

AERONAUTICAL NOTICE

NR	A.19
ISSUE	5
DATE	03.07.2014

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

Visiting aircraft not holding ICAO compliant Certificates of Airworthiness

In order to facilitate over flight and visits to Ireland by foreign registered aircraft not holding an ICAO Certificate of Airworthiness, the Irish Aviation Authority, in exercise of the powers conferred on it by Article 31 of the Irish Aviation Authority (Airworthiness of Aircraft) Order, 1996 (S.I. No. 324 of 1996), hereby exempts, subject to the 'Conditions of Exemption' below, any amateur-built/home-built aircraft registered in a Member State of the European Civil Aviation Conference (ECAC), and certain other UK and French registered aircraft not holding an ICAO Certificate of Airworthiness, from the provisions of Article 7 of the said Order to the extent necessary to enable them to fly in accordance with the flight permit, or equivalent document, issued by the State of Registry of the aircraft.

This exemption applies to all amateur-built/home-built aircraft registered in ECAC member states.

This exemption also applies to UK & French registered:

- a. Factory built and kit Built Microlights
- b. Classic and Vintage aircraft
- c. Civil aircraft operating under a Permit to Fly scheme

This does not apply to:

- a. Ex-military aircraft¹
- b. Factory built Gyrocopters

Conditions of Exemption

- (a) The aircraft shall not be flown for the purposes of commercial air transport, commercial operations or aerial work.
- (b) The aircraft shall be flown only in accordance with daytime Visual Flight Rules.
- (c) The conditions, limitations and restrictions applicable under the Flight Permit, or equivalent, issued by the State of Registry shall be observed.
- (d) The pilot flying must hold a current licence, valid for use in Ireland or validated for use in Ireland by the IAA.
- (e) The aircraft shall not remain in the Republic of Ireland pursuant to this exemption for a period of more than 28 days in any one visit without prior permission from the IAA, with the exception of UK registered aircraft registered to an address in Northern Ireland.
- (f) The owner shall ensure that the all required documents are available for inspection when the aircraft is in the Republic of Ireland.
- (g) The aircraft shall have valid and adequate insurance cover meeting the requirements of EC Regulation 785/2004.

Guidance on compliance with this Notice may be found in the attached Appendices.

This notice replaces Aeronautical Notice Number A19 at Issue 4 which should be discarded.

Chief Executive
Irish Aviation Authority

¹ Excluded ex-military aircraft are those that were designed and operated purely for military purposes e.g. Supermarine Spitfire. It does not include civil designed and certificated aircraft types that were used by the military e.g. D.H. Chipmunk.

APPENDIX I

Homebuilt/Amateur-Built Aircraft

The intent of this exemption is to allow amateur-built/home-built aircraft, which are registered in an ECAC Member State, to enter or overfly Irish airspace without the need to apply for an individual exemption, subject to the 'Conditions of Exemption' of A19. It is to facilitate short-term visits, not to accommodate aircraft that are intended to be based or resident in Ireland. Such aircraft would be required to transfer onto the Irish register.

This exemption allows such an aircraft to operate in Irish airspace for maximum period of 28 days per visit, unless otherwise agreed by the IAA. Where there is a need for the aircraft to be in Ireland for a continuous period of more than 28 days, a specific permission from the IAA will be required.

Application for exemptions for aircraft not registered in an ECAC member state or for extended visits must be made in the manner specified by the Irish Aviation Authority in General Advisory Memorandum GAM 02-11.

A list of ECAC member states can be found at:

<http://www.eurocontrol.int/articles/members>

Visitors to Ireland must:

- hold a current pilots' licence, valid for use in Ireland or validated for use in Ireland by the IAA. Information on Licence validations is available on GAM 06-10.
- have documents listed in Appendix V available for review, when requested by the IAA.
- be familiar with, and adhere to, the requirements detailed in Irish Air Law. See GAM 05-10 for details on the potential differences.
- Check the NOTAMS before your flight on www.iaa.ie

Appendix II

UK registered aircraft not possessing ICAO compliant Certificates of Airworthiness

The intent of this exemption is to allow certain UK registered aircraft, not including homebuilt aircraft, without an ICAO Certificate of Airworthiness, to enter or overfly Irish airspace without the need to apply for an individual exemption, subject to 'Conditions of Exemption' per A19. This is to facilitate short-term visits, not to accommodate aircraft that are intended to be based or resident in Ireland. Such aircraft would be required to transfer onto the Irish register.

The exemption allows aircraft, as listed below, to operate in Irish airspace for maximum period of 28 days per visit, unless otherwise agreed by the IAA. Where there is a need for the aircraft to be in Ireland for a period of more than 28 days, a specific permission is required.

Application for exemptions for extended visits or for aircraft to which this notice does not apply e.g. Factory built Gyrocopters, must be made in the manner specified by the Irish Aviation Authority in General Advisory Memorandum GAM 02-11.

This exemption applies to:

- a. Factory built and Kit Built Microlights
- b. Classic and Vintage aircraft
- c. Civil aircraft operating under the UK CAA Permit to Fly scheme

This exemption does not apply to:

- a. Ex-military aircraft as defined in the Aeronautical Notice
- b. Factory built Gyrocopters

Note: The exemption for Homebuilt/Amateur Built aircraft is detailed in Appendix I.

Visitors to Ireland must:

- hold a current pilots' licence, valid for use in Ireland or validated for use in Ireland by the IAA. Information on Licence validations is available on GAM 06-10.
- have documents listed in Appendix V available for review, when requested by the IAA.
- be familiar with, and adhere to, the requirements detailed in Irish Air Law. See GAM 05-10 for details on the potential differences.
- Check the NOTAMS before your flight on www.iaa.ie

Appendix III

UK registered aircraft, registered to an address in Northern Ireland, not possessing ICAO compliant Certificates of Airworthiness

The intent of this exemption is to allow UK registered non-ICAO compliant aircraft, which are registered to an address in Northern Ireland, to enter or over fly Irish airspace without the need to apply for an individual exemption, subject to 'Conditions of Exemption' per A19. It is to facilitate short-term or regular visits, not to accommodate aircraft that are intended to be based or resident in Republic of Ireland. Such aircraft would be required to transfer onto the Irish register.

The exemption allows an aircraft to operate in Irish Airspace as required. There is no limit to the number of visits for such aircraft.

Application for exemptions for extended visits or for aircraft to which this notice does not apply e.g. Factory built Gyrocopters, must be made in the manner specified by the Irish Aviation Authority in General Advisory Memorandum GAM 02-11.

This exemption applies to:

- a. Factory built and Kit Built Microlights
- b. Classic and Vintage aircraft
- c. Civil aircraft operating under the UK CAA Permit to Fly scheme

This exemption does not apply to:

- a. Ex-military aircraft as defined in the Aeronautical Notice
- b. Factory Built Gyrocopters

Visitors to Ireland must:

- hold a current pilots' licence, valid for use in Ireland or validated for use in Ireland by the IAA. Information on Licence validations is available on GAM 06-10.
- have documents listed in Appendix V available for review, when requested by the IAA.
- be familiar with, and adhere to, the requirements detailed in Irish Air Law. See GAM 05-10 for details on the potential differences.
- Check the NOTAMS before your flight on www.iaa.ie

Appendix IV

French registered aircraft, not possessing ICAO compliant Certificates of Airworthiness

The intent of this exemption is to allow certain French registered aircraft, not including homebuilt aircraft, without an ICAO Certificate of Airworthiness, to enter or overfly Irish airspace without the need to apply for an individual exemption, subject to 'Conditions of Exemption' per A19. This is to facilitate short-term visits, not to accommodate aircraft that are intended to be based or resident in Ireland. Such aircraft would be required to transfer onto the Irish register.

The exemption allows aircraft, as listed below, to operate in Irish airspace for maximum period of 28 days per visit, unless otherwise agreed by the IAA. Where there is a need for the aircraft to be in Ireland for a period of more than 28 days, a specific permission is required.

Application for exemptions for extended visits or for aircraft to which this notice does not apply e.g. Factory built Gyrocopters, must be made in the manner specified by the Irish Aviation Authority in General Advisory Memorandum GAM 02-11.

This exemption applies to:

- a. Factory built Microlight aeroplanes classified and operating under the ULM category in France²
- b. Historic aircraft, as defined by French DGAC, of civil design and possessing a CNRAC³ airworthiness certificate; and
- c. Civil aircraft classified and operating under a CDNR⁴ airworthiness certificate in France.

This exemption does not apply to:

- c. Ex-military aircraft as defined in the Aeronautical Notice
- d. Factory built Gyrocopters

Note: The exemption for Homebuilt/Amateur Built aircraft is detailed in Appendix I.

Visitors to Ireland must:

- hold a current pilots' licence, valid for use in Ireland or validated for use in Ireland by the IAA. Information on Licence validations is available on GAM 06-10.
- have documents listed in Appendix V available for review, when requested by the IAA.
- be familiar with, and adhere to, the requirements detailed in Irish Air Law. See GAM 05-10 for details on the potential differences.
- Check the NOTAMS before your flight on www.iaa.ie

² e.g. an aircraft complying with the definition of Microlight as detailed in Annex II paragraph (e) to Regulation (EC) 216/2008, as amended (excluding gyroplanes)

³ Restricted Certificate of Airworthiness for Collection Aircraft

⁴ Restricted Certificate of Airworthiness without a type certificate holder

APPENDIX V

Documents to be carried onboard while the aircraft is in the Republic of Ireland

Whenever a foreign registered, non-ICAO compliant, aircraft is visiting Ireland, under the terms of this exemption, the owner of the aircraft shall ensure that, in addition to the documents which are required to be on board under the law of the state in which it is registered, the following documents are made available for inspection by the IAA on demand:

- A valid registration document from the ECAC Member State, or, if appropriate, the UK CAA;
- Valid licences, with appropriate current ratings, for the flight crew members of the aircraft
- A valid Flight Permit or equivalent document, from the ECAC Member State, or, if appropriate, the UK CAA;
- A document specifying the procedures prescribed in Annex 2 to the Chicago Convention for pilots-in-command of intercept aircraft;
- A flight manual for the aircraft, or other documents acceptable to the Authority as equivalent to the flight manual;
- A valid insurance certificate or document as appropriate;
- A valid radio station licence, if appropriate;
- Evidence that the visit was not in excess of a period of 28 days must be provided to the Irish Aviation Authority within 10 working days of being requested.

Contacts for the Irish Aviation Authority:

Airworthiness Standards Department
Irish Aviation Authority
The Times Building
11-12 D'Olier St,
Dublin 2

OR

GApermissions@iaa.ie