


Irish Aviation Authority The Times Building 11-12 D'Olier Street Dublin 2, Ireland www.iaa.ie	Údarás Eitlíochta na hÉireann Foirgneamh na hAmanna 11-12 Sráid D'Olier Baile Átha Cliath 2, Éire	UAS ADVISORY MEMORANDUM (UAM) NO. UAM 011 ISSUE 1 DATE 16.08.2023	
Safety Regulation Division	Rannán na Rialachán Sábháilteachta		

Guidance on UAS Occurrence Reporting in Ireland

1. Change Record

Issue	Date	Description
1	16.08.2023	Initial publication

2. References

- Regulation (EU) 2019/947
- Regulation (EU) 376/2014
- Statutory Instrument S.I. 24 of 2023
- Regulation (EU) 996/2010
- Statutory Instrument S.I. 460/2009

3. Guidance

Aviation safety occurrences, incidents, accidents and serious incidents are required to be reported to the competent authority in Ireland - the Irish Aviation Authority (IAA).


In addition, accidents and serious incidents are required to be notified to the safety investigation authority in Ireland - the Air Accident Investigation Unit (AAIU).

The IAA and AAIU both have their own means for the submission of a report.

Occurrence Reporting guidelines – National Competent Authority (IAA):

Website link <https://www.iaa.ie/safety/safety-reporting>

<p>EU Requirements – Regulation (EU) 2019/947ⁱ and Regulation (EU) 376/2014ⁱⁱ</p> <p>Regulation (EU) 2019/947 Article 19 - Safety information –</p> <p><i>“2. Each UAS operator shall report to the competent authority on any safety-related occurrence and exchange information regarding its UAS in compliance with Regulation (EU) No 376/2014.”</i></p> <p>Regulation (EU) 376/2014 Article 3 — Subject matter and scope</p> <p><i>“2. This Regulation applies to occurrences and other safety-related information involving civil aircraft to which Regulation (EU) 2018/1139 of the European Parliament and of the Council applies.”</i></p> <p><i>However, this Regulation shall not apply to occurrences and other safety-related information involving unmanned aircraft for which a certificate or declaration is not required pursuant to Article 56(1) and (5) of Regulation (EU) 2018/1139, unless the occurrence or other safety-related information involving such unmanned aircraft resulted in a fatal or serious injury to a person or it involved aircraft other than unmanned aircraft.”</i></p> <p>Reports to European Aviation Safety Reporting Portal https://e2.aviationreporting.eu/reporting_within_72_hours.</p>
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National Requirements – S.I. 24 of 2023ⁱⁱⁱ

Article 11. When an incident occurs to which this Order applies, the operator of the UAS may send notice of the incident to the UAS Division of the Authority.

Article 12. In the case of an accident or serious incident, the operator of the UAS shall immediately notify the UAS Division of the Authority, an Garda Síochána, and in accordance with the Air Navigation (Notification and Investigation of Accidents, Serious Incidents and Incidents) Regulations 2009, the Air Accident Investigation Unit.

Reports to Email: Drones@iaa.ie

Accident/Serious Incident Notification guidelines – Safety investigation Authority (AAIU):

Website link www.aaiu.ie/

The notification requirements under this section are mandatory and are in addition to the above occurrence reporting requirements. They shall apply without prejudice to the roles and responsibilities of the competent authority.


EU Requirements – Regulation (EU) 996/2010^{iv}

National requirements – S.I. No. 460/2009^v

“Article 9. (1). When an accident or serious incident to which these Regulations apply occurs, the pilot in command, or if he or she is incapacitated, the operator of the aircraft, shall, as soon as practicable, send notice of the accident or serious incident to the Chief Inspector at the AAIU by the most rapid practicable means available and, in the case of an accident, shall also immediately notify An Garda Síochána or, if it occurs outside the State, the appropriate local authorities.”

Notifications: The AAIU operates a 24-hour emergency phone number for notification of accidents and serious incidents.

For full details of the notification requirements please consult the **AAIU** Website link www.aaiu.ie/

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4. Definitions:

‘occurrence’

[(EU) 376/2014] means any safety-related event which endangers or which, if not corrected or addressed, could endanger an aircraft, its occupants or any other person and includes in particular an accident or serious incident;

‘incident’

[(EU) 996/2010] means an occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation;

[(EU) 376/2014] means an incident within the meaning of Regulation (EU) No 996/2010;

‘serious incident’

[(EU) 996/2010] means an incident involving circumstances indicating that there was a high probability of an accident and is associated with the operation of an aircraft, which in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time it comes to rest at the end of the flight and the primary propulsion system is shut down. A list of examples of serious incidents is set out in the Annex to EU 996/2010;

[(EU) 376/2014] means a serious incident within the meaning of Regulation (EU) No 996/2010;


‘accident’

[(EU) 996/2010] means an occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time it comes to rest at the end of the flight and the primary propulsion system is shut down, in which:

(a) a person is fatally or seriously injured as a result of:

— being in the aircraft, or,

— direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or,

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— direct exposure to jet blast,

except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or

(b) the aircraft sustains damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft, and would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to a single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes) or minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike, (including holes in the radome); or

(c) the aircraft is missing or is completely inaccessible;

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- ⁱ Regulation (EU) 2019/947 of 24 May 2019 on the rules and procedures for the operation of unmanned aircraft
 - ⁱⁱ Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council and Commission Regulations (EC) No 1321/2007 and (EC) No 1330/2007 Text with EEA relevance.
 - ⁱⁱⁱ Statutory Instrument No. 24/2023 - Irish Aviation Authority (Unmanned Aircraft Systems (Drones)) Order 2023.
 - ^{iv} Regulation (EU) No 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 94/56/EC Text with EEA relevance.
 - ^v Statutory Instrument No. 460/2009 (*Notification and Investigation of Accidents, Serious Incidents and Incidents*) Regulations 2009