



ÚDARÁS EITLÍOCHTA NA hÉIREANN
IRISH AVIATION AUTHORITY

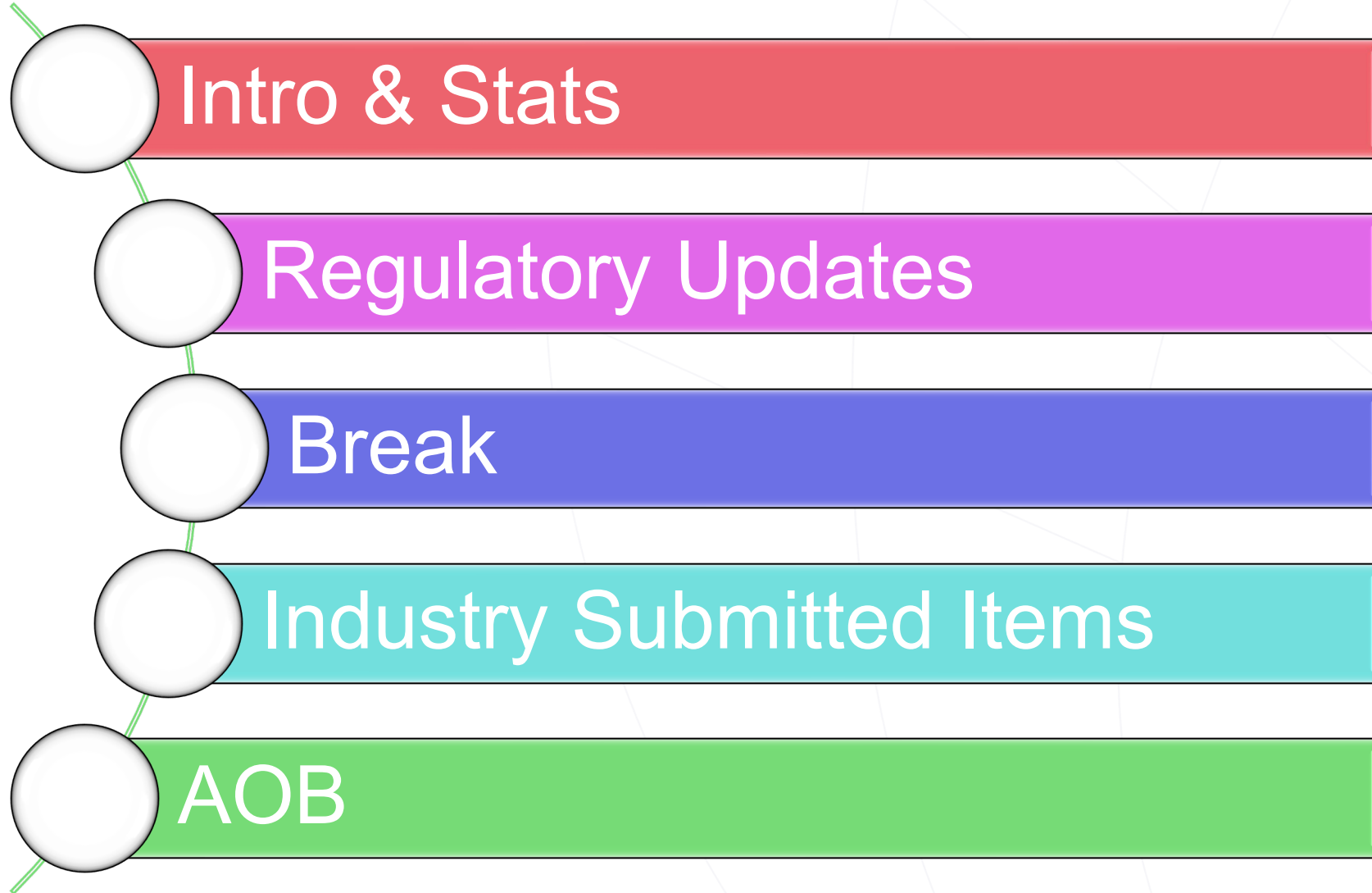
UAS Stakeholder Forum

UAS Division

29th May 2026



Agenda



Introduction



UAS Division



Enda Walsh
Manager



David Hansell
Inspector



Mark Kane
Inspector



Máté Pusztai
Inspector

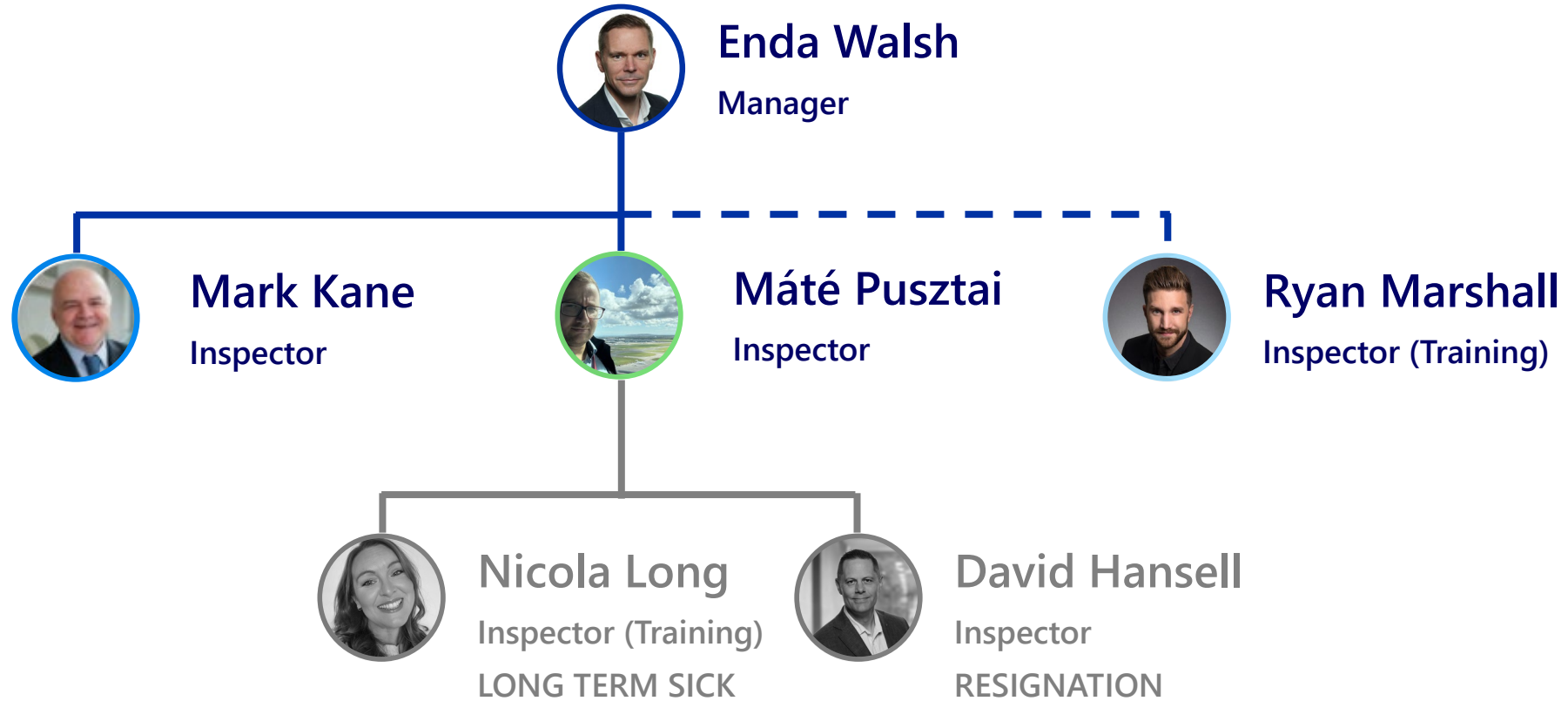


Nicola Long
Inspector (Training)

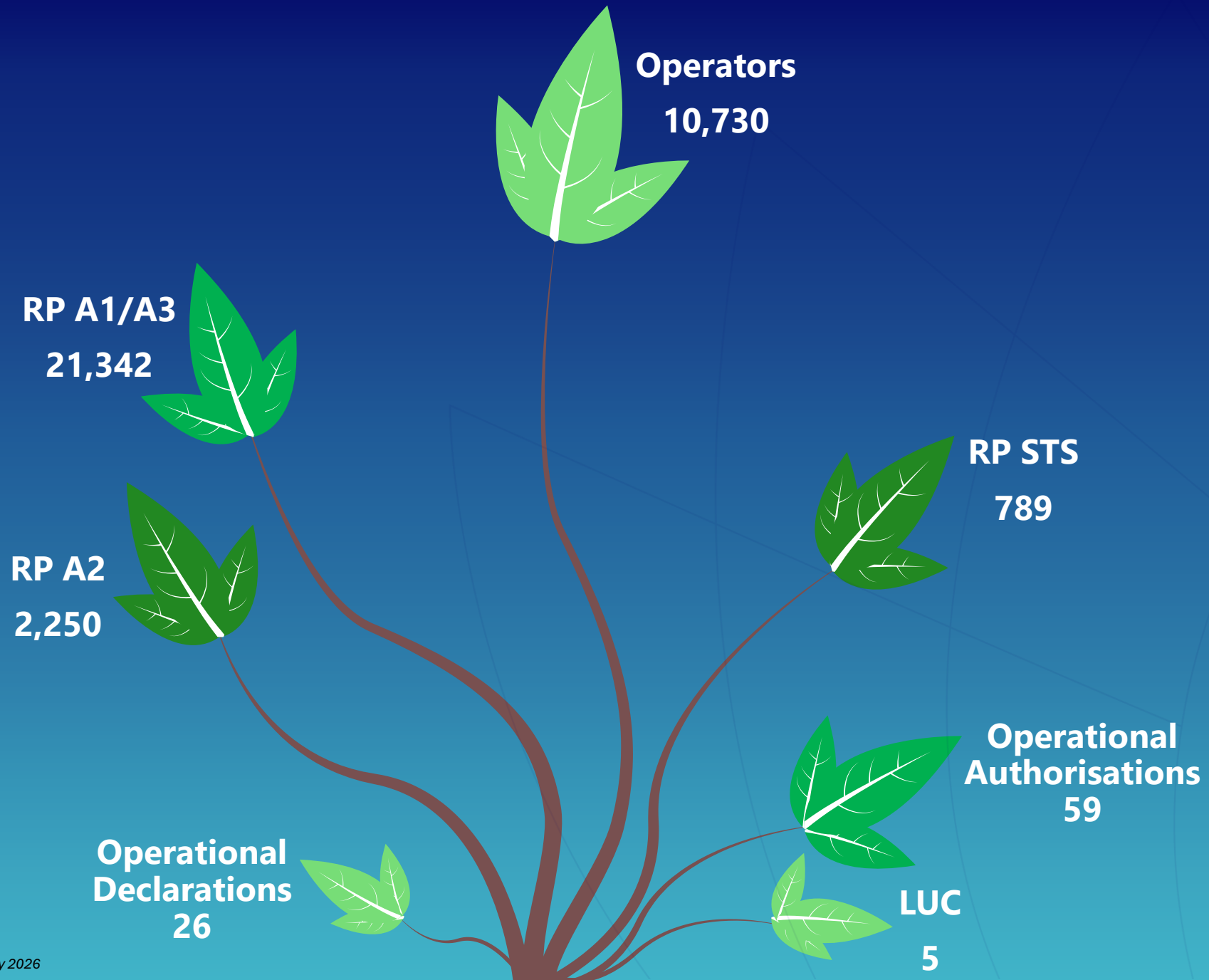


Ryan Marshall
Inspector (Training)

UAS Division



Stats



A Brief Note

- Thank you for taking the time to submit agenda items.
- The opportunity for us to understand what is top of mind for the industry invaluable.
- Some requested agenda items:
 - Have been grouped together based on similarity of topic,
 - Were already covered in previous slides, or
 - Are outside the scope of the Forum or the IAA. 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.



A Brief Note - Participation

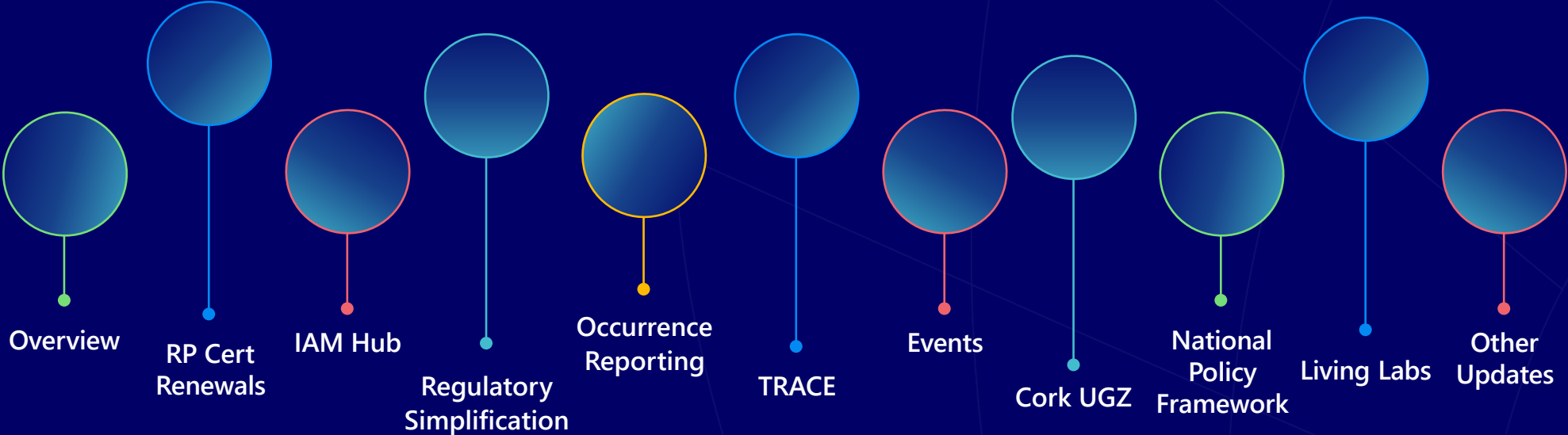
- Raise your hand, we will call on you and, if online, open your mic for you.
- Individuals
 - Members are participating in their expert capacity and should therefore express their professional opinions.
- Organisations
 - Where members are representing an organisation, they should express their professional opinions as well as representing established policies or points of view of their organisation.
 - Make clear when opinions are their own that do not represent a position of their organisation. If not clear they will be taken as a position adopted by their organisation.



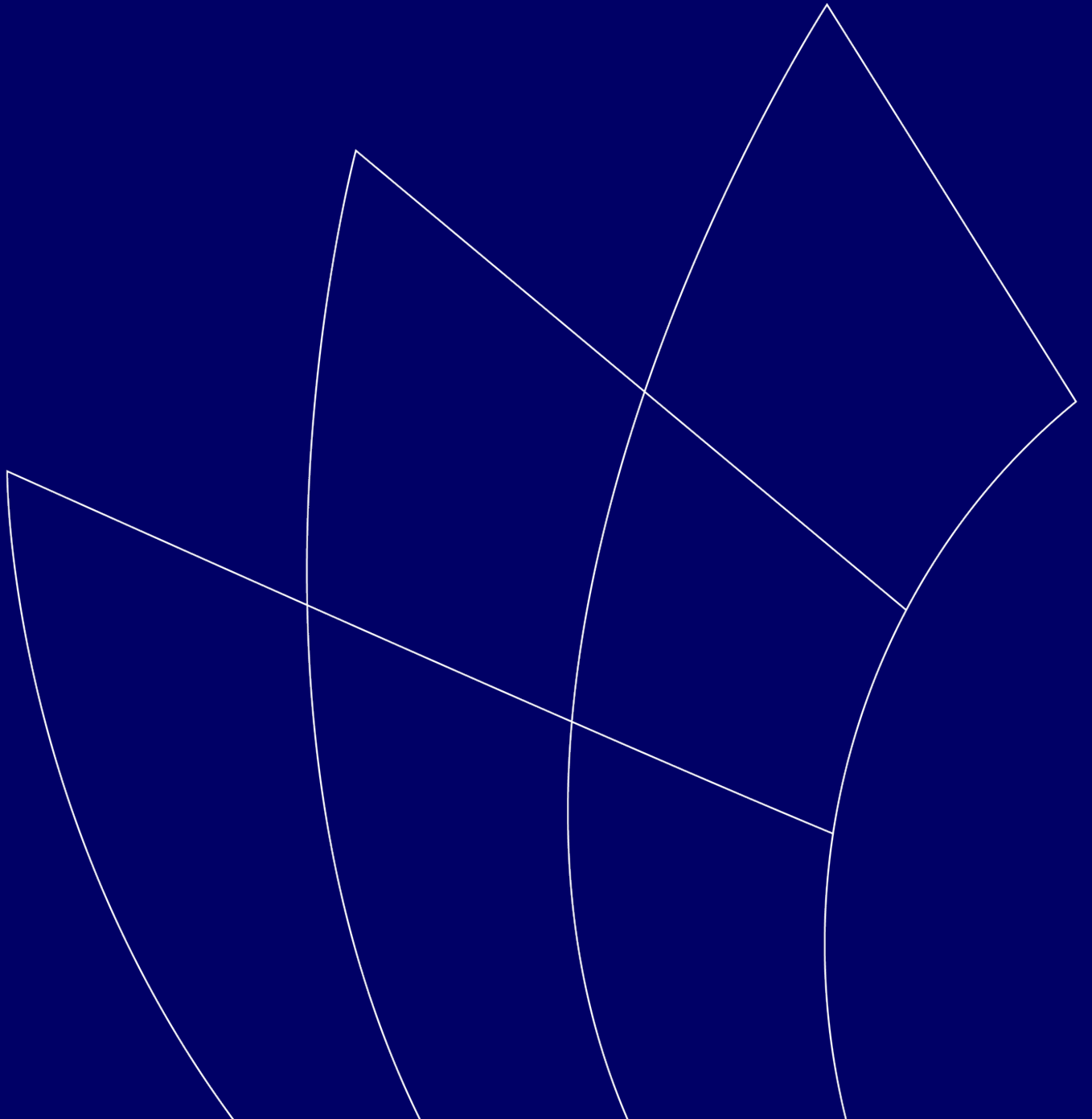
Regulatory Updates



Regulatory Updates



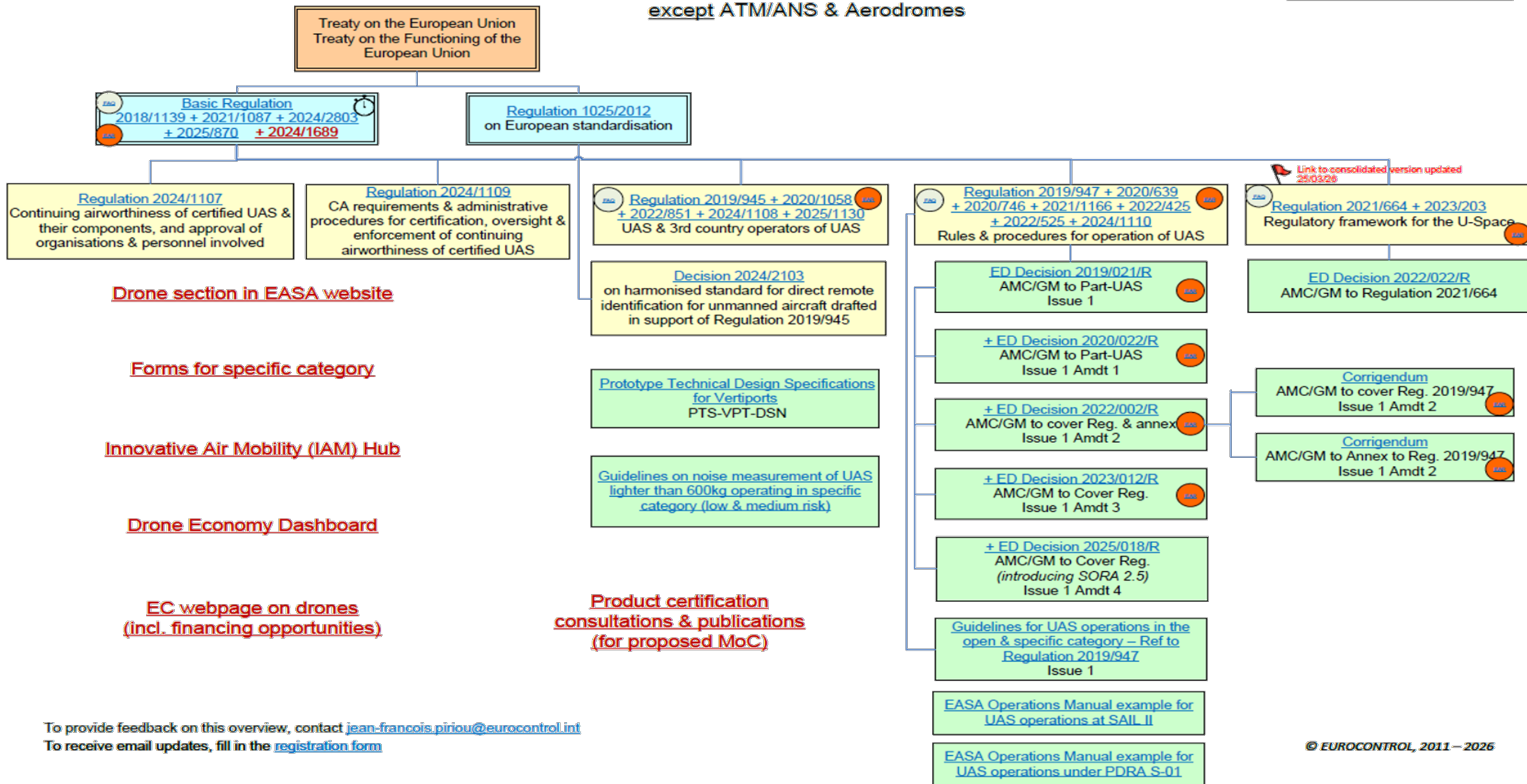
Overview



EU Legislation for ATM/ANS, Aerodromes & Drones

Part 1c: Basic Regulation 2018/1139, its delegated & implementing acts (DAs/IAs), and associated DS/CS/AMCs/GM – Focus on Unmanned Aircraft Systems (UAS), except ATM/ANS & Aerodromes

Latest Update:
25/03/2026



Civil Aviation Occurrences

[Regulation 376/2014 + 2018/1139](#) 
Reporting, Analysis and Follow-Up of
Occurrences in Civil Aviation

[Regulation 996/2010 + 376/2014
+ 2018/1139 + 2024/1230](#)
Investigation & Prevention of Accidents &
Incidents in Civil Aviation

[Regulation 2015/1018](#) 
List classifying occurrences to be mandatorily
reported

[EC Guidance Material on Regulations
376/2014 & 2015/1018](#) 

[Decision 2019/1128](#)
On access rights to safety recommendations &
responses in European Central Repository

[Working Arrangement between ICAO & the EU](#)
Regarding cooperation in the area of accident
and incident reporting in civil aviation
+ amendment

[Regulation 2020/2034](#)
As regards the common European Risk
Classification Scheme (ERCS)

[Regulation 2021/2082 + corrigendum](#)
Arrangements for implementation of ERCS

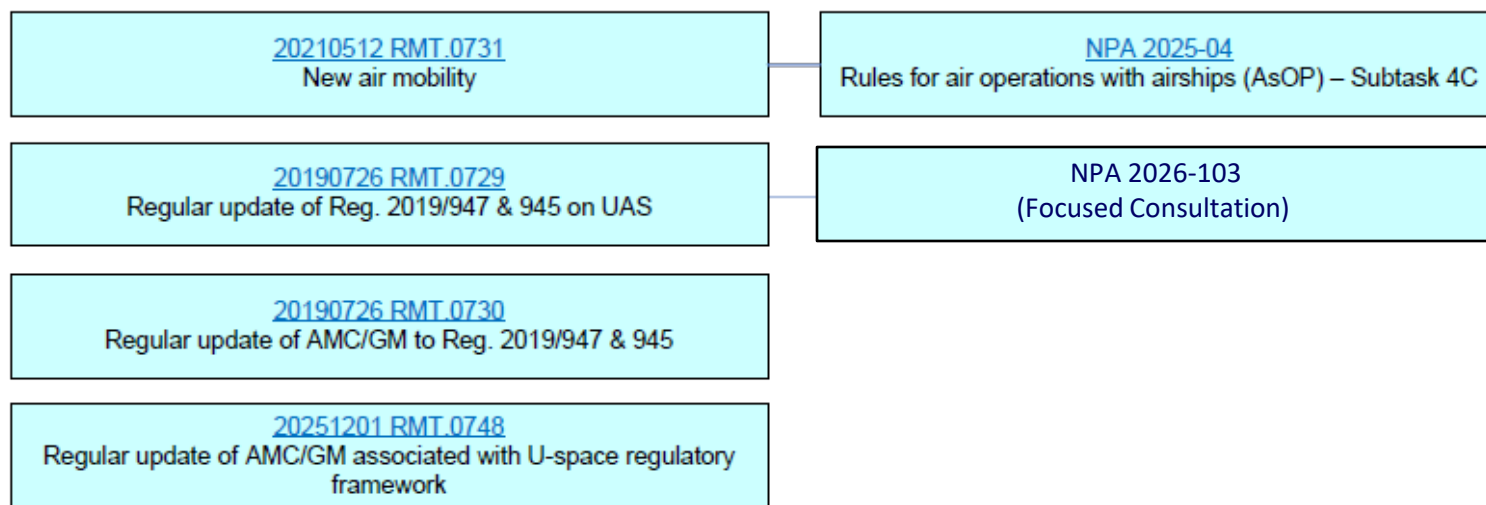


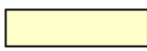
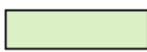
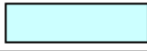
EU Regulatory Developments for ATM/ANS & ADRs

Part 1b: ToRs/NPAs/CRDs/Opinions (focus on Aerodromes, Drones & cross-domain developments)

Latest Update:
28/04/2026

Note: ToRs/NPAs/CRDs/Opinions will be removed from this view shortly after the resulting DA/IA and/or CS/AMC/GM is/are published.



	Directly affecting ATM/ANS (note: may also affect, directly or indirectly, other fields of civil aviation, including Aerodromes)
	Directly affecting Aerodromes (note: may also affect, directly or indirectly, other fields of civil aviation, including ATM/ANS)
	Directly affecting both Aerodromes & ATM/ANS (note: it may also affect UAS/Drones as well)
	Directly affecting Unmanned Aircraft Systems (UAS) / Drones (note: may also affect, directly or indirectly, ATM/ANS and/or Aerodromes)
	Deliverable of the EASA rulemaking procedure (in this case: NPA)
ZZZZYYYYX.RMT.NBER	Rulemaking Task numbered NBER Published on the EASA website on XX (day) YY (month) ZZZZ (year)
 Change Date	Modification implemented on 'Date', briefly described in the first line ('Change')

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Remote Pilot Certificate Renewals



Remote Pilot Certificate Renewals: The Issue

- 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



Remote Pilot Certificate Renewals: The Resolution

- Technical issue with renewals on mySRS resolved.
- Article 71(1) exemption issued by the IAA valid until end Jun
- UAM 021 - Guidance on Remote Pilot Certificate Renewals
 - Updated



IAM HuB



IAM HUB Release #5

• 09th October 2025



Getting started

- Basics explained
- What are eVTOLs?
- Benefits & Use cases
- Map - Drone Operations and Statistics in your country
- Innovative Air Mobility Hub
- Noise and Sustainability
- Role of cities
- Urban Air Mobility

Drone Economy Dashboard



Flying a drone for fun

- Register, train, know where to fly
- Drone operator guide
- Know where to fly your drone
- Open Category
- List of drones for EU Operations
- You got a drone – now what?
- Travelling with drones
- Drone racing
- Drone insurance
- Frequently asked questions

Drone Rules Navigation



Flying a drone for work

- Register, train, know where to fly
- Operating a drone
 - Open Category
 - Specific Category
 - Certified Category
- List of drones for EU Operations
- Easy Access Rules for Unmanned Aircraft Systems
- Map - Population density
- Map - Geo Zones
- Frequently asked questions

Drone Rule Navigator



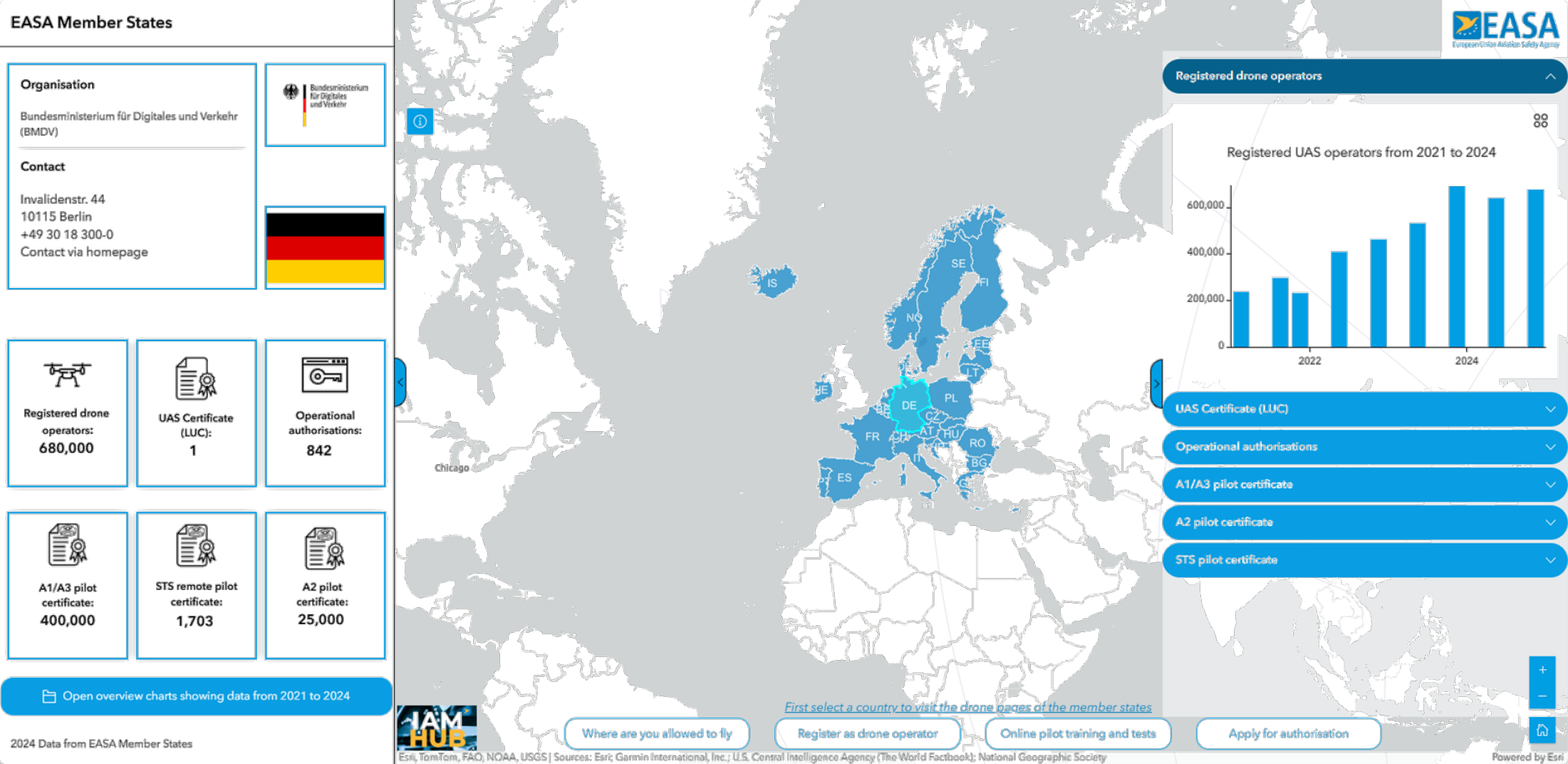
Knowledge & Case studies

- Urban Air Mobility
- Air Transport by VTOL-capable aircraft
- Understanding European Drone regulations
- The role of cities
- Benefits & Use cases
- SUMP for Innovative Air Mobility and Services
- Noise and Sustainability
- Map - Drone Operations and

Roles & Resp. of Local Auth.



IAM HUB Release #5: The Drone Economy Dashboard



IAM HUB Release #5: Drone Rule Navigator

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Drone Rule Navigator

POPULAR

Welcome to the **EASA Drone Rule Navigator** — your go-to guide for effortlessly understanding EU drone regulations!

Whether you're a professional pilot, a hobbyist, or flying model aircraft, our simple, question-guided tool cuts through the complexity and puts you on the right path. In just a few clicks, discover the rules that apply to your flight, ensure compliance, and take to the skies with confidence.

Let's make flying in Europe safe, simple, and stress-free!

What type of operation you would like to conduct? *

Have fun with your drone

Are you already registered as UAS operator in the MS where you have residence or main place of business, or if non EU citizen where you conduct the first operation? *

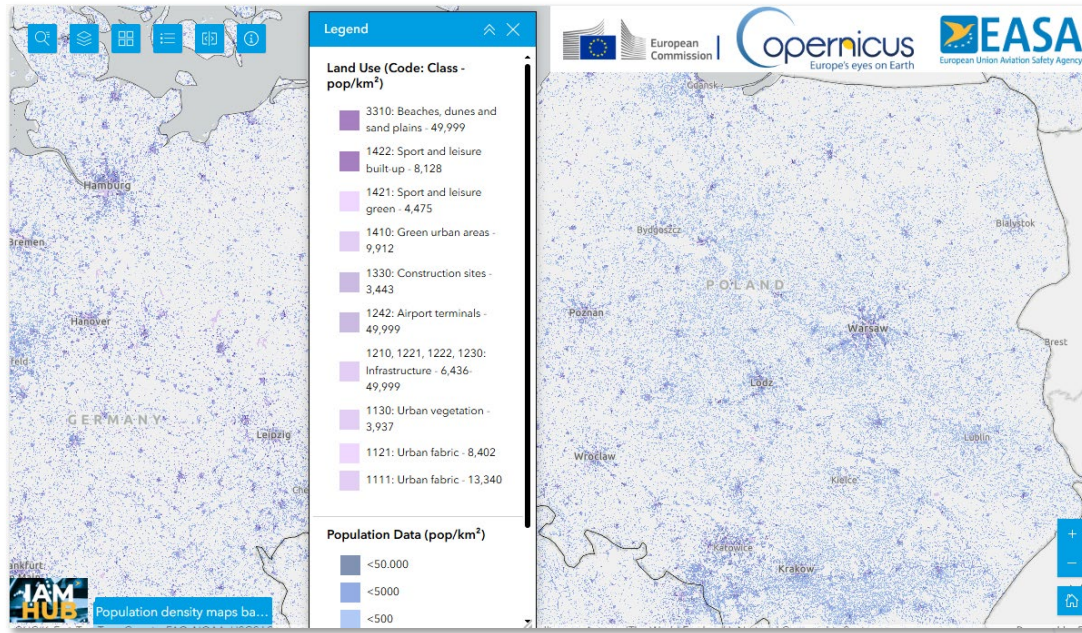
☐ Yes ☐ No

Cancel

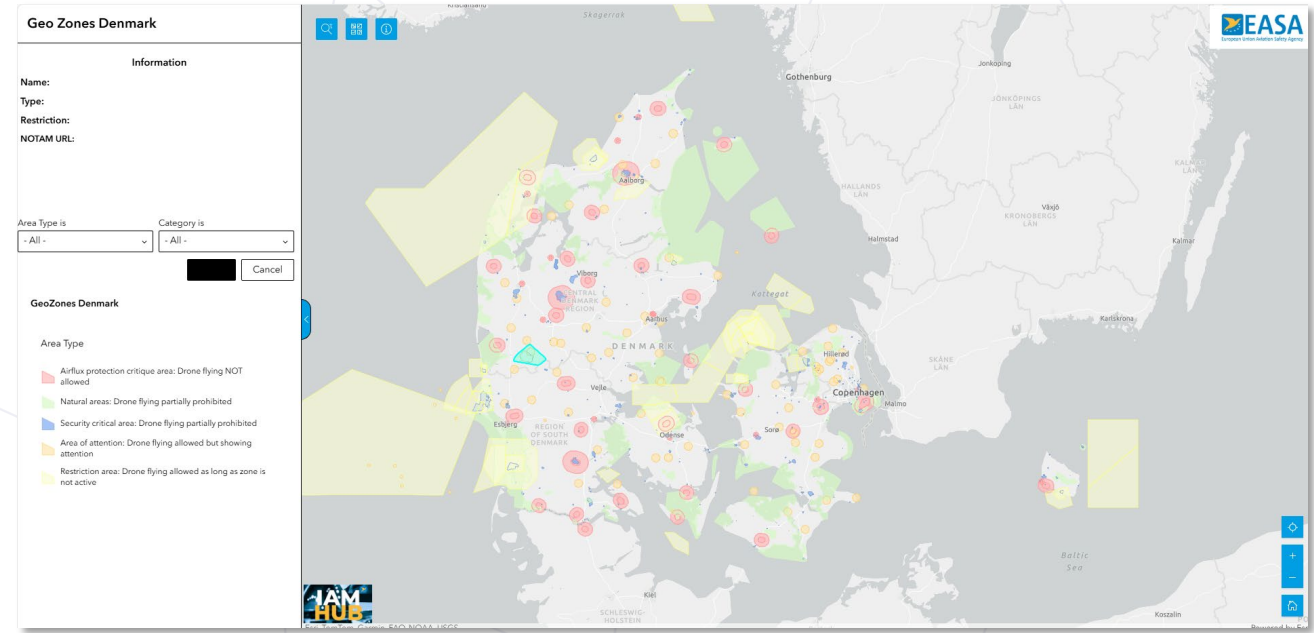
Check



IAM HUB Release #5: Upgrade of tailored population density data and geozones



The tailored population density map was refined and enriched with land use data applying EASA guidelines

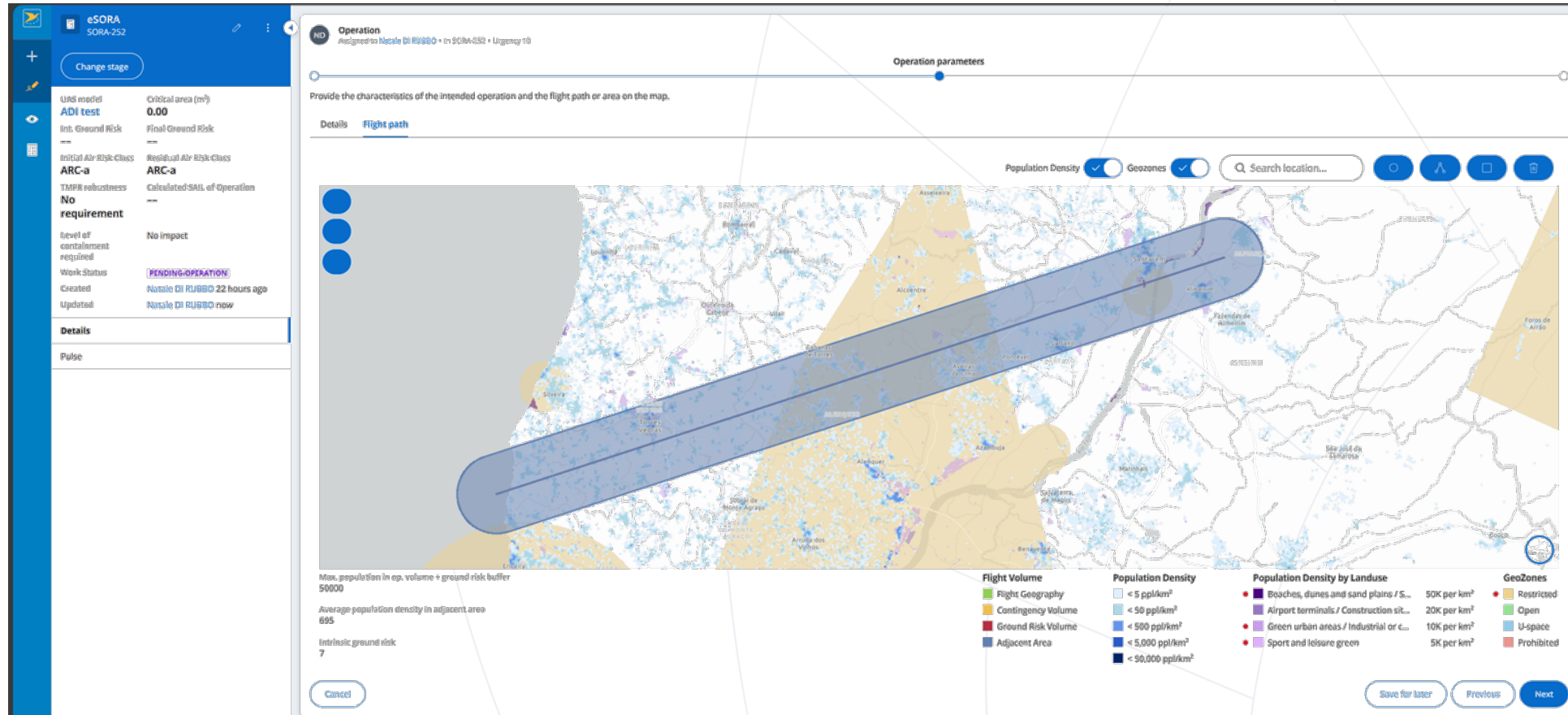
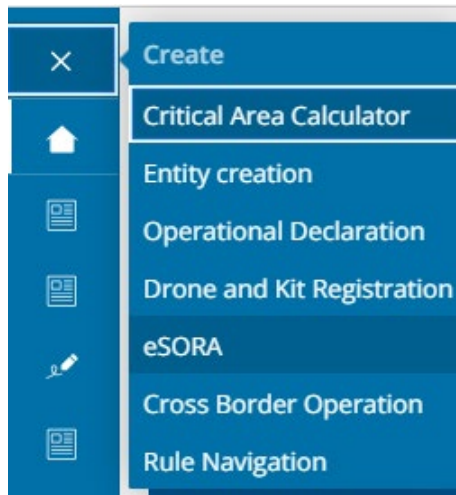


Module upgraded to allow for ED-318 compatible visualization

- Where to fly in EASA Member states: UAS Geographical Zones
 - Test information Ireland & Spain



IAM HUB Release #5: Member Zone: Design data, eSORA, CBO



NPA 2026-101 & 2026-103

Regulatory Simplification



NPA 2026-101

Focused consultation of NPA 2026-101 'Regular update of the AMC & GM to Regulations (EU) 2019/945 and 2019/947' (RMT.0730 Subtasks 3 & 4)

- Focused Consultation 21.05.26
- Common Unique Digital Format: ~~ED-269~~ ED-318
- Removal of SORA 2.0 AMC
 - Valid until 31.12.26
 - *N.B. Change to previously advised withdrawal*
- PDRAs do not reflect SORA 2.5
 - Removal of PDRA-S02 & PDRA-G03, now included in PDRA-G02
 - PDRA S-01 is limited to operations with a low level of containment.
 - Lower containment requirement for air risk in SORA 2.5
 - Prefilled OA application form with prefilled compliance matrix
 - Areas of flexibility highlighted
 - Guidance on how to develop the operations manual



NPA 2026-101

Focused consultation of NPA 2026-101 'Regular update of the AMC & GM to Regulations (EU) 2019/945 and 2019/947' (RMT.0730 Subtasks 3 & 4)

PDRA#	Edition /date	UAS characteristics	BVLOS /VLOS	Overflown area	Maximum range from remote pilot	Maximum height of the operational volume	Airspace	AMC# to Article 11	Notes-Operation manual
PDRA-001	1.1.2.0 / March 2026	UA up to 3 m and take-off mass of up to 25 kg maximum speed of 35 m/s	VLOS	Controlled ground area	VLOS distance ⁴	150 m	Controlled or uncontrolled, with low risk of encounter with manned aircraft	AMC4	- Basic operation manual - module - flight area 03
PDRA-002	1.1-/J	up to 3 m and take-off mass of up to 25 kg	BVLOS	Controlled ground area	2 km with an AO	150 m	Controlled or uncontrolled,	AMC5	
PDRA-G01	1.1.2.0 / January 2022 March 2026	Maximum characteristic dimension of up to 3 m and typical kinetic energy of up to 34 kJ maximum speed of 35 m/s	BVLOS	Sparsely populated area - Up to 50 ppl/km² if MTOM ≤25kg and sheltering - Otherwise up to 5 ppl/km²	If no AO, up to 1 km Within detection range (DLOS ⁵) of the RP or one of the AOs	150m operational volume	Uncontrolled, with low risk of encounter with manned aircraft	AMC2	- Basic operations manual - modules - BVLOS:TMPR withAO - flight area 01 - M1(A) – sheltering if UA ≤25kg
PDRA-G02	1.1.2.0 / January 2022 March 2026	Maximum characteristic dimension of up to 3 m and typical kinetic energy of up to 34 kJ maximum speed of 35 m/s	BVLOS	Sparsely populated area - Up to 50 ppl/km² if MTOM ≤25kg and sheltering - Otherwise up to 5 ppl/km²	n/a (direct C2-link)	- As established for the reserved or segregated airspace - Close to obstacle⁶	Reserved or segregated for the UAS operation Atypical air environment (reserved or segregated airspace for the UAS operation, or shielded),	AMC3	- Basic operations manual - modules - BVLOS: TMPR ARC-a) - flight area 02 - M1(A) – sheltering if MTOM ≤25kg
PDRA-003	1.0 /	up to 3 m	BVLOS	Sparsely populated areas	n/a (direct C2-link)	50 m from ground	Controlled or uncontrolled	AMC6	



NPA 2026-103

Regular update of Regulations (EU) 2019/945 and 2019/947 - Simplification and security (RMT.0729 Subtask 2)

- Consultation

- Focused Consultation 08.06.26
- Focused Discussion 16.06.26

- Why

- SAIL II Complexity
 - Operators are micro-enterprises / individual operators
 - Do not have sufficient capacity / expertise to develop SORA application
 - Rely on external consultants without understanding that evidence is to be implemented in practice
 - 6,622 STS declarations to date
- Reduce NAA involvement and Operator burden and cost up to SAIL III
- Strengthen protection against illegal, negligent, or malicious use of UAS



NPA 2026-103

Simplification in the Open Category

- Clarify in the title the subcategories of the Open category
 - A1 – Fly over people
 - A2 – Fly near people
 - A3 – Fly far from people



NPA 2026-103

Open A1

- Operational limitation (uninvolved persons) difference between C0 and C1 removed



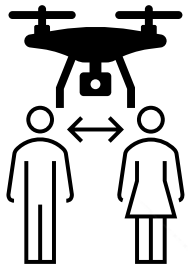
NPA 2026-103

Open A3

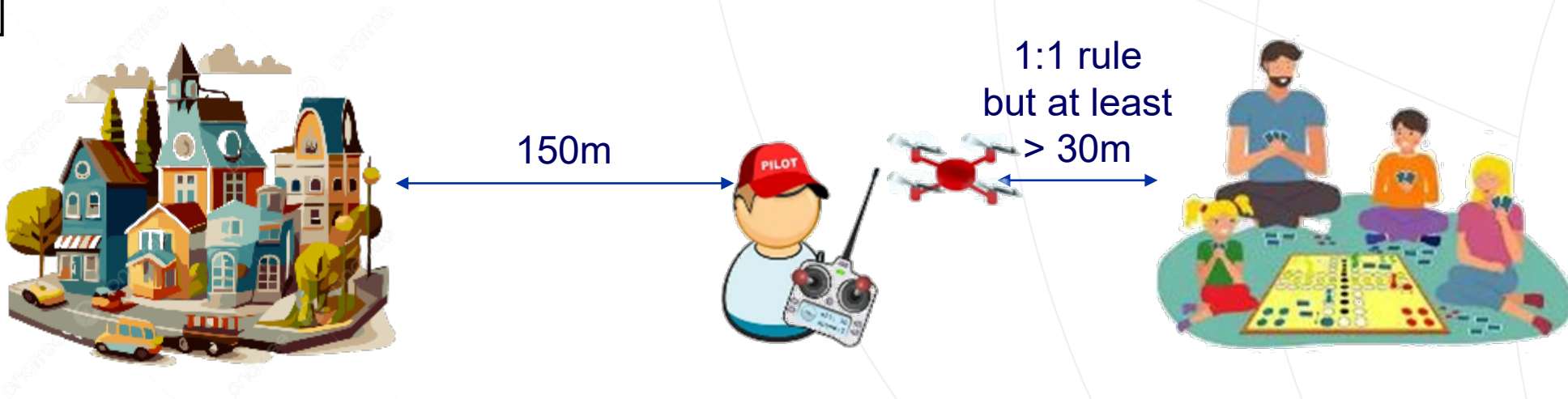


- Streamlined operational restrictions:

- ~~'be conducted in an area where the remote pilot reasonably expects that no uninvolved person will be endangered'~~ replaced with
- 'keep a distance from people at least equal to the height of the UA from ground but never less than 30 metres from them;



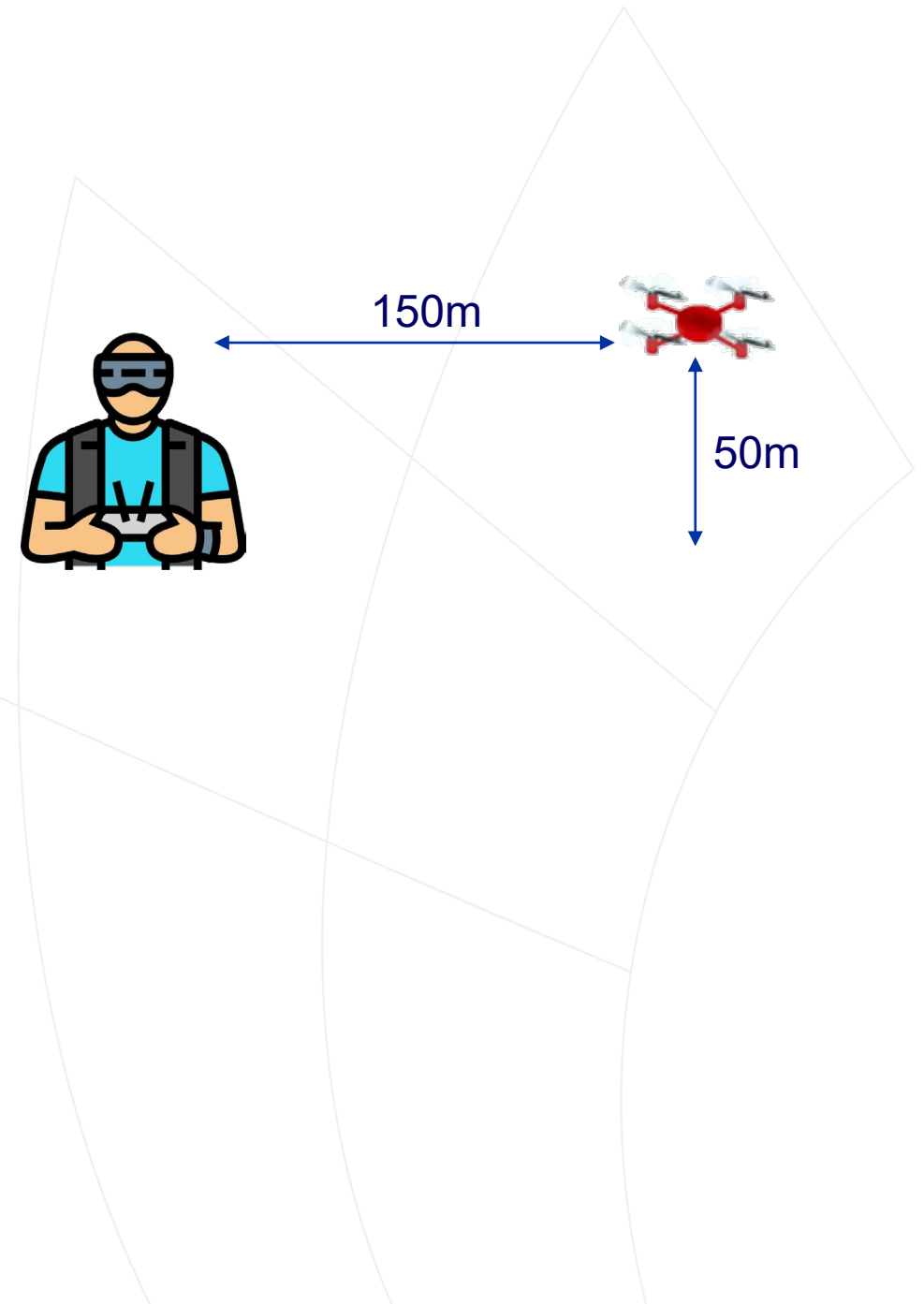
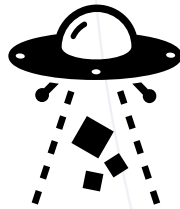
- Keep horizontal distance > 150 meters from residential/ industrial.. Unless requested by the entity responsible for the area or the residents of the building involved;



NPA 2026-103

Open A3

- BVLOS or FPV with no UA observers allowed
 - when using UA < 250g,
 - keeping the UA within 150 meters from the RP, and
 - at a height within 50 meters from ground
- Dropping of material allowed



NPA 2026-103

STS

- 3 STS addressing SAIL II operations:
 - STS 01 (VLOS) expanded allowing to operate over people based on the available mitigations
 - STS 02 (BVLOS) expanded allowing to operate over people based on the available mitigations
 - New STS 03 (VLOS) dedicated to agricultural, horticultural or forestry activities
 - Only UAS allowing manual intervention



NPA 2026-103
STS-01 Ground Risk

VLOS and ground observations

UAS iGRC			
Critical area (m²)		6.5	65
Maximum iGRC population density (people/km²)	Controlled ground area	1	1
	< 5	2	3
	< 50	3	4
	< 500	4	5
	< 5 000	5	6
	< 50 000	6	7
	> 50 000	7	8

It may reach up to 50.000 people per km2

M1(C) – ground observation

+

Mitigations (defined by manufacturer):

→Optional M1(A)

Sheltering applicable to UAS < 25 kg;

→Optional M2

If UA complies with MoC 2512



+

Level of containment and size of the adjacent area defined by the manufacturer



NPA 2026-103

STS-01 Air Risk

- No change compared to the current STS 01
- Main 'mitigation' is VLOS
- Airspace:
 - Uncontrolled unless different limitations are provided by MS through UGZ, or
 - Controlled airspace, in accordance with published procedures for AO or UGZ



NPA 2026-103
STS-02 Ground Risk

UAS iGRC						
Critical area (m ²)		6.5	65	8 m	20 m	40 m
				75 m/s	120 m/s	200 m/s
Maximum iGRC population density (people/km ²)	Controlled ground area	1	1	2	3	3
	< 5	2	3	4	5	6
	< 50	3	4	5	6	7
	< 500	4	5	6	7	8
	< 5 000	5	6	7	8	9
	< 50 000	6	7	8	9	10
	> 50 000	7	8	Not part of SORA		

It may reach up to 5.000 people per km2

Mitigations (defined by manufacturer):

→ Optional M1(A)

Sheltering applicable to UAS < 25 kg;

→ Optional M2

If UA complies with MoC 2512



Level of containment
and size of the adjacent area
defined by the manufacturer



NPA 2026-103 STS-02 Air Risk

- Up to ARC-b
- According to local conditions if published by MS or

Using observers



Shielded



U-space



NPA 2026-103 STS-03 NEW

- VLOS;
- UA up to 5m (TBC) and 750kg (TBC)
- Up to 20m from ground
- Over an area used for:
 - Agricultural
 - Horticultural, or
 - Forestry activities, including take-off and landing point



NPA 2026-103
STS-03 Ground Risk

UAS iGRC				
Maximum UA characteristic dimension and		1 m	3 m	8 m
Critical area		6.5	65	650
Maximum iGRC population density (people/km ²)	Controlled ground area	1	1	2
	<0.5	1	2	3
	< 5	2	3	4
	< 50	3	4	5
	< 500	4	5	6
	< 5 000	5	6	7

M1(B)

over an area where the remote pilot reasonably expects that no uninvolved person will be overflown



0.5 people per km²



NPA 2026-103

STS-03 Air Risk

- ARC-b, as STS 01
- Main 'mitigation' is VLOS



NPA 2026-103

How STS Will Work

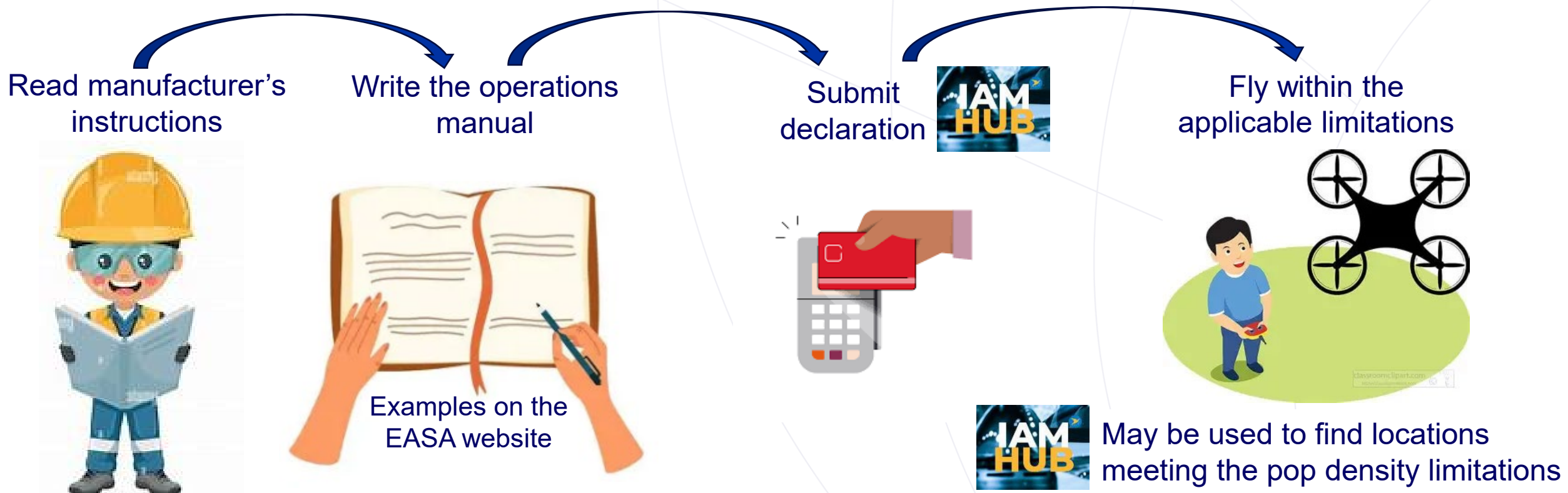
- Manufacturers responsible to:
 - Calculate the UA critical area
 - Define applicability of M1(A) – shelter - based on the weight of the UA
 - Define applicability of M2 – based on UA compliance with MOC 2512
 - Define level of containment - based on UA compliance with MOC 2511
- 
- Apply SORA 2.5 ground risk model and definition of the maximum pop density at which the UA may be used
- 
- Indicate in the manufacturer's instructions the maximum population density at which the UAS may be operated and other limitations



NPA 2026-103

How STS Will Work

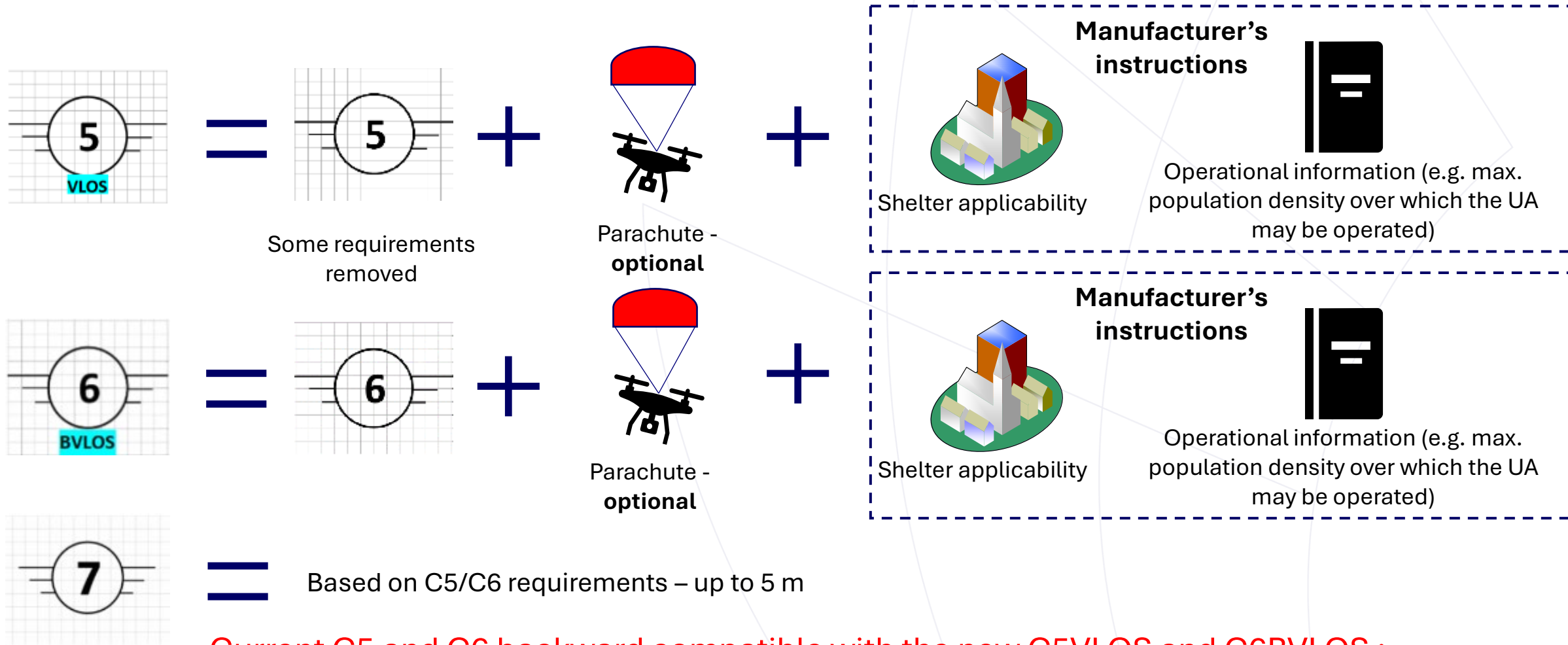
- UAS operators when using the drone must comply with the operational limitations defined in the manufacturer's instructions:
 - Keeping simple for UAS operators
 - No need for knowledge of SORA



NPA 2026-103

New Class Mark

Impact on Reg. 2019/945 and on the development of new EN standards minimised



Current C5 and C6 backward compatible with the new C5VLOS and C6BVLOS :
Manufacturers may just update instructions



NPA 2026-103

Remote Pilots

- VLOS STS certificate and BVLOS STS certificate
 - One certificate covering both theoretical and practical
- Theoretical valid for both VLOS and BVLOS:
 - Complete A1/A3 online training course and exam
 - Additional theoretical exam as per Appendix A (few new competencies)
- Practical Appendix A (few new competencies):
 - VLOS STS
 - BVLOS STS
- Revalidation: only for the theoretical training



Security Package

- For drones > 100g
 - Registration of UAS operators
 - Direct Remote identification (DRI) and Geoawareness
 - Avoid take-off of drones unless the UAS operator identification registration number has been uploaded.
- Equivalent Level of Safety

		If>100g: DRI, optional NRI, no take off without UAS ops number, geoawareness (?)	
			No take off without UAS ops number;
		TBD	
		Geoawareness, no take off without UAS ops number	
		No take off without UAS op reg number	
			

Occurrence Reporting



Occurrence Reporting

04.06.26 Reg (EU) 2015/1018 update

- 04.05.26 – 01.06.26 Feedback period
- Reg contains list of safety occurrences that must be reported in different areas of civil aviation, but UAS are not sufficiently covered.
- This initiative amends that list to include UAS-specific safety occurrences that must be reported. This will:
 - improve reporting
 - prevent accidents and serious incidents.
- Examples
 - "Interference with the aircraft / sailplane / lighter-than-air vehicle by ... UAS ..."
 - "A collision or a near collision on the ground or in the air, between an aircraft and ... UAS"
 - "Interference with an aircraft, an ATS unit or a radio communication transmission including by ...UAS..."
 - "Unauthorised UAS operations in the aerodrome or its surroundings which endanger or may endanger the safe operation of aircraft"
 - New Annex VI OCCURRENCES RELATED TO THE OPERATION OF THE UNMANNED AIRCRAFT SYSTEM (UAS)
 - Applicable to the operation of UAS for which a certificate or declaration for design is required
 - Part 6U-space related occurrences applicable to all UAS



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
- Only four (4) self-reports of safety violations to IAA through ECCAIRS in past year
- Exceptions
 - Lying
 - Falsifying records
 - Tampering with data
 - Covering up known mistakes
 - Crosses the line from an honest mistake into a conscious violation or reckless choice
 - S.I. 24 of 2023
 - Violation of a direction
 - Refusal to provide UAS, UAS equipment, documents, records, or information as may be reasonably required
 - Refusal to provide access to any place or premises as may reasonably be required



Central Respoitory

TRACE



TRACE (Trusted Repository for Aviation Certificates Europe)

- Article 74 of the Basic Regulation
 - “EASA shall establish and manage a repository of information necessary to ensure effective cooperation between the Agency and the NCAs for their certification, oversight and enforcement tasks”
- “Backend” delivered by SAP
- “Frontend” finalised by EASA
- “Penetration test” during 1-5 December 2025
- Onboarding documents finalised



Events



Events

- 17-18 Jun: UAS Design Compliance Workshop, EASA HQ
 - SOC for SAIL III
 - DVR in SAIL IV
 - Relevant technical MoCs
- 09-10 Sep: EASA Artificial Intelligence Days, EASA HQ / Hybrid
 - Latest developments in AI for aviation
 - Updates on EASA's new Concept Paper on AI applications
 - Ongoing rulemaking activities related to AI in aviation
- 27-28 Oct: IAM Implementation Forum, EASA HQ
 - Second edition
 - Discuss the evolving IAM, UAS and U-space regulatory implementation
- 18-19 Nov: Annual EASA Safety Conference, Dublin
 - "Safety Together: Turning Priorities into Action"

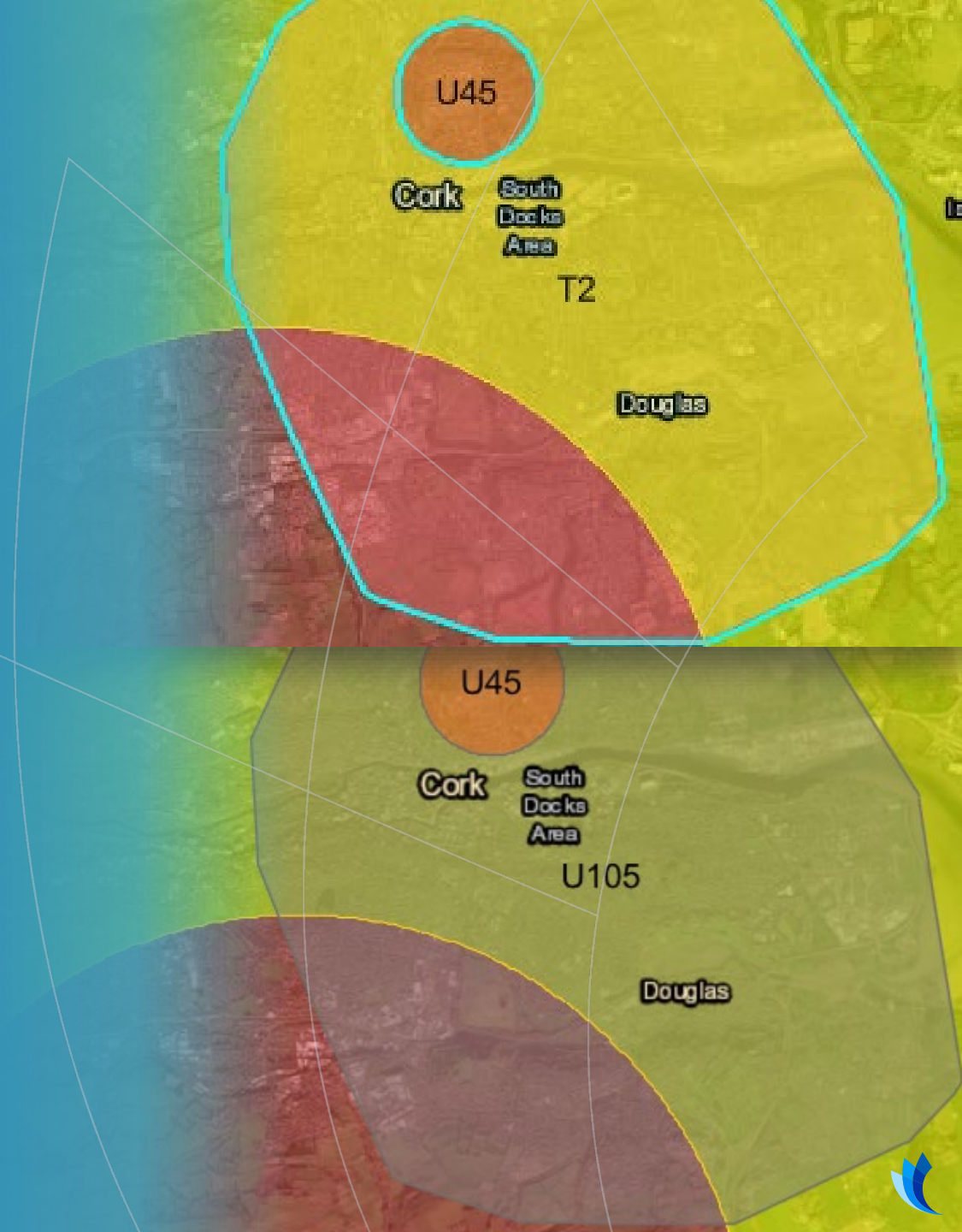


UGZ Cork

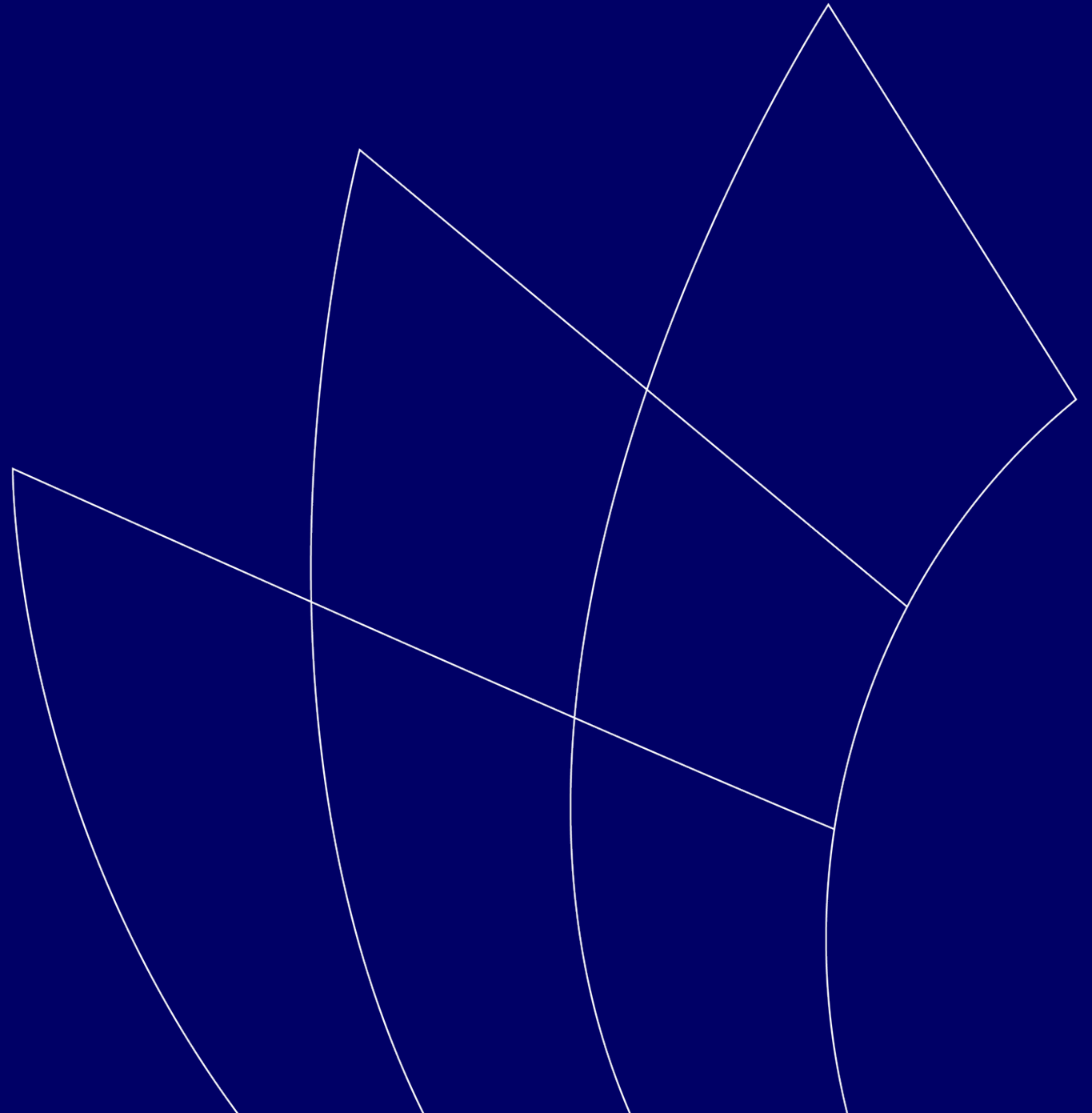


UGZ Cork

- T2
 - Temporary
 - Removed
- U105
 - 'Permanent', i.e. greater than 3 months
 - Note presence of BVLOS operator
 - BVLOS operators may request access through the zone authority
 - VLOS operators may access without prior coordination, but
 - reminded to ensure separation from other UAS
 - N.B. Conditions of overlapping UGZ apply
 - U33 Cork CTR Red Zone
 - U61 Cork CTR Amber Zone



National Policy Framework on UAS



Public Acceptance: UAS Geographical Zones

- Reg (EU) 2019/947 Art 15 UAS Geographical Zones
 - Enables States to
 - Prohibit, Restrict, or Enable UAS operations for,
 - Safety, security, environmental (inc. noise), or privacy reasons



Public Acceptance: UAS Geographical Zones

Safety, Security, Privacy, Environmental



Prohibit, Restrict, Exempt



Public Acceptance: UAS Geographical Zones

Safety, **Security**, Privacy, Environmental



Prohibit, Restrict, Exempt



Public Acceptance: UAS Geographical Zones

Safety, Security, **Privacy, Environmental**



Rialtas na hÉireann
Government of Ireland

Prohibit, Restrict, Exempt



Public Acceptance: UAS Geographical Zones

Safety, Security, ~~Privacy, Environmental~~



Rialtas na hÉireann
Government of Ireland

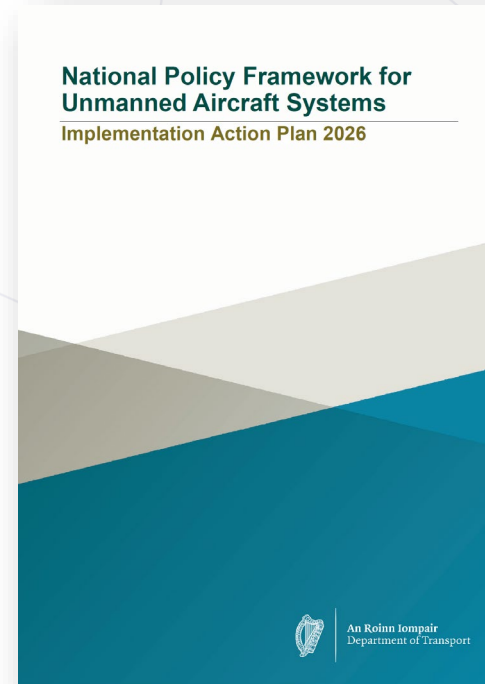
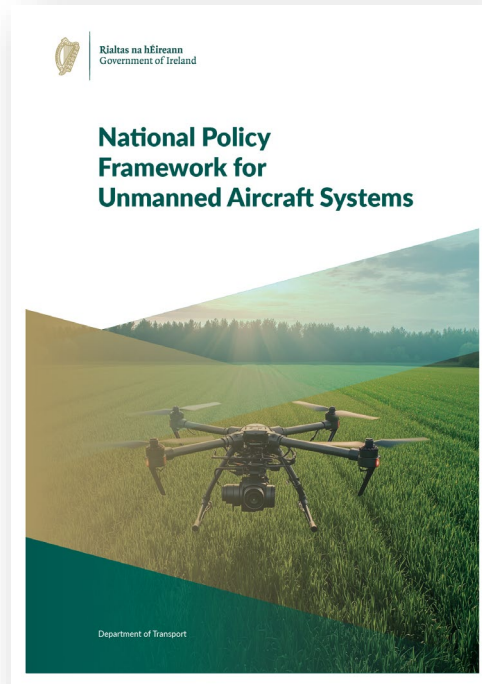
SOLUTION
EMPOWERING
LOCAL GOVERNMENT

Prohibit, Restrict, Exempt



Public Acceptance: UAS Geographical Zones

Safety, Security, ~~Privacy, Environmental~~



Prohibit, Restrict, Exempt



Public Acceptance: UAS Geographical Zones

Safety, Security, ~~Privacy, Environmental~~

- Deadline of EOY for National WG on UGZ to remote to State
- Position Paper on National WG submitted by IAA
- DoT to issue invitations



Prohibit, Restrict, Exempt



Scaling BVLOS Operations

Living Labs Project

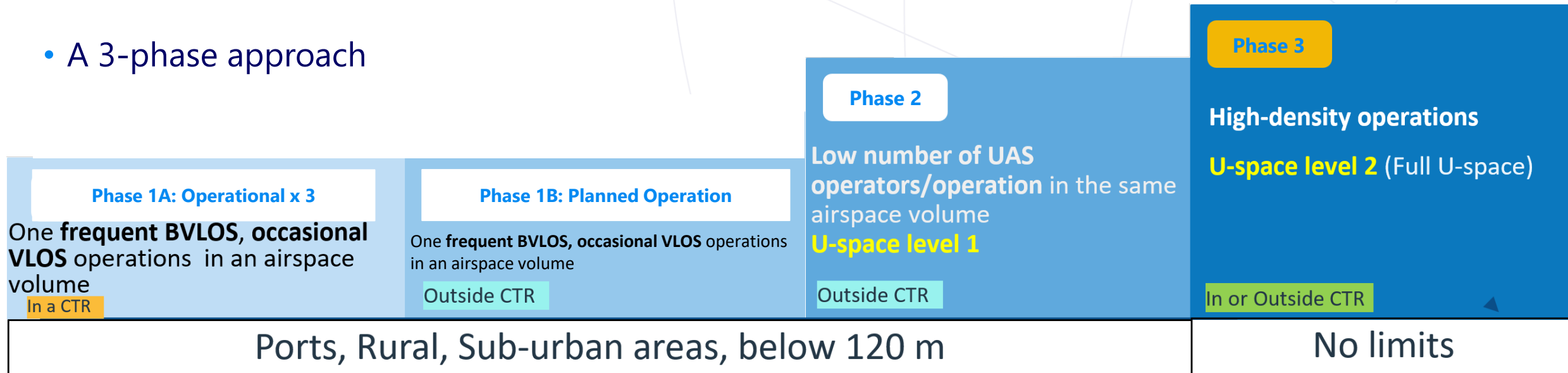


Living Labs Project

- Scale and Goal (A Living Lab)

- Enables BVLOS UAS operations in a proportionate way, **towards** U-space
- Addresses today's traffic and business needs instead of waiting for a fully mature system from day one
- Does NOT immediately aim to perfect the system
- Gains experience and data to better define the future technical, regulatory, and service solutions

- A 3-phase approach

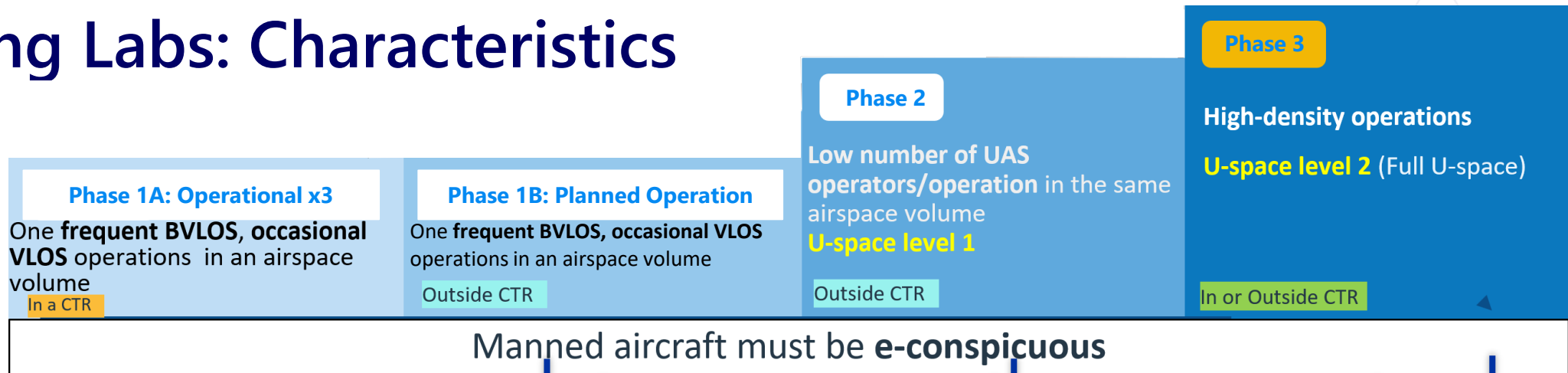


Living Labs: Key Principles

- UAS operators responsible to prevent collisions between aircraft
 - Conceptually: Manned aircraft retains **right of way**
- NAAs responsible for airspace characterisation and (alleviated) risk assessment
 - European-wide conspicuity mandate would facilitate airspace characterisation
 - Would allow transition from assumption-based assessments to evidence-based decision-making
- The framework enables progressive transition toward 'full' U-space
 - Must be compatible with U-space principals
 - Legal status of intermediate phases to be clarified
 - E.G. Pre-U-space phases not under IR (EU) 2021/664, considered as BVLOS operations supported by digital services?



Living Labs: Characteristics



Certified U-space Services	N/A	Traffic Info Network ID (Geo-awareness optional)	All four (4) services - Inc strategic deconfliction between UA
Ground Infrastructure	Receivers: - ADS-L SRD 860 - ADS-B	Receivers: - ADS-L SRD 860 - ADS-B Mobile Network: - ADS-L - NRI	Receivers: - ADS-L SRD 860 - ADS-B Mobile Network: - ADS-L - NRI
Manned – UA Distance	Conservative RWC vols Compensate for lack of: - Performance data - Traffic info service	Conservative RWC vols Compensate for lack of: - Performance data	Conservative RWC vols Compensate for lack of: - Performance data
UA – UA Distance	Conservative RWC vols Compensate for lack of: - Strategic deconfliction - Traffic info service	Conservative RWC vols Compensate for lack of: - Strategic deconfliction	UA – UA distance may be as low as determined by the full ARA
Security	Missing (Only DRI)	Mitigated by using NRI over mobile	Mitigated by using NRI over mobile

Other Updates



Other Regulatory Updates

- 22.02.26 Consolidated version of U-space Reg 2021/664 on EUR-Lex
 - Incorporates PART-IS amendments (Reg (EU) 2023/203)
- 23.03.26 RMT.0751 *Protection of aerodrome surroundings*
 - Aerodrome safeguarding
 - Possible impact on:
 - UAS Geographical Zones in the vicinity of aerodromes
 - On airport UAS operations
- 23.03.26 EC Call for evidence on EU aviation Strategy
 - 23.03.26 – 21.05.26: Feedback closed



Other Regulatory Updates

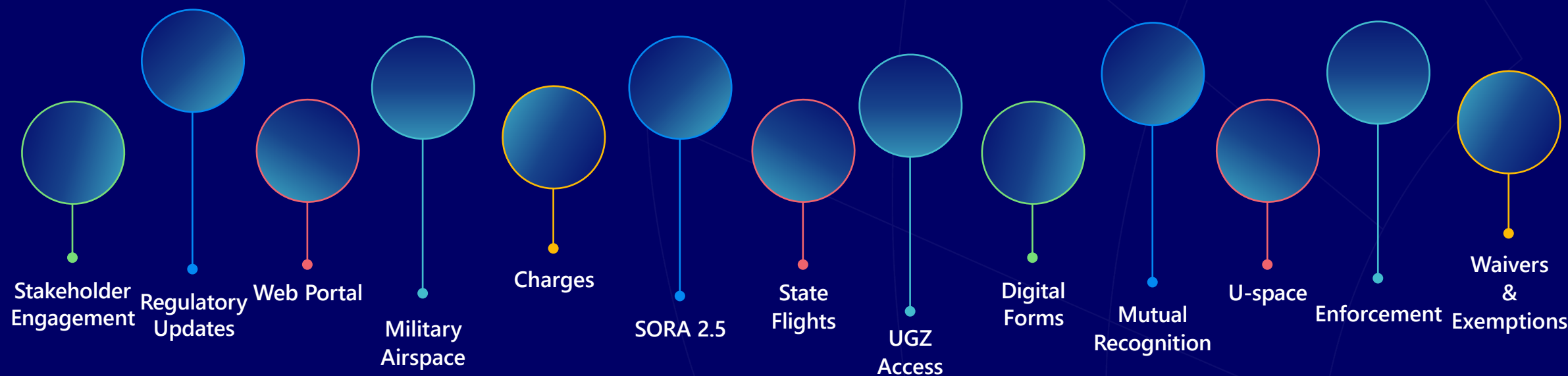
- 11.05.26-25.06.26 ED-286A
 - Open consultation on Update to Operational Services and Environment Definition (OSED) for C-UAS systems in controlled airspace
- 20.05.26 Electronic Conspicuity Use Cases for safer shared airspace
 - Electronic Conspicuity in Air-to-Air Use Case
 - Electronic Conspicuity in U-Space without ATC Use Case



Submitted Items



Industry Submitted Items



Stakeholder Engagement



Stakeholder Engagement

“Collaboration within the industry to support our indigenous drone industry”

“Would urge a more collabarative (sic) approach from IAA into the industry, whilst engagement has improved, a lot of it is still reactive, a more proactive approach is desireable (sic).”

- Individual operators
- UAS Stakeholder Forum
- UAS Open Category Safety Forum
- SAR Aviation Forum
- GASCI
- SAR Drone Forum
- Public Sector Drone Network
- Drone Innovation partnership
- Etc.



Regulatory Updates



Regulatory Updates

“understand of the many upcoming regulatory changes that will have an impact”

- Regular feature of stakeholder fora



Web portal



Web Portal

“Would it be possible to consider the development of an independent UA web portal rather than the current setup.”

- Can you Elaborate??



Web Portal

“The development of a UA database, where all RPAS are registered and accounted for. This would help with compliancy, security and above all Safety”

- See TRACE and Security slides above in Regulatory Update.
- UA registration not foreseen under EU regulation.



Military Airspace



Military Airspace

**“Casement aerodrome airspace and limitations on working with them for flying multiple projects.
In some cases we have projects 5km plus from the aerodrome and we can't fly 100m AGL unless there is 0 aircraft in the sky in most cases.
Is there anything being done to work with them as it can have a commercial impact on our organisation.”**

**“Flying in U15, U7 and U100.
Even if drone flight have no impact on military operations, if any flying vehicle starts from Baldonnell, all zone are being shout down.
And that's my personal real problem.**

We have 4-6 active sites in this area, and I can't predict when I'll be able to complete our scan, and thats crucial for the business.

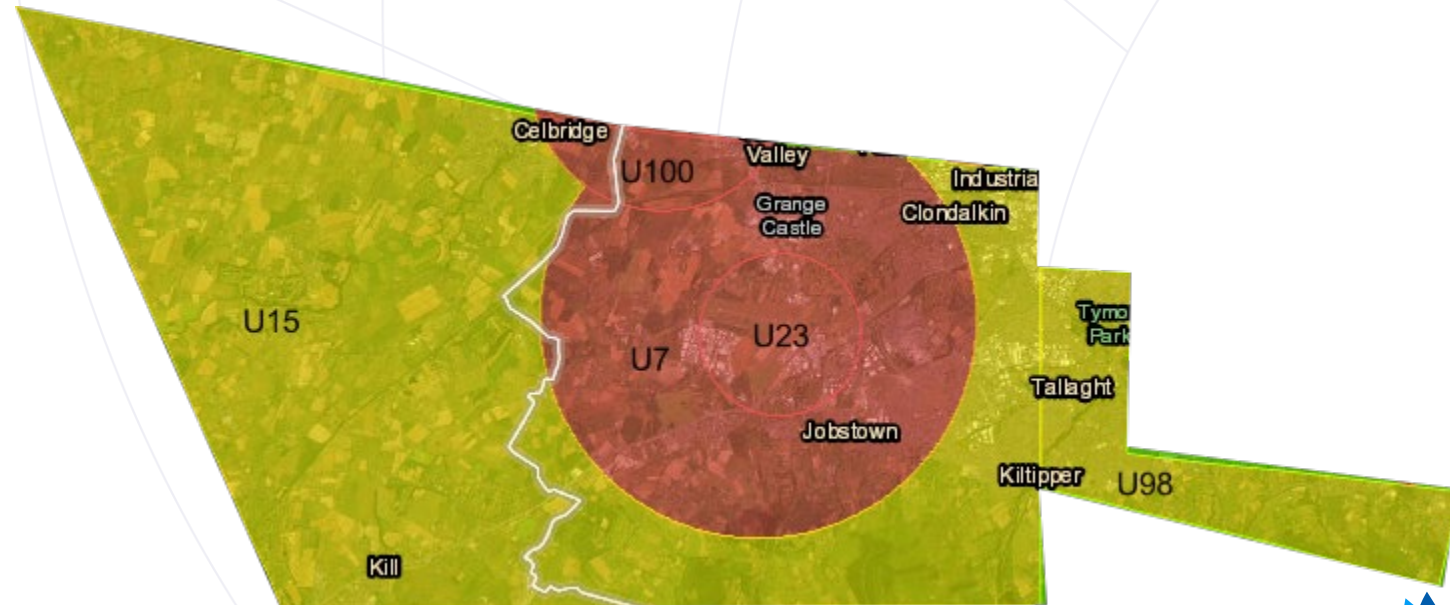
Is there any chance of real risk assessment by the airport?

Eg. I'm operating in clondalkin. Airport starts helicopter in east direction. Current protocol is me being grounded.

I believe that Baldonnell is doing the best they can to provide me with the window, but rules are very strict.

I'd really appreciate your attention for this matter.”

- Security Restriction
- Critical State operations
 - HEMS
 - GASU
 - Organ harvest & Transport
- Short (2 min) launch



Charges



Charges

“Reduction in fees for applications”

- Not foreseen
- Likely to increase with inflation
- Cost recovery model
- Regulatory Simplification
 - Reduction in inspector workload = lower fees



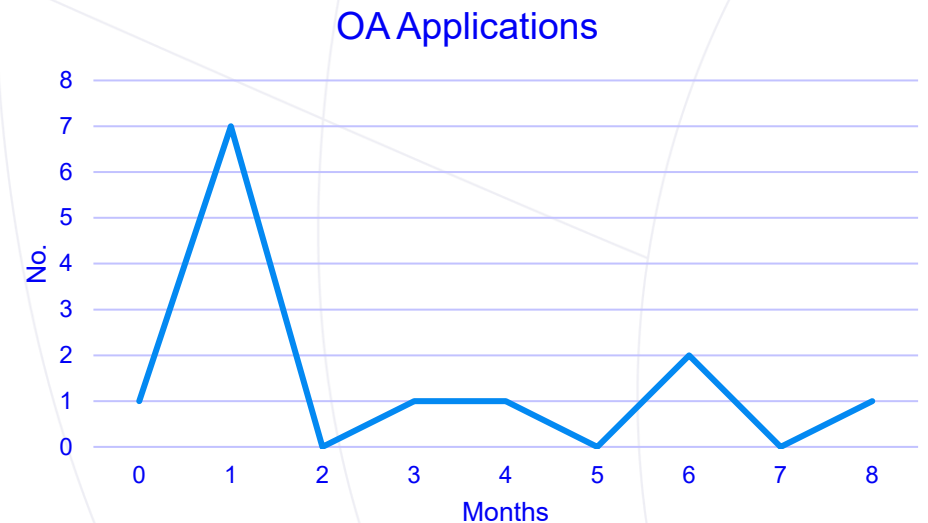
SORA 2.5



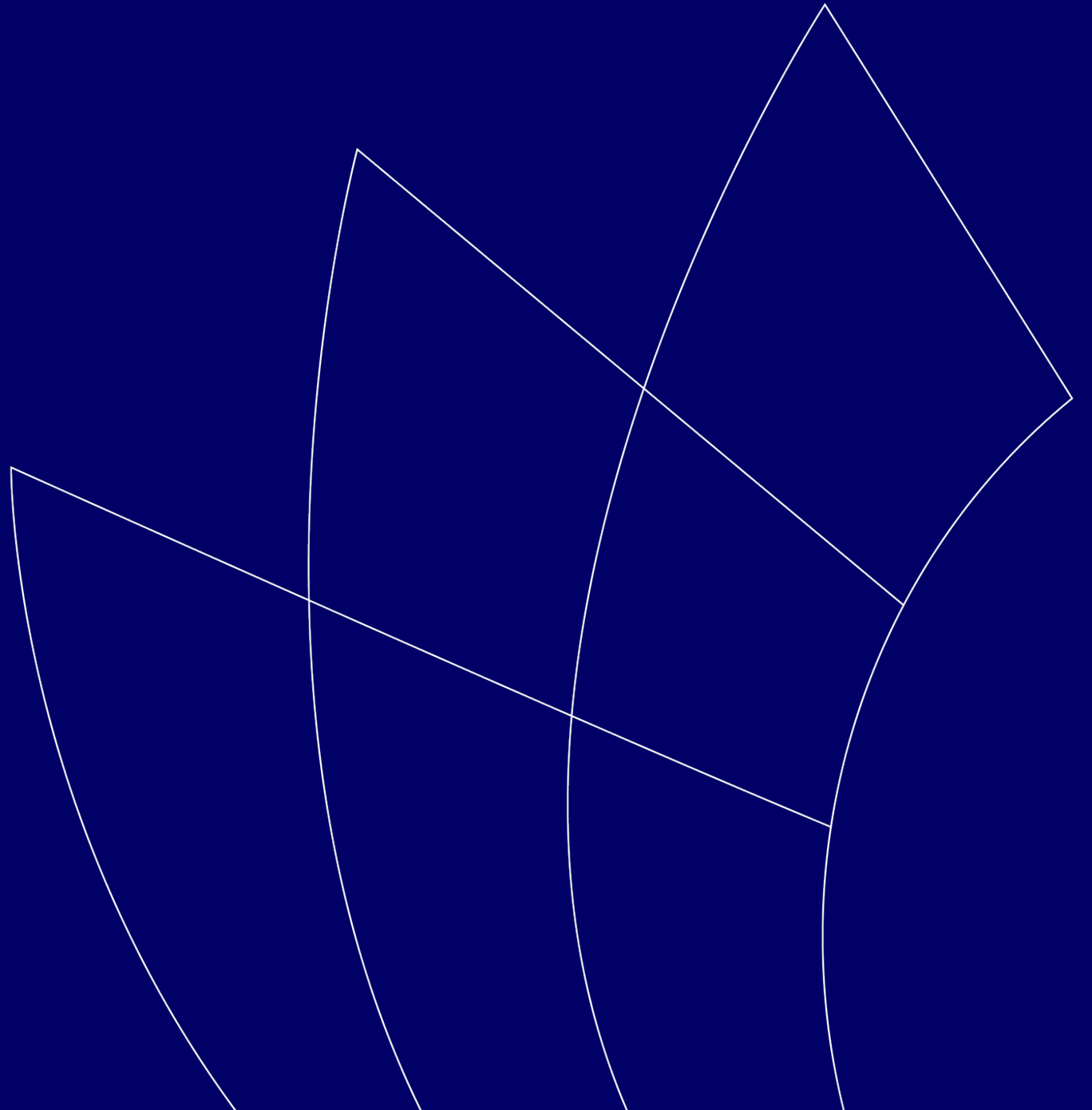
SORA 2.5 Applications

**“SORA 2.5 - Specific Category - BVLOS:
Is there a new procedure to apply for an Authorisation (eg. 2 stage application),
what are the predicted waiting times
and what is the IAAs plan/requirements on flights in this category without segregation of airspace ?”**

- 2 Stage Application:
 - Yes
 - Encouraged
 - Complete SORA to Step #7 SAIL Determination
 - Submit application
 - Agree SAIL with NAA
 - Continue SORA and submit part II (Comprehensive Safety Portfolio)
- Waiting Times
 - IAA target to review within 30 days of invoice payment
- Airspace Segregation
 - Elaborate?



State Flights



State Flights

“What is the current view on flights performed by civil operators but for government entities such as Gardai or Defence Forces?

Who is the authority, IAA or MAA?

How would this apply for a Search and Rescue operation?

Would a civil operator be able to provide their specific category systems to help?

How would that be regulated?”

- Reg (EU) 2019/1139 – Basic Regulation

- Article 2 Scope

- “3. *This Regulation shall not apply to:*”

- “(a) aircraft ... while carrying out **military, customs, police, search and rescue, fire-fighting, border control, coastguard or similar activities** or services **under the control and responsibility of a Member State**, undertaken in the public interest by or on behalf of **a body vested with the powers of a public authority**, and the personnel and organisations involved in the activities and services performed by those aircraft;”

- S.I. 24 of 2023 – IAA UAS Order 2023

- Applicability

- “4. *This order shall apply to UAS and their operation in carrying out search and rescue, firefighting, coast guard, or similar activities undertaken in the public interest. When engaged in such activities these operations shall be **in compliance with the provisions of the EASA Regulation with respect to the operation of UAS ...***”

- “5. *This Order shall not apply to UAS under the control of the Defence Forces, an Garda Síochána, or the Revenue Commissioners.*”



State Flights

“What is the current view on flights performed by civil operators but for government entities such as Gardai or Defence Forces?

Who is the authority, IAA or MAA?

How would this apply for a Search and Rescue operation?

Would a civil operator be able to provide their specific category systems to help?

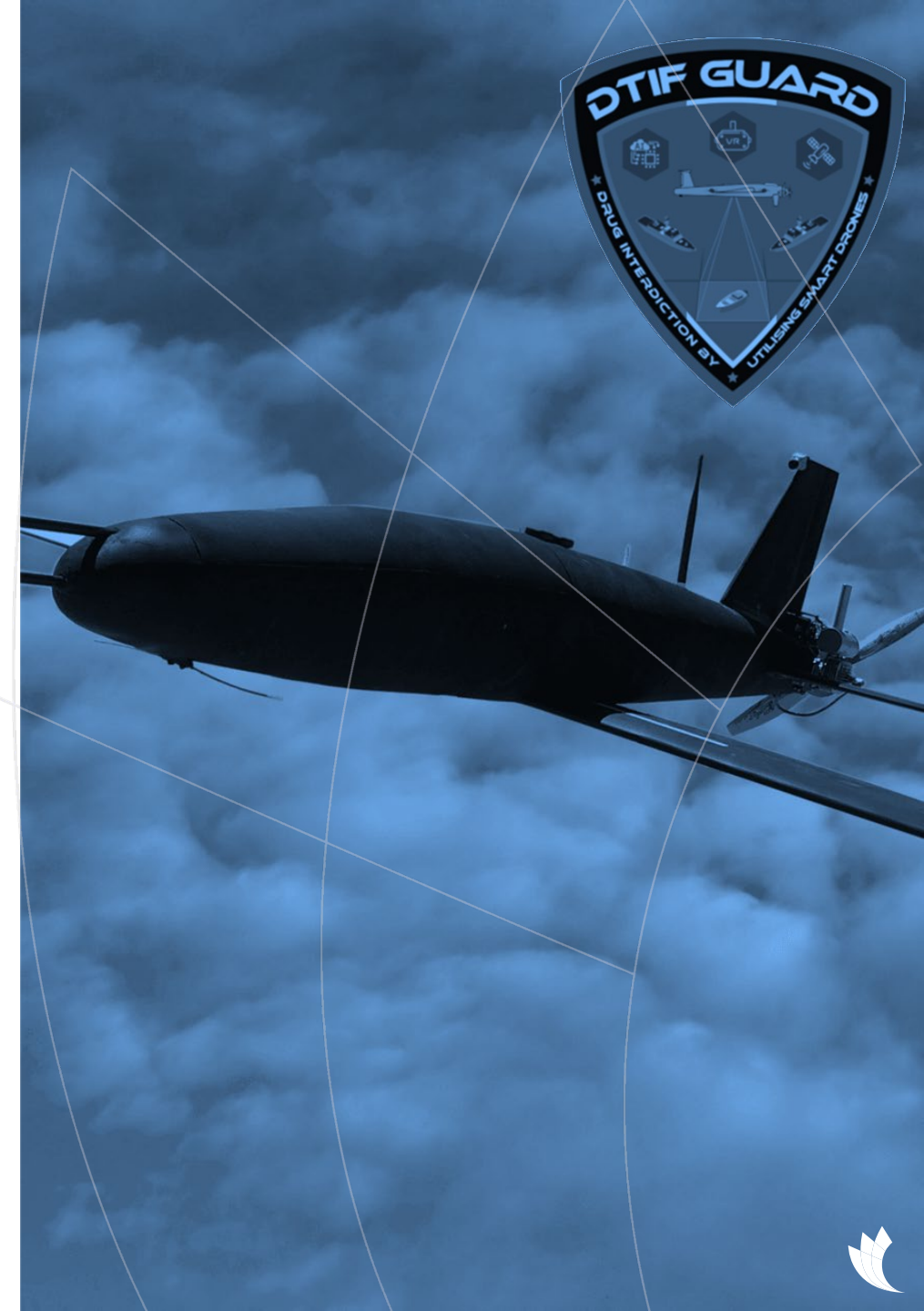
How would that be regulated?”

- Civil operators = civil rules
- IAA oversight of all UAS operations
 - Exceptions:
 - DF (MAA),
 - AGS,
 - Revenue Commissioners



State Flights

- Military operate either OAT or GAT
 - Operational Air Traffic
 - Specialised Military Operations
 - Equivalent Level of Safety
 - General Air Traffic
 - Civil Flight Rules
- When operating in support of State
 - Operate within the limits of the regulation protects you, E.G.
 - Check UAS Geographical Zone restrictions and NOTAMs
 - VLOS or BVLOS TMPR



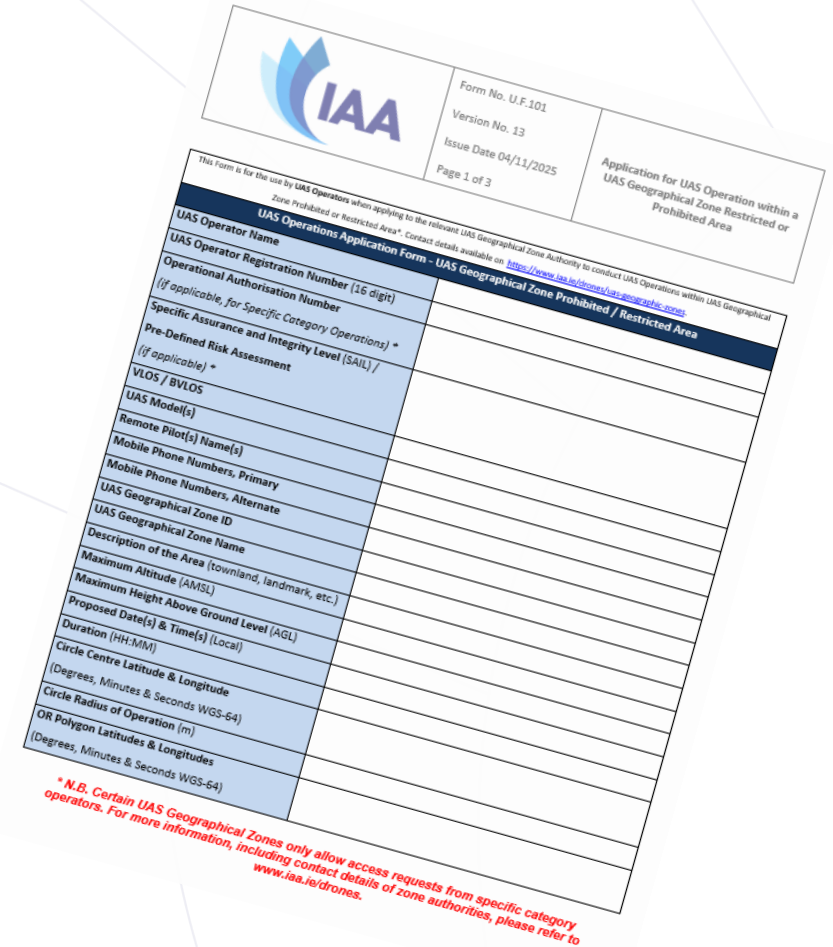
UGZ Access



UAS Geographical Zones Access

“Is there an app we could use to apply for mission permissions, that we can use on our phones.”

- UF101 is mandatory for any operations taking place in UAS Restricted Zones
 - Always check the restrictions:
 - E.G.:
 - Specific Category Operations
 - Above altitude limits prescribed in Amber or Green Zones
 - Available on the IAA Publications Page
 - [UAS Flight in Controlled Airspace Application Form](#)
- Common Errors
 - Name/Registration Number match
 - Operational Authorisation Number
 - If required by Zone Authority
 - Lack of operational information
- Falsifying information is a breach of the regulation
- National WG on UAS Geographical Zones looking at digital solution. Centralised solution.



The form is for the use by UAS Operators when applying to the relevant UAS Geographical Zone Authority to conduct UAS Operations within UAS Geographical Zone Prohibited or Restricted Area*. Contact details available on <http://www.iaa.ie/drones/ua-geographic-zones>

Form No. U.F.101
Version No. 13
Issue Date 04/11/2025
Page 1 of 3

Application for UAS Operation within a UAS Geographical Zone Restricted or Prohibited Area

UAS Operations Application Form - UAS Geographical Zone Prohibited / Restricted Area	
UAS Operator Name	
Operational Authorisation Number (16 digit) (if applicable, for Specific Category Operations) *	
Pre-Defined Risk Assessment Level (SAIL) / (if applicable) *	
VLOS / BVLOS	
UAS Model(s)	
Remote Pilot(s) Name(s)	
Mobile Phone Numbers, Primary	
Mobile Phone Numbers, Alternate	
UAS Geographical Zone ID	
Description of the Area (townland, landmark, etc.)	
Maximum Altitude (AMSL)	
Maximum Height Above Ground Level (AGL)	
Proposed Date(s) & Time(s) (Local)	
Duration (HH:MM)	
Circle Centre Latitude & Longitude (Degrees, Minutes & Seconds WGS-64)	
Circle Radius of Operation (m)	
OR Polygon Latitudes & Longitudes (Degrees, Minutes & Seconds WGS-64)	

* N.B. Certain UAS Geographical Zones only allow access requests from specific category operators. For more information, including contact details of zone authorities, please refer to www.iaa.ie/drones.



UAS Geographical Zones Access

“In the last meeting Enda said he would give an update on the longstanding issue of AirNav giving permission to open category operators to operate in specific category. Can this update be shared and has a protocol/workflow been established to prevent this?”

- Responsibility is on the operator to ensure compliance with the limitation of a UAS Geographical Zone.
 - Where practical AirNav confirm. Not always possible.
 - ATC do not validate the licence of commercial pilots.
- Solution
 - Digital applications linked to mySRS data
 - National Working Group on UAS Geographical Zones.
- Oversight shows some operators are providing inaccurate information.
 - A number of investigations and one pending prosecution resulting.



Digital Forms



Digital Forms

"Can all forms be issued/completed in digital format?"

- Elaborate?
 - No paper forms currently used.
 - Presume that is not what you meant?



Mutual Recognition



Mutual Recognition

“Is there a way to partner with [UK] CAA to recognise the qualifications in both Ireland and north Ireland?”

- Reg (EU) 2019/945
 - CHAPTER IV — THIRD-COUNTRY UAS OPERATORS
 - Article 41 - Third-country UAS operators
 - 1. UAS operators that have their principal place of business, are established, or reside in a third country, shall comply with Implementing Regulation (EU) 2019/947 for the purpose of UAS operations within the single European sky airspace.
 - 2. The competent authority for the third-country UAS operator shall be the competent authority of the first Member State where the UAS operator intends to operate.
 - 3. By way of **derogation** from paragraph 1, a certificate of the remote pilot competency or UAS operator in accordance with Implementing Regulation (EU) 2019/947, or an equivalent document, **may be recognised** by the competent authority for the purpose of operation within, to, and out of the Union **provided that**:
 - (a) the third country asked for such recognition; *[This has not, nor is it expected, to occur]*
 - (b) the certificate of the remote pilot competency or the UAS operator’s certificate are valid documents of the State of issue; and
 - (c) the Commission, after consultation of EASA, has ensured that the requirements on the basis of which such certificates have been issued provide the same level of safety as this Regulation does.



U-space



U-space, When?

**“What steps are being taken to secure position of small operators in U-space which is coming, and when it's going to appear?
It's very problematic to not see other aircrafts, also I'm afraid that app might be created to favour large BVLOS companies.”**

- **National Policy Framework for UAS**

- Action 4 The Irish Aviation Authority will identify the requirements, timeline, and costs of a U-space delivery programme.
- Action 5. A National U-space Steering Group, led by the Department of Transport, will be established to develop and effectively implement U-space capabilities and technologies in the State.

- **National Policy Framework for UAS Implementation Plan 2026**

- Action 4 (IAA)
 - Identify funding stream for scoping U-space requirements: Q2-Q4 2026
 - Feed into the development of the National U-space implementation plan: Ongoing
- Action 5 (DoT)
 - Establish Steering Group: Q4 2026
 - Determine the membership of SG
 - Develop the Terms of Reference



U-space, Prioritisation

"What steps are being taken to secure position of small operators in U-space which is coming, and when it's going to appear? It's very problematic to not see other aircrafts, also I'm afraid that app might be created to favour large BVLOS companies. "

- Reg (EU) 2021/664 on a regulatory framework for the U-space
 - *"Article 10 – UAS flight authorisation service"*
 - *"8. When processing UAS flight authorisation requests, the U-space service providers shall give **priority to UAS conducting special operations** as referred to in Article 4 of Implementing Regulation (EU) No 923/2012."*
 - *"9. When two UAS flight authorisations requests have the same priority, they shall be processed on a **first come first served basis**."*
- Reg (EU) 923/2012 – SERA
 - *"Article 4 – Exemptions for special operations"*
 - *"... (a) police and customs missions;"*
 - *"(b) traffic surveillance and pursuit missions;"*
 - *"(c) environmental control missions conducted by, or on behalf of public authorities;"*
 - *"(d) search and rescue;"*
 - *"(e) medical flights;"*
 - *"(f) evacuations;"*
 - *"(g) fire fighting;"*
 - *"(h) exemptions required to ensure the security of flights by heads of State, Ministers and comparable State functionaries."*



U-space, Visibility

"What steps are being taken to secure position of small operators in U-space which is coming, and when it's going to appear? It's very problematic to not see other aircrafts, also I'm afraid that app might be created to favour large BVLOS companies. "

- Reg (EU) 2021/664 on a regulatory framework for the U-space
 - "Article 8 – Network identification service"
 - "1. A network identification service shall allow **the continuous processing of the remote identification of the UAS throughout the duration of the flight** and shall provide the remote identification of the UAS to the authorised users referred to in paragraph 4 in an aggregated manner."
 - "2. The network identification service shall allow for the authorised users to receive messages with the following content:"
 - "(a) the UAS operator registration number;"
 - "(b) the unique serial number of the unmanned aircraft or, if the unmanned aircraft is privately built, the unique serial number of the add-on;"
 - "(c) the geographical position of the UAS, its altitude above mean sea level and its height above the surface or take-off point;"
 - "(d) the route course measured clockwise from true north and the ground speed of the UAS;"
 - "(e) the geographical position of the remote pilot or, if not available, the take-off point;"
 - "(f) the emergency status of the UAS;"
 - "(g) the time at which the messages were generated."
 - "Article 11 — Traffic information service"
 - "1. A traffic information service provided to the UAS operator shall contain **information on any other conspicuous air traffic**, that may be in proximity to the position or intended route of the UAS flight."



U-space, Visibility

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Enforcement



Enforcement

**“Can data be shared on enforcement actions ranging from contacting suspected illegal operators through to prosecution?
How does this compare year to date with Jan - May 2025?”**

- **Investigations**

- 2024:36
- 2025: 35
- 2026: 11 (to date)

- **2026 Prosecutions**

- 3 concluded (all successful)
- 3 pending

Ireland
Drone pilot apologises after being fined for multiple breaches of regulations
Helton Assunção posts public apology on Instagram, Facebook and TikTok accounts to help deter others

News

Drone enthusiast fined €4,000 for flying over sell-out concert at Limerick's Thomond Park

Man who flew drone over large crowd ordered to make charitable donation

GALWAY DISTRICT COURT

Man who flew 6kg drone at busy Galway shopping centre prosecuted and fined €5,000

The incident happened at the Galway Shopping Centre on the Headford Road in October 2022.

Filmmaker in 'high-risk' drone flight over Israeli embassy protest told to make donation to charity

COURT

Man who illegally flew drone at Snow Patrol concert has sentence reduced on appeal

26/05/2026 - 19:45 PM



Enforcement

- Enforcement

Hundreds of reports annually

- Email, ECCAIRS, Phone-In
- At least one per day

Many of those do not clearly identify the Operator/Pilot

- No RP info available
- No response to inquiry from IAA
- Remaining anonymous



Most reports do not show a violation

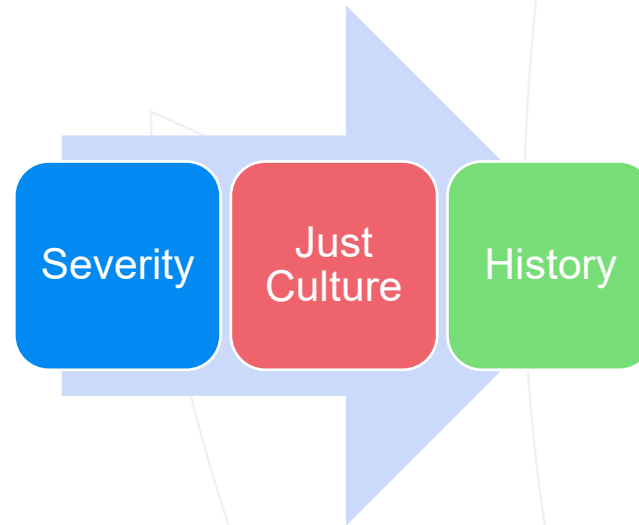
- Privacy matters
- Quiet enjoyment
- I saw a drone

The remaining reports are subject to enforcement



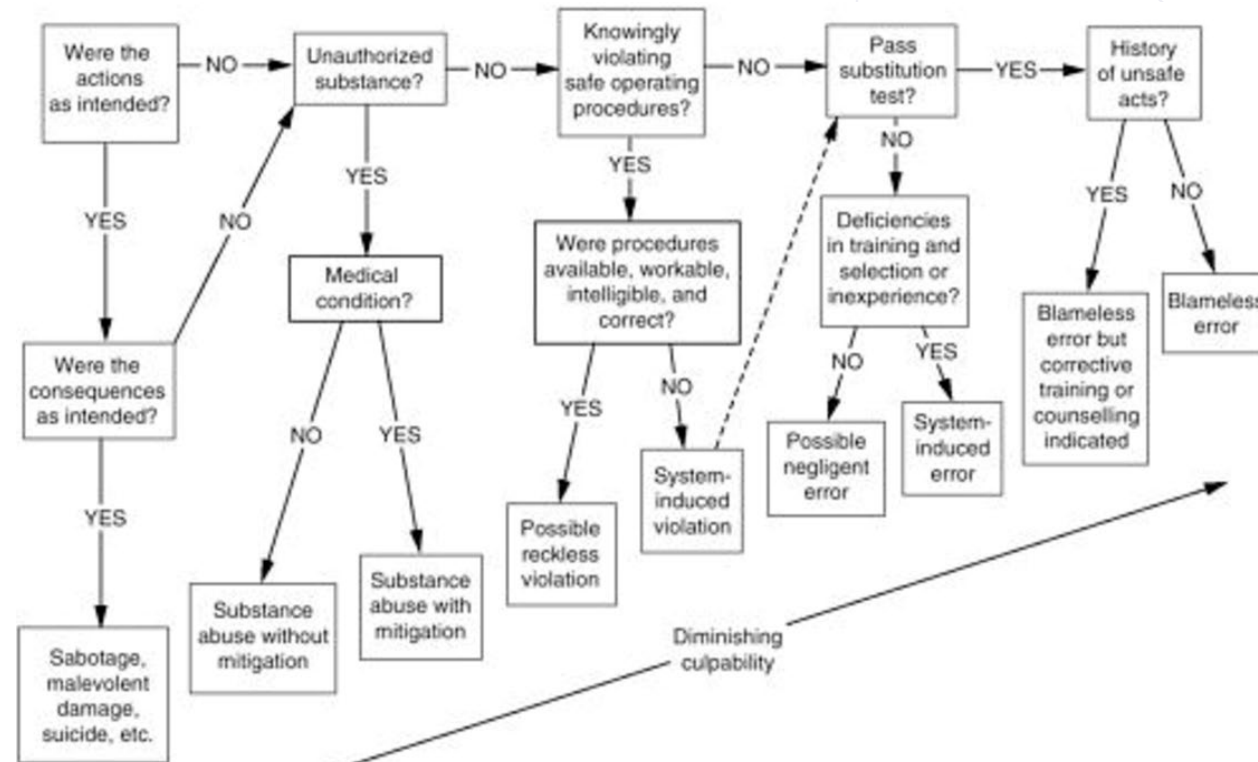
Investigation Outcome Possibilities

Not Determined
Observation
Occurrence without Safety Effect
Incident
Serious Incident
Significant Incident



No Action
Retraining
Direction to Not Fly
Suspension
Revocation
Prosecution

What is Just Culture in Enforcement Policy?



Negligence

Clueless individuals, who do not know or understand the applicable regulations and restrictions. As a result, they fly their drones in sensitive or prohibited areas. Their attitude can be described as “clueless” and they have no intent to disrupt civil aviation.

Careless individuals, who know the applicable regulations and restrictions, but breach them through either fault or negligence. As a result, they fly their drones in sensitive or prohibited areas. These individuals have no intent to disrupt civil aviation.

Gross negligence

Reckless individuals, who do know the applicable regulations and restrictions, but deliberately do not follow the rules in order to pursue personal or professional gain (e.g. aggressive spotters). Their behaviour can be characterised as “reckless”, because they disrupt civil aviation by totally disregarding the consequences of their actions.

Activists/ protesters are individuals who, regardless of whether they know the applicable regulations and restrictions, actively seek to use drones to disrupt aerodromes and flight operations. To maximise impact, these individuals might even act as a group. While their acts can have unintended consequences for aviation safety, they have no intent to endanger human lives.

Enforcement

“What advice would you give to experienced drone pilots returning to compliance after an incident or enforcement action?”



Waivers and Exemptions



Waivers and Exemptions

**“Will there be any waiver for newly developed and manufactured drones to do some flight tests (outdoor) in secure airspace and environment before getting flight operational approval?
Considering SORA approvals takes a longer time.”**

- Open A3 is a viable solution in many cases.
 - See NPAs
- SAIL I
 - Segregated airspace
 - Sparsely populated
- Review of Basic Regulation
 - Sandboxes
- National Policy Framework on UAS
 - Action 15: The UAS sector, in conjunction with the IAA, will establish and promote relevant test sites.
 - Clare
 - Mayo
 - EIWF



Waivers and Exemptions

“Im not a FPV pilot but recently heard that Polish Aviation Authority let FPV Pilots fly without a visual observer but obviously some requirements needs to be met. What do you think if in Ireland it could work too?”

- See proposed changes (NPA) above for just this.



AOB



Thank you

Contacts:

- drones@iaa.ie
- ausd@iaa.ie
- mysrssupport@iaa.ie

