



ÚDARÁS EITLÍOCHTA NA HÉIREANN
IRISH AVIATION AUTHORITY

Open Category Drone Safety Forum

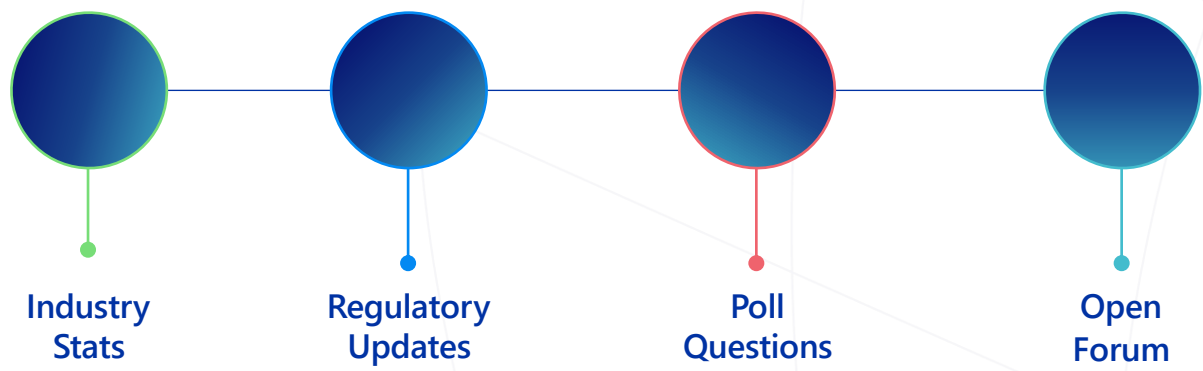
Enda Walsh – UAS Manager

David Hansell – UAS Inspector

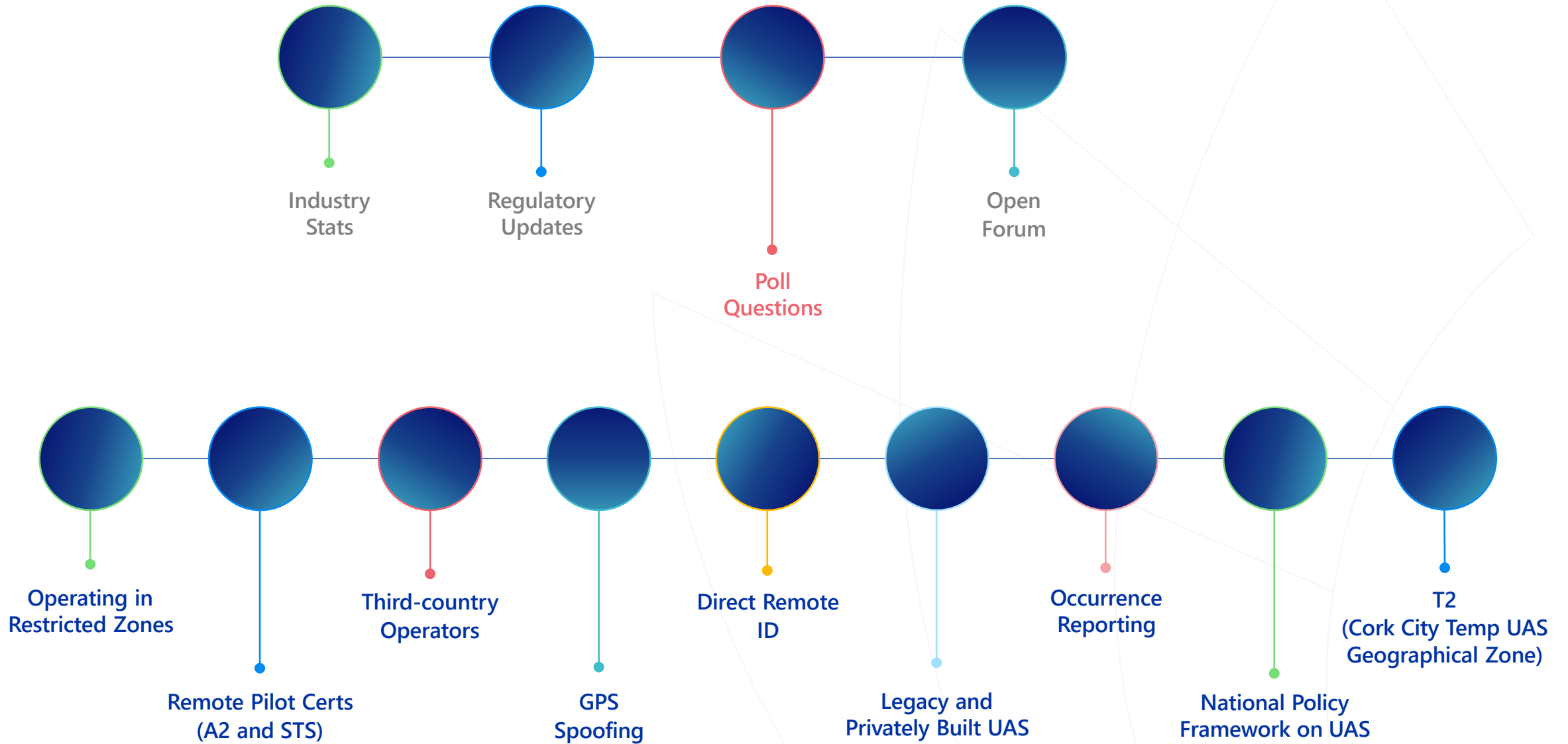
27th February 2026



Agenda



Agenda



Introduction



UAS Division



Enda Walsh
Manager



David Hansell
Inspector



Mark Kane
Inspector



Máté Pusztai
Inspector



Saule Juraityte
Admin



Nicola Long
Inspector (Training)



Ryan Marshall
Inspector (Training)

Guests



Paul Kennedy

Head of Aviation Infrastructure

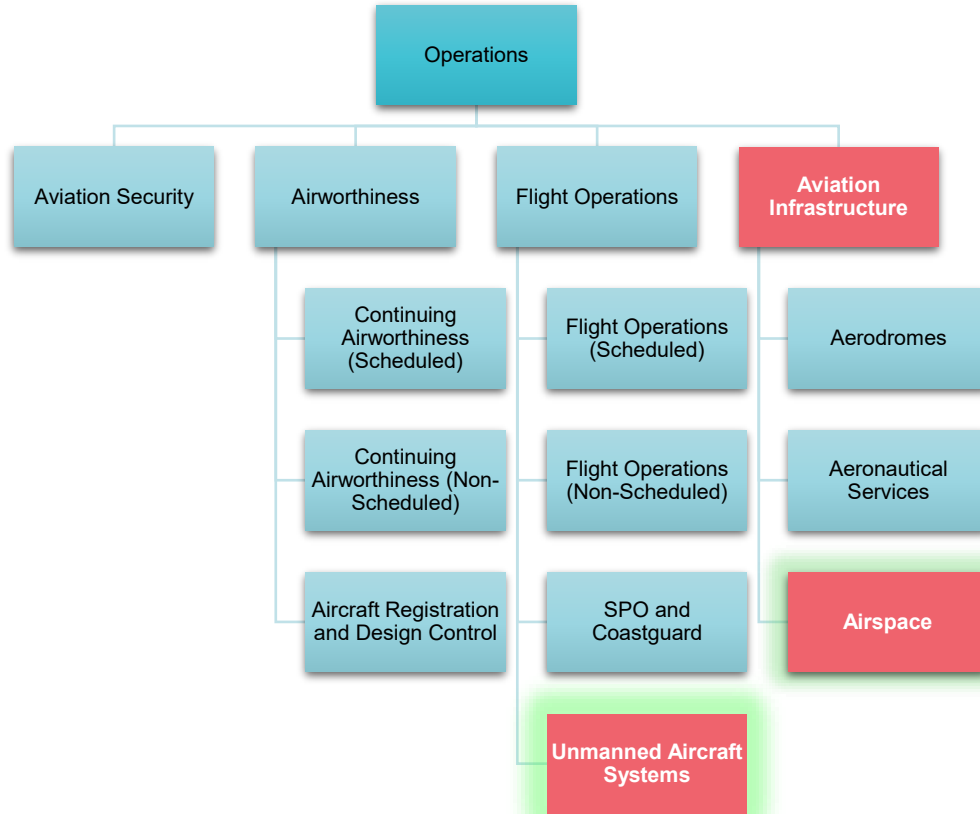


Matthew Davidson

Manager Airspace and U-space



Structure



Paul Kennedy
Head of Aviation Infrastructure

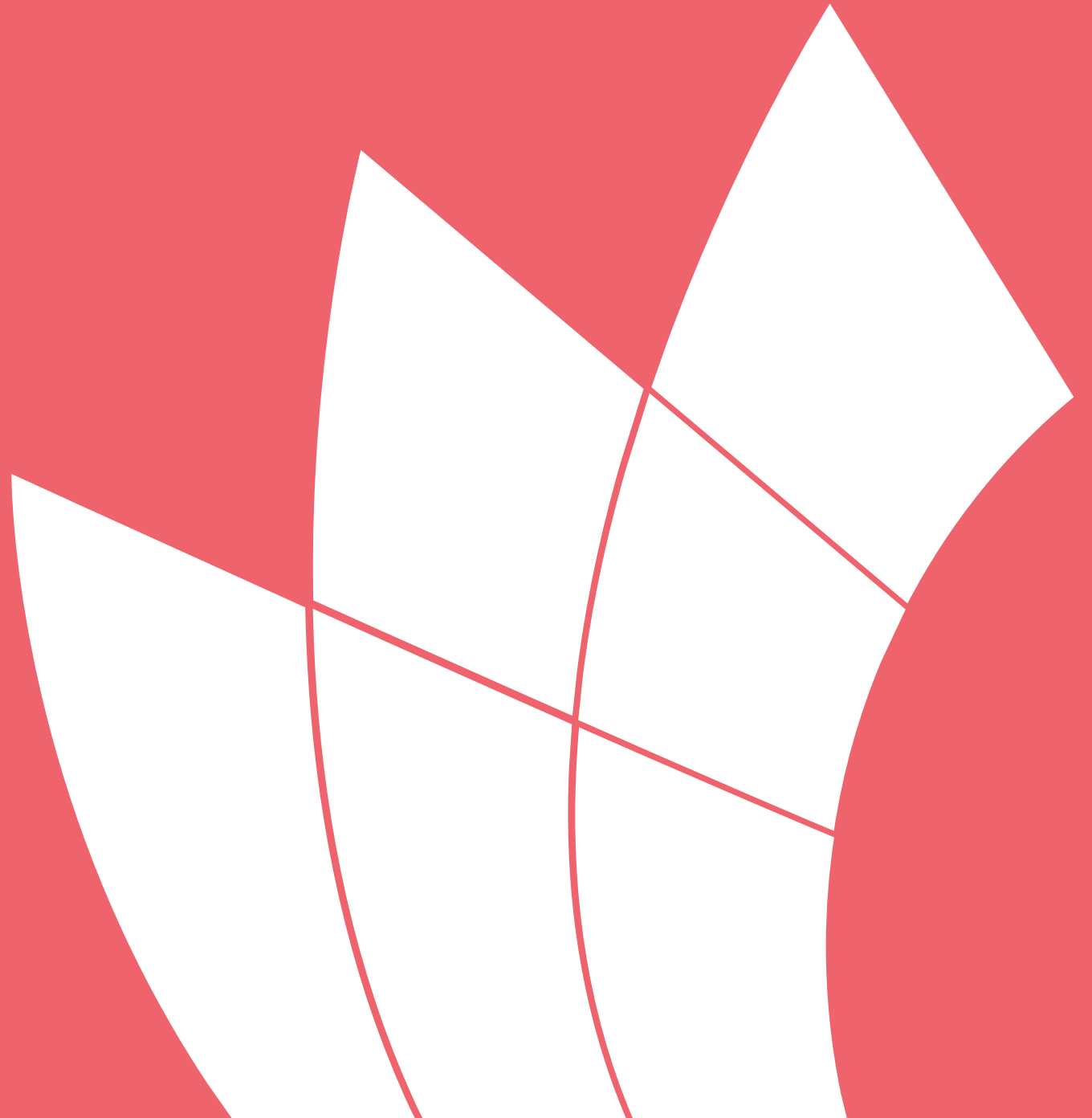


Matthew Davidson
Manager Airspace and U-space

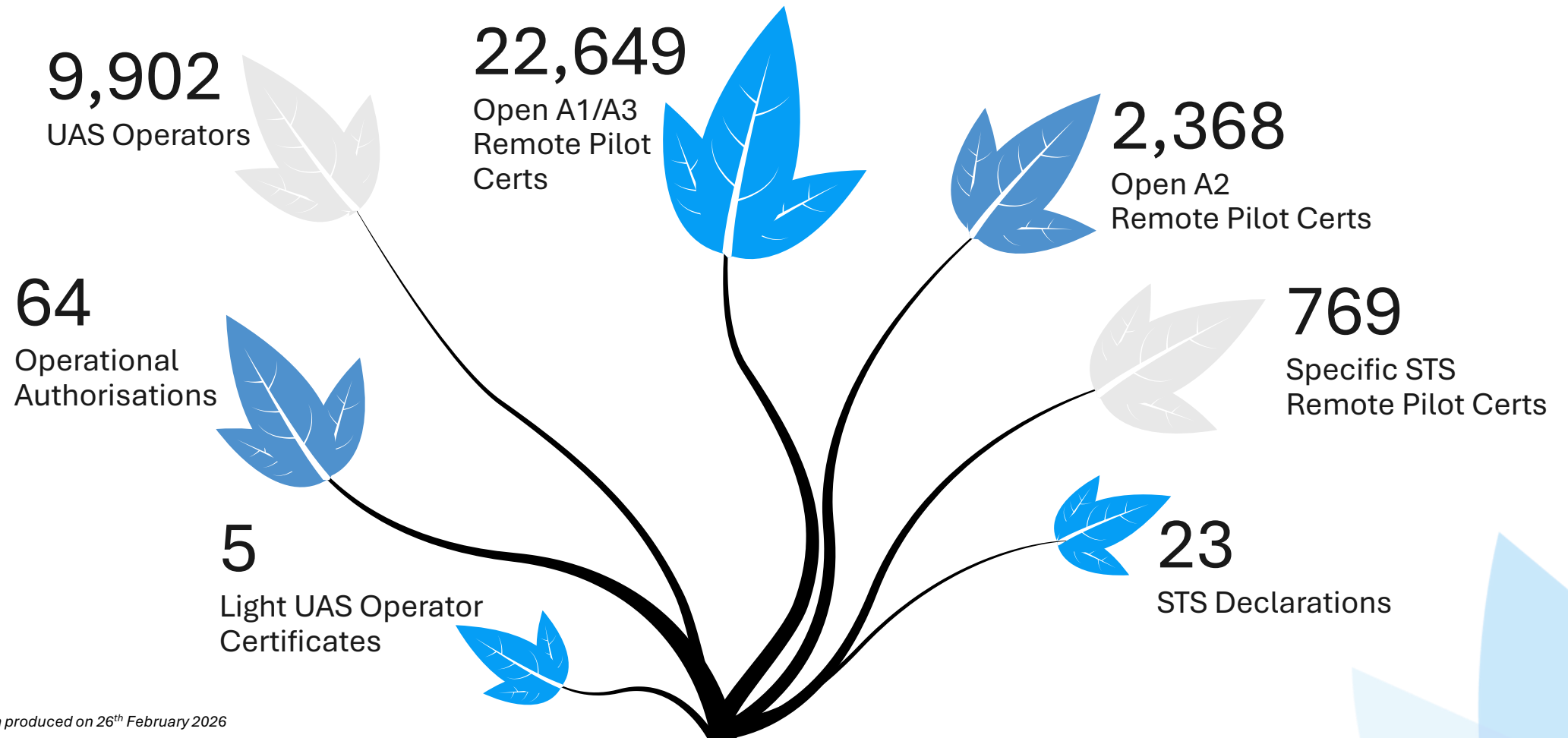


Enda Walsh
Manager UAS

Industry Statistics



Stats



Regulatory Updates



Remote Pilot Renewals

- Technical issue with renewals on mySRS
- Initial applications **NOT** affected
- Article 71(1) exemption issued by the IAA
 - Expired certs will remain valid until
 - End of August / Cancellation
 - Whichever is sooner
- Limitations
 - RP subject to suspension, revocation
 - RP directed not to operate a UAS
- UAM 021 - Guidance on Remote Pilot Certificate Renewals



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.
- Some questions submitted are outside our purview or beyond the scope of this Forum.
 - E.G. Anything not covered in Reg (EU) 2019/947
 - UA-specific questions.
 - e.g. How do I switch my drone to/from sport mode, my drone keeps crashing, I can't get a good satellite signal.
- Open Forum
 - Available once poll questions are answered.
 - Submit questions in teams, we will call your name and open your mic for your question.
 - Use the 'Raise Hand' tool to comment, we will call your name and open your mic.



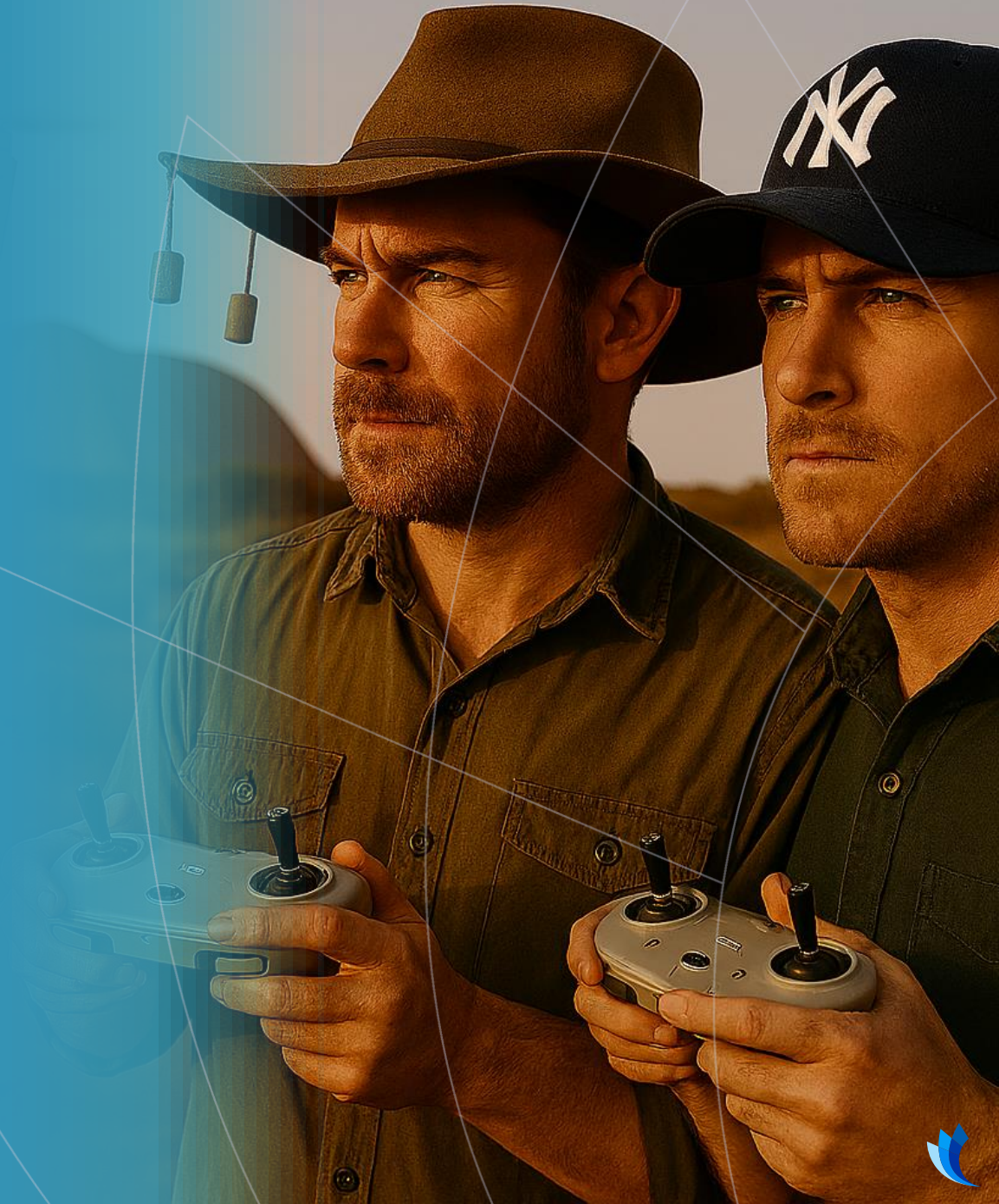
Poll Question – A2 & STS

- UAM018 provides guidance for how to apply for both the A2 and the STS endorsement
 - Initiate application in MySRS
 - Constructor sends email
 - Complete test IAW testing procedures
 - IAA certifies test and endorses
- A2 is not a prerequisite for the STS
- STS requires either a practical endorsement from a Recognised Training Entity or a self-certification programme



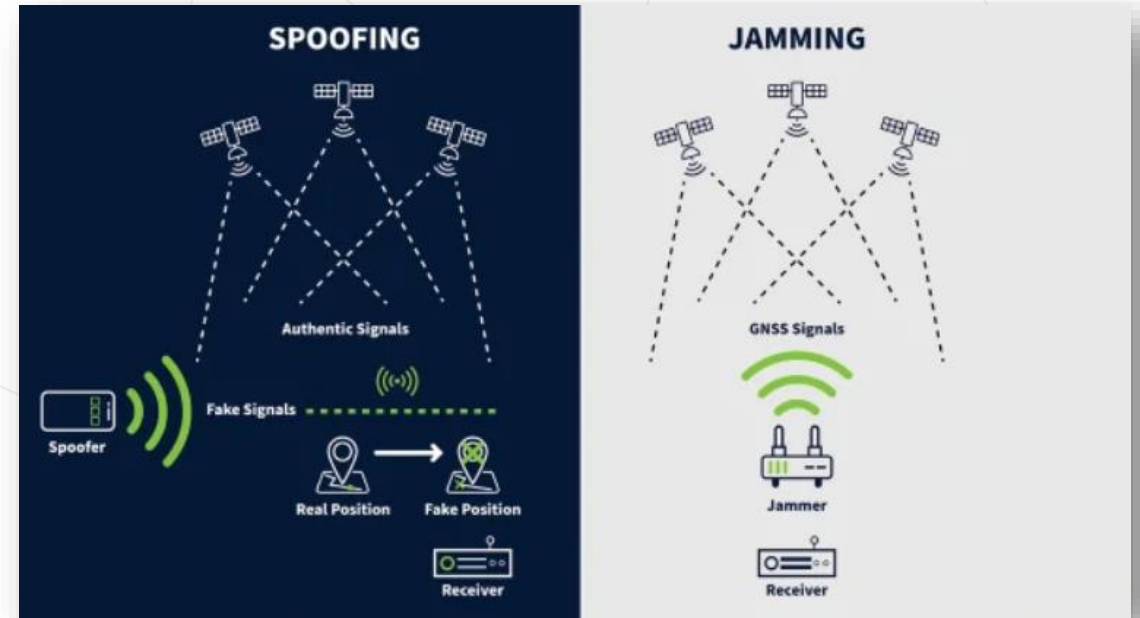
Poll Question – Third-country Operators

- 2019/947 requires registration in country of residence
 - If non-resident in EASA member state, the first EASA state in which you plan to operate
 - Registration function not active for EASA residents
- “So you got a drone...now what?”
- “Where Can I Fly?”
- “Remote Identification”



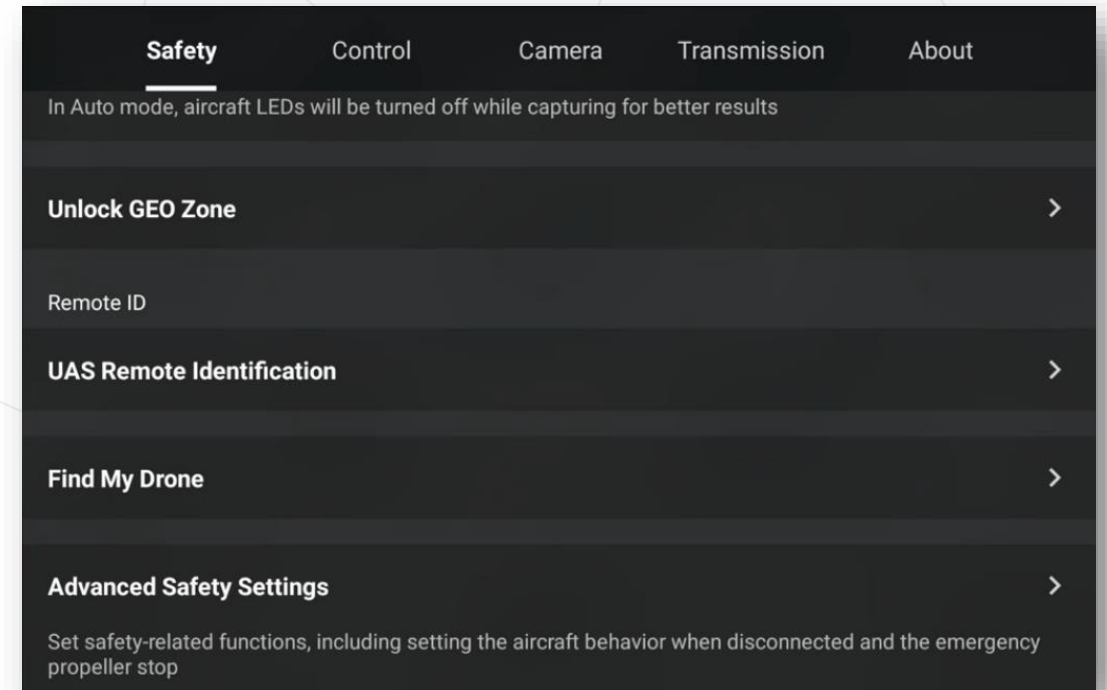
Poll Question – GPS Spoofing

- Spoofing
 - False GNSS signals deceive the GNSS receiver
 - I sound exactly like you
- Jamming
 - Overpowers the GNSS receiver in the same or adjacent frequency
 - I scream while you're trying to talk
- Frequency hopping
 - 2.4GHz, 5.8GHz
- ECCAIRS
 - 200 reports / year made to IAA
- Mitigation
 - Open category: VLOS



Poll Question – Direct Remote ID

- *“Remote ID is overreach designed to remove non commercial pilots from the airspace”*
 - *UAS operator registration number added to drone control system*
- **Legacy Drones**
 - Exempted provided they operate IAW Article 20 of Regulation (EU) 2019/947
 - A1 < 250g
 - A3 > 250g
- **Remote ID – Illegal Operators**
 - First and foremost, Remote ID is a tool to enhance safety
 - Security, Accountability, Airspace Integration
 - iConspicuity
 - A step on the pathway for integration, USpace, airspace awareness



Poll Question – Legacy and Privately Built UAS

- Legacy = placed on the market before 01.01.24.
- Legacy drones are not subject to exemption of subcategory requirements
 - Outreach to manufacturer
- EASA Open Category page describes this in detail
 - <https://www.easa.europa.eu/en/domains/drones-air-mobility/operating-drone/open-category-low-risk-civil-drones>
- Article 20
 - Legacy & Privately Built UNDER 250g: Open A1
 - Legacy Privately Built OVER 250g (and under 25kg): Open A3



Poll Question – ECCAIRS and Self-Reporting

- Just Culture
 - Open discussions without fear of reprisal
 - Enables IAA to more fully appreciate the nature of UAS safety in Ireland
 - Contributes to EASA-wide understanding
- Since late 2025, IAA has received 4 self-reports of safety violations ECCAIRS
 - Flight above 30m in Amber Zones
 - Flight in a UAS Prohibited Zone
 - BVLOS
- Determine intent, assess impact, outcome
 - Education/enforcement can then be tailored to the incident



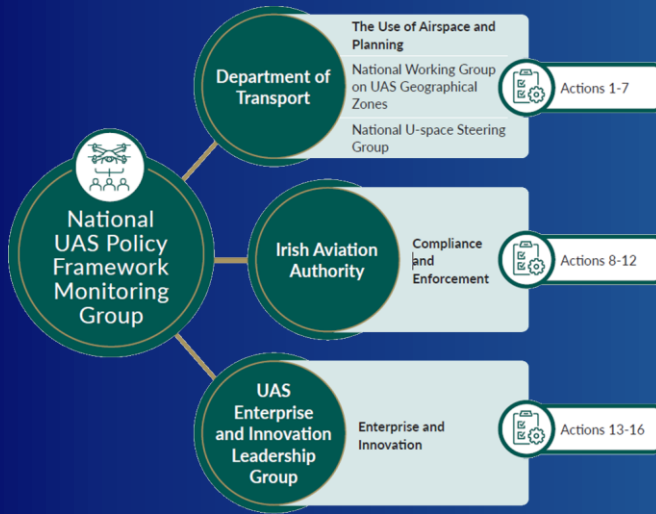
Poll Question – National Policy Framework

- *“How will IAA help ensure pilots do not face a “patchwork” of restrictions as they operate across borders?”*
 - *Reg (EU) 2019/947 on UAS Operations, plus*
 - *Local Conditions. E.G. Remote ID requirement France*
- *National Policy Framework*
 - *Not focused on operational regulation*
 - *Airspace and Planning*
 - *Compliance and Enforcement*
 - *Enterprise and Innovation*

National Policy Framework for Unmanned Aircraft Systems



Poll Question – National Policy Framework



- Monitoring Group met 18th Feb
 - Reviewing annual implementation plan for approval
- Once implementation plan approved work will commence on establishing working groups.

National Policy Framework for Unmanned Aircraft Systems



Poll Question – UAS Geographical Zones

Reg (EU) 2019/947 article 15

- **States may define UGZ for:**

- Safety (Air Safety),
 - Security (Defence / Justice),
 - Privacy, or
 - Environmental.
- } Current
- } Requires Policy (National WG on UGZ)

- **Within UGZ States may:**

- Prohibit certain or all UAS ops,
- Request particular conditions, e.g. level of remote pilot training,
- Require prior flight authorisation,
- Subject UAS ops to specified environmental standards,
- Allow access to certain UAS classes only, and /or
- Allow access only to UAS equipped with certain technical features, in particular remote identification systems or geo awareness systems.

- **Exemptions:**

- Based on a risk assessment States may designate certain UGZ in which UAS ops are exempt from one or more of the 'open' category requirements.

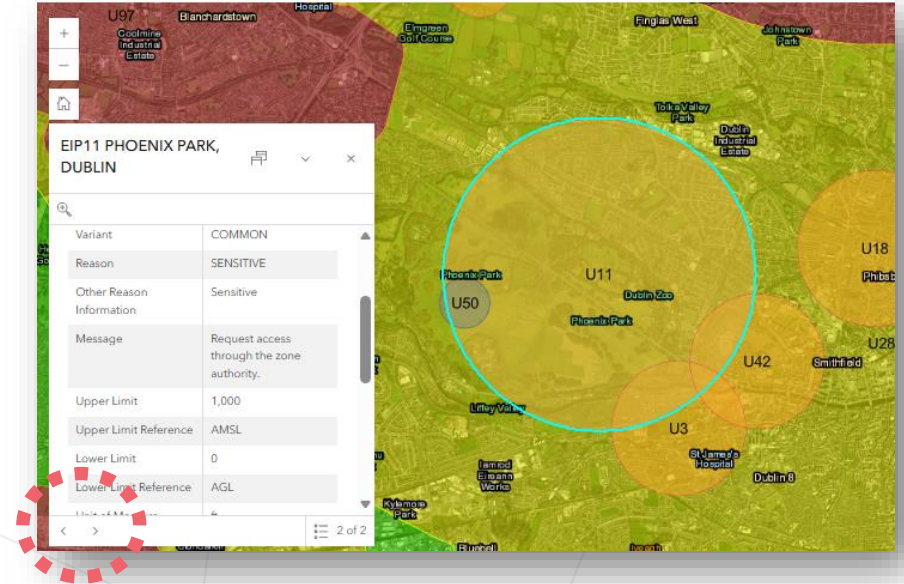
- **Publication:**

- States must, for geo awareness purposes, ensure that the information on the UAS geographical zones is made publicly available in a common unique digital format.
- Operators and Remote Pilot must upload this information to their UA prior to flight.



Poll Question – Operating in Restricted Zones

- UAS Geographical Zones Chart
 - Safety:
 - Airspace Change Proposal submitted to IAA, including conditions.
 - Assessed by Airspace Division
 - Security: Directed by Justice / Defence
- Map Layers
 - Details of the zone restrictions are listed in the info box
 - Some Red Zones require SPECIFIC category, others do not
- Responsibilities
 - It is a Operator responsibility UAS.OPEN.050
 - It is a Pilot responsibility UAS.OPEN.060



N.B. Click through for overlapping zones



Poll Question – T2 (Cork UGZ)

- IAA
 - Responsible for regulation of Irish airspace. Ensuring used safely and efficiently.
 - Highest safety standards.
 - Balancing needs of all airspace users.
 - Supporting responsible innovation.
- IAA certifies ANSPs, who manage specific areas of airspace designated to them.
 - Provision of ATC.
 - Cork designated to AirNav Ireland (ANI).
 - All aircraft subject to entry conditions.
 - Exemptions within Amber and Green UGZ (30m, 90m).



Poll Question – T2 (Cork UGZ)

- T2
 - Temporary.
 - Requires coordination with ANI.
 - Deconfliction with BVLOS ops.
 - Exemption for 'blue light' services.
 - Enables gathering of quantitative data on UAS activity.
 - NOT a scalable solution for enabling BVLOS ops in Class C.
- Consultation ongoing
- The Way Ahead



Open Forum



Thank you

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