



ÚDARÁS EITLÍOCHTA NA hÉIREANN
IRISH AVIATION AUTHORITY

Specific Category Drone Safety Forum

Enda Walsh – UAS Manager

David Hansell – UAS Inspector

29 August 2025



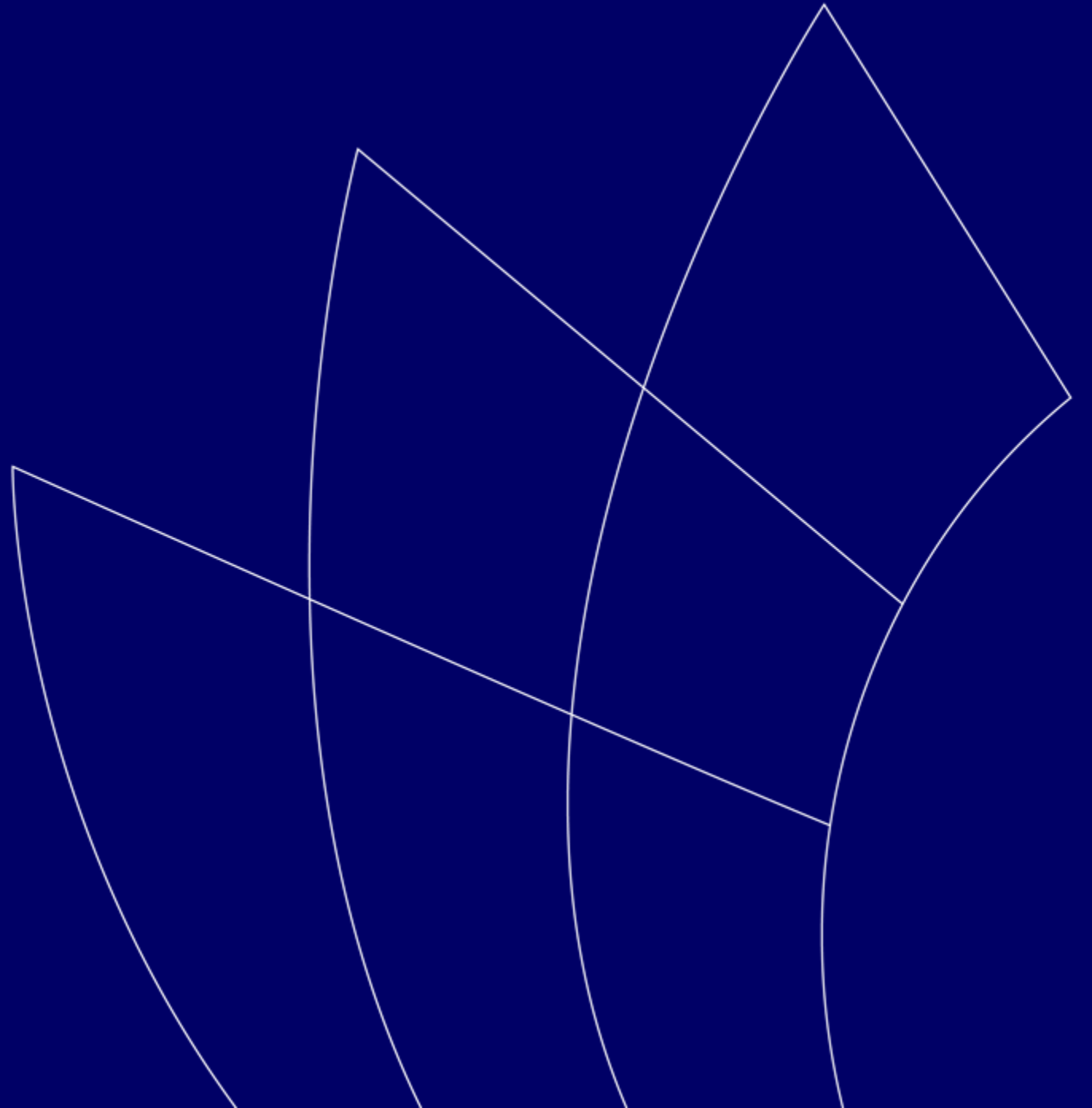
Agenda

Introduction

Statistics

Poll Questions

Q&A



Section 1

Introduction



UAS Division

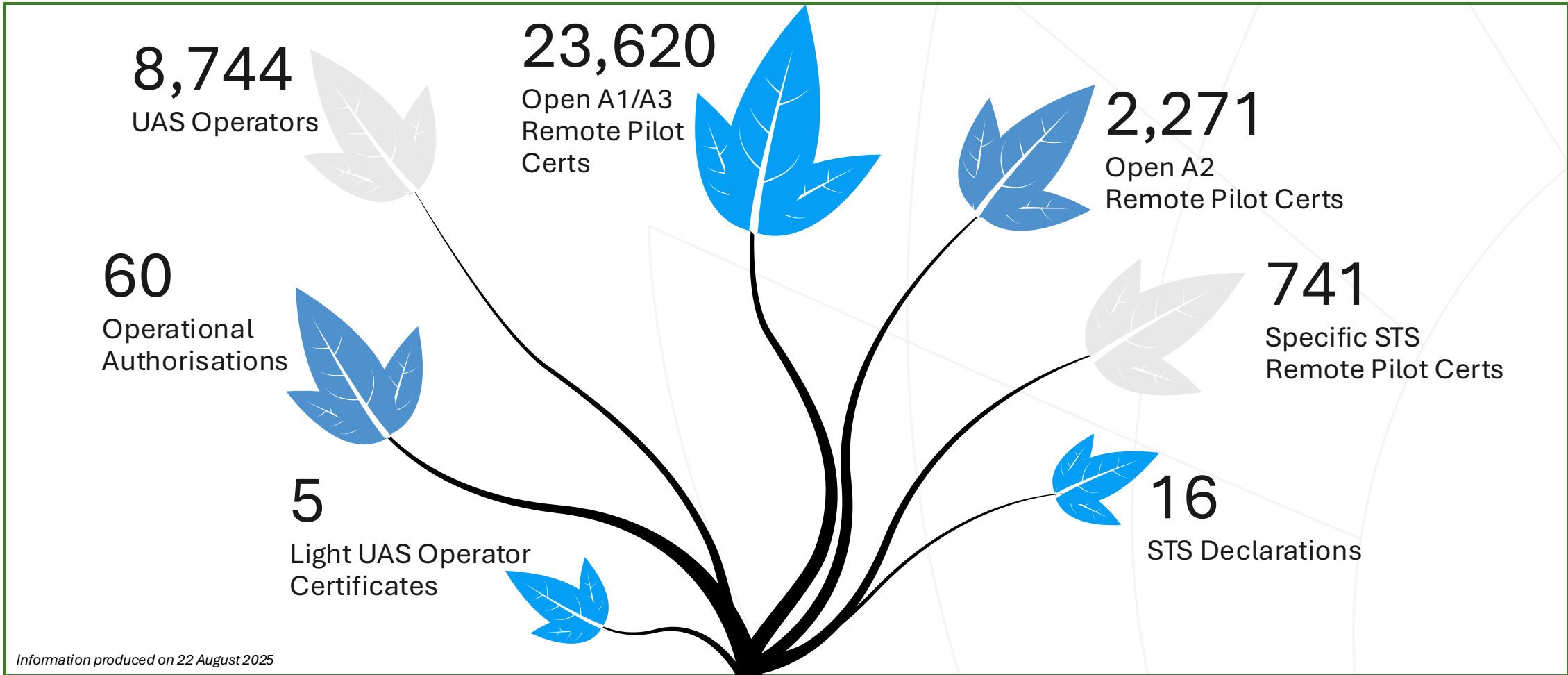
- Enda Walsh – UAS Manager
- David Hansell – UAS Inspector
- 5 Additional Staff in the UAS Division
 - Nicola
 - Brian
 - Saule
 - Máté
 - Mark



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 – Altitude Angel

- Altitude Angel partners with Airnav Ireland, not the IAA.
- Operational limitations of AA approvals is based on conditions agreed upon between Airnav and AA
 - suaairspace@airnav.ie
 - Altitude Angel mirrors the UF101 process while introducing automation to help expedite “simpler” approvals and makes activity viewable by other app users
 - AA can be used as a Situational Awareness tool even outside Geographic Zones



Poll Question – New forms of OAs

- Current PDRAs in the works
 - All Range of Ops
 - Testing of Prototype UAS
 - Airport/Runway Inspections
 - Drone Swarming
- EASA Encourages operators to contact them to suggest new forms of PDRAs
- Longer term new STS also.
 - Takes longer as requires a change to the base regulation.



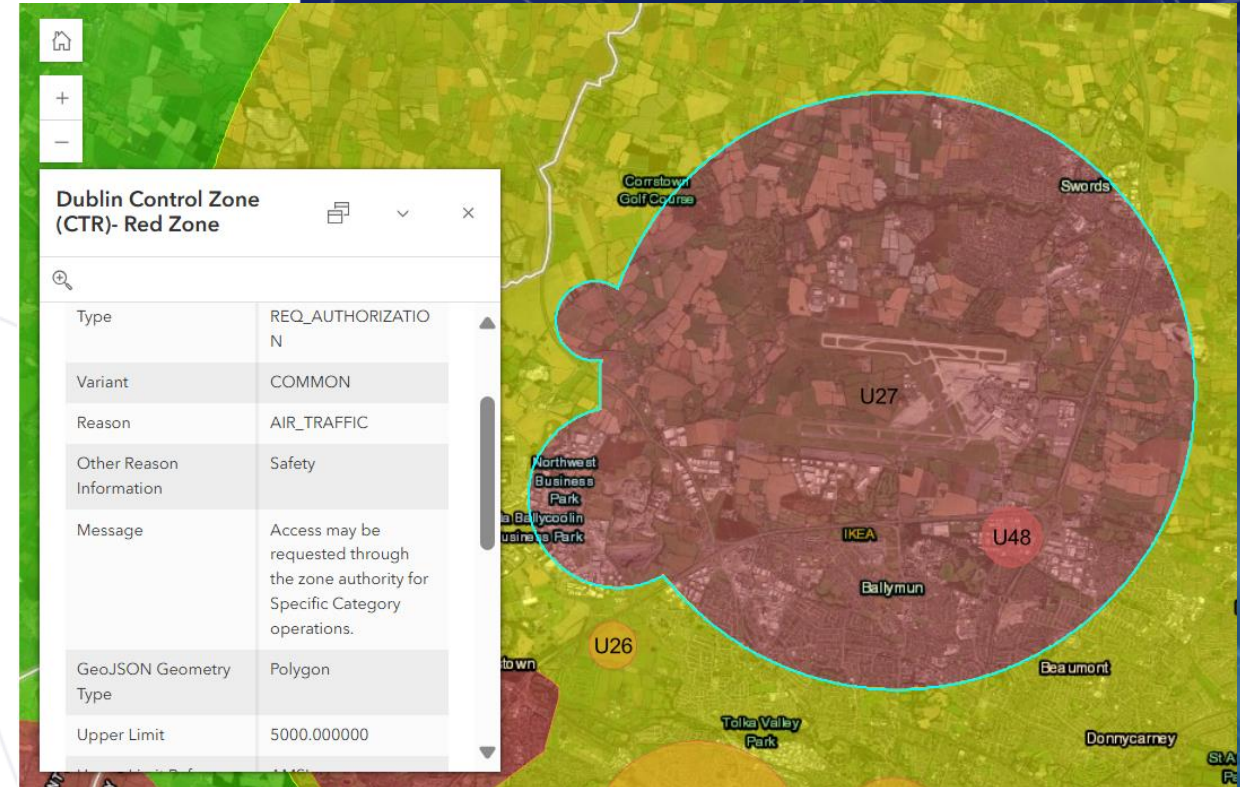
Poll Question – Consultants

- Can an operator identify / “nominate” a Consultant to engage with IAA on applications?
 - Engagement is with the Accountable Manager as the responsible person for compliance of the Organisation.
 - However, we can include your consultant in communications if requested.



Poll Question – Ops near Airports

- Conditions of Geographic Zones are established by the Zone Authority
 - Current restrictions for the Dublin CTR require “Specific Category Operations”
 - That’s all
- Any valid Specific OA may be used
 - LUC, SORA, PDRA, STS
- How to communicate with ATC
 - Defined by Airnav
 - Current procedures keep comms via telephone only, so no specific phraseology or training is required
 - Current radio operators’ licences in the State apply to Pilots and ATC only. Special exemption required. E.G. Airshows.



Poll Question – SORA 2.0 vs 2.5 Timeline

- SORA 2.5 will be officially published next month
- Transitional arrangements TBC. Expected:
 - Authorisations issued under SORA 2.0 will remain valid for duration of the authorisation. I.E. 2 yrs.
 - Applications under SORA 2.0 accepted six (6) months after 2.5 publication.
 - Applications under SORA 2.5 may be submitted currently. AltMoc may be required if delay in publication.



Poll Question – Operations Manuals

- Using the EASA Template

- Is this appropriately tailored to your operation, your UAS, your organisational structure
- *“A UAS operator may use this example OM, adapting it for their needs. This example is intended to serve as a structuring aid and to provide the UAS operator with ideas and inspiration for how proofs could be implemented when describing such UAS operation.”*

- “NCT Approach” to manuals

- “You tell me what’s wrong”



Poll Question – Launch/Land at Sea

- Not permitted under PDRAs or STSs
- **Speed of Vehicle.** AMC1 UAS.OPEN.060(2)(d)
Responsibilities of the remote pilot
 - *"(b) If the remote pilot operates a UA from a moving ground vehicle or boat, the speed of the vehicle should be slow enough for the remote pilot to maintain a VLOS of the UA, maintain control of the UA at all times and maintain situational awareness and orientation."*
- **RP Training.** AMC3 UAS.SPEC.050(1)(d)
Responsibilities of the UAS operator - Operation-specific endorsement modules
 - *"Explain the impact on the UA's behaviour when the systems for launch and recovery are operated from a moving vehicle, including ships."*

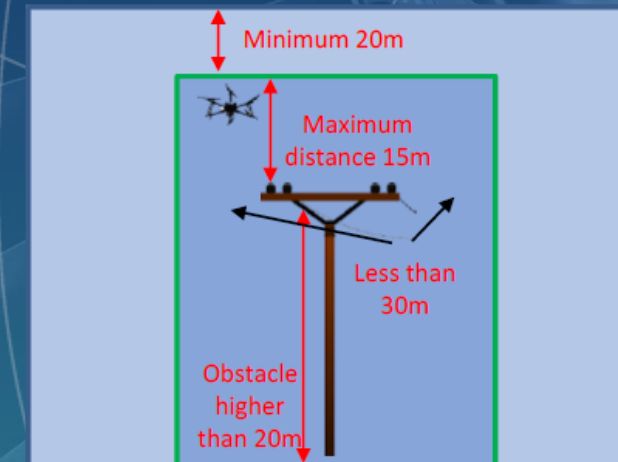
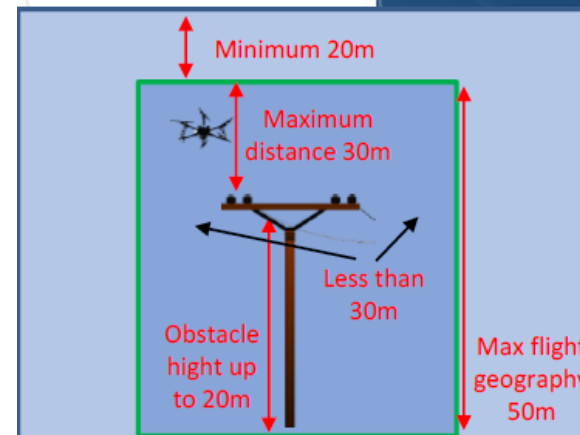
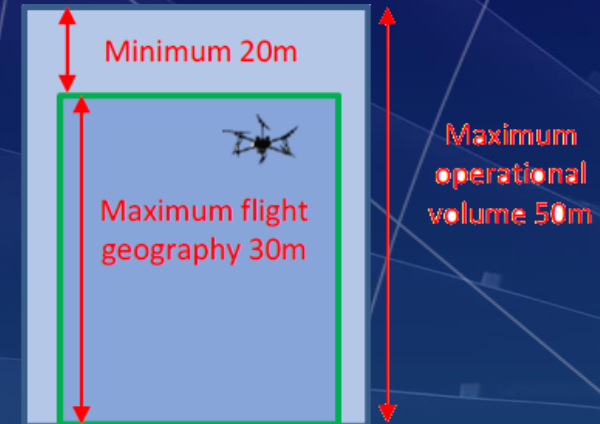


Poll Question – ARC-a

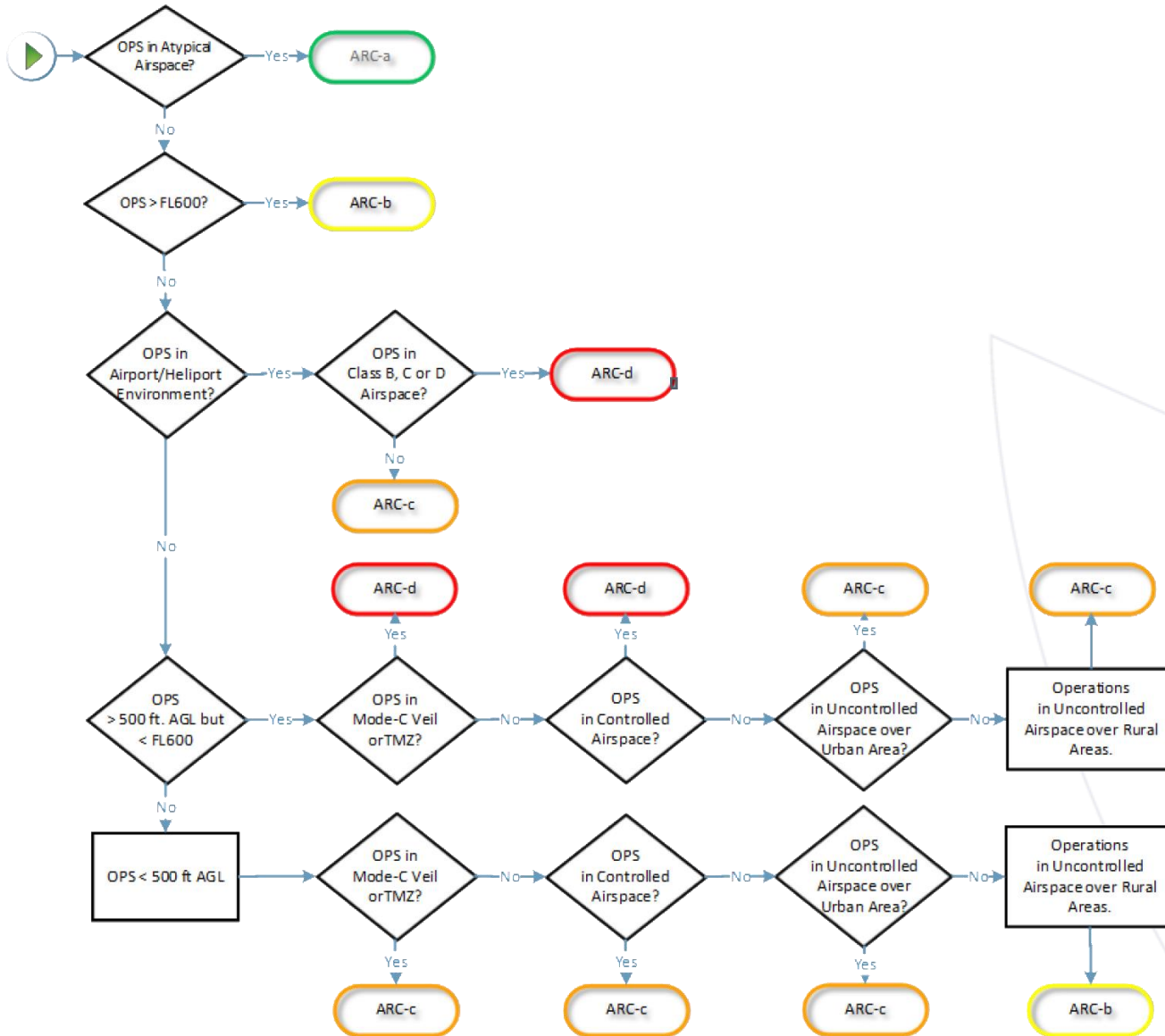
Atypical Airspace is defined as:

- a) Airspace where normal manned aircraft cannot go (e.g. airspace within 100 ft. of buildings or structures);
- b) Airspace characterization where the encounter rate of manned aircraft (encounter is defined as proximity of 3000 ft. horizontally and ± 350 ft. vertically) can be shown to be less than $1E-6$ per flight hour during the operation);
- c) Airspace not covered in Airspace Encounter Categories (AEC) 1 through 12

Segregated: E.G. TRA



Poll Question – ARC (mark)



Section 4
Q&A





ÚDARÁS EITLÍOCHTA NA hÉIREANN
IRISH AVIATION AUTHORITY

Thank you