



ÚDARÁS EITLÍOCHTA NA HÉIREANN
IRISH AVIATION AUTHORITY

Specific Category Drone Safety Forum

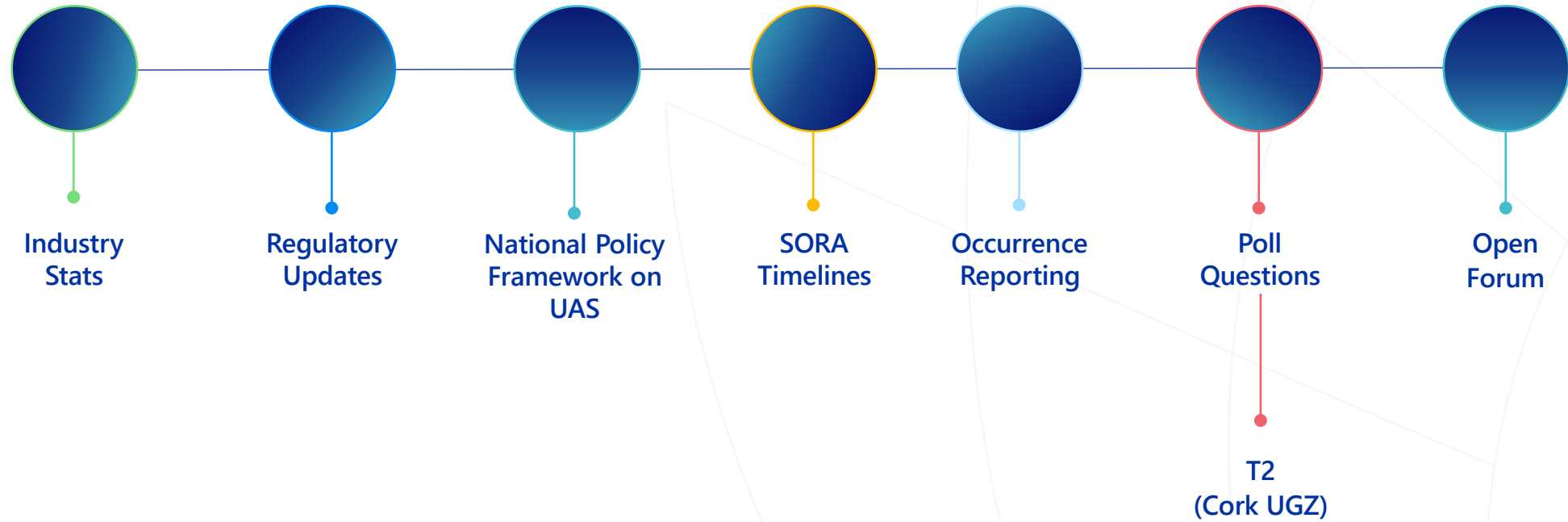
Enda Walsh – UAS Manager

David Hansell – UAS Inspector

27th February 2026



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

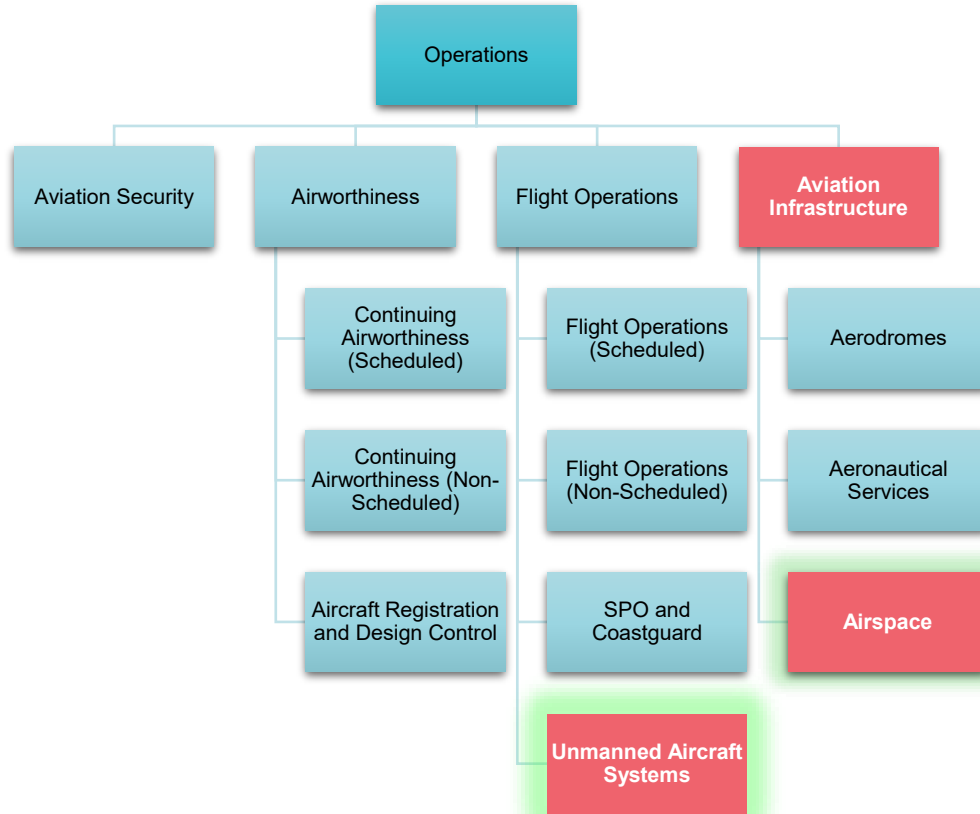


Matthew Davidson

Manager Airspace and U-space



Structure



Paul Kennedy
Head of Aviation Infrastructure

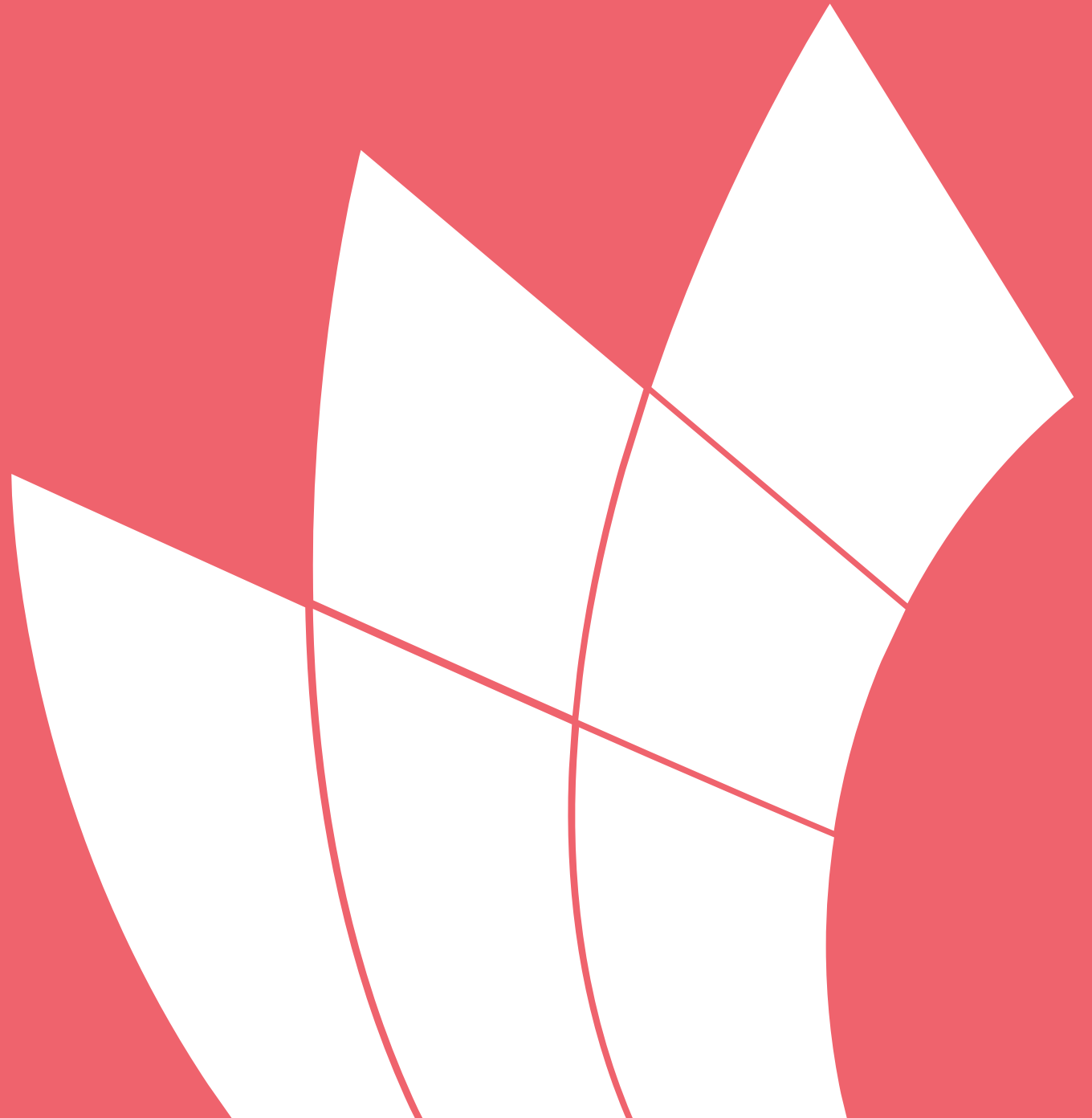


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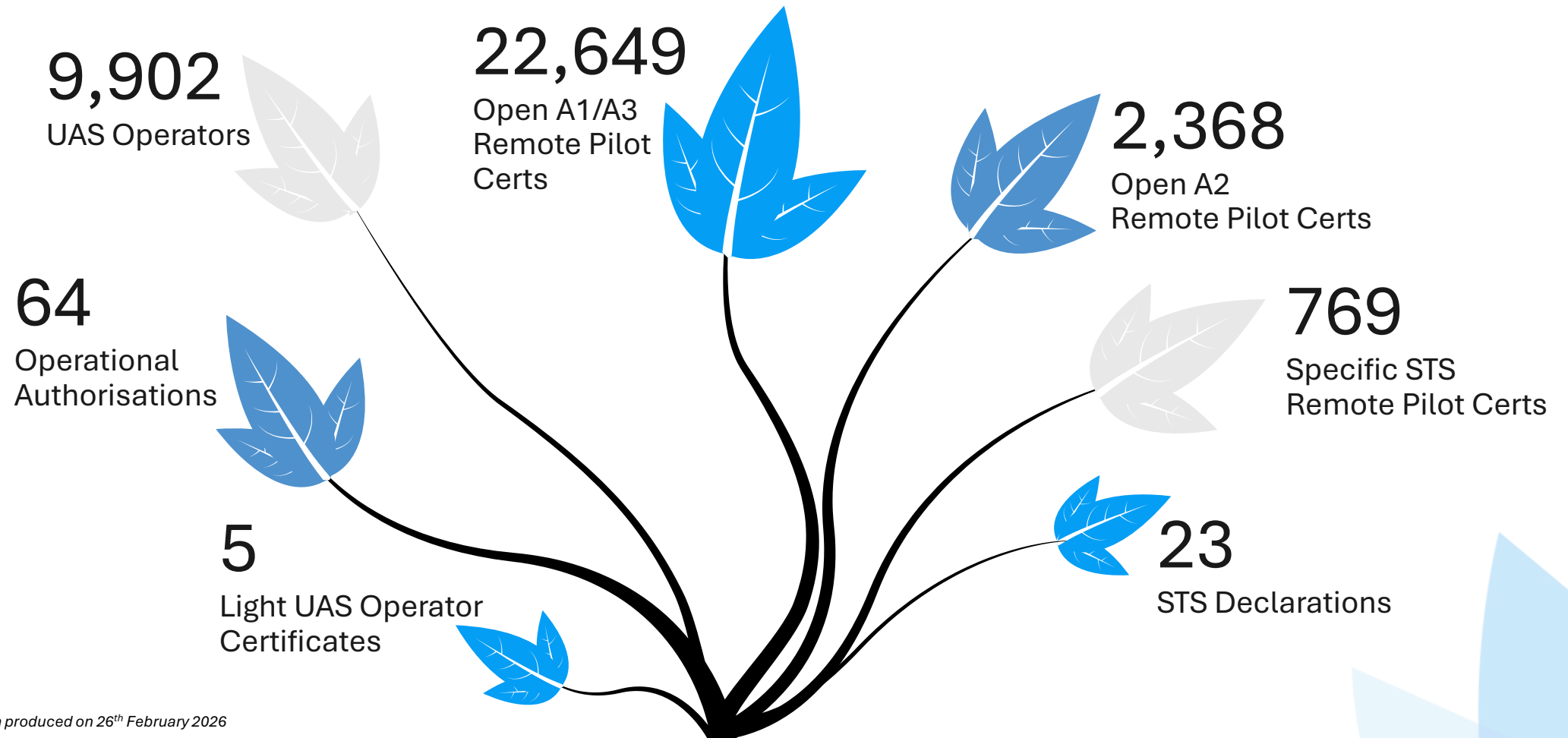


Enda Walsh
Manager UAS

Industry Statistics



Stats



Regulatory Updates



Regulatory Updates



ADS-L
Tech Spec



Guidelines
OSO #13



EAR
PART-IS



EPAS
2026 Update



DJI
UGZ Data



Regulatory Updates – ED Decision 2022/024/R (01.12.25) - New Technical Specification ADS-L 4 SRD860 Issue 2

- Further advances the Automatic Dependent Surveillance – Light (ADS-L) specification
 - Acceptable Means of Compliance (AMC) for uncontrolled manned aircraft to remain electronically conspicuous when entering U-space airspace
 - Facilitate safe drone BVLOS operations outside U-space through improved overall situational awareness and interoperability.
 - ADS-L utilises unlicensed frequency bands and uncertified devices.
 - Adds performance characteristics and introduces new ground-to-air retransmission capability.
 - Supports the safe and scalable integration of airspace users within and outside the U-space environment



Regulatory Updates – EuroCAE WG-106 SG-6 SORA (04.12.25)

- Guidelines for the use of multi-GNSS solutions for UAS - Medium Risk
- Open Consultation
- OSO #13
- Existing: ED-301 Guidelines for the use of multi-GNSS solutions for UAS – Low Risk (SAIL I & II)
- Service Level Agreement (SLA) with external GNSS service providers
- Medium: Consider other critical aspects:
 - System architecture
 - Vulnerabilities
 - Performance analysis
 - Receiver design or integration
- Considers other relevant SORA OSOs where GNSS plays a role.
 - OSO#05: UAS is designed considering system safety and reliability.
 - OSO#08: Operational procedures are defined, validated, and adhered to.
 - OSO#13: External services supporting UAS operations are adequate to the operation.
 - OSO#23: Environmental conditions for safe operations are defined, measurable, and adhered to.
 - OSO#24: UAS is designed and qualified to operate under adverse environmental conditions.

DETERIORATION OF EXTERNAL SYSTEMS SUPPORTING UAS OPERATIONS		Level of assurance LEVEL of ASSURANCE		
		Low (SAIL I & II)	Medium (SAIL III)	High (SAIL IV to VI)
OSO #13 External services supporting UAS operations are adequate for the UAS operation	Criteria Criterion	The applicant UAS operator declares that the requested level of performance for any externally provided service necessary for the safety of the flight is achieved. (without evidence being necessarily available).	The applicant UAS operator has supporting evidence that the required level of performance for any externally provided service required for the safety of the flight can be achieved for the full duration of the operation mission. This may take the form of an SLA or any official commitment that prevails between a service provider and the applicant UAS operator on relevant aspects of the service (including quality, availability and responsibilities). The applicant UAS operator has means to monitor externally provided services that affect flight-critical systems and takes appropriate actions if real-time performance could lead to the loss of control of the operation.	Same as medium. In addition: (a) the evidence of the performance of an externally provided service is achieved through demonstrations; and (b) the competent authority of the Member State or an entity that is designated by the competent authority validates the claimed level of integrity.



Regulatory Updates – EAR for IS (05.12.25)

- Incorporates
 - Commission Implementing Regulation (EU) 2025/2293
 - on requirements applicable to organisations subject to a declaration, and correcting accordingly the existing regulatory framework;
 - Commission Delegated Regulation (EU) 2025/22 amending Commission Delegated Regulation 2022/1645
 - regarding requirements on information security for organisations providing ground handling services;
 - ED Decision 2025/013/R
 - on the management of information security risks, amending the AMC & GM to the Articles of Regulations (EU) 2022/1645 and 2023/203;
 - ED Decision 2025/014/R
 - on the management of information security risks, amending the AMC & GM to Part-IS.I.OR and Part-IS.D.OR;
 - ED Decision 2025/015/R
 - on the management of information security risks, amending the AMC & GM to Part-IS.AR; and
 - a list of acronyms and abbreviations



Regulatory Updates – European Plan for Aviation Safety (EPAS) (18.12.25)

- 15th edition
- Strategic priorities
- Primary safety risks
- Necessary actions to mitigate
- 2026 ed
 - *Vol II: RMTs with deliverables in 2026*
 - **Regulatory Simplification:** RMT.0729 Regular update of Regulations (EU) 2019/945 and 2019/947 (drones in the ‘open’ and ‘specific’ categories) includes simplifying the regulations applicable to UAS operations in the ‘specific category – low risk’.
 - **IAM:** RMT.0230 Introduction of a regulatory framework for UAS operations and innovative aerial services
 - *Vol III*
 - Airspace infringement by military UAS, aircraft, or debris spilling over from conflict zones (SI-5515)
 - Damage tolerance to UAS collisions (SI-4019) (Amended)
 - Airborne conflict with an unmanned aircraft system (UAS) (SI-2014) (Amended)



News – EASA and DJI collaborate to improve awareness of safe and legal drone operations (22.01.26)

- From January 2026, DJI's class-labelled products now rely exclusively on official UGZ data published by NAAs
- Previous Fly Safe data sets removed

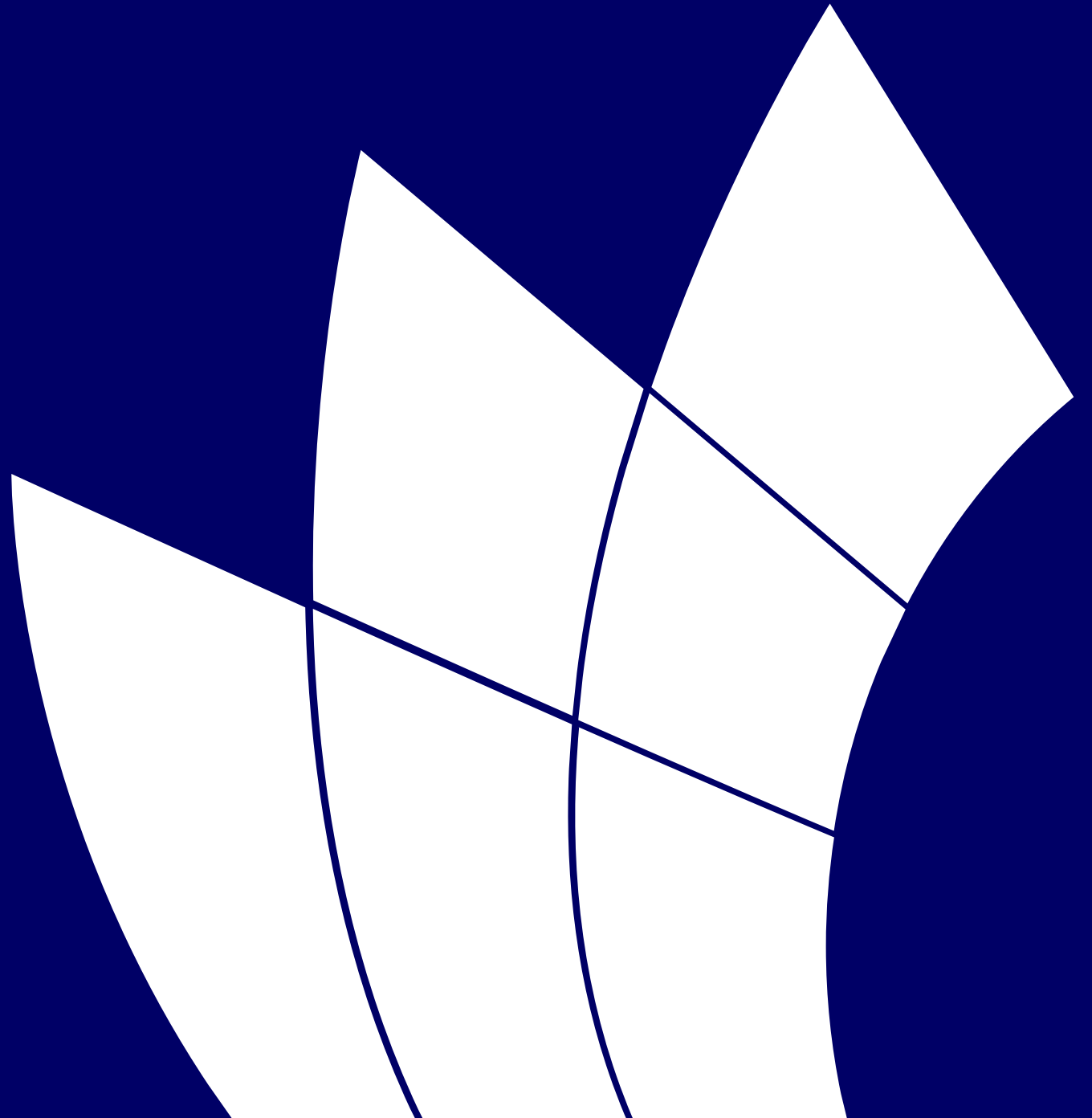


Remote Pilot Renewals

- 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



National Policy Framework on UAS



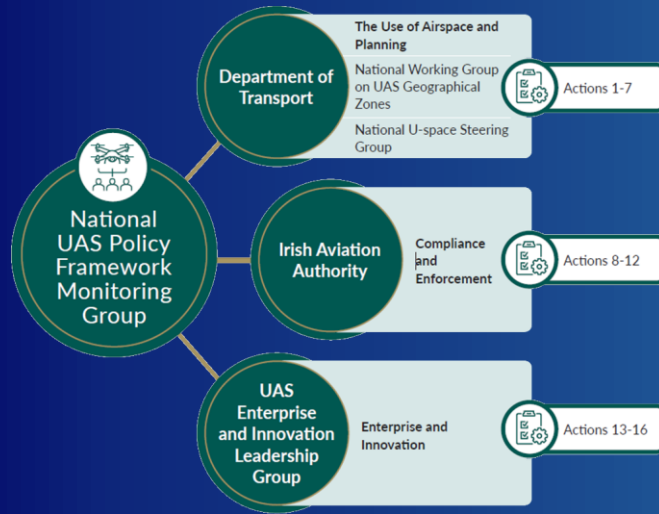
National Policy Framework

- *“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



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

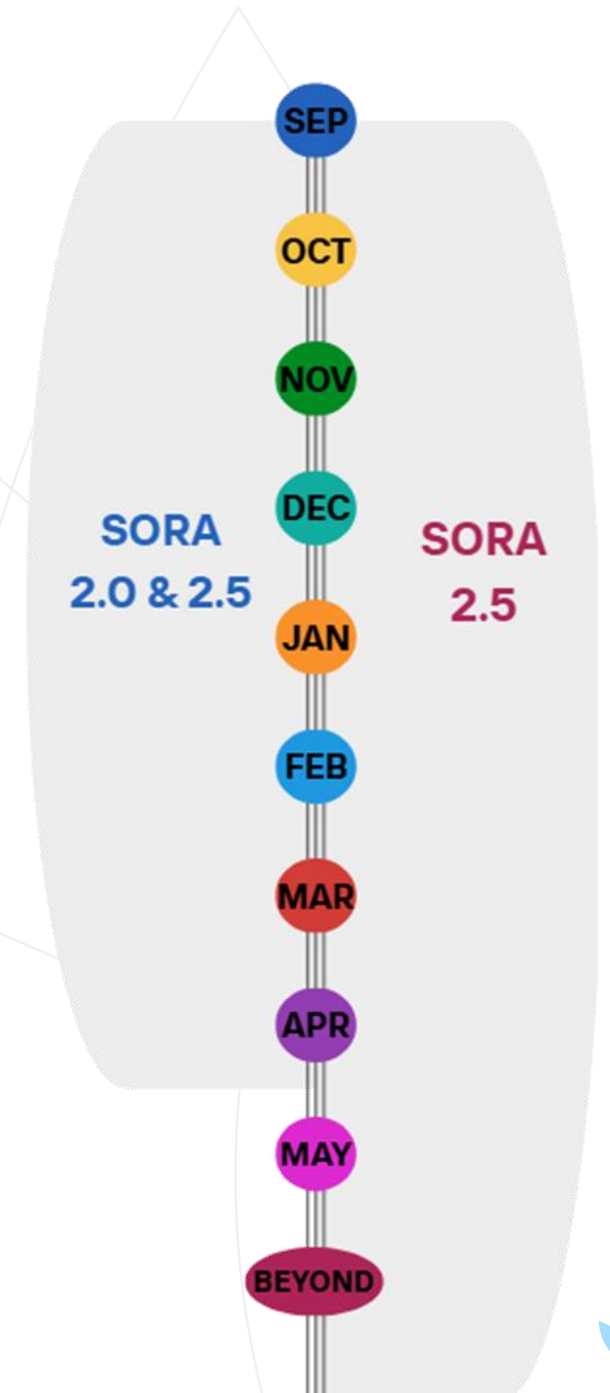


SORA Timelines

The image features a solid green background. On the right side, there are several overlapping white curved shapes that resemble stylized petals or leaves. A thin green line runs diagonally across these shapes, starting from the upper right and moving towards the lower left. The text 'SORA Timelines' is positioned on the left side of the image, centered vertically relative to the middle of the frame.

Poll Question – SORA Timelines – 2.0 vs 2.5

- SORA 2.5 applicable since 29.09.25
 - Several application received under SORA 2.5 already
- Existing OAs under SORA 2.0
 - You MAY renew up to 60 days prior to expiration using 2.0 until end of April 2026
 - If you are currently intent on pursuing a SORA today, you can use 2.0 or 2.5.
- OAs issued under 2.0 will remain valid for the validity of the OA, i.e. 2 yrs from date of issue.



Occurrence Reporting

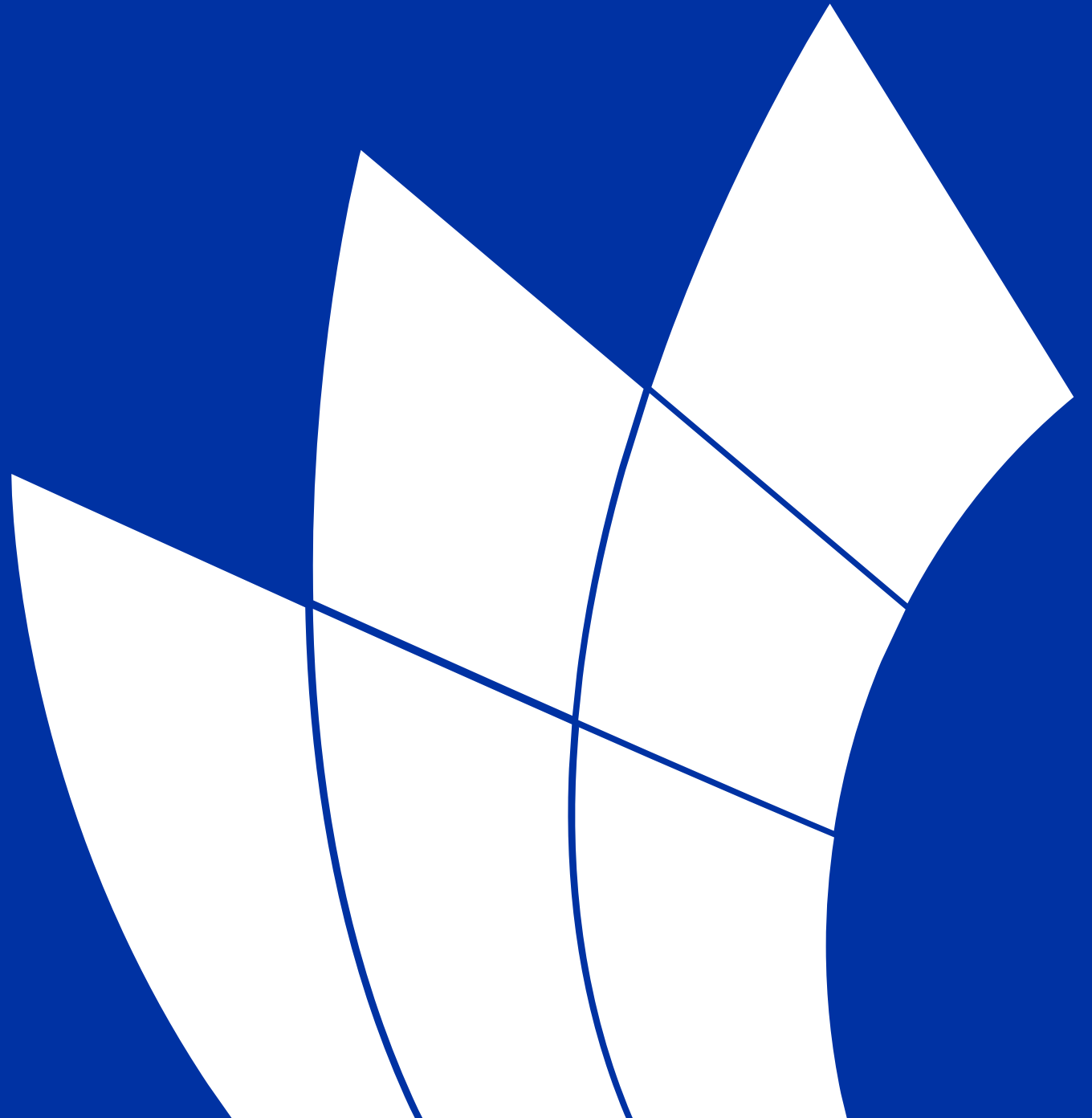


Poll Question – ECCAIRS and Self-Reporting

- 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

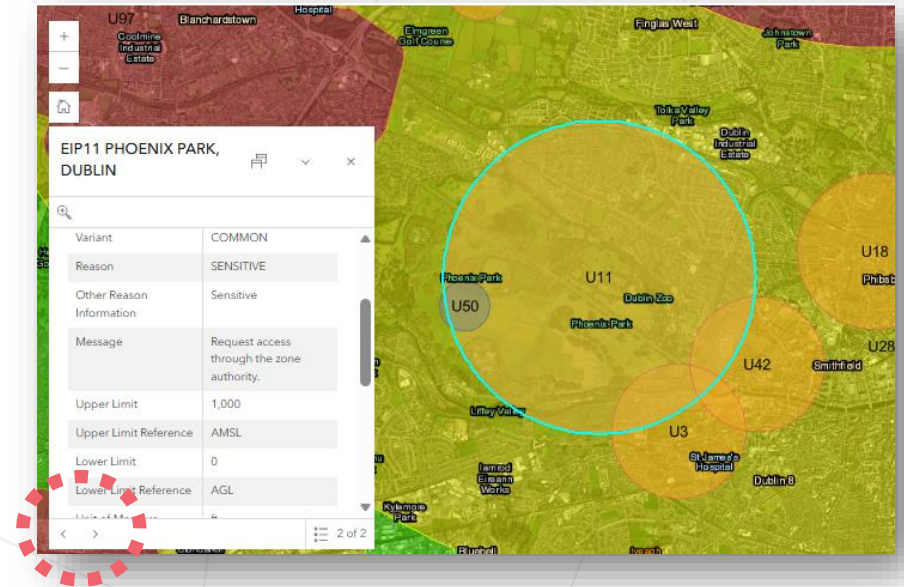


Poll Questions



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



Contact us: drones@iaa.ie