


Irish Aviation Authority The Times Building 11–12 D’Olier Street Dublin 2, Ireland www.iaa.ie Safety Regulation Division	Údarás Eitlíochta na hÉireann Foirgneamh na hAmanna 11–12 Sráid D’Olier Baile Átha Cliath 2, Éire Rannán na Rialachán Sábháilteachta	AERONAUTICAL NOTICE No. G.18 ISSUE 1 DATE 01.07.22	
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Information regarding the requirements for certain aeroplanes which are subject to the exemption provided for in Article 2(8)(a) of Regulation (EU) 2018/1139

Pursuant to Article 6(1) of the European Communities (European Aviation Safety Agency) Regulations 2003, the Irish Aviation Authority is the Competent Authority for the purposes of EU Legislation concerning civil aviation.

In furtherance of this power, the Irish Aviation Authority has decided to issue 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 exemption does not apply to aeroplanes which are already subject to the EASA Regulation i.e., those which already hold an EASA Type Certificate or EASA Certificate of Airworthiness or have been declared as compliant with the EASA Regulation.

Aeroplanes subject to this exemption shall be regulated in accordance with Irish national aviation law and shall be referred to as “Art. 2(8)(a) aeroplanes”.

Accordingly, the following national aviation legislation shall apply:

Aircraft Registration


- (1) Art. 2(8)(a) aeroplanes shall be required to be registered in accordance with the Irish Aviation Authority (Nationality and Registration of Aircraft) Order, 2015.

Aircraft Certification

- (2) Art. 2(8)(a) aeroplanes shall:
- a) have a manufacturer’s serial number;
 - b) have manufacturer’s certification for a maximum take-off mass (MTOM) of no greater than that specified in Article 2(8)(a) of Regulation (EU) 2018/1139 (see definition above); and
 - c) comply with any certification standards as issued by direction of the Authority, made under the Irish Aviation Authority (Airworthiness of Aircraft) Order, 1996.

Continuing Airworthiness

- (3) Art. 2(8)(a) aeroplanes shall be maintained in accordance with the Irish Aviation Authority (Airworthiness of Aircraft) Order, 1996.

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Aircraft Operations

- (4) Irish national legislation shall require Art. 2(8)(a) aeroplanes to comply with the operational requirements set out in PART-NCO of the EASA Air Operations Regulation i.e., the same requirements as all EASA certified non-commercial light aeroplanes operating in Ireland.

Flight Crew Licensing

- (5) A person shall not act as the Pilot-in-Command of an Art. 2(8)(a) aeroplane unless that person is the holder of:
- a) a National PPL(A)*, or higher classification of licence with the appropriate Single Pilot, Single Engine Piston rating privileges issued in accordance with the Irish Aviation Authority (Personnel Licensing) Order, 2000, as amended;
 - b) a Light Aircraft Pilot Licence (LAPL) or higher grade of pilot licence with the appropriate Single Pilot, Single Engine Piston rating privileges issued in accordance with Regulation (EU) No 1178/2011, as amended; or
 - c) an appropriate licence validated by the Irish Aviation Authority in accordance with the Irish Aviation Authority (Personnel Licensing) Order, 2000 as amended.

*A PPL(A) or PPL(A) (Restricted) as provided for in Aeronautical Notice P.26 is considered to meet this requirement.

The exemption shall apply from 26th September 2022.

**Aviation Regulator/CEO Designate
Irish Aviation Authority**