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Appendix N: Large Model Requirements

(Appendix N Passed 12/03/97 to take effect on 01/05/97 amended 09/06/09, 24/5/16 and 1/10/24)

- Any model with a weight, including all equipment necessary for flight, of over 250 grams (MOTM) will not be permitted to fly until the member has attached their IAA registration on their model before its first outdoor flight. There are no further specific achievement levels required by MACI.
- Any model with a weight, including all equipment necessary for flight, of over 4 kilograms (MOTM) will not be permitted to fly until the member has attached their IAA registration on their model before its first outdoor flight. The registered member or pilot of the model must also have obtained the relevant MACI "A" certificate to be covered under the MACI insurance scheme. Models in this class may be flown using "buddy box" arrangements providing the pilot in command holds an A Certificate.
- Any model with a weight, including all equipment necessary for flight, of over 7 kilograms (LM) but under 25 Kg (MOTM) will not be permitted to fly until the member has completed a Large Model registration form in the "Just Go" platform and attached their IAA registration on their model before its first outdoor flight
The registered member or pilot of the model must have, obtained the relevant MACI proficiency certificate to be covered under the MACI insurance scheme. Models over 7 Kg must additionally comply with the specific requirements of that application as follows:
 - (a) The use of an on board battery state indicator with a receiver battery having a minimum capacity of 2500 mAh, regardless of voltage or type.
 - (b) Propulsion system must shutdown on loss of Radio Signal from Transmitter, i.e. "failsafe".
- Any model with a weight, including all equipment necessary for flight, of over 25 kilograms but under 40 Kg (MOTM) will not be permitted to fly until the until the member has completed in the "Just Go" platform a Large Model registration and registered their model directly with the IAA before its first outdoor flight. The evidence of such permission must also be uploaded to "Just Go" platform before first flight.
The registered member or pilot of the model must have, obtained the relevant MACI "B" certificate to be covered under the MACI insurance scheme.

All Models over 25 Kg but under 40 Kg (XLM) must additionally comply with the specific requirements of that application as follows:

- (a) A written approval for the specific model is required from the Irish Aviation Authority.
- (b) On board power supply must have a means to provide a backup battery supply.
- (c) An on board battery state indicator is required for each receiver battery.
- (d) Each Rx battery must have a minimum capacity of 2500 mAh, regardless of voltage or type.
- (e) Propulsion system must shutdown on loss of Radio Signal from Transmitter, i.e. "failsafe"



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It is the responsibility of the owner to remove their IAA and MACI registration numbers and to delete any Large Model registration on the “Just Go” platform upon transfer of ownership of any model.

Any model in any class of large model may be flown by another MACI member who holds all the relevant qualifications but with the registered owner’s permission and adherence to these guidelines. The registered owner remains responsible for the IAA registered number and attention to specific requirements in the class of model being flown.

In accordance with our current 2024 Insurance conditions MACI has agreed that only 12 registered models between 25 and 40 Kg (XLM) can exist on our database at any one time.

The large model registration shall expire on the 31 March following registration, however the council may alter the duration of validity as required.

MACI bye laws concerning Model identification with MACI number is covered by [Appendix M](#)

Quotations from EASA / IAA Regulations 2024:

1. The ID registration must be affixed so that this information is readable, at least when the unmanned aircraft, drone(s) or model aircraft is on the ground without needing devices other than eyeglasses or corrective lenses. A QR code (quick response code) may be used. If the size of the unmanned aircraft, drone(s) or model aircraft does not allow the mark to be displayed visibly on the fuselage or represents a real aircraft where affixing the marking would spoil the realism of the representation, a marking inside the battery compartment is acceptable if the compartment is accessible. It is at your discretion to decide how the number is applied. The QR code on your operator registration certificate contains your operator registration number.

2. DEFINITION OF ‘MAXIMUM TAKE-OFF MASS (MTOM) :

The MTOM is the maximum mass defined by the manufacturer or the builder, in the case of privately built UAS, which ensures the controllability and mechanical resistance of the UA when flying within the operational limits.

The MTOM should include all the elements on board the UA:

- (a) All the structural elements of the UA;
- (b) The motors;
- (c) The propellers, if installed;
- (d) All the electronic equipment and antennas;
- (e) The batteries and the maximum capacity of fuel, oil and all fluids
- (f) The heaviest payload allowed by the manufacturer, including sensors and their ancillary equipment.