

# **UAS Geographical Zones Stakeholder Consultation**



**Stakeholder Consultation is an integral part of the policy-making process in the IAA Safety Regulation Directorate. Consultation enables the Irish Aviation Authority (IAA) to be more open and its policies more effective by inviting and taking note of the views of relevant industries and other involved organisations and the public. The IAA consults on matters that include changes to legislation, the issue of new policy documents and the issue of guidance material.**

## **1. Introduction**

- 1.1. Since December 2015, remote pilots operating UAS (Unmanned Aircraft Systems) have been able to fly in parts of some Air Traffic Control Zones up to a height of 15m (50 ft), without a specific operating permission from the IAA. Several no-fly zones were also established around airports and other critical infrastructure (hospitals, prisons, etc.) within these Zones.
- 1.2. On the 31<sup>st</sup> December 2020, the European Commission's Regulation (EU) 2019/947, which set out detailed provisions<sup>1</sup> for the operation of UAS as well as for personnel, including remote pilots operating UAS and organisations involved in those operations, became applicable in the State.
- 1.3. This Regulation introduced a new type of airspace infrastructure called UAS Geographical Zones<sup>2</sup>, which is a portion of airspace established by the competent authority (*the IAA*) that facilitates, restricts or excludes UAS operations in order to address risks pertaining to safety, privacy, protection of personal data, security or the environment, arising from UAS operations.
- 1.4. The European regulations also define different categories of operations including 'open' category which allows operations under specific conditions but not requiring prior authorisation from the IAA.
- 1.5. The IAA, as the statutory body responsible for airspace design within Irish airspace, is carrying out a review of UAS Geographical Zones, within the State, to ensure that UAS operations have reasonable access to airspace.
- 1.6. This phase of the review focuses on the Dublin Control Zone (controlled airspace) and will relate to UAS 'open' category operations only.
- 1.7. The review also recognises the demand for access to airspace in urban areas, however the review will be a step-change process, involving all Control Zones, and other areas, in the State over the next 36 months.
- 1.8. The purpose of this Notice is to inform all airspace users and interested parties of this review, and to invite and welcome submissions for consideration.
- 1.9. The consultation will be carried out during the period from the 21<sup>st</sup> April to the 7<sup>th</sup> May 2021 and submissions are invited from airspace users, UAS operators and remote pilots operating UAS, manned aircraft operators and pilots, aerodrome operators, air navigation service providers and other interested parties.

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<sup>1</sup> EASA Easy Access Rules for [Regulation \(EU\) 2019/947](#)

<sup>2</sup> [Aeronautical Notice U 07 UAS Geographical Zones](#)

## 2. Review of UAS Geographical Zones within the Dublin Air Traffic Control Zone

- 2.1. Currently within the area defined by the Dublin Air Traffic Control Zone (controlled airspace), UAS operations are not permitted in proximity to aerodromes and other critical infrastructure, whilst in other areas all UAS remote pilots must have a prior operational authorisation to operate at a height above the surface of 15m (50 ft)<sup>3</sup>.
- 2.2. Using a number of criteria, including elements of ICAO Annex 14 (Aerodromes) and Annex 15 (Aeronautical Information Services), ICAO Document 8168 (Procedures for Air Navigation Services - Aircraft Operations), the experiences from six years of UAS operations in control zones, and the provisions of Regulation (EU) 2019/945 (unmanned aircraft systems and on third-country operators of unmanned aircraft systems) and Regulation (EU) 2019/947 (rules and procedures for the operation of unmanned aircraft), the Authority has developed two proposals for UAS operations in the Dublin Air Traffic Control Zone (controlled airspace), namely option A and option B.

## 3. Proposals

### 3.1. Option A (Main changes)

- 3.1.1. Remote pilots operating UAS in the open category may not operate in an UAS prohibited zone.
- 3.1.2. The current 4km no-fly zone around Dublin Airport is removed and a new UAS prohibited zone with dimensions varying between 0.8km and 1.9km is established.
- 3.1.3. Outside of this UAS prohibited zone, up to a distance of 6.5km from the centre point of the airport, remote pilots operating UAS in the 'open' category can operate to a height equivalent to the highest structure within 100m of their UAS.
- 3.1.4. From 6.5 km to 12.1 km from the centre point of Dublin Airport, remote pilots operating UAS in the open category can operate to a height of 30m (98ft) or a height equivalent to the highest structure within 100m of their UAS.
- 3.1.5. From 12.1 km from the centre point of Dublin Airport to the boundary of the Dublin Control Zone, remote pilots operating UAS in the open category can operate their UAS up to a maximum height of 100m (328ft).
- 3.1.6. The centre point of Dublin Airport, for the purpose of this consultation (options A & B) is defined as:  
53° 25' 44.1249" N 006° 15' 56.7619" W.
- 3.1.7. In Restricted Area 15, outside of UAS Prohibited Zones, remote pilots operating UAS in the open category can operate their UAS to a height of 8m (26ft).

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<sup>3</sup> see [Aeronautical Notice U 04](#) for details

### 3.2. Option B (Main changes)

- 3.2.1. Remote pilots operating UAS in the open category, may not operate in an UAS prohibited zone.
- 3.2.2. The current 4km no-fly zone around Dublin Airport is removed and a new UAS prohibited zone with a radius of 5km from the centre point of Dublin Airport is established.
- 3.2.3. From 5km to 12.1km from the centre point of Dublin Airport, remote pilots operating UAS in the open category can operate to a height of 30m (98ft) or a height equivalent to the highest structure within 100m of their UAS.
- 3.2.4. From 12.1km the centre of Dublin Airport, remote pilots operating UAS in the open category can operate to a height of 100m (328ft)
- 3.2.5. The centre point of Dublin Airport, for the purpose of this consultation (options A & B) is defined as:  
53° 25' 44.1249" N 006° 15' 56.7619" W.
- 3.2.6. In Restricted Area 15, outside of UAS prohibited zones, remote pilots operating UAS in the open category can operate to a height of 8m.

### 4. Consultation Process

- 4.1. We are inviting comments on the proposed UAS Geographical Zones which have been highlighted by the 7<sup>th</sup> May 2021.
- 4.2. If you wish to comment, please do so by choosing one of these two options:

Fill out the online form: [On Line Form for comments<sup>4</sup>](#)

Post comments to: UAS Geographical Zones Proposal  
Air Navigation Services Division  
Safety Regulation Directorate  
Irish Aviation Authority  
The Times Building  
Irish Aviation Authority  
11-12 D'Olier Street  
Dublin 2  
D02 T449

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<sup>4</sup> <https://www.iaa.ie/uas>

# CURRENT UAS GEOGRAPHICAL ZONES

## UAS PROHIBITED ZONE LATERAL DIMENSIONS

LOCATION	RADIUS
BEAUMONT HOSPITAL	800M
CASEMENT AERODROME	5000M
CATHAL BRUGHA BARRACKS	3711M
CURRENCY CENTRE	500M
DUBLIN AIRPORT	4000M
KILMAINHAM HOSPITAL	800M
PROHIBITED AREA 11 (PHOENIX PARK)	1852M
PROHIBITED AREA 18 (MOUNTJOY PRISON)	926M
TALLAGHT HOSPITAL	800M
WESTON AIRPORT	3000M

EIDW CTR

EIR 15 - (8M)

WESTON AIRPORT

DUBLIN AIRPORT

BEAUMONT HOSPITAL

KILMAINHAM HOSPITAL

CATHAL BRUGHA BARRACKS

CASEMENT AERODROME




TALLAGHT HOSPITAL

CURRENCY CENTRE

NAAS An Nás

BRAY Bré

## LEGEND

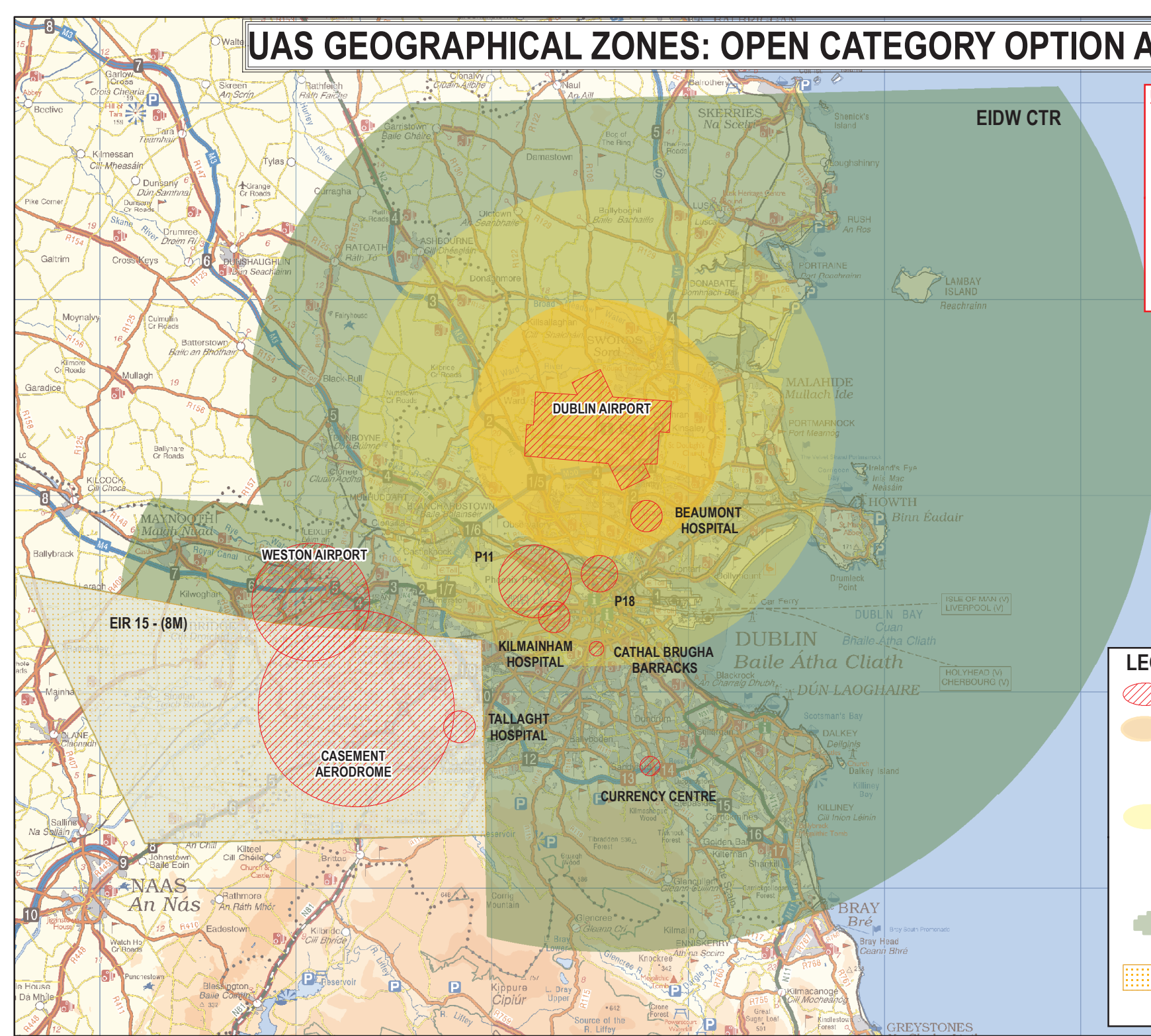
-  UAS PROHIBITED ZONE
-  AMBER ZONE: EIDW CTR EXTENTS  
MAX VERTICAL LIMIT: 15M AGL
-  EIR 15 (MILITARY RESTRICTED AREA)  
MAX VERTICAL LIMIT: 8M AGL








# UAS GEOGRAPHICAL ZONES: OPEN CATEGORY OPTION A

## UAS PROHIBITED ZONE LATERAL DIMENSIONS

LOCATION	RADIUS	WIDTH
BEAUMONT HOSPITAL	800M	
CASEMENT AERODROME	5000M	
CATHAL BRUGHA BARRACKS	371M	
CURRENCY CENTRE	500M	
KILMAINHAM HOSPITAL	800M	
PROHIBITED AREA 11 (PHOENIX PARK)	1852M	
PROHIBITED AREA 18 (MOUNTJOY PRISON)	926M	
TALLAGHT HOSPITAL	800M	
WESTON AIRPORT	3000M	
DUBLIN AIRPORT		800M-1900M



### LEGEND

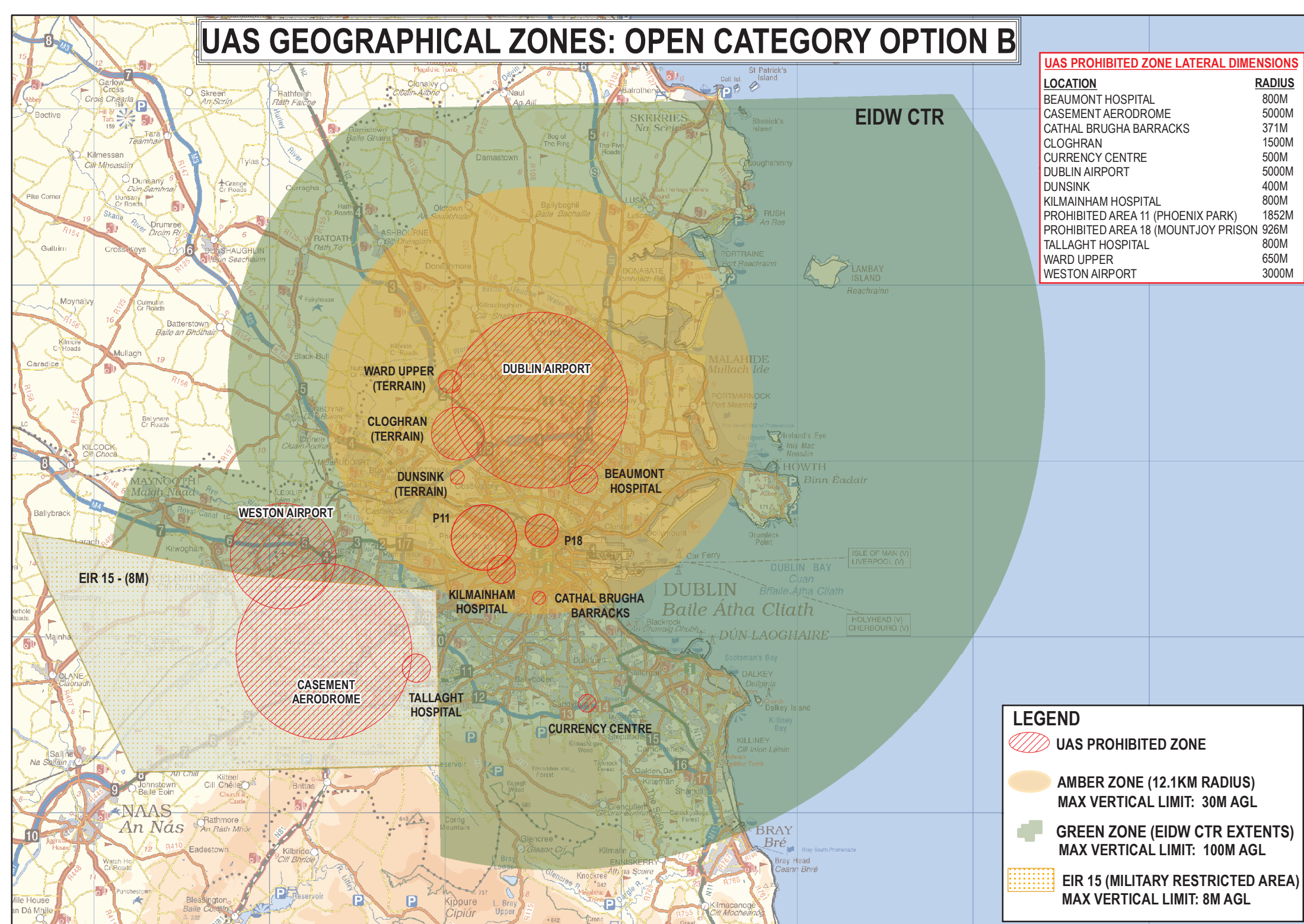
-  UAS PROHIBITED ZONE
-  AMBER ZONE (6.5KM RADIUS)  
MAX VERTICAL LIMIT: HEIGHT OF THE TALLEST OBSTACLE WITHIN 100M RADIUS
-  YELLOW ZONE (12.1KM RADIUS)  
MAX VERTICAL LIMIT: THE GREATER OF 30M AGL OR THE HEIGHT OF THE TALLEST OBSTACLE WITHIN 100M RADIUS
-  GREEN ZONE (EIDW CTR EXTENTS)  
MAX VERTICAL LIMIT: 100M AGL
-  EIR 15 (MILITARY RESTRICTED AREA)  
MAX VERTICAL LIMIT: 8M AGL



# UAS GEOGRAPHICAL ZONES: OPEN CATEGORY OPTION B

## UAS PROHIBITED ZONE LATERAL DIMENSIONS

LOCATION	RADIUS
BEAUMONT HOSPITAL	800M
CASEMENT AERODROME	5000M
CATHAL BRUGHA BARRACKS	371M
CLOGHRAN	1500M
CURRENCY CENTRE	500M
DUBLIN AIRPORT	5000M
DUNSINK	400M
KILMAINHAM HOSPITAL	800M
PROHIBITED AREA 11 (PHOENIX PARK)	1852M
PROHIBITED AREA 18 (MOUNTJOY PRISON)	926M
TALLAGHT HOSPITAL	800M
WARD UPPER	650M
WESTON AIRPORT	3000M



### LEGEND

- UAS PROHIBITED ZONE
- AMBER ZONE (12.1KM RADIUS)  
MAX VERTICAL LIMIT: 30M AGL
- GREEN ZONE (EIDW CTR EXTENTS)  
MAX VERTICAL LIMIT: 100M AGL
- EIR 15 (MILITARY RESTRICTED AREA)  
MAX VERTICAL LIMIT: 8M AGL