



European Aviation Safety Agency

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Cologne, 06. NOV. 2009
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IRISH AVIATION AUTHORITY
Mr Eamonn Brennan
Chief Executive
Aviation House
Hawkins Street
DUBLIN 2
IRELAND

Subject: FCL Standardisation Visit to IRELAND
Final Report FCL.IE.09.2009

Dear Mr Brennan,

In accordance with the letter EASA.2009(D)57997 of 10 March 2009 on the continuation of the standardisation process in the area of Operations and Licensing in the post JAA phase, a Licensing (LIST) and Medical (MEST) Standardisation Team visited the Irish Civil Aviation Authority (IAA) from 14 to 18 September 2009.

This recurrent visit aimed at assessing the capability of the IAA to issue JAR-FCL licences, ratings, authorisations and medical certificates, in continuance to the status of mutual recognition received on 18 December 2001 in JAR-FCL 1 (Aeroplane) and JAR-FCL 3 (Medical); and on 11 August 2003 in JAR-FCL 2 (Helicopter) and JAR-FCL 4 (Flight Engineers).

The Final Report **FCL.IE.09.2009** and Section 4 (Findings) of the LIST and MEST Standard Document 156 are attached for your analysis. The LIST reported four findings and had no remarks; the MEST raised no findings and had three remarks.

Following the corrective actions timely proposed and taken by the IAA, all findings related to this visit were satisfactory closed by the issuance date of this Final Report.

In view of these results, it will be the responsibility of each NAA whether or not to accept the standard and level of implementation of the JAR-FCL system under the applicable national rules of the IAA.

The Agency wishes to thank the IAA and all persons involved in the successful closure of this FCL standardisation visit.

Yours sincerely,



F. BANAL

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DG TREN/F3 (Mr Onidi) – by email
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All EU MS, ex JAA MS and non-EASA MS that have signed WA – by email

Attachments: Final Report FCL.IE.09.2009
Section 4. Findings of Docs 156 (LIST and MEST)
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Final Report on
the EASA Flight Crew Licensing Standardisation Visit
of the
ÚDARÁS EITLÍOCHTA na hÉIREANN
Irish Aviation Authority - Ireland

Dates of visit: 14 – 18 September 2009

Report ID: **FCL.IE.09.2009**

Issued on: 22 October 2009



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This Standardisation Visit Final Report
is distributed to:

1. Irish Aviation Authority – Ireland
2. European Commission
3. EASA S.1
4. All EU MS and ex JAA MS
5. Non EASA MS that have signed
WA



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Part 0 – Introduction – Mutual acceptances of Standardisation results

As already known, the ECAC Directors General have agreed on the disbandment of the JAA on 30 June 2009. Until then, the standardisation activities had been carried out by EASA on behalf of JAA in application of the Cyprus Arrangements and in accordance with the provisions of the Working Arrangements between JAA and EASA.

With the objective to avoid disruption of the standardisation activities in the area of flight crew licensing and air operations and any safety gap between the closure of the JAA and the entering into force of the relevant EU Implementing Rules, EASA will continue the standardisation activities in these areas with the agreement of the European Commission.

In addition to the above, the FUJA II report, as approved by the ECAC Directors General Meeting of March 2008, the letter of the EASA Executive Director and the European Commission on the continuation of the standardisation process in the area of flight crew licensing and air operations in the post JAA phase signed on 10 March 2009, and the EASA Management Board Meeting held in Cologne on 10 February 2009, shall be taken into consideration.

It has been specified that, in the absence of the JAA Committee, EASA will send the results of the standardisation visits to all ex-JAA NAAs.

It will be the responsibility of each NAA, in view of the results of such visits, whether or not to accept the standard and level of implementation of the JAR-FCL system under the applicable national rules of the visited NAA. Each NAA will also inform EASA of its decision in this area. EASA will keep the record of all NAAs' positions.

As far as the non-EASA Countries are concerned, they are committed to the EASA standardisation process through the signed "Working Arrangements" with EASA.



Part 1 – Executive Summary

GENERAL

The Flight Crew Licensing (FCL) Standardisation Visit in Ireland, at the Irish Aviation Authority - IAA, was carried out by EASA. The visit took place from 14 to 18 September 2009.

Ireland received the status of mutual recognition in JAR-FCL 1 (Aeroplane) and JAR-FCL 3 (Medical) on 18 December 2001; in JAR-FCL 2 (Helicopter) and JAR-FCL 4 (Flight Engineers) the status of mutual recognition has been obtained on 11 August 2003.

The last FCL Standardisation Visit was performed from 16 to 19 October 2006.

The IAA provided excellent assistance throughout this standardisation visit, was well prepared for the visit and fully supported the standardisation process. This was the major factor in order to classify this visit as efficient and effective. The conclusions are described hereafter.

LICENSING STANDARDISATION

The LIST programme included visits to two training organisations located in Dublin and two training organisations located in Cork; all have been approved by the IAA.

The LIST raised four findings and made no remarks.

MEDICAL STANDARDISATION

The MEST programme foresaw a visit of one Aeromedical Center (AeMC) and two Aeromedical Examiners (AME) both located in Dublin, which have been approved/authorised by IAA.

The MEST raised no findings and made three remarks.

FOLLOW-UP ACTION AND CONCLUSION

During this standardisation visit, a total of four non-compliance findings were raised against the IAA.

As a result of this FCL Standardisation Visit at the IAA, follow-up actions are required in order to close the raised findings.

Closure of the raised findings in a timely manner is of major importance to guarantee the continuation of an acceptable level of implementation of the JAR-FCL system.



Part 2 – Conduct of the visit

2.1 Background

This FCL Standardisation Visit was performed at the Irish Aviation Authority – IAA – Ireland from 14 to 18 September 2009.

The visit was conducted at the IAA Headquarters in Dublin.

The aim of this Standardisation Visit was to assess whether the IAA continues to apply the JAA requirements in the field of FCL and whether mutual recognition of their licences, ratings, authorisations, approvals and medical certificates can be maintained.

Ireland received the status of mutual recognition in JAR-FCL 1 (Aeroplane) and JAR-FCL 3 (Medical) on 18 December 2001; in JAR-FCL 2 (Helicopter) and JAR-FCL 4 (Flight Engineers) on 11 August 2003.

The last FCL Standardisation visit was carried out in October 2006.

Ireland is using the English version of JAR-FCL, including Section 1 and 2, and implemented it directly into Irish law by means of a Legal Direction made under art.4 of the Irish Aviation Authority (Personnel Licensing) Order 2000 – Statutory Instrument No. 333 of 2000.

- Amendment status:

- | | |
|---------------------------------|-------------|
| • JAR-FCL 1 (Aeroplane): | Amendment 7 |
| • JAR-FCL 2 (Helicopter): | Amendment 6 |
| • JAR-FCL 3 (Medical): | Amendment 5 |
| • JAR-FCL 4 (Flight Engineers): | Amendment 3 |

- Joint Implementation Procedures (JIP):

The IAA is using a dedicated computerised application – Sharepoint – for the electronic storage of procedures, including the FCL JIP, and accessible to all staff on the internal IAA intranet.

2.2 Scope

The scope of this standardisation visit covered the following JAR codes :

- JAR-FCL 1 (Aeroplanes)
- JAR-FCL 2 (Helicopter)
- JAR-FCL 3 (Medical)
- JAR-FCL 4 (Flight Engineers)



2.3 National Coordinator

The IAA nominated Mr Kevin Swords as National Coordinator for the LIST and Dr Annetje Roodenburg for the MEST visit.

2.4 FCLST Teams

The LIST was composed of three members:

LIST Team Leader:	Mr Luís CARDOSO RIBEIRO, EASA
LIST Team Member:	Mr Kai MYLLYMÄKI, CAA Finland
LIST Observer:	Mr Chaouki CHABBI, EASA

The MEST was composed of three members:

MEST Team Leader:	Dr Vincenzo DOMINICI, EASA
MEST Team Member:	Dr João RIBEIRO, INAC Portugal
MEST Observer:	Dr Zsuzsanna KERNACS, CAA Hungary

2.5 Visit programme

The visit programme was agreed with and undertaken at the IAA premises in Dublin. The LIST programme included visits to two training organisations located in Dublin and two training organisations located in Cork; all have been approved by IAA:

- IRL-TRTO-005-01- issue 21 – Ryanair TRTO – Dublin Airport
- IRL-FTO-004-02 – issue 13 – National Flight Centre FTO – Weston Airport
- IRL-FTO-006-04 – issue 13 – Atlantic Flight Centre FTO – Cork Airport
- IRL-FTO-007-05 – issue 9 – Blue Star Helicopters FTO – Cork Airport

The MEST programme foresaw a visit to one AeMC and two AMEs, all located in Dublin, which have been approved/authorised by IAA:

- AeMC – Mater Private Hospital – Dublin
- AME – Dr Kevin Tempany - Dublin
- AME – Dr Declan Maher - Dublin



The de-briefing on the FCL Standardisation Visit took place at the IAA headquarters in Dublin on Friday 18 September 2009 conducted by Mr Luís CARDOSO RIBEIRO and Dr Vincenzo DOMINICI, EASA FCL Standardisation Team Leaders.

During the de-briefing the IAA was provided with the visit reports of the LIST and MEST which included the list of findings and remarks. The reports were signed by all parties involved.

The representatives of the IAA expressed their gratitude to the Standardisation Team for its work and advised that appropriate action would be taken to address the findings identified.

2.6 Additional information

The IAA has implemented the latest amendments of JAR-FCL documents, therefore Ireland should encounter fewer difficulties when de facto applying the corresponding future European Implementing Rules. Those rules are binding for the EASA Member States, directly applicable and, in general, based on the latest amendments of JAR-FCL.



Part 3 – Comments of the National Aviation Authority

The IAA provided comments to the Agency concerning the findings raised after the visit, including the corrective actions taken and evidence of closure. Based on this fact the Agency considers that all findings related to this visit were closed by the issuance date of this Final Report.



Part 4 – Findings and Initial Follow-up

4.1 Licensing

The LIST raised four findings and had no remarks.

FINDINGS ¹

1. In one of the training organisations visited evidence was found that the structure of the Operations Manual is not in accordance with Appendix 1a to JAR-FCL 2.055 paragraph 33.
2. In one of the training organisations visited evidence was found that the structure of the Training Manual is not in accordance with Appendix 1a to JAR-FCL 2.055 paragraph 32.
3. In one of the training organisations visited evidence was found that the quality system is not in accordance with Appendix 1a to JAR-FCL 2.055 paragraph 3.
4. In one of the examiners files sampled evidence was found that the examiner concerned did not fulfil the requirements of JAR-FCL 1.450 for the extension of his privileges to IRE.

REMARKS

None

4.2 Medical

The MEST raised no findings and three remarks.

FINDINGS

None

REMARKS

1. Administrative medical staff works in the licensing office with other colleagues of the licensing office. It would be more effective to use means available to better isolate the medical administration process from the rest administration process in IAA.
2. At the current time, the form 167 is not in use, because the AMS uses the personal explanatory letter.
3. There is no general training policy for AMS staff.

¹ Findings closed by the issuance date of this Final Report.



4.3 Follow-up and Conclusion

The LIST findings were presented to the IAA, which agreed to initiate appropriate actions for correction thereof as outlined in the findings and actions report form. Therefore Standard Document No. 157 was sent to IAA for recording and managing the closure of the findings.

Closure of the raised findings in a timely manner is of major importance to guarantee the continuation of an acceptable level of implementation of the JAR-FCL system.

Appendix: Section 4. (Findings) of Standard Doc No. 156 - LIST and MEST Reports of the visit (LIST/MEST 09.2009)

4. Findings Section

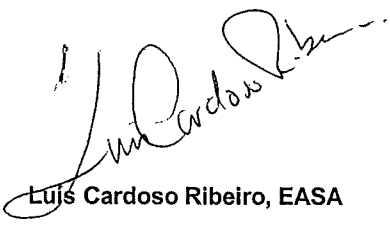
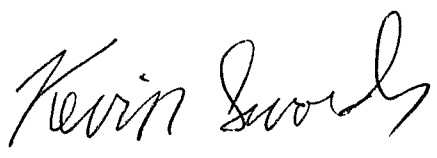

The following findings must be debriefed with the management of the NAA at the conclusion of the visit and one *signed* copy left with the NAA.

Findings may only be deleted during the debrief at the discretion of the LIST team when it is evident that the finding resulted from a misunderstanding.

The LIST Team may not determine corrective actions necessary but may record the preliminary response of the NAA if the NAA wishes to make such a response at the time of the debrief. The most important aspect for the NAA at the debrief is to ensure that it fully understands the findings even if it does not agree with such findings.

No	JAR-FCL para and/or Appendix concerned	LIST Findings ¹
1	Appendix 1a to JAR-FCL 2.055 paragraph 33.	<p>In one of the training organisations visited evidence was found that the structure of the Operations Manual is not in accordance with Appendix 1a to JAR-FCL 2.055 paragraph 33.</p> <p>In addition some deficiencies has been found in the Operations Manual:</p> <ul style="list-style-type: none"> ○ Part A - paragraph 1.2.1 - Post holders rev 6 AUG2008 not up to date. The names of the post holders are outdated. ○ Part A – paragraph 1.4 - Training aircraft rev 2 SEP2007. List of aircraft used for training is not up to date. ○ Part B – paragraph 1.7 - Regulations for carriage of passengers rev 0 AUG2005 refers to JAR-FCL 2.110(b)(3). That paragraph has been removed on JAR-FCL 2 Amdt. 1 on 1.12.2000. ○ Part D – paragraph 2.7 TRI(H) minimum requirements & privileges rev 0 AUG2005 is a direct copy of JAR-FCL-requirement. The requirements outside the scope of a FTO. ○ Part D - Part 1 – Training Plan - Contains references to an AS350 type rating course, but according to the actual approval the FTO has no training privileges for this type of helicopter. (Additionally, reference is made to a SEP (H) in paragraph 1 although an AS350 is a SET(H)).
2	Appendix 1a to JAR-FCL 2.055 paragraph 32.	In one of the training organisations visited evidence was found that the structure of the Training Manual is not in accordance with Appendix 1a to JAR-FCL 2.055 paragraph 32.
3	Appendix 1a to JAR-FCL 2.055 paragraph 3.	<p>In one of the training organisations visited evidence was found that the quality system is not in accordance with Appendix 1a to JAR-FCL 2.055 paragraph 3.</p> <p>The following deficiencies have been identified:</p> <ul style="list-style-type: none"> • audits are not dated and systematically documented. • No independent auditor involved as required by ex IEM No. 1 to JAR-FCL 2.055 paragraph 4.3.
4	JAR-FCL 1.450	Examiners authorisations. No evidence was found that the examiner fulfilled the requirements of JAR-FCL 1.450 for the extension of his privileges to IRE.

¹ Please amend Findings Sections as necessary depending on the number of findings

SIGNATURES OF THE LIST INSPECTORS:		SIGNATURE OF NATIONAL CO-ORDINATOR:	
LIST Team Leader	 Luis Cardoso Ribeiro, EASA	 Kevin Swords	
LIST Member	 Kai Myllymäki, CAA Finland	DUBLIN 18/09/2009.	
		Date of De-Brief 18 September 2009	EASA Signature

4. Findings Section¹

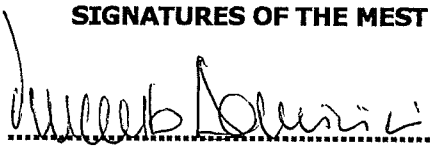
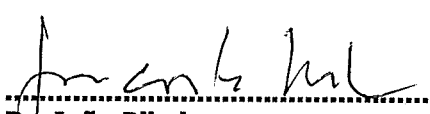

The following findings must be debriefed with the management of the NAA at the conclusion of the visit and one *signed* copy left with the NAA.

Findings may only be deleted during the debrief at the discretion of the MEST team when it is evident that the finding has resulted from a misunderstanding.

The MEST Team may not determine corrective actions necessary, but may record the preliminary response of the NAA if the NAA wishes to make such a response at the time of the debrief. The most important aspect for the NAA at the debrief is to ensure that it fully understands the findings, even if it does not agree with such findings.

No	JAR-FCL para and/or Appendix concerned	MEST Findings
1		
2		
3		

No		MEST Remarks
1	JAR-FCL 3.080 (b) JIP Section 5 part 2 Chapter 6.8	Ref. 3.5.1. Administrative medical staff works in the licensing office with other colleagues of the licensing office. It would be more effective to use means available to better isolate medical administration process from of the rest administration process in IAA.
2	JAR-FCL 3.100 (e) IEM-FCL 3.100 (d) JIP Section Five part 2 chapter 6.12	Ref. 3.4.1 At the current time, the form 167 is not in use, because the AMS uses the personal explanatory letter.
3	General Item	Ref. 2.1.8. There is no general training policy for AMS staff

<p>SIGNATURES OF THE MEST INSPECTORS:</p> <p> Dr. Vincenzo Dominici EASA MEST Team Leader</p> <p> Dr. João Ribeiro MEST Team Member</p>	<p>SIGNATURE OF NATIONAL CO-ORDINATOR:</p> <p> Dr. Annetje Roodenburg</p>
<p>Date of De-Brief 18-09-2009</p>	

¹ Please amend Findings Sections as necessary depending on the number of findings