
GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT**1. GENERAL**

Civilair Ireland is available to answer any queries in connection with the above by telephone during office hours 9.15 am -5pm Monday to Friday.

Phone: +353 1 604 1194

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Enquiries by post should be addressed to;

Post: Department of Transport, Tourism and Sport
Aviation Services Division,
Leeson Lane,
Dublin 2,
Ireland.
D02TR60

Aircraft landing in the territory of Ireland must first land at an International aerodrome or at a licensed aerodrome where customs and immigration facilities are available. Aircraft departing must finally depart from an International Aerodrome or from an aerodrome where customs and immigration facilities are available.

1.1. Documentary Requirements for all Aircraft at International Aerodromes

Airline operators must submit the under mentioned aircraft documents for clearance of their aircraft on entry to and departure from Ireland. Documents must follow the ICAO standard format as set out in relevant appendices to Annex 9 and are acceptable when furnished in Irish, English, French, Russian, Arabic or Spanish. If the language used is not Irish or English, a translation must be supplied.

- Aircraft from the EU - If carrying cargo which originated outside the EU or is not in free circulation (T1 Status) must report to Customs and present two copies of this manifest.
- All aircraft from outside the EU must report to Customs and if carrying cargo present two copies of the manifest.

1.2. Documentary Requirements for clearance of aircraft at airports/ aerodromes other than International Airports

The position regarding airports/ aerodromes other than International Customs Airports should be checked with local Customs Offices.

2. FLIGHT AUTHORISATIONS

1. Under Irish law, the following types of air services are authorised subject to the Minister for Transport, Tourism and Sport being satisfied that the operator is competent as respects experience, financial resources, equipment, organisation, staffing, maintenance, and operating procedures, to secure the safe operating of the aircraft used in the operating of the service Article 4(2) of S.I. 326 of 1993. Documentation may be requested from operators for these flights where necessary; and it may be necessary to issue an authorisation -
 - i. air services consisting of non-stop flights over the territory of Ireland by aircraft of a Contracting State to the Convention on International Civil Aviation done at Chicago on the 7th day of December, 1944, in transit and not engaged on an international scheduled service, and landings for non-traffic purposes by such aircraft at aerodromes in Ireland;
 - ii. air services consisting of non-stop flights over the territory of Ireland by aircraft of a Contracting State to the International Air Services Transit Agreement done at Chicago on the 7th day of December, 1944, engaged on an international scheduled service, and landings for non-traffic purposes by such aircraft at aerodromes in Ireland;
 - iii. air services consisting of flights to which the Multilateral Agreement on Commercial Rights of Non-scheduled Air Services in Europe, done at Paris on the 13th day of April, 1956, applies;
 - iv. air services operated by an undertaking in accordance with the provisions of Council Regulation (EEC) No. 2408/92 of 23 July 1992;

- v. air services operated by an undertaking designated and agreed upon under the provisions of any bilateral agreement made between Ireland and any other State and subject to the provisions of these agreements;
 - vi. air services operated to, from or over the territory of Ireland in pursuance of an authorisation to proceed issued by the organisation (or the commission or agency comprised therein) established by the International Convention relating to Cooperation for the Safety of Air Navigation, signed at Brussels on the 13th day of December, 1960;
 - vii. air services operated for humanitarian or emergency purposes;
 - viii. air services operated for any purpose other than trade or business (including the trade or business of the person operating the service),
and
 - ix. air services consisting of non-scheduled flights to, from or within the territory of Ireland by aircraft not exceeding 13,620kg maximum authorised weight and not operated for the carriage of passengers, cargo or mail for reward.
2. Any flights which do not fall into one of the categories outlined in [GEN 1.2.2.1](#), above, must receive the specific permission of Civilair Ireland. Application for permission should be made by email to

Email: civilair@dtas.ie

Two working days prior to the date of the flight or by AFTN to:

AFS: EIDWYAYX

3. INSURANCE REQUIREMENTS GENERAL

1. Civilair Ireland wishes to advise all air carriers and aircraft operators, whether operating from an EU country or not, who intend to operate within, in to, or out of Ireland, or through Irish airspace, that they must comply with the terms of Regulation (EC) No 785/2004 of the European Parliament and of the Council of 21st April 2004 on insurance requirements for air carriers and aircraft operators, in so far as that Regulation applies to them, and Council Regulation (EEC) No 2407/92 of 23rd July 1992 in so far as it applies to insurance requirements for mail.
2. Carriers or aircraft operators to whom Regulations 785/2004 or 1008/2008 if appropriate applies, must provide verifiable evidence of compliance with the Regulation, should such evidence be requested by the Irish authorities. Should any air carrier or operator be unable to produce such evidence, if appropriate, then Civilair will not be in a position to grant authorisation, should an authorisation be required.

4. THIRD COUNTRY OPERATORS (TCO) ENTRY REQUIREMENTS

1. Third Country Operators (TCO) engaging in Scheduled or Non Scheduled Commercial Air Transport Operations:
Third Country Operators (TCO) engaging in Scheduled or Non Scheduled Commercial Air Transport operations into, within or out of a Territory subject to the provisions of the Treaty of the European Union, must hold a safety authorisation issued by the European Aviation Safety Agency (EASA) in accordance with Regulation (EU) 452/2014. This includes Operators which are wet leased-in by or code-sharing with, an EU Operator when commercial flights to any Territory subject to the provisions of the Treaty of the European Union are performed. A TCO Authorisation is not required for operators only overflying the above mentioned EU Territories without a planned landing. Applications for a TCO Authorisation, including all the necessary documentation, should be submitted to the agency at least 30 days before the intended starting date of operation. Member states continue to be responsible for issuing operating permits. The Safety Authorisation issued by EASA is one prerequisite in the process of obtaining an operating permit, or equivalent document, from the respective EU member state under existing Air Service Agreements between EU member states and third countries.
2. Third Country Operators (TCO) engaging in Non Scheduled Flights and one off Notifications:
A Third Country Operator may perform Air Ambulance Flights or a Non Scheduled flight or a Series of Non Scheduled flight or a series of non Scheduled flights to overcome an unforeseen, immediate and urgent operational need without first obtaining an authorisation, provided that the operator:
 1. Notifies EASA in a form and manner established by EASA Prior to the intended date of the first flight.
 2. Is not being subject to an operating ban pursuant to regulation (EC) NO 2111/2005 and

3. Submits to EASA an Application for TCO Authorisation within 10 working days after the date of Notification.

The Flights specified in the Notification may be performed for a maximum period of six consecutive weeks after the date of Notification or until EASA has communicated the formal decision on the application for a TCO authorisation, whichever occurs first.

One off Notifications may be filed only once every 24 months by an operator.

for more information please visit the EASA Website

[HTTP://EASA.EUROPA.EU/TCO](http://EASA.EUROPA.EU/TCO)

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