

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	AERONAUTICAL NOTICE	
Safety Regulation Division	Rannán na Rialachán Sábháilteachta	No. U.06 ISSUE 01 DATE 20.12.19	

The pending introduction of (EU) Regulations in the area of Unmanned Aircraft Systems (UAS) in Ireland.

1. INTRODUCTION

The regulation of the operation and registration of Unmanned Aircraft Systems (UAS) (more commonly known as ‘drones’) in Ireland is administered under a Statutory Instrument called the “IRISH AVIATION AUTHORITY SMALL UNMANNED AIRCRAFT (DRONES) AND ROCKETS ORDER, 2015 (S.I. No. 563 of 2015). This situation will change in 2020 when new European Regulations on the rules and procedures for the operation of drones or so called “Unmanned Aircraft Systems (UAS)” become applicable which will supersede the current national rules.

These new (EU) regulations are:

- [COMMISSION IMPLEMENTING REGULATION \(EU\) 2019/947 of 24 May 2019 on the rules and procedures for the operation of unmanned aircraft](#) (applicable July 1st 2020)
- [COMMISSION DELEGATED REGULATION \(EU\) 2019/945 of 12 March 2019 on unmanned aircraft systems and on third-country operators of unmanned aircraft systems](#) (applicable from April 1st 2020)

This Aeronautical Notice is published to bring attention to the new (EU) regulations in order to give UAS operators sufficient time to prepare.

2. UAS OPERATIONS

In general, under the new regulations, UAS operations will fall into the following categories:

- **OPEN CATEGORY** – low risk UAS operations, subject to regulations, but no authorisation from the IAA is required, - however, (with some small exceptions) an IAA provided online training course and exam will be required.
- **SPECIFIC CATEGORY** – UAS operations that present a higher risk than the OPEN category. These operations require either a prior operational authorisation from the IAA or may be subject to a “Declaration” requirement to operate in accordance with a pre-determined risk profile (a Standard Scenario). It is envisioned that many of the current IAA UAS permission holders will fall in this category.
- **CERTIFIED CATEGORY** – UAS operations that present an operational risk similar to traditional manned aviation. Aircraft and personnel certification requirements will be similar to manned aviation.

Note: Please refer to the web-links at the end of this Aeronautical Notice for more detailed information on the above UAS categories.

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3. UAS PERMISSIONS

Currently, the Irish Aviation Authority Small Unmanned Aircraft (Drones) and Rockets Order, 2015, sets out the operational limits for UAS operations in Ireland. An operator (person or organisation) who wishes to operate to less restrictive limits than the Order, must apply to the Authority (IAA) for a Specific Operating Permission (SOP). For more information on this, please see: [Specific Operating Permission for Small Unmanned Aircraft or Drones](#).

This situation **will change on the 1st July 2020** when the new (EU) regulation on rules and procedures for the operation of UAS become applicable in the Union. From that date any operator wishing to operate a UAS at limits less restrictive than the new “OPEN CATEGORY” limits, shall need an “OPERATIONAL AUTHORISATION” from the IAA.

For current holders of an IAA issued SOP, the new EU “OPERATIONAL AUTHORISATION” will be a very similar process i.e. the operator will need to obtain a prior permission from the IAA and have in place appropriate procedures and safety risk assessments.

The new EU regulations shall also include a so called, “**standard scenario**” concept which shall allow operators to simply ‘declare’ an operation to the IAA in certain situations where the safety risk assessment (standard scenario) has already been conducted by the European Aviation Safety Agency (EASA) or the IAA. In this situation, the UAS operator will have to follow a predetermined set of fixed operational conditions and limitations that has been provided for them.

Additionally, the new EU regulations will provide for a higher level of IAA authorisation known as a “Light UAS Operator Certificate” (LUC). The holder of a LUC will have additional privileges to authorise their own operations, however, the operator shall also be required to have a significantly more robust safety management system than the simpler “OPERATIONAL AUTHORISATION”.

4. REGISTRATION

The new EU regulations shall introduce a requirement for the person operating a UAS in the Open and Specific category to be registered with the IAA. This requirement will require almost everyone operating a UAS to register with the IAA in advance. This is different to the current IAA requirements for the registration on each unmanned aircraft within the scope of the Irish Aviation Authority Small Unmanned Aircraft (Drones) and Rockets Order, 2015.

5. SUMMARY

The IAA intends to publish updated guidance about the implementation of the new EU regulations early in 2020 as the requirements becomes clearer. In the meantime, the IAA would like to draw attention to the following information in preparation for the new regulations. UAS operators are strongly advised to make themselves familiar with the development of these new EU rules and should expect that the IAA’s new procedures will be formulated according to these requirements.

- [EASA Guidance on New EU Civil Drone Regulations](#)
- [IAA EU Drone Regulations Outline](#)
- [UK CAP 1789 - The EU UAS Regulation Package](#)

**Chief Executive
Irish Aviation Authority**