



ÚDARÁS EITLÍOCHTA NA hÉIREANN
IRISH AVIATION AUTHORITY

SCHEDULE OF FEES

1. AIRCRAFT REGISTRATION AND AIRWORTHINESS

Schedule No.	1
Title	AIRCRAFT REGISTRATION AND AIRWORTHINESS
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Purpose of Revision:	To update charges for 2026

1. INTRODUCTION TO IAA FEES AND CHARGES

- 1.1 The IAA does not receive income from the central exchequer. The IAA is funded by charges levied on the organisations and individuals it regulates. It must ensure that it generates sufficient income to meet the costs of performing its safety, security, passenger rights and economic regulatory functions. The IAA's functions are set out and described in the Irish Aviation Authority Act, 1993, the Aviation Regulation Act 2001 and the Air Navigation and Transport Act, 2022.
- 1.2 Section 44 of the Irish Aviation Authority Act 1993, as amended, states:
(1) The company may charge such amounts as it considers appropriate in respect of any of the following:
 (a) the performance by it of its functions under this Act or any other enactment;
 (b) services provided by it to other persons;
 (c) property, real or personal, sold, hired or leased by it to other persons.
(2) The company may charge such amounts as it considers appropriate in respect of any functions performed by it pursuant to any European Union Regulations listed in Schedule 2 of the Irish Aviation Authority Act, 1993, as amended.
(3) Any amount due by a person to the company in respect of a charge under this section may be recovered by the company from the person as a simple contract debt in any court of competent jurisdiction.
- 1.3 The charges applied by IAA are those set out in the Schedule of Charges. Where a Schedule of Charges covers an activity, it is the sole basis on which the IAA will charge for that activity.
- 1.4 The IAA requires the payment of charges to the company, in such amounts as are specified in the Schedule of Charges, for the performance of its functions under this Act or any other Enactment. The charge in respect of an activity set out in the Schedule of Charges shall be paid to the Authority prior to grant or renewal of any certificate, licence, instrument of approval or authorisation concerned or prior to the undertaking of an examination or test subject to a fee under that Schedule. For charges and fees calculated by reference to hourly or daily rates, the relevant amount for payment shall be set out based on actual time spent or actual expenses incurred on that activity, with invoices for payment sent in arrears. Such charges shall be payable at the point of application or in the case of a recurring payment when the invoice is issued. Any such activity shall cease upon non-payment of the relevant charges.
- 1.5 No certificate, licence, instrument of approval, authorisation, activity, examination or test subject to a charge under the Schedule shall be granted, amended, renewed or carried out absent the payment of the relevant charge to the IAA.
- 1.6 The charges in this schedule are expressed as different amounts of fees and charges and are specified, and shall be paid, in Euro (€). All fees and charges are VAT exempt.

- 1.7 Charges shall be payable by debit transfer or credit \ debit card.
- 1.8 The charges set out in this Schedule take effect from 01 January 2026 and shall apply to the classes of undertakings and persons mentioned in the activities set out in the Schedule and the relevant functions of the Authority as set out in statute.

2. FEES FOR THE REGISTRATION OF AN AIRCRAFT ON THE EI REGISTER

2.1 There shall be charged and levied for each application for the issue of a certificate of registration of an aircraft including sailplanes and balloons, fees in accordance with the following scale:

where the maximum total authorised weight (MTWA) of the aircraft:

- (a) does not exceed 2,730 kg, a fee of €93;
- (b) exceeds 2,730 kg but does not exceed 5,700 kg, a fee of €246;
- (c) exceeds 5,700 kg but does not exceed 13,600 kg, a fee of €356
- (d) exceeds 13,600 kg but does not exceed 45,500 kg, a fee of €548;
- (e) exceeds 45,500 kg, a fee of €849.

2.2 There shall be charged and levied for the reservation of an out of sequence certificate of registration of an aircraft, for each period of six months or less, a fee of €293.

2.3 There shall be charged and levied for the issue of an out of sequence certificate of registration of an aircraft, in addition to any other fee payable under (2.1) above, a fee of €877.

2.4 There shall be charged and levied in the case of an aircraft which is the subject of a charter by demise or a lease contract or a hire purchase agreement, for the name and address of the charterer, lessor or hirer to be entered in the aircraft register, a fee of €411.

2.5 There shall be charged and levied for the copy of an entry on the aircraft register subject to such conditions as the Authority may require a fee of €164.

2.6 There shall be charged and levied for the reissue of a certificate of registration following verification of address change, in respect of the aircraft to which it relates, a fee equal to 50% of that for issue for the certificate concerned.

2.7 Where the applicant for a certificate of registration is a limited company, there may be charged and levied in addition to any other fee payable under paragraphs 2.1 to 2.6 above, a fee of €54 in respect of the verification of company registration details with the Companies Registration Office.

3. FEES FOR THE REGISTRATION OF AN AIRCRAFT ON THE EJ REGISTER

- 3.1 There shall be charged and levied for each application for the issue of a certificate of registration of an aircraft including sailplanes and balloons, a fee of €719.
- 3.2 There shall be charged and levied for the copy of an entry on the aircraft register subject to such conditions as the Authority may require a fee of €164.
- 3.3 There shall be charged and levied for the reissue of a certificate of registration following verification of address change, in respect of the aircraft to which it relates, a fee equal to 50% of that for issue for the certificate concerned.

4. EI REGISTERED AIRCRAFT FEES FOR CERTIFICATE OF AIRWORTHINESS

4.1 There shall be charged and levied a fee for the issue of a certificate of airworthiness, or the issue of an export certificate of airworthiness, or the issue or renewal of a validation for a certificate of airworthiness, and for each subsequent year or part thereof in which the certificate is in force. The fee should be paid in advance:

4.1.1 In the case of a sailplane/powered sailplane or balloon of which the maximum total weight authorised does not exceed 2,000 kg, a fee of €274.

4.1.2 In the case of an aeroplane of which the maximum total weight authorised:

(a) does not exceed 5,700 kg, for each 50 kg or part thereof, a fee of €15;

(b) does not exceed 10,000 kg, for each 50 kg or part thereof, a fee of €31;

(c) exceeds 10,000 kg but does not exceed 200,000 kg, for each 500 kg or part thereof, above 10,000 kg, in addition to the maximum fee payable under (b) above, a fee of €186;

(d) exceeds 200,000 kg, for each 500 kg or part thereof, above 200,000 kg, in addition to the maximum fee payable under (c) above, a fee of €156;

(e) or aircraft exceeding 250,000 kg the fee is limited to that payable for an aircraft of 250,000 kg.

4.1.3 In the case where the aircraft does not operate while on the Irish Register (excluding flights for the purpose of demonstration, customer acceptance, ferry or maintenance tasks) the fee calculated as per 4.1.2 shall not exceed a maximum fee of €36,162. This fee will be applied once during the period it is not operated on the Irish Register.

4.1.4 In the case of a rotorcraft of which the maximum total weight authorised:

(a) does not exceed 1,000 kg, a fee of €789;

(b) exceeds 1,000 kg, but does not exceed 10,000 kg, for each 50 kg or part thereof above 1000 kg, in addition to the maximum fee payable under (a) above, a fee "F(€)" computed according to the following formula:

i. $F(€) = [45 - W/1000]$

ii. where "W" is the maximum takeoff weight authorised in kilograms;

(c) exceeds 10,000 kg for each 500 kg or part thereof, above 10,000 kg, in

addition to the maximum fee payable under (b) above, a fee of €190.

- 4.2 Where an aircraft is based in another state under a lease agreement acceptable to the Authority and operated by an operator who is not the holder of an Air Operator Certificate issued by the Authority, the fees applicable at (a), (b) and (c) of paragraph 4.1.2 or 4.1.4 of this Schedule

shall be generally applicable to that aircraft but there shall be charged and levied a minimum fee of €11,059 per aircraft for each year to which an issue, renewal or continuance of the certificate relates.

4.3 For aircraft below 5,700 kg Maximum Take Off Weight Authorised (MTWA), sailplanes, powered sailplanes and balloons which are not used in Commercial Air Transport and are not classified as a complex motor-powered aircraft:

4.3.1 When a Certificate of Airworthiness is validated by means of an ARC issued or extended by a CAMO or CAO, or an ARC issued by an Authorised Independent Airworthiness Review Staff (AIARS) as per ML.A.901, the applicable fee shall be reduced to €131, provided the ARC is registered with the Irish Aviation Authority within 10 days of its issue. ARCs may be registered with the Irish Aviation Authority by sending a copy to arc@iaa.ie.

4.3.2 When a Certificate of Airworthiness is validated by means of an ARC issued by the IAA, based on a recommendation, the applicable fee shall be reduced to €131. ARC Recommendations may be issued by a CAMO or CAO.

4.4 For aircraft below 5,700 kg Maximum Take Off Weight Authorised (MTWA), sailplanes, powered sailplanes and balloons which hold a national Certificate of Airworthiness and are not used in Commercial Air Transport and are not classified as a complex motor-powered aircraft:

4.4.1 When a Certificate of Airworthiness is renewed by the IAA, based on a declaration by a person holding a national Aircraft Maintenance Engineers Licence (AMEL), the applicable fee shall be reduced to €131.

5. EJ-REGISTERED AIRCRAFT FEES FOR CERTIFICATE OF AIRWORTHINESS

5.1 There shall be charged and levied a fee for the issue of a certificate of airworthiness, or the issue of an export certificate of airworthiness, or the issue or renewal of a validation for a certificate of airworthiness, and for each subsequent year or part thereof in which the certificate is in force. The fee should be paid in advance:

5.1.1 In the case of an aeroplane of which the maximum total weight authorised:

- (a) does not exceed 12,184 kg, a fee of €10,958;
- (b) exceeds 12,184 kg but does not exceed 200,000 kg, for each 500 kg or part thereof, above 12,184 kg, in addition to the maximum fee payable under (a) above, a fee of €202;
- (c) exceeds 200,000 kg, for each 500 kg or part thereof, above 200,000 kg, in addition to the maximum fee payable under (b) above, a fee of €181;
- (d) For aircraft exceeding 250,000 kg the fee is limited to that payable for an aircraft of 250,000 kg.

5.1.2 In the case where the aircraft does not operate while on the Irish Register (excluding flights for the purpose of demonstration, customer acceptance, ferry or maintenance tasks) the fee calculated as per 5.1.1 shall not exceed a maximum fee of €36,162. This fee will be applied once during the period it is not operated on the Irish Register.

5.1.3 In the case of a rotorcraft of which the maximum total weight authorised:

- (a) does not exceed 12,184 kg, a fee of €10,958;
- (b) exceeds 12,184 kg for each 500 kg or part thereof, above 12,184 kg, in addition to the maximum fee payable under (a) above, a fee of €202;
- (c) in the case where the rotorcraft does not operate while on the Irish Register (excluding flights for the purpose of demonstration, customer acceptance, ferry or maintenance tasks) the fee calculated as per (b) shall not exceed a maximum fee of €36,162. This fee will be applied once during the period it is not operated on the Irish Register.

6. FEES FOR CERTIFICATE OF AIRWORTHINESS FOR AIRCRAFT ON AN AOC

6.1 When a number of aircraft registered in the State are placed on an Air Operator Certificate (AOC) issued by a state in accordance with ICAO Annex 6, Part 1, the certificate of airworthiness fee due will be reduced in accordance with the following table:

Number of Irish registered aircraft on the relevant ICAO Annex 6 Air Operator Certificate or group of Air Operator Certificates.	% of total airworthiness fee applied
Less than or equal to 25	100
Greater than 25, less than or equal to 43	96
Greater than 43, less than or equal to 56	88
Greater than 56, less than or equal to 70	81
Greater than 70, less than or equal to 85	74
Greater than 85, less than or equal to 100	68
Greater than 100, less than or equal to 115	64
Greater than 115, less than or equal to 130	61
Greater than 130, less than or equal to 145	59
Greater than 145, less than or equal to 161	57
Greater than 161, less than or equal to 177	56
Greater than 177, less than or equal to 300	55
Greater than 300, less than or equal to 350	52.5
Greater than 350	30 ¹

6.2 The reduction in the fee is also applicable when a number of aircraft registered in the State are placed on several AOCs issued by one or more states in accordance with ICAO Annex 6, Part 1, where those AOCs are part of a group of several related AOCs as determined by the IAA.

6.3 The reduction in the fee is calculated at the time the invoice is issued.

¹ This airworthiness fee reduction applies to individual aircraft that exceed the fleet of 350

7. FEES FOR THE DELEGATION OR TRANSFER OF OVERSIGHT UNDER ARTICLE 83 BIS TO THE CHICAGO CONVENTION

- 7.1 When the safety oversight of an aircraft is delegated or transferred under the provisions of article 83 bis of the Chicago Convention, to an ICAO member state that is not an EU or EASA member state, an annual fee of €55 per 500kg of the MTWA shall be levied.
- 7.2 For aircraft exceeding 250,000 kg the fee is limited to that payable for an aircraft of 250,000 kg.
- 7.3 The fee shall fall due on the same date as the renewal or continuation date of the certificate of airworthiness fee for the aircraft concerned.

8. FEES FOR A NATIONAL FLIGHT PERMIT / EASA PERMIT TO FLY

- 8.1 There shall be charged and levied for the grant or renewal of a flight permit, a fee of an amount equivalent to the cost of such investigations and work as may be required by the Authority for the purpose of such grant or renewal, subject to a per diem of €1,790 subject to a minimum fee of €352.
- 8.2 For aircraft defined in Annex I or Article 2(8)(a) of Regulation (EU) 2018/1139, as amended, where the Flight Permit is issued as a result of a recommendation made by an organisation holding a Special Approval, on behalf of the registered owner(s), the applicable fee for a Flight Permit is reduced to €128.
- 8.3 For aircraft holding an annual EASA Permit to Fly issued in accordance with 21.A.701(a)15 of Regulation (EU) 748/2012 and the approved flight conditions are issued by EASA, a fee of €128 shall apply.

9. FEES FOR THE APPROVAL OF A MODIFICATION TO AN AIRCRAFT

9.1 There shall be charged and levied for the approval of a modification a charge of €268 per hour subject to the minimum charges set out below.

9.1.1 There shall be charged and levied for approval² of a modification to an aircraft less than 2,700 kg a fee of an amount equivalent to the cost of such investigations and work as may be required by the Authority for the purposes of such an approval, subject to a minimum fee of €537.

9.1.2 There shall be charged and levied for approval² of a modification to an aircraft greater than 2,700 kg a fee of an amount equivalent to the cost of such investigations and work as may be required by the Authority for the purposes of such an approval, subject to a minimum fee of €2,410 where such modification is not fully supported by a state of manufacturer approval or where the design is not carried out by an EASA approved design organisation.

9.1.3 There shall be charged and levied for approval² of a modification to an aircraft greater than 2,700 kg a fee of an amount equivalent to the cost of such investigations and work as may be required by the Authority for the purposes of such an approval, subject to a minimum fee of €537 where such modification is fully supported by a state of manufacturer approval or where the design is carried out by an EASA approved design organisation.

10. FEES FOR INSPECTION OF AN AIRCRAFT TO DETERMINE IF IT IS AIRWORTHY

10.1 There shall be charged and levied for an inspection, on the application of an owner of an aircraft (not being an inspection made with a view to issuing or renewing or validating a certificate of airworthiness or issuing a certificate of airworthiness for an aircraft intended for export) for the purpose of ensuring that an aircraft is airworthy and complies with the requirements for the issue of a certificate of airworthiness, a fee of an amount equivalent to the cost of the inspection subject to a minimum fee as appropriate to the certificate of airworthiness of the aircraft as set out in section 4 and 5 of this schedule.

11. FEES FOR THE ALLOCATION AND ISSUE OF MODE 'S' TRANSPONDER CODES FOR GROUND BASED EQUIPMENT

11.1 There shall be charged and levied for the allocation and issue of a Mode 'S' transponder

code a fee of €131.

²for an approval not subject to EASA charges only

12. MISCELLANEOUS

- 12.1 The fee payable for the grant of any exemption issued by the Authority in accordance with the requirements of the relevant legislation, which is not otherwise specified herein, shall be an amount equivalent to the cost of such investigations and work as may be required by the Authority, subject to a minimum fee of €159.
- 12.2 Unless otherwise specified in this schedule, the cost of investigative work as may be required shall be levied at a rate of €1,838 per day.
- 12.3 The fee payable for a replacement certificate, which is not otherwise specified in this schedule, shall be an amount equivalent to the cost of such investigations and work as may be required by the Authority, subject to a minimum fee of €93.
- 12.4 The fee payable for a change to a noise certificate shall be an amount equivalent to the cost of such investigations and work as may be required by the Authority, subject to a minimum fee of €93.
- 12.5 The fee payable for a change to a certificate, which is not otherwise specified in this schedule, shall be an amount equivalent to the cost of such investigations and work as may be required by the Authority, subject to a minimum fee of €93.
- 12.6 The fee payable to lodge an IDERA or a Notice of a Charge on an aircraft on the Irish Civil Register shall be an amount equivalent to the cost of such investigations and work as may be required by the Authority, subject to a minimum fee of €159.
- 12.7 In the case of the application, grant, annual continuance or change of the Certificates, Permissions, Approvals, Exemptions or any other activity set out herein, a charge of an amount equivalent to the cost of such investigations and work, subject to the minimum amounts set out in this schedule shall be charged.
- 12.8 Where the services described above are provided in another state, an additional charge of €1,838 per diem or part thereof plus the cost of travel, accommodation and subsistence for each Authority Inspector required will be charged in addition to the fees specified in this Schedule. For the purpose of this Schedule, the number of days charged for shall commence when the Authority Inspector leaves home to travel abroad and end when the Inspector arrives home.
- 12.9 Where the Authority is charged by the European Aviation Safety Agency for services provided by the Agency to a person or company, the Authority may recover the amount of the charge from that person or company.
- 12.10 Unless otherwise specified in this Schedule, the cost of other investigative work as may be required for the issue of a permission, certificate or approval shall be levied at a rate of €1,838 per day.

- 12.11 Where an application to register an aircraft is cancelled prior to actual registration the fees charged under items 2.3 and 2.4 will be refunded. The fee charged under section 2.1 or 3.1 will not be refunded. This is because the main administration burden is at the start of the application process.
- 12.12 In the case prior to registration, a change to the proposed registered owner is made, the existing registration application is cancelled and a new application for registration is made for the

same aircraft. The original applicant will be asked if they wish to use the fees for the new application or if they wish to have a full refund. In most cases the second registration application originates from the same group. They may wish to use the existing fee for the new application. If not, the full fee can be refunded on receipt of the fee in support of the second application.

- 12.13 No refunds of airworthiness fees are accommodated for aircraft in storage (Schedule 1, sections 4.1.3 or 5.1.2): they pay one airworthiness fee which shall not exceed a maximum fee of €36,162 for the duration of the time in storage. This will entitle the owner to receive any certificates they require during this time (Permits, CofA, ARC and/or Export CofA).
- 12.14 In the case where an aircraft is in operation and the annual airworthiness fee has been paid throughout its operational time whilst on the register. At the time of deregistration, a refund of the "unused" portion of an airworthiness fee may be considered in certain circumstances according to the principles set out in 12.14.1 to 12.14.4 below. The refund is calculated at the actual time of deregistration and is at the discretion and agreement of the Chief Executive.
- 12.14.1 No refund is provided to small aircraft paying the minimum fee specified in Schedule 1, sections 4.3, 4.4, 8.2 or 8.3.
 - 12.14.2 No refund will be provided if it is less than 6 months until the next annual certificate of airworthiness fee is due.
 - 12.14.3 An aircraft is due to deregister and has applied and paid for an Export CofA.
 - 12.14.4 An aircraft is due to deregister; however, the deregistration is delayed by external issues until a date after the next annual certificate of airworthiness fee is due.

13. Definitions

MTWA – *the maximum total weight authorised in respect of an aircraft means, for the purposes of this schedule, the maximum weight at which that aircraft may legally be operated in accordance with its type certificate or equivalent document or such weight as may be accepted by the Authority as the maximum or reference operating weight in respect of a particular aircraft at the time of its registration.*