


<b>Irish Aviation Authority</b> The Times Building 11–12 D'Olier Street Dublin 2, Ireland <a href="http://www.iaa.ie">www.iaa.ie</a> <b>Safety Regulation  Division</b>	<b>Údarás Eitlíochta  na hÉireann</b> Foirgneamh na hAmanna 11–12 Sráid D'Olier Baile Átha Cliath 2, Éire  <b>Rannán na Rialachán</b>	No. OAM 15 Revision 01 Date 09.07.20	
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## Title: Powered Paragliding (Paramotoring) in Ireland

### 1. Introduction

The purpose of this Advisory Memorandum is to promulgate general information to persons intending to fly Powered Paragliders (often known as Paramotors) in Irish Airspace.


Powered Paragliders (including aircraft with a paraglider, parawing, parachute, foil, canopy, or other lifting device and operating under power) is a category of sporting or recreational aircraft that does not meet internationally recognised certification standards for aircraft. Nevertheless, because these aircraft are powered, aviation regulations require that they must be registered and have a valid Certificate of Airworthiness or Flight Permit before they are flown in the State. Powered Paraglider pilots are also required to hold an appropriate pilot licence or other equivalent qualification valid in Ireland.

If you decide to fly a Powered Paraglider, you should be aware that you are personally responsible for ensuring that you are appropriately qualified and that the aircraft is in an airworthy state and that any operational and emergency equipment fitted is correctly installed and serviceable. Powered Paraglider pilots also need to have permission to take-off and land at the places that they operate from, while also meeting the applicable conditions of the IAA Aerodromes and Visual Aids Order.

The following points are provided for ease of access to the applicable aviation regulatory requirements for flying Powered Paragliders in Ireland.

### 2. References

- S.I. No. 324 of 1996. Irish Aviation Authority (Airworthiness of Aircraft) Order, 1996
- S.I. No. 107 of 2001 Irish Aviation Authority (Nationality and Registration of Aircraft) Order, 2015
- S.I. No. 333 of 2000 Irish Aviation Authority (Personnel Licensing) Order, 2000
- S.I. No. 355 of 2008 Irish Aviation Authority (Aerodromes and Visual Ground Aids) Order, 2008
- Commission Implementing Regulation (EU) No 923/2012 laying down the common rules of the air, as amended

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### 3. General Rules

#### 3.1. Aircraft Registration

Any powered aircraft that comprises a paraglider, parawing, paraglider, foil, canopy or other lifting device, must be registered in Ireland or another ICAO signatory state before it is operated in Ireland.

More information here: [NOTICE G13 REGISTRATION of POWERED PARAGLIDERS](#)

#### 3.2. Flight Permits and Maintenance of Annex I aircraft

Generally, Powered Paragliders fall into a category of aircraft listed in Annex I to the Basic Regulation (EU) 2018/1139. These aircraft are not subject to European Aviation Regulations but are subject to national legislation.

More information here: [IAA ADVISORY MEMORANDUM REGARDING FLIGHT PERMITS AND MAINTENANCE OF ANNEX I AIRCRAFT](#)

An ANNEX I aircraft registered in Ireland must have a valid Certificate of Airworthiness or Flight Permit before it is operated anywhere in the State. When such aircraft have a single seat, it may automatically qualify for a Flight Permit subject to certain criteria.

More information here: [FLIGHT PERMIT REQUIREMENT FOR SINGLE SEAT ANNEX I AIRCRAFT](#)


#### 3.3. Pilot Licensing Requirements

Under the Irish Aviation Authority (Personnel Licensing) Order, a pilot of a powered Paraglider, wherever registered, flown in the State is required to hold a pilot licence issued or validated by the competent licensing authority of the state in which the aircraft is registered or by the Authority, or an exemption from holding a pilot licence issued in Ireland.

More information here: [POWERED PARAGLIDER PILOT LICENSING REQUIREMENTS](#)

Alternatively, the holder of an appropriate pilot licence or aviation qualification which permits or is accepted as being appropriate to enable the holder to act as pilot-in-command of an ANNEX I aircraft in an ICAO Member State may also be acceptable in Ireland subject to the flight time experience, medical, radiotelephony and other conditions of IAA Aeronautical Notice P21.

Powered Paraglider pilots applying to the IAA to use a pilot licence or aviation qualification issued in another ICAO Member State must adhere to all applicable elements of [IAA Aeronautical Notice P21](#).

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### 3.4. Rules of the Air

Pilots of Powered Paragliders are subject to the Rules of the Air applicable to their flights. The regulations establishing the common rules of the air and operational provisions regarding services and procedures in air navigation applicable to general air traffic are set out in the Standardised European Rules of the Air (SERA).

More information here: [STANDARDISED EUROPEAN RULES OF THE AIR](#)

### 3.5. Visiting Aircraft

The IAA has made provisions for Civil aircraft classified in Annex I to Regulation (EU) No. 2018/1139 operating under a Permit to Fly scheme, Permit to Fly exemption, or equivalent, registered in any European Union member state to visit Irish Airspace. Under these arrangements, visiting aircraft, including Powered Paragliders, may not remain in the Republic of Ireland for a period of more than 28 days in any one visit without prior permission from the IAA, - with the exception of aircraft registered in the United Kingdom registered to an address in Northern Ireland.

More information here: [VISITING AIRCRAFT NOT HOLDING ICAO COMPLIANT CERTIFICATE OF AIRWORTHINESS](#)

### 3.6. Aerodromes

Private aircraft, including Powered Paragliders, may use places not licensed as an aerodrome provided that the pilot of such aircraft holds a valid pilot licence, ensures that landing and take-off at such place can be effected without undue hazard to persons and property, and obtains the prior permission of the owner or occupier of that place.

More information here: [IRISH AVIATION AUTHORITY \(AERODROMES AND VISUAL GROUND AIDS\) ORDER \(SI 355 of 2008\)](#)