



Miscellaneous

No: 911

Air Navigation Order 2009

Publication Date: 23 May 2012

Exemption

General Exemption – E 3365

Exemption for Certain Irish Registered Aircraft not possessing ICAO Compliant Certificates of Airworthiness

- 1) In order to facilitate over flight and visits to the UK by certain Irish registered aircraft, other than home-built aircraft, that do not hold ICAO compliant Certificates of Airworthiness, the Civil Aviation Authority, in exercise of its powers under Article 242 of the Air Navigation Order 2009, exempts, subject to paragraph 3, any Irish registered aircraft coming within the definitions of paragraph 2 from the provisions of Article 16 of the said Order.

Qualifying Aircraft

- 2) This exemption applies to:
- a) Microlight aeroplanes;
 - b) Classic and Vintage aircraft, as defined by the Irish Aviation Authority, of civil design¹, which are not required to hold an ICAO Annex 8 compliant Certificate of Airworthiness when operating in Ireland; and
 - c) Aircraft of civil design issued with a Flight Permit by the Irish Aviation Authority.

Conditions of Exemption

- 3) This exemption is granted subject to the following conditions:
- a) The aircraft must be registered in Ireland and display the relevant markings assigned by Ireland as the State of Registry.
 - b) The aircraft must be flown under and in accordance with a valid Flight Permit or equivalent document issued by the Irish Aviation Authority.
 - c) The aircraft must not be flown for the purpose of public transport or aerial work.
 - d) The aircraft must be flown by day only and in accordance with the Visual Flight Rules.

1. Civil design means an aircraft designed and certified against civil design codes, although historic aircraft may not have been issued with a civil type certificate at the time of manufacture. This can include civil types used in military service, e.g. the DH Chipmunk

- e) The aircraft must not remain in Great Britain pursuant to this exemption for a period of more than 28 days in any one visit, without the prior permission of the CAA.
- f) The aircraft may enter or overfly the territory of Northern Ireland pursuant to this exemption, without the prior permission of the CAA.
- g) The owner of the aircraft must ensure that the documents specified in Schedule 1 to this exemption are valid and available for inspection by the CAA on demand when the aircraft is in the UK.

NOTE: Paragraph e) is intended to facilitate regular short term visits of qualifying aircraft to Northern Ireland. It is not intended to accommodate Irish registered aircraft being based or becoming resident in Northern Ireland. Where this proves to be the case, the aircraft will be required to be registered in the United Kingdom.

- 4) This exemption shall have effect from the date below until revoked.

N Williams
for the Civil Aviation Authority and the United Kingdom
Dated 27 April 2012

SCHEDULE 1

Documents to be made available for inspection by the CAA

Whenever a foreign registered non-ICAO compliant aircraft is visiting the UK under the terms of this exemption, the owner of the aircraft shall ensure that the documents specified as set out below, are valid and available for inspection by the CAA on demand:

- A valid registration document from the ECAC Member State or, if appropriate, the Provincial authority for French ULM aircraft;
- A valid airworthiness certificate issued by the State of Registry (e.g. CDNR, CNRAC), Permit to Fly or equivalent document, e.g. Carte d'Identification (ULM) or Flight Permit for the aircraft;
- A valid insurance certificate or document as appropriate that meets the requirements of European Regulation (EC) 785/2004, where necessary; and
- A valid radio station licence, if appropriate.