation are not liable to cause sudden incapacity in the air.

General Medical examination

The applicant shall not suffer from any disease or disability which could render that person in flight liable suddenly to become unable to perform the duties concerned safely. The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges. Respiratory arrhythmia, occasional extra systoles which disappear on exercise, increase of pulse rate from excitement or exercise, or a slow pulse not associated with auriculoventricular dissociation may be regarded as coming within "normal" limits.

An applicant who has undergone coronary by-pass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Electrocardiography shall form part of the heart examination for the first issue of a Medical Assessment. Electrocardiography shall be included in re-examinations of applicants over the age of 50 no less frequently than annually.

The systolic and diastolic blood pressures shall be within normal limits. The use of drugs to control high blood pressure shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

There shall be no significant functional nor structural abnormality of the circulatory system.

There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms during normal or emergency operations.

Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit. The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

Applicants with active pulmonary tuberculosis shall be assessed as unfit. Applicants with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.

Cases of doubt about the activity of a lesion, where symptoms of activity of the

disease are lacking clinically, shall be assessed as temporarily unfit for a period of not less than three months from the date of the medical examination. At the end of the three months' period, a further radiographic record shall be made and compared carefully with the original. If there is no sign of extension of the disease and there are no general symptoms or symptoms referable to the chest, the applicant may be assessed as fit, but in these circumstances the licence shall be made valid only for a period of three months in the first instance. Thereafter, provided there continues to be no sign of extension of the disease as shown by radiographic examination carried out at the end of each three months' period, the validity of the licence shall be restricted to consecutive periods of three months. When the applicant has been under observation under this scheme for a total period of at least two years and comparison of all the radiographic records shows no changes or only retrogression of the lesion, the lesion shall be regarded as "quiescent" or "healed".

Applicants with significant impairment of function of the gastrointestinal tract or its adnexa shall be assessed as unfit.

Applicants shall be completely free from those hernias that might give rise to incapacitating symptoms.

Applicants with sequelae of disease of, or surgical intervention on, any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular any obstructions due to stricture or compression, shall be assessed as unfit.

Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit. Applicants with insulin treated diabetes mellitus shall be assessed as unfit.

Applicants with non-insulin treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

Applicants with diseases of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges. Applicants with renal or genito-urinary disease shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.

Applicants with sequelae of disease of or surgical procedures on the kidneys or the genito-urinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

Applicants with acquired immunodeficiency syndrome (AIDS) shall be assessed as unfit. Applicants who are seropositive for human immunodeficiency virus (HIV) shall be assessed as unfit unless the applicant's condition has been

investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Applicants with gynecological disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit.

The cases of applicants of the female sex who have undergone gynaecological operations shall be considered individually. Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy. In the event of presumed pregnancy, the applicant shall be assessed as temporarily unfit. Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.

The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

Eye Examination

The functions of the eye and its adnexae shall be normal. There shall be no active pathological condition, acute or chronic, of either eye or adnexae which is considered likely to interfere with its proper function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges. The applicant shall be required to have normal fields of vision and to have a distant visual acuity of not less than 6/12 (20/40, 0.5) in each eye separately, with or without the use of correcting lenses. Where correcting lenses are required, the applicant shall have a visual acuity without correction in each eye separately of not less than 6/60 (20/200, 0.1) or the refractive error falls within the range of ± 5 dioptres and those lenses shall always be worn when exercising the privileges of the applicant's licence.

The applicant shall also have the ability to read an N5 (Times New Roman type-face) chart or its equivalent at a distance selected by that applicant in the range of 30 cm to 50 cm. If this requirement is met only by the use of correcting lenses, the applicant may be assessed as fit provided that such lenses are available for immediate use when exercising the privileges of the licence concerned.

The applicant shall also be required to demonstrate the ability to readily perceive those colours the perception of which is necessary for the safe exercise of the applicant's licence and rating privileges and shall be tested for the ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the same colour temperature.

Ear examination

The applicant shall not possess any abnormality or disease of the ear or related structures which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

There shall be:

- (a) no disturbance of vestibular function;
- (b) no significant dysfunction of the Eustachian tubes; and
- (c) no unhealed perforation of the tympanic membranes.

A single dry perforation of the tympanic membrane need not render the applicant unfit.

The applicant shall be able to hear an average conversational voice in a quiet room, using both ears, at a distance of 2m from the examiner, with the back turned to the examiner.

Nose, throat and mouth examination

There shall be:

- (a) no nasal obstruction; and
- (b) no malformation nor any disease of the buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

Applicants with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

Visual requirements

The applicant shall be required to have normal binocular function. Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualifying.

Hearing requirements

The applicant, when tested on a pure-tone audiometer shall not have a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz.

An applicant with a hearing loss greater than the above may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates the masking properties of flight deck noise upon speech and beacon signals.

Alternatively, a practical hearing test conducted in flight in the cockpit of an aircraft of the type for which the applicant's licence and ratings are valid may be used.

5. Class 2 Medical Assessment

The medical examination and assessment shall be based on the following requirements of mental and physical fitness-

The applicant shall be required to be free from such active or latent, acute or chronic physical disability as would entail a degree of functional incapacity which is likely to interfere with the safe performance of the duties concerned at any altitude throughout a prolonged or difficult flight.

The medical examination shall include a full inquiry into the family and personal history of the applicant. The information obtained shall be given in a statement made and signed by that applicant and shall be taken into consideration by the medical board.

The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely and shall have no established medical history or clinical diagnosis of a psychosis, alcoholism, drug dependence, a personality disorder which has resulted in overt acts, a mental abnormality or significant neurosis such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.

Physical and mental requirements

The applicant shall have no established medical history or clinical diagnosis of:

- (a) an organic mental disorder;
- (b) a mental or behavioural disorder due to use of psychoactive substances; this includes dependence syndrome induced by alcohol or other psychoactive substances;
- (c) schizophrenia or a schizotypal or delusional disorder;
- (d) a mood (affective) disorder;
- (e) a neurotic, stress-related or somatoform disorder;
- (f) a behavioural syndrome associated with physiological disturbances or physical factors;
- (g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
- (h) mental retardation;
- (i) a disorder of psychological development;
- (j) a behavioural or emotional disorder, with onset in childhood or adolescence; or
- (k) a mental disorder not otherwise specified;

such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.

Examination of the nervous system

The applicant shall have no established medical history or clinical diagnosis of any of the following:

- (a) a progressive or non-progressive disease of the nervous system, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges;
- (b) epilepsy; or
- (c) any disturbance of consciousness without satisfactory medical explanation of cause.

Injuries of the head

The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

Cases of simple concussion or simple fracture of the skull without associated intracranial injury shall be assessed as temporarily unfit until such time as the medical board is satisfied that the effects of the concussion or fracture are no longer likely to jeopardise safety in flight. If the period of incapacity exceeds one month, the licence shall when re-issued be made valid only for a period of two months in the first instance. Thereafter its validity shall be restricted to consecutive periods of two months until the medical board reports that the after-effects of the concussion or fracture are no longer likely to cause a sudden incapacity in flight.

Cases of head injury associated with intracranial injuries shall be assessed as permanently unfit if a local lesion of the brain or meninges persists.

Cases of head injury in which there has been an operation on the skull with loss of bony substance involving the two tables of the cranial vault shall be assessed as permanently unfit.

General surgical examination

The applicant shall neither suffer from any wound or injury, nor have undergone any operation, nor possess any abnormality, congenital or acquired, which is considered by the medical board likely to interfere with the safe performance of the duties concerned at any altitude throughout a prolonged or difficult flight and shall be required to be completely free from hernia.

Locomotor System

Any active disease of the bones, joints, muscles or tendons and all serious functional sequelae of congenital or acquired disease shall be assessed as unfit. On the issue or re-issue of a licence, the functional after-effects of lesion affecting the bones, joints, muscles or tendons and certain anatomical defects compatible with the safe performance of the duties concerned at any altitude and throughout a prolonged or difficult flight may be assessed as fit.

Digestive tract

Any sequelae of disease or surgical intervention on any part of the digestive tract and its adnexae, liable to cause sudden incapacity in flight, in particular any obstructions due to stricture or compression, shall be assessed as unfit.

Thoracic cage

Any extensive mutilation of the chest wall with collapse of the thoracic cage and sequelae of surgical procedures resulting in decreased respiratory efficiency at altitude shall be assessed as unfit.

Urinary System

Any sequelae of disease or surgical procedures on the kidneys and the urinary tracts liable to cause sudden incapacity, in particular any obstructions, due to stricture or compression, shall be assessed as unfit. Compensated nephrectomy without hypertension or uraemia may be assessed as fit.

An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexae or the urinary system, which has involved a total or partial excision or a diversion of any of these organs shall be assessed as unfit until such time as the medical board, having had access to the details of the operation concerned, considers that the effects of the operation are not liable to cause sudden incapacity in the air.

General medical examination

The applicant shall not suffer from any disease or disability which could render that person in flight liable suddenly to become unable to perform the duties concerned safely. The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges. Respiratory arrhythmia, occasional extra systoles which disappear on exercise, increase of pulse rate from excitement or exercise, or a slow pulse not associated with auriculoventricular dissociation may be regarded as coming within "normal" limits.

An applicant who has undergone coronary by-pass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Electrocardiography shall form part of the heart examination for the first issue of a Medical Assessment after the age of 40. Electrocardiography shall be included in re-examinations of applicants over the age of 50 no less than every two years.

The systolic and diastolic blood pressures shall be within normal limits. The use of drugs to control high blood pressure shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

There shall be no significant functional nor structural abnormality of the circulatory system.

There shall be no disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms during normal or emergency operations.

Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit. The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

Applicants with active pulmonary tuberculosis shall be assessed as unfit.

Applicants with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.

Applicants shall be completely free from those hernias that might give rise to incapacitating symptoms.

Cases of doubt about the activity of a lesion, where symptoms of activity of the disease are lacking clinically, shall be assessed as temporarily unfit for a period of not less than three months from the date of the medical examination. At the end of the three months' period, a further radiographic record shall be made and compared carefully with the original. If there is no sign of extension of the disease and there are no general symptoms or symptoms referable to the chest, the applicant may be assessed as fit, but in these circumstances the licence shall be made valid only for a period of three months in the first instance. Thereafter, provided there continues to be no sign of extension of the disease as shown by radiographic examination carried out at the end of each three months' period, the validity of the licence shall be restricted to consecutive periods of three months. When the applicant has been under observation under this scheme for a total period of at least two years and comparison of all the radiographic records shows no changes or only retrogression of the lesion, the lesion shall be regarded as "quiescent" or "healed".

Applicants with significant impairment of function of the gastrointestinal tract or

its adnexa shall be assessed as unfit.

Applicants shall be completely free from those hernias that might give rise to incapacitating symptoms.

Applicants with sequelae of disease of, or surgical intervention on, any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular any obstructions due to stricture or compression, shall be assessed as unfit.

Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit. Applicants with insulin treated diabetes mellitus shall be assessed as unfit. Applicants with non-insulin treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

Applicants with diseases of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.

Applicants with renal or genito-urinary disease shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.

Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.

Applicants with sequelae of disease of or surgical procedures on the kidneys or the genito-urinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

Applicants with acquired immunodeficiency syndrome (AIDS) shall be assessed as unfit. Applicants who are seropositive for human immunodeficiency virus (HIV) shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Applicants with gynecological disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit.

The cases of applicants of the female sex who have undergone gynaecological operations shall be considered individually. Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy. In the event of presumed pregnancy, the applicant shall be assessed as temporarily unfit. Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of

her licence and ratings.

The applicant shall not possess any abnormality of the bones, joints, muscles or tendons or related structures which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

Eye Examination

The functions of the eye and its adnexae shall be normal. There shall be no active pathological condition, acute or chronic, of either eye or adnexae which is considered likely to interfere with its proper function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges. The applicant shall be required to have normal fields of vision and to have a distant visual acuity of not less than 6/12 (20/40, 0.5) in each eye separately, with or without the use of correcting lenses. Where correcting lenses are required, the applicant shall have a visual acuity without correction in each eye separately of not less than 6/60 (20/200, 0.1) or the refractive error falls within the range of ± 5 dioptres and those lenses shall always be worn when exercising the privileges of the applicant's licence.

The applicant shall also have the ability to read an N5 (Times New Roman type- face) chart or its equivalent at a distance selected by that applicant in the range of 30 cm to 50 cm. If this requirement is met only by the use of correcting lenses, the applicant may be assessed as fit provided that such lenses are available for immediate use when exercising the privileges of the licence concerned.

The applicant shall also be required to demonstrate the ability to readily perceive those colours the perception of which is necessary for the safe exercise of the applicant's licence and rating privileges and shall be tested for the ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the same colour temperature.

Ear examination

The applicant shall not possess any abnormality or disease of the ear or related structures which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

There shall be:

- (a) no disturbance of vestibular function;
- (b) no significant dysfunction of the Eustachian tubes; and
- (c) no unhealed perforation of the tympanic membranes.

A single dry perforation of the tympanic membrane need not render the applicant unfit.

The applicant shall be able to hear an average conversational voice in a quiet room, using both ears, at a distance of 2m from the examiner, with the back turned to the examiner.

Nose, throat and mouth examination

There shall be:

- (a) no nasal obstruction; and
- (b) no malformation nor any disease of the buccal cavity or upper respiratory tract;

which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

Applicants with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

Visual requirements

The applicant shall be required to have normal binocular function.

Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualifying.

Hearing requirements

Applicants who are unable to hear an average conversational voice in a quiet room, using both ears, at a distance of 2 m from the examiner and with the back turned to the examiner, shall be assessed as unfit.

The applicant, when tested on a pure-tone audiometer shall not have a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz shall be assessed as unfit.

An applicant with a hearing loss greater than the above may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates the masking properties of flight deck noise upon speech and beacon signals.

6. Class 3 Medical Assessment

The medical examination and assessment shall be based on the following requirements of mental and physical fitness:

The applicant shall be required to be free from any abnormality, congenital or acquired, or any active or latent, acute or chronic, physical disability or any wound, injury or sequelae from operation or any effect or side-effect of any prescription or non-prescription therapeutic medication taken that would entail any degree of functional incapacity which is likely to interfere with the safe performance of that persons' duties.

The medical examination shall include a full inquiry into the family and personal history of the applicant. The information obtained shall be given in a statement made and signed by that applicant and shall be taken into consideration by the medical examiner.

Physical and mental requirements

The applicant shall have no established medical history or clinical diagnosis of:

- (a) an organic mental disorder;
- (b) a mental or behavioural disorder due to psychoactive substance use; this includes dependence syndrome induced by alcohol or other psychoactive substances;
- (c) schizophrenia or a schizotypal or delusional disorder;
- (d) a mood (affective) disorder;
- (e) a neurotic, stress-related or somatoform disorder;
- (f) a behavioural syndrome associated with physiological disturbances or physical factors;
- (g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
- (h) mental retardation;
- (i) a disorder of psychological development;
- (j) a behavioural or emotional disorder, with onset in childhood or adolescence; or
- (k) a mental disorder not otherwise specified;

such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.

Examination of the nervous system

The applicant shall have no established medical history or clinical diagnosis of any of the following:

- (a) a progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges;
- (b) epilepsy; or
- (c) any disturbance of consciousness without satisfactory medical explanation of cause.

Injuries of the head

The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

Cases of simple concussion or simple fracture of the skull without associated intracranial injury shall be assessed as temporarily unfit until such time as the medical examiner is satisfied that the effects of the concussion or fracture are no longer likely to jeopardise safety in flight.

Cases of head injury associated with intracranial injuries shall be assessed as permanently unfit if a local lesion of the brain or meninges persists.

Cases of head injury in which there has been an operation on the skull with loss of bony substance involving the two tables of the cranial vault shall be assessed as permanently unfit; cases repaired by plates ensuring present and future integrity of the central nervous system may be assessed as fit. The licence shall not be re- issued until a period of one year has expired.

General surgical examination

The applicant shall neither suffer from any wound or injury, nor have undergone any operation, nor possess any abnormality, congenital or acquired, which is likely to interfere with the safe handling of an aircraft and shall be required to be free from hernia. Cases in which the medical examiner is satisfied that a well-fitted truss will be worn may be assessed as fit.

Locomotor System

Any active disease of the bones, joints, muscles or tendons and all serious functional sequelae of congenital or acquired disease shall be assessed as unfit. Certain qualifying functional after-effects of lesion affecting the bones, joints, muscles or tendons and certain anatomical defects compatible with safe handling of aircraft in flight may be assessed as fit.

Digestive tract

Any sequelae of disease or surgical intervention on any part of the digestive tract and its adnexae, liable to cause sudden incapacity in flight, in particular any obstructions due to stricture or compression, shall be assessed as unfit.

Thoracic cage

Any extensive mutilation of the chest wall with collapse of the thoracic cage and sequelae of surgical procedures resulting in decreased respiratory efficiency at altitude shall be assessed as unfit.

Urinary System

Any sequelae of disease or surgical procedures on the kidneys and the urinary tracts liable to cause sudden incapacity, in particular any obstructions due to stricture or compression, shall be assessed as unfit. Compensated nephrectomy without hypertension or uraemia may be assessed as fit.

An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa or the urinary system, which has involved a total or partial excision or a diversion of any of these organs shall be assessed as unfit until such time as the medical examiner, having had access to the details of the operation concerned, considers that the effects of the operation are not liable to cause sudden incapacity in the air.

General medical examination

The applicant shall not suffer from any disease or disability which could render that person in flight liable suddenly to become unable to handle aircraft safely.

The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges. Respiratory arrhythmia, occasional extra systoles which disappear on exercise, increase of pulse rate from excitement or exercise or a slow pulse not associated with auriculoventricular dissociation may be regarded as coming within "normal" limits.

An applicant who has undergone coronary by-pass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges.

An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges.

Electrocardiography shall form part of the heart examination for the first issue of a Medical Assessment. Electrocardiography shall be included in re-examinations of applicants after the age of 50 no less frequently than every two years.

The systolic and diastolic blood pressures shall be within normal limits. The use of drugs for control of high blood pressure is disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence privileges.

There shall be no significant functional or structural abnormality of the circulatory system.

There shall be no disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleura likely to result in incapacitating symptoms.

Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Applicants with active pulmonary tuberculosis shall be assessed as unfit. Applicants with quiescent or healed lesions, known to be tuberculous or presumably tuberculous in origin, may be assessed as fit.

Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms shall be assessed as unfit. The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

Applicants with significant impairment of the function of the gastrointestinal tract or its adnexa, shall be assessed as unfit. Applicants with sequelae of disease or surgical intervention on any part of the digestive tract or its adnexa, likely to cause incapacitation, in particular any obstructions due to stricture or compression, shall be assessed as unfit.

Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of the applicant's their licence and rating privileges shall be assessed as unfit.

Applicants with insulin treated diabetes mellitus shall be assessed as unfit. Applicants with non-insulin treated diabetes shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

Applicants with diseases of the blood and/or the lymphatic system shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.

Applicants with diseases of the blood and/or the lymphatic system shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.

Applicants with renal or genito-urinary disease shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.

Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.

Applicants with sequelae of disease, or surgical procedures on the kidneys or the genito-urinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

Applicants who are seropositive for human immunodeficiency virus (HIV) shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges. Applicants with gynaecological disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit.

Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk complicated pregnancy.

Following confinement or termination of pregnancy the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.

The applicant shall not possess any abnormality of the bones, joints, muscles or tendons or related structures which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

An applicant for the first issue of a licence who has a personal history of syphilis shall be required to furnish evidence, satisfactory to the medical examiner, of having undergone adequate treatment.

Cases of presumed pregnancy shall be assessed as temporarily unfit.

Eye examination

The applicant shall be required to have normal binocular function. Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualifying.

The functions of the eye and its adnexae shall be normal. There shall be no active pathological condition, acute or chronic, of either eye or adnexae which is considered likely to interfere with its proper function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges. The applicant shall be required to have normal fields of vision and to have a distant visual acuity of not less than 6/9 (20/30, 0.7) in each eye separately, with or without the use of correcting lenses. Where correcting lenses are required, the applicant shall have a visual acuity without correction in each eye separately of not less than 6/60 (20/200, 0.1) or the refractive error falls within the range of +3 dioptres and those lenses shall always be worn when exercising the privileges of the applicant's licence.

The applicant shall also have the ability to read an N5 (Times New Roman type-face) chart or its equivalent at a distance selected by that applicant in the range of 30 cm to 50 cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm. If this requirement is met only by the use of correcting lenses, the applicant may be assessed as fit provided that such lenses are available for immediate use when exercising the privileges of the licence concerned.

The applicant shall also be required to demonstrate the ability to readily perceive those colours the perception of which is necessary for the safe exercise of the applicant's licence and rating privileges and shall be tested for the ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the same colour temperature.

Ear examination

The applicant shall not possess any abnormality or disease of the ear or related structures which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

The applicant shall be required to be free from any hearing defect which would interfere with the safe exercise of the applicant's licence and rating privileges.

There shall be-

- (a) no active pathological process, acute or chronic, of the internal ear or middle ear cleft;
- (b) no permanent disturbances of the vestibular apparatus. Transient conditions may be assessed as temporarily unfit.

The applicant, when tested on a pure tone audiometer shall not have a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz.

An applicant with a hearing loss greater than the above may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates that experienced in a typical air traffic control working environment. Alternatively, a practical hearing test conducted in an air traffic control environment representative of the one for which the applicant's licence and ratings are valid may be used.

Nose, throat and mouth examination

There shall be no malformation nor any disease of the nose, buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

Applicants with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

Present when the common seal of the Irish Aviation Authority was affixed hereto on the XX day of XX 2026.

L.S.

Rose Hynes
Director

Declan Fitzpatrick
Director

Draft Irish Aviation Authority (Personnel Licensing) Order 2025 for Consultation with the Department of Transport

EXPLANATORY NOTE

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

This Order revokes and re-enacts with modifications the Irish Aviation Authority (Personnel Licensing) Order, 2000 (S.I. No. 333 of 2000). Paragraph (2) of Article 3 of this Order provides that, notwithstanding the revocation, those provisions of the revoked Orders relating to the licences and ratings, which are continued in force by this Order, shall continue to have effect in relation to such licences and ratings during the currency thereof. The principal modifications relate to the introduction of provisions to reflect amendments to Annex 1 to the Chicago Convention 1944, and in relation to the oversight of “EASA licences” issued in accordance with Regulation (EU) 1178/2012, Part FCL for flight crew licences, and Part 66 in respect of aircraft maintenance licences.

Draft Irish Aviation Authority (Personnel Licensing) Order 2025 for Consultation with the Department of Transport