

<b>Safety Recommendation Number:</b>	IRLD2013026
<b>AAIU Event Reference:</b>	IRL00912115
<b>AAIU Report Number:</b>	2013-013
<b>Date of Publication of Safety Recommendation:</b>	29/10/2013
<b>Safety Recommendation Status:</b>	Closed

**Safety Recommendation:**

The Irish Aviation Authority (IAA) should consider amending the Registered Training Facility Inspection Form to include a check of documented fuel policies and a record of the aircraft's Empty Weight

**Response:**

September 2017

The IAA responded to the AAIU on 1 September 2017 advising that:

"The form referred to is an Application for Registration Form.

The applicable requirements in 2011 were set out in JAR-FCL and legally applicable under S.I.333 as follows:

- \* SECTION 1 JAR-FCL 1 Subpart C
- \* 01.12.06 1-C-5 Amendment 7
- \* Appendix 2 to JAR-FCL 1.125

Registration of facilities for PPL instruction only (See JAR-FCL 1.125)

1 Application for acceptance of registration shall be made by the owner or responsible person in charge of the facility to the Authority of the JAA Member State in which the facility is located which will provide the applicant with a registration form.

2 The application form for registration shall contain the information as shown in Appendix 3 to JAR-FCL 1.125.

3 Upon receipt of the completed application form the Authority of the JAA Member State in which the facility is located will register the facility to conduct PPL training within that State, without formal approval procedure, at the discretion of the Authority unless it has reason to doubt that the instruction can be carried out safely. The Authority will inform the applicant to this effect.

4 Any changes to the information entered on this form shall be communicated to the Authority.

5 The facility will remain registered until the Authority is informed by its operator that PPL training is to cease, or the Authority establishes that instruction is not being carried out safely and/or in compliance with JAR-FCL. In both these situations the registration of the facility will be revoked.

Currently, flight training falls under EU law, i.e., EU Air Ops, Article 5 Air operations :

Training organisations having their principal place of business in a Member State and approved in accordance with Regulation (EU) No 1178/2011 when conducting flight training into, within or out of the Union shall operate:

- (a) complex motor-powered aeroplanes and helicopters in accordance with the provisions specified in Annex VI;
- (b) other aeroplanes and helicopters as well as balloons and sailplanes in accordance with the provisions specified in Annex VII. (PART NCO)

Additionally, we expect that the RTF will be replaced by the EU 'DTO' in April 2018, but in any case all operations of non-complex aircraft subject to EU law must comply with PART-NCO."

**AAIU Comment:**

The AAIU notes that it is expected the Registered Training Facility (RTF) will be replaced by the EU Declared Training Organisation (DTO). The AAIU considers the status of this safety recommendation as "Closed"