


Irish Aviation Authority The Times Building 11–12 D’Olier Street Dublin 2, Ireland www.iaa.ie	Údarás Eitlíochta na hÉireann Foirgneamh na hAmanna 11–12 Sráid D’Olier Baile Átha Cliath 2, Éire	AAM No. 15 Revision: 00 Date: 13.11.2023	
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Title: Change of categorisation of Annex I 1(e) aeroplane to Art. 2(8)(a) aeroplane

Advisory Memoranda are provided for information purposes only and must not be misconstrued as formally adopted Acceptable Means of Compliance (AMC) or as Guidance Material (GM).

1. Introduction

the Irish Aviation Authority has issued an exemption under Article 2(8)(a) of Regulation (EU) 2018/1139, in relation to the design, production, maintenance and operation activities in respect to the following category of aircraft from the EASA Regulation:

Aeroplanes, other than unmanned aeroplanes, which have no more than two seats, measurable stall speed or minimum steady flight speed in landing configuration not exceeding 45 knots calibrated air speed and a maximum take-off mass (MTOM), as recorded by the Member State, of no more than 600 kg for aeroplanes not intended to be operated on water or 650 kg for aeroplanes intended to be operated on water.

The MTOM of each aircraft is noted on the aircraft civil register and the aircraft’s individual Flight Permit. This document outlines the process by which an aircraft’s registered owner may request the amendment of aircraft civil register to record an increased MTOM against the aeroplane and apply for a revised Flight Permit.

This document outlines the process by which an aircraft’s registered owner may request the amendment of the aeroplane’s MTOM. The completed form below and associated relevant documentation should be sent to registration@iaa.ie


2. Aeroplane

Each request will be treated on a case-by-case basis. The registered owner must demonstrate that the aeroplane meets the criteria listed above and provide documented evidence that the aeroplane was built to withstand operation at the increased MTOM. This process does not apply to kit-built aeroplanes.

The pilot is responsible for ensuring that they hold a valid pilot licence for the category of aircraft. This AAM relates to the aircraft only.

Please be advised that aeroplanes categorised under this opt-out may not be eligible for automatic visitor permissions in other States.


No flight above the MTOM mentioned on the Flight Permit is permitted. The pilot must ensure that a Flight Permit with the increased MTOM is on-board before operating to that mass.

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To: IAA, Aircraft Registration and Design Control Division (registration@iaa.ie)

I request to have the Maximum Take-Off Mass (MTOM) of my aircraft to be increased and the categorisation changed from Annex I 1(e) (commonly known as “microlight”) to Art. 2(8)(a) Aeroplane (commonly known as “Opt-Out” aeroplane).

	Reference document/photo/work card
Aircraft Registration:	
Aircraft Type:	
Current MTOM:	
Requested increased MTOM:	
Confirmation from the aircraft manufacturer that the measurable stall speed or minimum steady flight speed in landing configuration at the increased weight does not exceed 45kt CAS	
Confirmation from the aircraft manufacturer that the aeroplane was not purchased as a kit (factory built only):	
Documented proof of conformity with the aircraft design and manufacture complies with any of the Design Standards below: <ul style="list-style-type: none"> • LTF-UL; • ASTM F2245-xxx; • CS-LSA; • CS-VLA; or • Other standard as acceptable to the Authority 	
Confirmation from aircraft manufacturer that the individual aeroplane (serial number) was designed and constructed to the increased MTOM in accordance with the Design Standard listed above. This may be by way of a signed Declaration of Conformity:	
Confirmation that any additional modifications/equipment to be installed on the aircraft for the purpose of operating to the increased MTOM have been installed, or that none is required:	
Confirmation that all flight manual information issued by the aircraft manufacturer reflecting the increased MTOM has been included in the aircraft flight manual. Please provide a copy.	

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Confirmation that all placards relating to the increased MTOM, as recommended by the aircraft manufacturer have been installed on the aircraft.	
Date of last weighing:	

I confirm that the information detailed above, and the attachments submitted, are correct and true. I do not know of any reason why the subject aircraft may not be used operated at the requested increased MTOM.

Registered Owner (name) _____

Registered Owner (signature) _____

Date: _____