

AERONAUTICAL NOTICE

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IRELAND

**SAFETY REGULATION DIVISION
IRISH AVIATION AUTHORITY
THE TIMES BUILDING
11-12 D'OLIER STREET
DUBLIN 2**

Tel +353 1 6718655

Fax: +353 1 6774068

AFTN EIDWYOYX

ACCEPTANCE OF FLIGHT CREW LICENCES

This notice replaces AIC 11/04

1. CONTINUING APPLICABILITY OF COUNCIL DIRECTIVE OF 16th DECEMBER 1991 ON MUTUAL ACCEPTANCE OF PERSONNEL LICENCES FOR THE EXERCISE OF FUNCTIONS IN CIVIL AVIATION (91/670/EEC)

The above Council Directive contains the requirements for mutual acceptance of professional pilot licences and flight engineer licences issued by European Economic Area (EEA) Member States. It also contains the requirements for mutual acceptance of private pilot licences valid for aircraft certificated¹ for single-pilot operations.

Note 1 : In the above context, 'certificated' means an aircraft holding a Certificate of Airworthiness issued by an EEA Member State.

The Directive remains in force in accordance with Article 69 of REGULATION (EC) No 216/2008 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC until the entry into force of the measures referred to in Article 7(6) of the same regulation.

The Directive continues to be applicable notwithstanding the implementation in Ireland of JAR-FCL Part 1 (aeroplane), 2 (helicopter) and 3 (medical) on 20th November, 2000, and JAR-FCL Part 4 (flight engineer) on 1st January, 2003.

Copies of the Directive are available from the EUR-LEX website at:

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:31991L0670:EN:HTML>

2. CONDITIONS FOR VALIDATION OF AN EEA PROFESSIONAL PILOT OR FLIGHT ENGINEER LICENCE

A professional pilot or flight engineer licence, issued in accordance with ICAO Annex 1 (Personnel Licensing) by an EEA Member State, will be accepted for use on Irish-registered commercial air transport or aerial work aircraft by issuing a Certificate of Validation to accompany the licence concerned.

NOTES:(1) A professional pilot or flight engineer licence issued by an EEA Member State on the basis of a licence issued by a third country and bearing the endorsement required by Article 6 of the Council Directive 91/670/EEC will not be accepted by the Authority. However, the Authority may consider validating the original third country licence in accordance with the procedure contained in paragraph 5 of this Notice, provided that the conditions in that paragraph are applicable.

A validation applicant who is not a citizen of an EEA Member State and who holds an EEA Member State licence must note that the issue of a Certificate of Validation authorises the holder to exercise the privileges of the validated licence on Irish registered commercial aircraft only insofar as aviation law is concerned. It does not confer any automatic right to work or reside in Ireland, both of which necessitate compliance with the requirements of the relevant Government Department(s).

Application forms for licence recognition under the Council Directive can be obtained from:-

Flight Crew Licensing Office,
Irish Aviation Authority,
The Times Building,
11-12 D'Olier Street,
Dublin 2., Ireland.
E-Mail : licensing@iaa.ie
Fax: +353-1-677 7484
Tel.: +353-1-603 1436, 603 1191

With regard to the Special Validation Procedure (SVP) contained in paragraph 5 of Article 4 of the Directive, an SVP applicant will be required to have demonstrated satisfactory knowledge of Irish Air Law and of the relevant parts of JAR-OPS and JAR-FCL by having successfully completed a short course in those subjects, accepted by the Authority. In the case of an AOC holder offering employment, the required Licence Proficiency Check (LPC) must be completed under the direction of the AOC Holder's Head of Training. In the case of an aerial work operator or flight training establishment operator, the required LPC must be arranged and completed under the direction of the Authority's Flight Test Unit (Tel: +353-1-6031436).

An applicant not meeting SVP requirements can be validated in exceptional circumstances only. Validation will be subject to a recommendation being submitted by an Irish operator. In addition, a non-SVP applicant must also meet any other requirements determined by the Authority pursuant to Article 22, paragraph (4) of the Irish Aviation Authority (Personnel Licensing), Order (S.I. No 333 of 2000), as amended.

In each case, failure by an applicant to submit the appropriate completed application form, the required documentary evidence or the appropriate fees may result in the application being refused.

3. PROCEDURES FOR VALIDATION OF A PRIVATE PILOT LICENCE ISSUED IN ACCORDANCE WITH ICAO ANNEX 1.

Private Pilot Licences (Aeroplane or Helicopter)

The holder of a PPL (Aeroplane or Helicopter), issued in accordance with ICAO Annex 1 (Personnel Licensing) and holding at least a Class 1 or 2 Medical Certificate, is automatically validated for the exercise of PPL privileges and associated aircraft ratings within the State on an aircraft used in the private category, as permitted by the Certificate of Airworthiness issued by its state of registry, under VFR by day only, in accordance with paragraph (2) of Article 3 of the Directive and paragraph (10) of Article 5, of the Irish Aviation Authority (Personnel Licensing) Order, (S.I. No 333 of 2000), as amended.

Private Pilot Licences (Free Balloon or Glider)

The holder of a PPL (Free Balloon or Glider), issued in accordance with ICAO Annex 1 (Personnel Licensing) and holding at least a Class 1 or 2 Medical Certificate, is automatically validated for the exercise of PPL privileges and associated aircraft ratings within the State on an aircraft used in the private category, as permitted by the Certificate of Airworthiness issued by its state of registry, under VFR by day only, in accordance with paragraph (10) of Article 5 of the Irish Aviation Authority (Personnel Licensing) Order, (S.I. No 333 of 2000), as amended, subject to any flight restrictions applicable to free balloons or gliders, as notified in AIP Ireland or in any other applicable document issued by the Authority.

Note: Free balloon and glider operations are normally conducted outside controlled airspace, unless otherwise authorised or permitted by the Authority's Flight Operations Department (FOD) and the appropriate Air Traffic Service Unit (ATSU).

4. PROCEDURES FOR VALIDATION OF A PRIVATE PILOT LICENCE, NOT ISSUED IN ACCORDANCE WITH ICAO ANNEX 1, AND FOR ACCEPTANCE OF OTHER SPORT AVIATION QUALIFICATIONS

4.1 Private Pilot Licences (Rotorcraft-Gyroplanes)

The holder of a PPL (Gyroplane), not issued in accordance with Annex 1 and restricted to operation of gyroplane category aircraft, may exercise the privileges of such PPL within the State under a Certificate of Validation (period not exceeding 12 months or such shorter period as the Authority deems fit), provided that the applicant:-

- (1) submits to the Authority a completed application form with the required documentary evidence;
- (2) holds or obtains an ICAO Annex 1 or JAR-FCL Class 1 or 2 Medical Certificate;
- (3) has not less than 50 hours total flight experience as pilot of the relevant aircraft class, including at least 25 hours dual instruction and 10 hours PIC time including not less than 5 hours PIC cross-country time; and
- (4) holds a Radio Telephony (Restricted) Rating endorsed on the licence submitted, or a separate Radio Telephony Licence, entitling the holder to use VHF radio-telephony communication equipment, in the English language.

Private Pilot Licences (Free Balloon or Glider)

The holder of a PPL (Free Balloon or Glider), not issued in accordance with Annex 1, may exercise the privileges of such PPL within the State under a Certificate of Validation (period not exceeding 12 months or such shorter period as the Authority deems fit), provided that the applicant :-

- (1) submits to the Authority a completed application form with the required documentary evidence;
- (2) holds or obtains an ICAO Annex 1 or JAR-FCL Class 1 or 2 Medical Certificate;
- (3) in the case of a PPL (Free Balloon) holder, has not less than 18 hours total flight experience as pilot of free balloons, including not less than 8 hours dual instruction and not less than 8 launches, ascents and landings (of which one launch, ascent and landing must be solo or PIC) and provides satisfactory evidence of having been trained in tethered balloon deployment where permission for tethered balloon deployment in a public access area is required; and
- (4) holds a Radio Telephony (Restricted) Rating endorsed on the licence submitted or holds a separate Radio Telephony Licence, entitling the holder to use VHF radio telephony communication equipment, in the English language.

Sport Aviation Qualifications (e.g. Foot-Launched Powered Flying Machines)

The holder of a sport aviation qualification, not issued in accordance with ICAO Annex 1 (Personnel Licensing), may exercise the privileges of such qualification within the State subject to an Exemption being issued for a period not exceeding 12 months (or such shorter period as the Authority deems fit).

An applicant for an Exemption shall:-

- (1) submit to the Authority a completed Exemption application form and the required documentary evidence;
- (2) hold or obtain an ICAO Annex 1 or JAR-FCL Class 1 or 2 Medical Certificate;
- (3) submit satisfactory evidence to the Authority of approved or accepted training completed in any State or completed with an aviation association holding a recognition from any State; and
- (4) hold a Radio Telephony (Restricted) Rating or hold a separate Radio Telephony Licence, entitling the holder to use VHF radio-telephony communications equipment, in the English language if flight inside controlled airspace is required - for which authorisation or permission will only be granted in exceptional circumstances.

Requirement to hold Radio-Telephony (Restricted) Rating

A PPL holder should note that flight in controlled airspace in Ireland requires that the licence contains, at least, a Radio Telephony (Restricted) Rating or that a separate Radio Telephony Licence is held, entitling the licence holder to use VHF radio-telephony communications equipment, in the English language.

5. PROCEDURES FOR VALIDATION OF A PRIVATE PILOT LICENCE (MICROLIGHT), NOT ISSUED IN ACCORDANCE WITH ICAO ANNEX 1.

Procedures for validation of a private pilot licence (microlight), not issued in accordance with ICAO Annex 1 are contained in General Advisory Memorandum 06-10.

6. VALIDATION OF PROFESSIONAL FLIGHT CREW LICENCES WHICH ARE BOTH NON-JAA AND NON-EEA

In exceptional cases, where an Irish AOC holder or an Aerial Work Operator so recommends, the holder of a non-JAA/EEA licence (Aeroplane or Helicopter) may apply for validation of such licence in order to exercise privileges for a limited period on Irish registered aircraft. Conditions for validation issue will be in accordance with JAR-FCL.

7. RECOGNITION OF TRAINING UNDERTAKEN FOR ISSUE OF A NON-JAA LICENCE

Where a flight training course is taken in a non-JAA state for issue of a non-JAA state licence or rating, credits for such licence and or ratings will be in accordance with JAR-FCL.

8. Extract from Article 34 of S. I. No. 333 of 2000 ("False Representations")

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 Joint Aviation Requirements, whether for that person or any other person."

E. Brennan
Chief Executive
Irish Aviation Authority