



ÚDARÁS EITLÍOCHTA NA hÉIREANN  
IRISH AVIATION AUTHORITY

# Open Category Drone Safety Forum

Enda Walsh – UAS Manager

David Hansell – UAS Inspector

29 August 2025



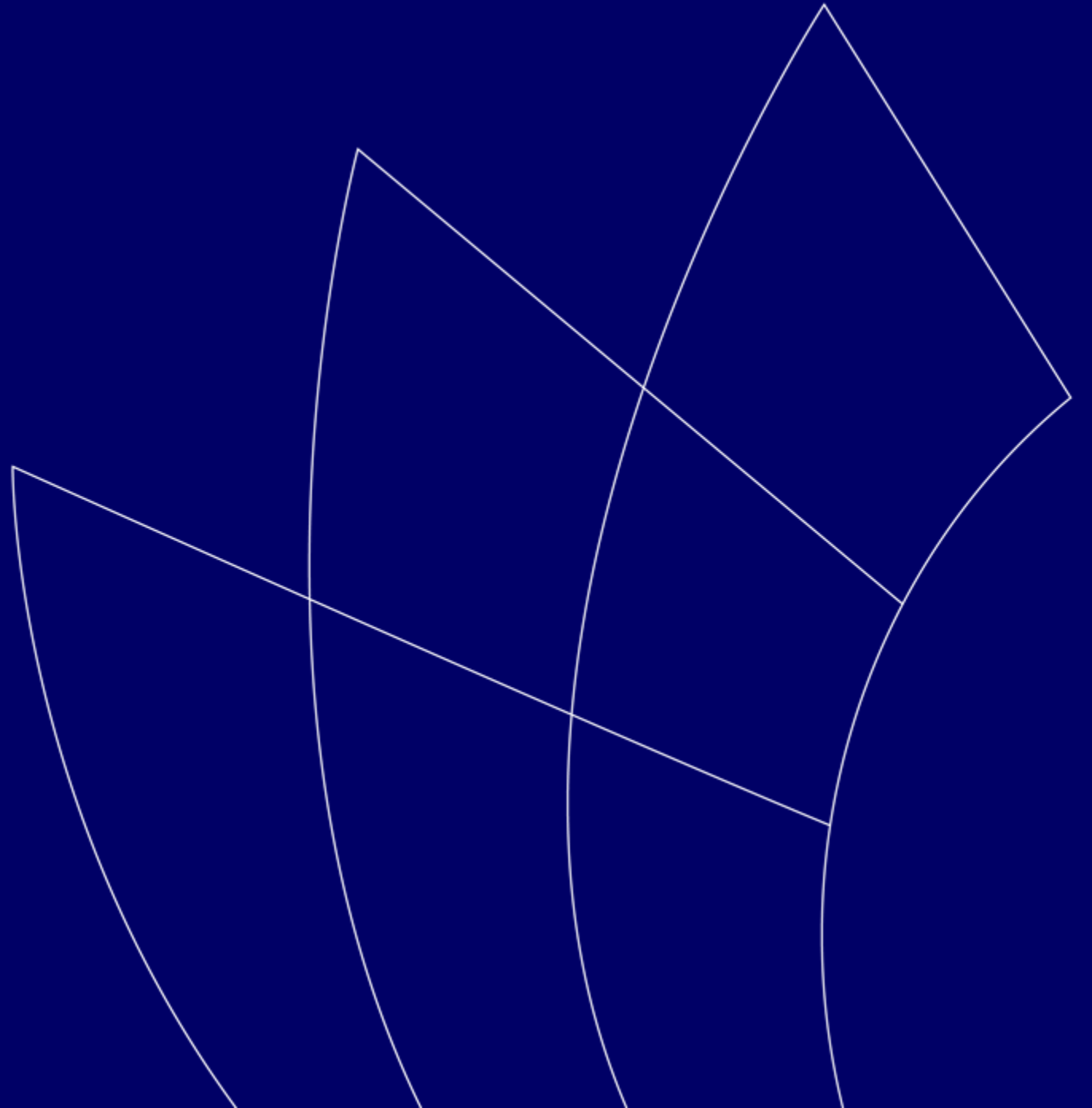
Agenda

**Introduction**

**Statistics**

**Poll Questions**

**Q&A**



Section 1

# Introduction



# UAS Division

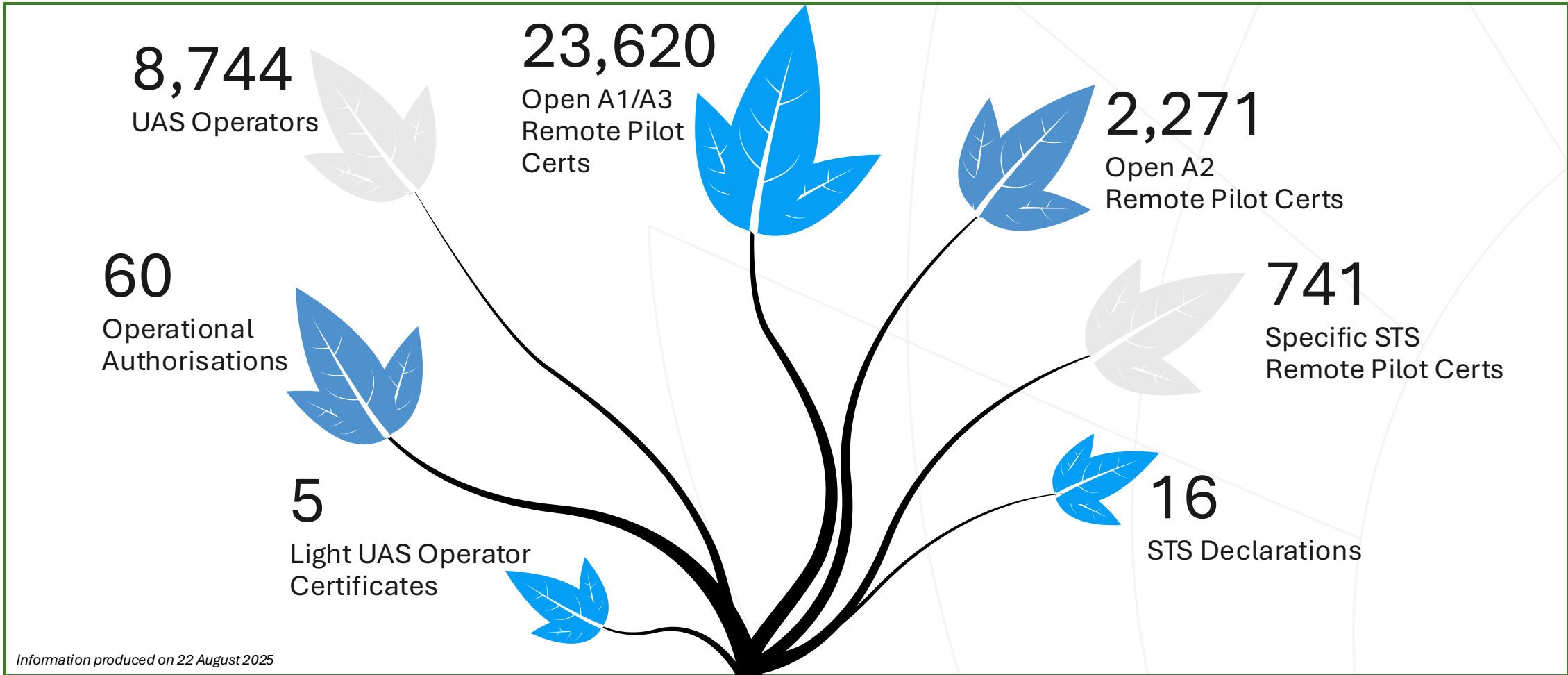
- Enda Walsh – UAS Manager
- David Hansell – UAS Inspector
- 5 Additional Staff in the UAS Division
  - Nicola
  - Brian
  - Saule
  - Máté
  - Mark



Section 2

# Statistics





Information produced on 22 August 2025

Section 3

# Poll Questions



# Poll Questions – A Brief Note

- Thank you for taking the time to submit questions. The opportunity for us to understand what is top of mind for Pilots and Operators is invaluable.
- Some questions have been grouped together based on similarity of topic.
- Changes in Legislation?
- Some questions submitted are outside our purview or beyond the scope of this Forum.
  - E.g. Anything not covered in Regulation (EU) 2019/947
  - Statutory Instruments or Acts which do not apply to the IAA



# Poll Question – Overflights and Direct Remote Identification

- Overflights
  - Takeoff/Landing Permissions
  - UAS.OPEN.060 2(b)
    - The remote pilot shall discontinue the flight if the operation poses a risk to other aircraft, people, animals, environment or property;
  - GDPR
  - DPC Guide on drone usage and GDPR
- Remote Identification – Who needs to comply, how to comply
- Lunchtime Lecture Series
  - Youtube Search “Irish Aviation Authority” page
  - IAA.IE/drones
    - Drone Training
      - Lunchtime Lecture Series



## Poll Question – Private Airfields & Other “restricted” zones

- Only licensed Aerodromes provide information which the IAA publishes to our Geographic Zones Map
- Maintaining safety in relation to manned aircraft remains the responsibility of UAS Operators and Remote Pilots
  - Regulation (EU) 2019/947
    - UAS.OPEN.050 – UAS Operator Responsibilities
    - UAS.OPEN.060 – Remote Pilot responsibilities



## Poll Question – Infractions

- There is presently no data basis on which we can say *“we have X number of unlicensed operators and violations.”*
  - Introduction of MSA will help with this
  - Enforcement Policy
  - Fixed Charge Penalties
    - National Policy Framework recently published
- Additional constraints?
  - RAMS has been superseded by SORA and is only applicable in the Specific Category, not the Open



# Poll Question – Where Can I Fly?

- Geographic Zones map
  - [GEOJSON File upload to UAS Controller](#)
- NPWS Restrictions and Environmental Considerations
  - Policy Framework may establish current environmental limitations as IAA-enforceable GeoZone restrictions
- 3<sup>rd</sup> Party Apps
  - Notifications on 3<sup>rd</sup> Party Apps do not create NOTAMS, they are only visible to other App users
  - 3<sup>rd</sup> Party Apps depict a number of other restrictions or notifications which are not enforced by the IAA
    - Dublin City Centre
- Outside Ireland?
  - All EASA-Issued UAS Operator Registrations and Remote Pilot Certificates are valid across all EASA Member States  
<https://www.easa.europa.eu/en/light/topics/easa-member-states>
  - Local Conditions may apply, research where you intend to fly, contact CAA in that location for clarification



# NOTAMs

- NOTice To AirMen (NOTAM)
  - Temporary change to the Aeronautical Information Publication (AIP).
  - A notice filed with an aviation authority to alert aircraft pilots of potential hazards along a flight route or at a location that could affect the safety of the flight.
- To view AIP and current NOTAMs:
  - <https://www.airnav.ie>
- To submit a NOTAM request:
  - [aisops@airnav.ie](mailto:aisops@airnav.ie)



# Poll Question – Enforcement

- Current Enforcement Activity
  - IAA currently has a variety of options between education and enforcement
  - Just Culture Policy
  - Privacy Considerations
- National Policy Framework
  - Fixed Charge Penalties



# Poll Question – VLOS/Changes in Regs

- VLOS Definition - Regulation (EU) 2019/947, Article 2 (7)
  - 'visual line of sight operation' ('VLOS') means a type of UAS operation in which, the remote pilot is able to maintain continuous unaided visual contact with the unmanned aircraft, allowing the remote pilot to control the flight path of the unmanned aircraft in relation to other aircraft, people and obstacles for the purpose of avoiding collisions;
- Calculating VLOS
  - For rotorcraft and multirotor UA:  $ALOS [m] = 327 \times CD [m] + 20m$
  - For fixed-wing UA:  $ALOS [m] = 490 \times CD [m] + 30m$
  - $DLOS [m] = 0.3 \times \text{Ground Visibility}$
  - Ground visibility should be at least 5 km.
    - Smaller of the 2 values
- N.B. Situational Awareness



Section 4  
Q&A





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**Thank you.**