



INDEPENDENT REVIEW OF NATIONAL SAFETY OVERSIGHT REGULATION IN IRELAND

Customer : **IRISH AVIATION AUTHORITY**

Sender: Bureau Veritas Exploitation – Aeronautics & Space Agency

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ACRONYMS

Acronym	Signification
AD	Aerodromes Division
AIP	Aeronautical Information Publication
ALM	Aerodrome Licencing Memorandum
AN	Aeronautical Notice
ANS	Air Navigation Services
ANSD	Air Navigation Services Department
ASAM	Aeronautical Service Advisory Memorandum
ASD	Aeronautical Services Department
ASSD	Aeronautical Services Security Department
ATC	Air Traffic Control
ATS	Air Traffic System
ATZ	Air Traffic Zone
BV	Bureau Veritas
EASA	European Union Aviation Safety Agency
EU	European Union
FOD	Flight Operations Department
IAA	Irish Aviation Authority
ICAO	International Civil Aviation Organization
IFD	Instrument Flight Procedure
KOM	Kick-Off Meeting
N/A	Not Applicable
NSA	National Supervisory Authority
QMS	Quality Management System
SARPs	Standards And Recommended Practices
SES	Single European Sky
SI	Statutory Instruments
SMS	Safety Management System
SRD	Safety Regulation Division

SSP	State Safety Programme
TRA	Temporary Reserved Area
UK	United Kingdom
WGS	World Geodetic System

1. INTRODUCTION

The Irish Aviation Authority (IAA) is the Irish entity responsible for the safety certification and oversight of civil aviation airspace and the safety oversight and regulation of civil aviation activities, as well as the designated competent authority for civil aviation in Ireland in the European Union Aviation Safety Agency (EASA) context. But EASA context is not comprehensive regarding civil aviation and some activities fully remains in national authorities' side.

In that context, the IAA Safety Regulation Division required an independent consultancy expertise to assist in performing an independent review that addresses the activities that fall to the IAA, as the national civil aviation safety regulator but are outside the scope of the EASA Basic Regulation.

The scope of the review covered the full range of these activities, including specifically, but not exclusively, the following (the full range of the activities covered by the review is detailed further in this report):

- ❖ Areas of civil aviation safety regulation that fall outside European Union (EU) competency i.e. the excluded scope as listed in Basic Regulation Article 2.3 (e.g. coast guard aviation activities, aerial firefighting / border patrol), that are under the control and responsibility of a Member State,
- ❖ Areas falling partially within the EASA regulatory framework, but where some related aspects require implementation of national policy, e.g. enforcement, environment, high altitude operations/spaceflight, geographical zones, provision of aeronautical charts, special permission for 3rd country operations in Irish airspace, etc.;
- ❖ Areas falling under International Civil Aviation Organization (ICAO) Standards And Recommended Practices (SARPs) but outside EU competency, requiring regulation and oversight by the national regulator e.g. aircraft registration;
- ❖ Areas of civil aviation falling outside the ICAO and EASA framework (e.g. light gyroplane pilot licencing, microlights); and
- ❖ For any civil aviation safety regulation activities that are not considered to fall within any of the above categories, the process for mitigating safety risk and controlling generally the activity.
- ❖ Areas that intersect different regulatory frameworks, predominantly EU and national, verifying the holistic integration regulation of that sector.

The overall objective of this system review was to understand what works well and what could be improved in the functioning of the IAA to discharge its national and international obligations in the field of civil aviation of the activities under revision.

This report aims at concluding this review by highlighting the detail of identified gaps, findings and recommendations.

2. EXECUTIVE SUMMARY

This document is the final report summarizing Bureau Veritas independent review of the IAA's performance carried out inside the national Safety Oversight and Regulation Activities. It summarizes the outcomes and recommendations of the independent review.

The independent review investigated the performance and safety monitoring processes implemented by the Safety Regulation Division (SRD) within the IAA.

The scope of the independent review has been focused on the national civil aviation safety regulator role activities, outside the scope of the EASA Basic Regulation.

The overall objective of this review was to identify what works well and what could be improved in the functioning of the IAA.

The review has been performed by Bureau Veritas experts in order to obtain a global view of the IAA activities, ensuring that all interfaces were well understood and reviewed.

A comparative between the IAA responsibilities in its role as national regulator under the 1993 Act, the ICAO Annexes and other documents, as well as the state of the art of aviation safety oversight activities around the world has been performed.

Information has been obtained from different sources including: documentation provided by the IAA, teleconferences between each principal expert of Bureau Veritas and the Departments of SRD staff and lists of questions of each topic of the scope established. Teleconferences were conducted paying special attention to the organizational structure, the professional qualifications and competences, workload, and daily work of IAA staff.

After careful review of the system and activities, IAA has demonstrated itself to be a strong and well established organization with a clear mission and vision of its activities as safety oversight and regulator in all areas reviewed, that include: Operations, Airworthiness, Licensing, Aerodromes and Air Navigation Services.

All interviews have shown a high degree of competence, expertise and availability of IAA personnel.

Following our review no gaps were detected related to areas not covered by the IAA, according to Irish Aviation Act 1993 or ICAO annexes. Similarly, the safety oversight system and the regulation activity of the IAA are robust and were found to be in a healthy state. However as part of the IAA continuous improvement objective Bureau Veritas have made six recommendations.

Finally, all areas covered during the independent review are considered safe, they are well covered by the IAA staff and Bureau Veritas have not identified any area that needs special attention related to safety issues.

3. SCOPE

The scope of the review covered all of the main technical domains:

- Operations
- Aircraft
- Licensing
- Aerodromes
- Air Navigation Services (ANS)

The reviewed regulatory roles per technical domain are detailed below:

1. Operations
Activities to which the EASA Basic Regulation 2018/1139 does not apply (Art 2.3)
Special permissions for third country operations in Irish airspace (e.g. geographical survey flights, aircraft ferry flights, etc)
Leasing operations (dry and wet lease)
Fireworks/Laser
Operation of Air display

2. Aircraft
The registration of all civil aircraft in Ireland
The issuing of certificates of airworthiness or equivalent to ICAO-compliant aircraft exempted from the EASA regulatory framework
The issuing of certificates of airworthiness or equivalent to non ICAO-compliant aircraft exempted from the EASA regulatory framework
Environmental (emission, noise)
The provision of national production organisation approvals (non EASA Part 21G)
The approval of design changes and repair to non-EASA type certified aircraft
The certification of organisations to conduct maintenance and continuing oversight on non-EASA type certified aircraft

3. Licensing
Licensing of pilots operating homebuilt, microlight, powered paragliders, and gyrocopter aircraft and associated permissions to operate
Permissions for foreign pilots holding only national licences (non-EASA/ICAO) to temporarily operate in Ireland
Training requirements for pilots holding the various national licences
Approvals for training organisations conducting training for national licences
COVID-19 issues and extensions

Aeromedical (Medical checks, others...)

4. Aerodromes

Licensing of non EASA Aerodromes

5. Air Navigation Services

The establishment of temporary restricted areas and restricted airspace;

The validation of instrument flight procedures;

Fireworks/lasers permits

Civil and Military Coordination of the Airspace

The provision of aeronautical charts

The operation of rockets in Irish airspace

6. Transversal activities

State Safety Programme (SSP) for Non EASA Activities

Special/Private agreements with UK - Brexit issues

Insurance

Has the IAA notified to the commission any OPT in or OPT out as per the article 2 of the EASA Basic Regulation?

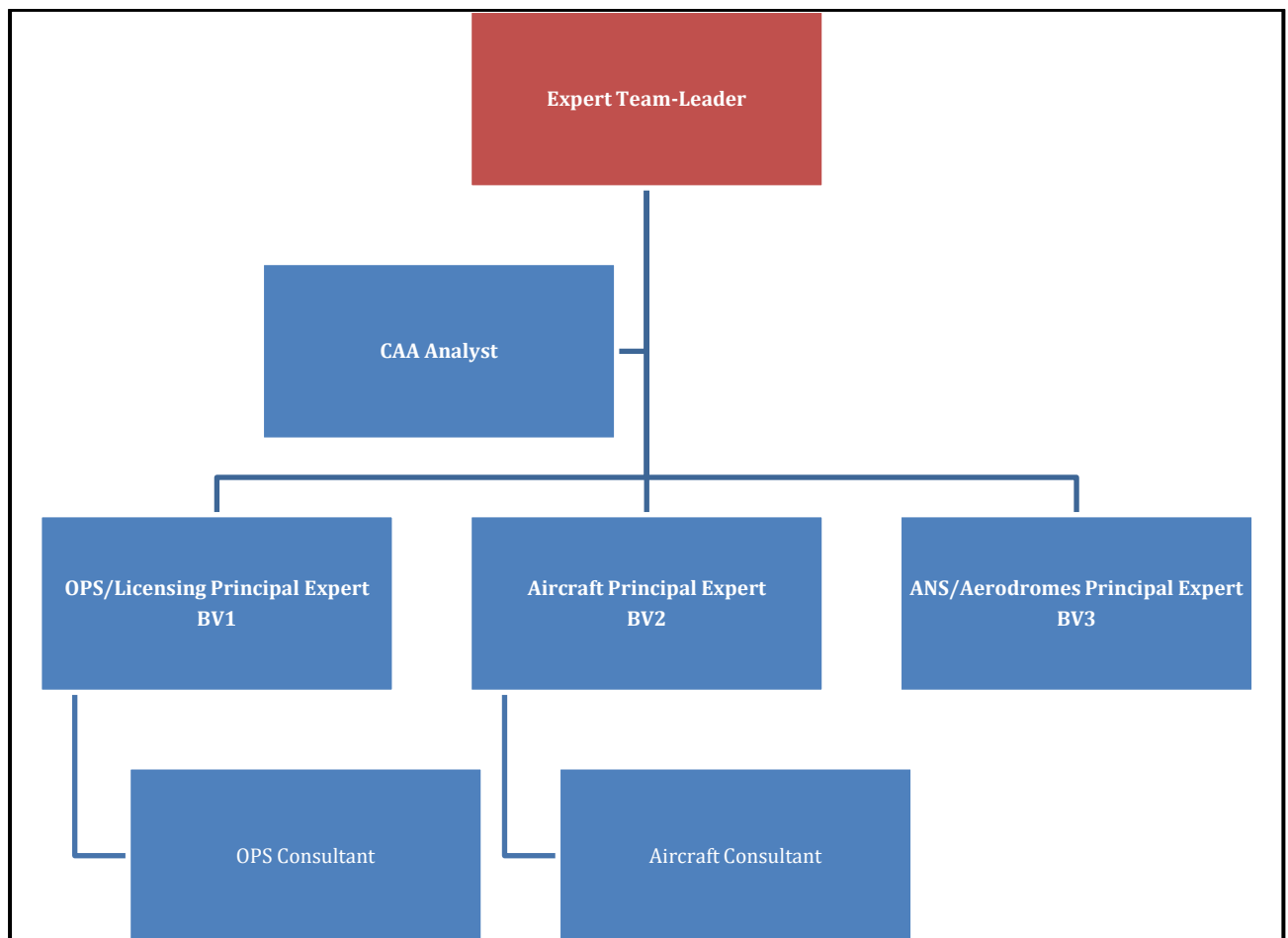
Civil and Military Coordination

Quality Management System (QMS) applicable to Non EASA Activities

4. INVOLVED TEAM & METHODOLOGY

4.1 TEAM DESCRIPTION

The composition of the team for this activity was the following:



All along the assessment, the experts communicated and coordinated together, under the coordination of the Team leader, in order to have a global view of the IAA activities, ensuring that all interfaces were well understood, reviewed and having a common understanding of the IAA activities.

The Team Leader was also responsible for the continuous communication with IAA representative to ensure that the whole team had access to the required information.

4.2 METHODOLOGY

The IAA is the Irish entity responsible for the safety certification and oversight of civil aviation airspace and the safety oversight and regulation of civil aviation activities, as well as the designated competent authority for civil aviation in Ireland in the EASA context. But EASA context is not comprehensive regarding civil aviation and some activities fully remains in national authorities' side.

The scope of the review was to cover the range of activities that fall to the IAA within its role as national regulator under the 1993 act. It assessed if there are activities that the IAA are not regulating within this role or that they have the capability to regulate the areas outside of the EASA framework.

In view of the travel restrictions due to the Covid 19 pandemic the review was performed remotely. Therefore this review was not a full audit as it was not able to perform an in depth examination of evidence to establish if there were any non-compliances in the execution of tasks related to the regulations.

The depth of the review was sufficient to establish if the IAA has a good understanding of what it regulates, appropriate organisation, competence of staff, effectiveness of regulations and to establish if there are any gaps in any of these areas.

The activity was organized in different phases:

➤ Phase 0: Preparatory phase

- **Documents collection:** a preliminary set of documents was collected to aid in the next phases
- **Pre-identification of the activities to be reviewed:** preparation of a preliminary list of activities to be reviewed during the activity, by comparing the IAA responsibilities in its role as national regulator under the 1993 Act, the EASA basic regulation, ICAO Annexes and other documents, as well as the state of the art of aviation safety oversight activities around the world.
- **Kick-off meeting (KOM) preparation:** a presentation was drafted to explain and discuss the proposed methodology with the IAA during the KOM.

➤ Phase 1: KOM

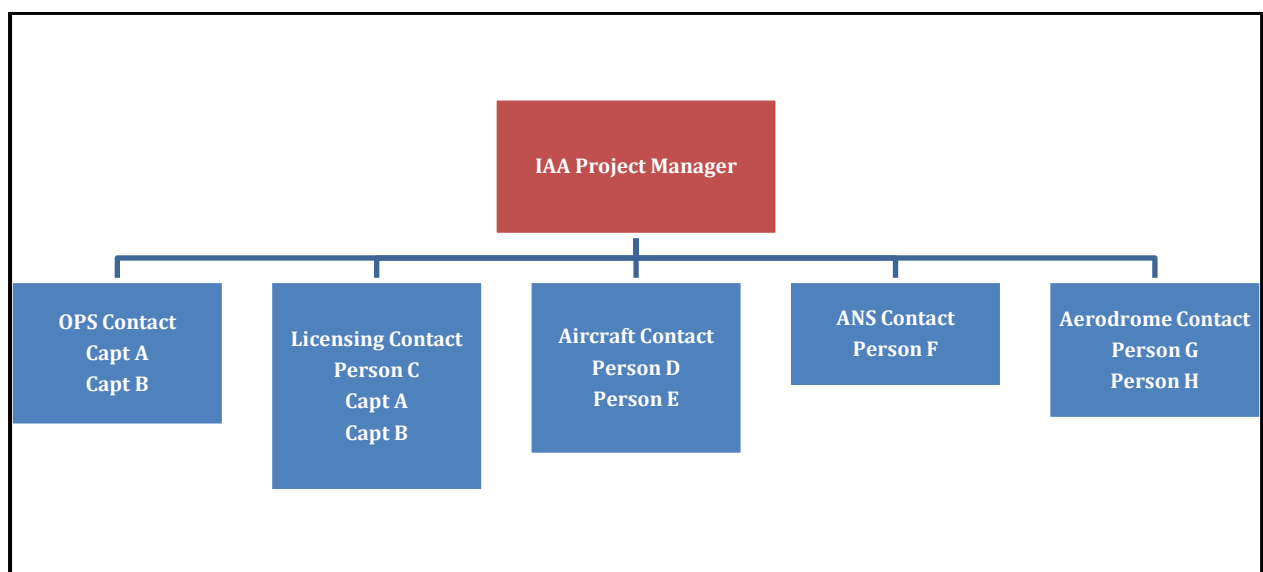
- **KOM:** at the beginning of the project, a KOM took place. The presentation by Bureau Veritas Team Leader covered:
 - A presentation of the team,
 - A summary of the context / background (e.g.: what triggered the review, global perspective of the project),
 - A description of the objectives of the review,
 - A first proposal of the scope,

- An explanation of the methodology (how is the review conducted) and of the referential used,
 - The presentation of the next steps.
- Phase 2: Interview with the stakeholders
 - **Preparation of the interview:** each Principal Expert (as shown in 4.1) prepared a list of questions and required documentation related to each topic under its responsibility, to be able to perform the interviews.
 - **Interview with the stakeholders:** the interviews were conducted with various IAA responsible. A special attention was given to:
 - The organizational structure,
 - The professional qualifications and competences, as well as the training plan,
 - The workload,
 - The vision on the activities by IAA stakeholders / staff.
- Phase 3: System review
 - **Documentation review:** the submitted documentation (manuals and procedures) was analysed in order to:
 - Understand the system (limits and interfaces, organization, vision and mission, inputs, outputs, constraints, enablers, performance criteria),
 - Identify potential non conformities, strength and areas of improvement.
 - **IAA staff interview:** to complete the understanding of the system achieved by the documentation review, interviews were performed to allow each key stakeholder to assess their understanding of the function's missions and of its environment.
- Phase 4: Final report redaction

5. IAA PROJECT-RELATED ORGANISATION

Before the beginning of the system review, a list of IAA contact points were established (at least one per technical domain).

All these referents were interviewed by the related Bureau Veritas (BV) experts during the review of the system.



6. DETAILED REVIEW OF THE REGULATORY ROLES

For each role identified by BV and validated by the IAA, the results of the review are detailed below.

Each recommendation is given a Priority Level as per the following definition:

- HIGH – A mission critical requirement
- MEDIUM – Recommended action for clarification
- LOW – A functional or quality enhancement

6.1 OPERATIONS

OPS.01

Role	Activities to which the EASA Basic Regulation 2018/1139 does not apply (Art 2.3)		Ref.	OPS.01
BV Principal Expert	BV1			
IAA Referent(s)	Capt.A (Capt.B)	IAA Department	Flight Operation Department	
Related activities	Firefighting			
Regulations	SI 61 of 2006	Procedures	FOD.303	
	AN O.66		SI 523 of 2015 for Fees and charges	
	FOD.302			
Description	<u>Background</u> The General Aviation Safety Regulation, a part of Flight Operation Department in Safety Regulation Division, is responsible for the safety oversight of aerial work such as firefighting activity.			
	<u>Review of functions related</u> The functions of General Aviation Safety Regulation include: <ul style="list-style-type: none">❖ Oversight of the activities of aerial work permission;❖ Complete the FOD surveillance programme;❖ Dealing with entry and exit to the system of commercial air transport operation (rotary wing);❖ Assess submissions for and issue aerial work permission;❖ Technical assessment/evaluation and issue of approval and exemption;❖ Provide guidance to general aviation and sport aviation community;❖ Investigate accident/incident. <u>Regulations</u> S.I. 61 of 2006 established that aerial work aircraft means an aircraft, not being a commercial transport aircraft, which is being flown for payment required to be made, or promised, to the operator of the aircraft in respect of the flight or of the purpose for which the flight is made;			

AN 0.66 directs that helicopter flights carried out for the purpose of aerial firefighting shall be classified as flights carried out for the purpose of aerial work.

Communication. Internal and external. Policy, process and accessibility to information.

The following guidance material are available to users requiring an aerial work permission:

- ❖ Helicopter flights carried out in support of aerial firefighting operations AN 0.66
- ❖ Application process for issuing and renewal of an aerial work permission FOD.302
- ❖ Application process for issuing of a low flying permission FOD.303

Aerial Work Application Process

Process starts filling the dedicated initial Application Form and is described in FOD document for Irish operator.

Training

The Initial and recurrent training programme policy and procedure are defined in Safety Regulation Division SRD.006 Amdt 6.

IT tools is available for the Flight Operation Department (EMPIC software) and is used for the daily work.

Human resources

Staff involved in the development of the activity:

- ❖ One Flight Operation Inspector

The activity is included in the Man Hour Plan of the IAA and the working days estimated per year are 7. A Flight Operation inspector is dedicated to this activity.

Volume of activity

At the time of the review, there is in Ireland:

- ❖ One aerial work permission delivered by IAA.

During the year only one application, renewal, request, etc. has been managed. The Operator is EASA AOC holder & SPO HESLO operator.

Fees and charges of the activity

Main fees related to this activity are the following in schedule 27 of S.I. 523 of 2015:

- ❖ Initial examination and acceptance of document provided (Ops manual and Maintenance manual) 794€
- ❖ Grant or renewal of a permission 148€ per application
- ❖ Variation/amendment of manuals so as to include a new form of aerial work 148€
- ❖ Variation/amendment of manuals so as to apply it to another aircraft 148€
- ❖ Grant of exemption from any requirement for aerial work 265€

Review conclusion	<p>Procedures and regulations are up to date.</p> <p>There is evidence that specific section of SRD are involved in the safety oversight of aerial work activity. FOD and AW have interface for evaluation.</p> <p>Resources availability, at the time of the review have been demonstrated as sufficient to meet the level of activity required due to workload.</p> <p>According to Safety Regulation Division SRD.002 Amdt 22, and information provided by the Department of IAA, there is no evidence that the current activity of aerial work oversight is under staffed and it is out of the scope of this review to establish if the performance of this activity has impact on other activities.</p>		
Recommendations	No specific recommendation.	Priority	N/A

OPS.02

Role	Special permissions for third country operations in Irish airspace		Ref.	OPS.02
BV Principal Expert	BV1			
IAA Referent(s)	Capt.A (Capt.B)	IAA Department	Flight Operation Department	
Related activities	Third country Aerial work			
Regulations	SI 61 of 2006	Procedures	SI 523 of 2015	
	AN O.86			
	FOD.331			
Description	<u>Background</u> The Flight Operation Department in Safety Regulation Division, is responsible for the safety oversight of special permission for third country operation. The entity General Aviation Standard Division is in charge for aerial work permission.			
	<u>Review of functions related</u> The functions of General Aviation Safety Regulation include: <ul style="list-style-type: none">❖ Oversight of the activities of aerial work permission;❖ Complete the FOD surveillance programme;❖ Dealing with entry and exit to the system of commercial air transport operation (rotary wing);❖ Assess submissions for and issue aerial work permission;❖ Technical assessment/evaluation and issue of approval and exemption;❖ Provide guidance to general aviation and sport aviation community;❖ Investigate accident/incident. <u>Regulations</u> S.I. 61 of 2006 established that aerial work aircraft means an aircraft, not being a commercial transport aircraft, which is being flown for payment required to be made, or promised, to the operator of the aircraft in respect of the flight or of the purpose for which the flight is made;			

AN 0.86 directs that the operator of an aircraft whose principal place of business is in a Third Country shall not conduct aerial work operations (hereinafter "specialised operations") within the State without the permission of the Authority.

FOD.331 is dedicated for the process for application, issue, variation or renewal of an Aerial Work (AW) permission

Communication. Internal and external. Policy, process and accessibility to information.

The following guidance material are available to users requiring an aerial work permission:

- ❖ Requirement for third country aerial work operators in the Republic of Ireland AN 0.86
- ❖ Third country temporary aerial work permission procedure FOD.331

Special permission Application Process

Process starts by filling the dedicated initial Application Form and is described in FOD document for Third country operator.

Training

The Initial and recurrent training programme policy and procedure are defined in Safety Regulation Division SRD.006 Amdt 6.

IT tools is not available for this activity.

Human resources

Staff involved in the development of the activity:

- ❖ One Flight Operation Inspector

The activity is not included in the Man Hour Plan of the IAA and the working days estimated per year are 3. A Flight Operation inspector is dedicated to this activity. Twenty two applications have been managed.

Volume of activity

At the time of the review, there is in Ireland:

- ❖ Eleven Third country aerial work permissions issued by the IAA.

Fees and charges of the activity

Main fees related to this activity are the following in schedule 27 of S.I. 523 of 2015:

- ❖ Initial examination and acceptance of document provided (Ops manual and Maintenance manual) 794€
- ❖ Grant or renewal of a permission 148€ per application
- ❖ Variation/amendment of manuals so as to include a new form of aerial work 148€
- ❖ Variation/amendment of manuals so as to apply it to another aircraft 148€
- ❖ Grant of exemption from any requirement for aerial work 265€
- ❖ As per FOD.331 which refers to FOD.326 for High risk operation:
- ❖ Initial fee for processing the SPO declaration 150€
- ❖ Fee for any Change/Variation of the above Declaration is €25

Review conclusion	<p>Procedures and regulations will be updated due to Brexit.</p> <p>There is evidence that specific section of SRD are involved in the safety oversight of aerial work activity. FOD and AW have interface for evaluation.</p> <p>Resources availability, at the time of the review have been demonstrated as sufficient to meet the level of activity due to workload.</p> <p>According to Safety Regulation Division SRD.002 Amdt 22, and information provided by the Department of IAA, there is no evidence that the current activity of ferry flight or third country aerial work oversight is under staffed.</p> <p>It has been demonstrated that High risk authorization has been included in the third country aerial work permission.</p>		
Recommendations	No specific recommendation	Priority	N/A

OPS.03

Role	Leasing operations (dry and wet lease)			Ref.	OPS.03
BV Principal Expert	BV1				
IAA Referent(s)	Capt. B	IAA Department	Flight Operation Department		
Related activities	Ferry Flight				
Regulations	SI 61 of 2006	Procedures	FOD.224a		
	SI 324 of 1996		SI 523 of 2015		
	FOD.224		ICAO 83bis agreement doc		
Description	<u>Background</u> The Flight Operation Department in Safety Regulation Division, is responsible for surveillance in respect of commercial air transport operations, aerial work, general aviation, air display, sporting and recreational activities, special events and airspace standard.				
	<u>Review of functions related</u> The functions of Airline Standard Division include: <ul style="list-style-type: none">❖ Oversight of the activities of AOC holders;❖ Completion of the FOD surveillance programme;❖ Oversight for the foreign based EI registered lease fleet;❖ ARO Ramp inspection, this activity is managed and coordinated by AWSO;❖ Dealing with entry and exit to the system of commercial air transport operation (rotary wing);❖ Technical assessment/evaluation and issue of approval and exemption;❖ Investigate accident/incident. <u>Regulations</u> S.I. 61 of 2006 established that In the case of an aircraft which is not a commercial transport aircraft, the owner, or in the case where the aircraft is leased, the lessee, shall be responsible for its maintenance in an airworthy condition while it is in use				

FOD.224 is dedicated for the authorisation of flights undertaken by large* transport aircraft whilst placed in storage or for the purpose of delivery from the manufacturer as well as large transport aircraft that are being returned from an operator* where the aircraft is not managed by an Irish AOC or a foreign delegated AOC or for aircraft delivery flights to a new foreign operator prior to de-registration from the civil register. Close liaison between the Aircraft Registration and Design Control Division of AWSD and FOD is required to ensure that the above referenced flights are correctly authorised. In particular confirm if the aircraft is operating with a valid Certificate of Airworthiness and if not that a Permit to Fly has been issued.

Communication. Internal and external. Policy, process and accessibility to information.

The following guidance material are available to users:

- ❖ Authorisation Of All Flights For Large Aircraft When Not Managed By An Air Operators Certificate (AOC) FOD.224
- ❖ Application form for the authorization of flights for large aircraft when not flown on an AOC- FOD.224a

Special permission Application Process

Process starts by filling the dedicated initial Application Form and is described in FOD document for Irish operator, and for Third country operator.

Training

The Initial and recurrent training programme policy and procedure are defined in Safety Regulation Division SRD.006 Amdt 6.

IT tools has not been mentioned at the time of review

Human resources

Staff involved in the development of the activity:

FOD:

- ❖ Not Investigated

AWSD:

- ❖ Not Investigated

AWSD is responsible for ensuring that aircraft are accepted into the Irish Regulatory System then maintained to appropriate safety standard.

Refer to Airworthiness detailed activity review for more information.

Volume of activity

Refer to Airworthiness detailed activity review for more information.

Fees and charges of the activity

Refer to Airworthiness detailed activity review for more information.

Review conclusion	<p>Procedures and regulations are in place.</p> <p>Resources availability, at the time of the review have been demonstrated as sufficient to meet the the level of activity due to workload.</p> <p>According to Safety Regulation Division SRD.002 Amdt 22, and information provided by the Department of IAA, there is no evidence that the current activity of aircraft lease in Flight Operation Department oversight is under staffed.</p>		
Recommendations	NIL	Priority	N/A

OPS.04

Role	Fireworks/Laser			Ref.	OPS.04
BV Principal Expert	BV1				
IAA Referent(s)	Capt.A (Capt.B)	IAA Department	Flight Operation Department		
Related activities	Fireworks/Laser				
Regulations	SI 563 of 2015	Procedures	AN G.15		
	AN G.14		SI 355 of 2008		
	FOD.307		SI 523 of 2015		
Description	<u>Background</u>				
	The Flight Operation Department in Safety Regulation Division, is responsible for the safety oversight of special permission for third country operation such as ferry flight and third country aerial work. The General Aviation Standard Division is in charge for general and corporate aviation, unmanned aircraft operations, sport and recreational aviation air displays and special events. . FOD has interfaces with all other Departments in SRD i.e. AWSO, RPPL and ASD and also with corporate entities within the IAA.				
	<u>Review of functions related</u>				
	The functions of General Aviation Safety Regulation include:				
	<ul style="list-style-type: none">❖ Assess submission for and the issue of specific operational authorisations for unmanned aircraft operations.❖ To participate in the development of legislation and guidance material for general aviation, unmanned aircraft operations and corporate aviation;❖ Complete the FOD surveillance programme;❖ Technical assessment/evaluation and issue of approval and exemption;❖ Provide guidance to general aviation and sport aviation community;❖ Investigate accident/incident.				
Description	<u>Regulations</u>				
	S.I. No. 563 of 2015 directs as follows:				
	A person or organisation shall not launch or attempt to launch fireworks in the State, where: <ul style="list-style-type: none">❖ the altitude reached is 400ft or greater above ground level at the launch site(s); or,				

	<ul style="list-style-type: none"> ❖ in controlled airspace, or ❖ in an aerodrome traffic zone (ATZ), <p>without permission from the Irish Aviation Authority.</p> <p>S.I.355 of 2008 directs as follow:</p> <p>Enforcement of directions</p> <p>25. A person or organisation shall comply with a direction given by the Authority or with an instruction given by an authorised officer, under any provision of this Order, where such a direction or such an instruction is applicable to that person or organisation and shall, for the purposes of this Order, be deemed to have contravened that provision in the event of a failure to comply with such a direction or instruction.</p> <p><u>Communication. Internal and external. Policy, process and accessibility to information.</u></p> <p>The following guidance material are available to users:</p> <ul style="list-style-type: none"> ❖ AN G.14 Legal requirements on the use of fireworks ❖ AN G.15 Legal requirement for the use of lights, including laser lights, that may be visible to aircraft <p><u>Special permission Application Process Fireworks</u></p> <p>Controlled airspace</p> <p>Process starts when a person or organisation wishing to launch fireworks within controlled airspace, or an aerodrome traffic zone, shall apply to the organisations, as appropriate to the geographical location of the fireworks, to seek a permission to launch. Applications shall be made at least 10 working days in advance of the proposed launch date.</p> <p>Uncontrolled airspace</p> <p>Process starts when A person or organisation wishing to launch fireworks to a height of 400 feet above ground level or higher outside of controlled airspace, shall apply to the organisations, as appropriate to the geographical location of the fireworks, to seek a permission to launch. Applications shall be made at least 10 working days in advance of the proposed launch date.</p> <p><u>Training</u></p> <p>The Initial and recurrent training programme policy and procedure are defined in Safety Regulation Division SRD.006 Amdt 6.</p> <p><u>IT tools</u> has not been defined</p> <p><u>Human resources</u></p> <p>Staff involved in the development of the activity:</p> <ul style="list-style-type: none"> ❖ Two staff (Assistant Director Flight Operation Department and the General Aviation Standard Division Manager) <p>Man Hour Plan of the IAA for those activities have not been defined. One Flight Operation inspector is dedicated to this activity.</p> <p><u>Volume of activity</u></p> <p>At the time of the review, there is in Ireland:</p> <ul style="list-style-type: none"> ❖ One pyrotechnic permission granted in 2019.
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	<u>Fees and charges of the activity</u> No evidence has been found in S.I. 523 of 2015 on any schedule related to Firework permit and Laser permit.		
Review conclusion	Due to the low amount activity related to Fireworks and Laser permit provided by the Department, there is no further recommendations.		
Recommendations	NIL	Priority	N/A

OPS.05

Role	Operation of Air display			Ref.	OPS.05
BV Principal Expert	BV1				
IAA Referent(s)	Capt. A (Capt.B)	IAA Department	Flight Operation Department		
Related activities	Air Display				
Regulations	An O.79	Procedures			
Description	<u>Background</u>				
	The Flight Operation Department in Safety Regulation Division, is responsible for surveillance in respect of commercial air transport operations, aerial work, general aviation, air display, sporting and recreational activities, special events and airspace standard.				
	<u>Review of functions related</u>				
	The functions of General Aviation Safety Regulation includes:				
	❖ Assess and issue approval for special event and provide surveillance;				
	❖ Complete the FOD surveillance programme;				
	❖ Technical assessment/evaluation and issue of approval and exemption;				
	❖ Provide guidance to general aviation and sport aviation community;				
	❖ Investigate accident/incident.				
	<u>Regulations</u>				
AN 0.79 provide general guidance to pilot proposing to engage in any flight display. However, IAA will assess each request on a case by case basis.					
At the time of the review, there is no specific regulation in place for air display permission.					
<u>Communication. Internal and external. Policy, process and accessibility to information.</u>					
The following guidance material are available to users requiring an air display permission:					
❖ AN 0.79 Flying display permission					

	<p><u>Special permission Application Process</u></p> <p>At the time of the review, there is no evidence of formal procedure for air display permission.</p> <p><u>Training</u></p> <p>The Initial and recurrent training programme policy and procedure are defined in Safety Regulation Division SRD.006 Amdt 6.</p> <p><u>IT tools</u> is only manual for this activity.</p> <p><u>Human resources</u></p> <p>Staff involved in the development of the activity (2 people):</p> <ul style="list-style-type: none">❖ One Flight Operation Inspector❖ One assistant <p>The activity is included in the Man Hour Plan of the IAA and the working days estimated per year are 6. A Flight Operation inspector is dedicated to this activity.</p> <p><u>Volume of activity</u></p> <p>At the time of the review, there are in Ireland:</p> <ul style="list-style-type: none">❖ Six permission of flying display which have been delivered; <p>During the year 2021 and 2020, no permission has been granted.</p> <p><u>Fees and charges of the activity</u></p> <p>No fees regulation covers the proposed activity.</p>
Review conclusion	<p>Procedures and regulations have not been implemented.</p> <p>Resources availability, at the time of the review have been demonstrated as sufficient to meet the level of activity due to workload.</p> <p>According to Safety Regulation Division SRD.002 Amdt 22, and information stated by the Department of IAA, there is no evidence that the current activity of ferry flight or third country aerial work oversight is under staffed.</p>
Recommendations	<p>There is a need to document and implement proposed regulation and procedure related to the granting of permission for flying displays</p>
	<p>Priority</p>
	<p>Medium</p>

6.2 AIRCRAFT

AIR.01

Role	The registration of all civil aircraft in Ireland			Ref.	AIR.01
BV Principal Expert	BV2				
IAA Referent(s)	Person E Person D	IAA Department	Airworthiness Department (AWSO)		
Related activities	Aircraft Registration / De-registration				
	IDERA				
	Aircraft owner change				
Regulations	IAA Act 1993	Procedures	AWSO.301 Aircraft Registration		
	SI.107 of 2015 The Irish Aviation Authority (Nationality and Registration of Aircraft)		AWSO.302 Change of Registered Owner		
			AWSO.303 Change of Aircraft Owner's address		
			AWSO.304 Deregistration of Aircraft		
	SI 15 of 2005 International Interests in Mobile Equipment (Capetown Convention) Act 2005		AWSO.305 Lodging an IDERA		
			AWSO.306 Revocation of an IDERA		
Description	AWSO.307 Deregistration by IDERA Holder				
	<u>Background</u> The Aircraft Registration and Design Control Division within the Airworthiness Department deals with the entry and exit of aircraft to and from the Irish registry, related to the aircraft registration, design, manufacture, modification and repair of aircraft and the associated operating documents.				
	<u>Review of functions related</u> The functions of the registration section related to Non EASA Aircraft are to:				
	❖ Aircraft registration / deregistration,				
	❖ Aircraft change Owner				
	❖ Aircraft Owner's address change				
❖ Aircraft IDERA lodged, revoked and deregistration					
<u>Regulations</u> SI.107 of 2015 and SI.15 of 2005 is applicable to all aircraft including aircraft out of the scope defined by Article 2 (3) and annex 1 of EASA 2018/1139 Basic Regulation.					
<u>Processes review</u>					

All internal processes related to aircraft registration, deregistration including changes are defined with the procedures AWS.D.301 to AWS.D.307.

Moreover, the IAA website provides clear information to aircraft owner for proceeding with the registration, deregistration or any change to their aircraft status.

Training

The Initial and recurrent training program policy and procedure are defined in the Safety Regulation Division SRD.006 Amdt 6 "Training Programmes, Training Plans and Training Records".

IT tools

The records of all registered aircraft are recorded in EMPIC.

Human resources

Staff involved in the development of the activity are 6 people:

- ❖ One manager
- ❖ Four engineers
- ❖ One administrative support

Volume of activity

The total of registered aircraft that fall out of the scope defined by Article 2 (3) and annex 1 of EASA 2018/1139 Basic Regulation represent a total of 370 aircraft.

The following table gives details on the concerned type of aircraft:

AIRCRAFT REFERRED TO IN POINT (d) OF ARTICLE 2 (3) of the Basic Regulation				
		CofA or Flight Permit	Maintenance Org	No.
1. Categories of manned aircraft to which this Regulation does not apply:				
(a)	historic aircraft meeting the following criteria:			
(i)	aircraft whose: — initial design was established before 1 January 1955, and — production has been stopped before 1 January 1975;or	National C of A (FAA Supported TC)	National ICAO MaintenanceEngineer's Licence	7
		National Flight Permit	Irish Light Aviation Society	81
(ii)	aircraft having a clear historical relevance, related to: — a participation in a noteworthy historical event, — a major step in the development of aviation, or — a major role played into the armed forces of a Member State;or	National Flight Permit	Irish Historic Flight Foundation Aer Lingus Charitable Foundation	5
(b)	aircraft specifically designed or modified for research, experimentalor scientific purposes, and likely to be produced in very limited numbers:	National Flight Permit	Irish Ballooning Association	2

	(c)	aircraft, including those supplied in kit form, where at least 51 % of the fabrication and assembly tasks are performed by an amateur, or a non-profit making association of amateurs, for their own purposes and without any commercial objective;	National Flight Permit	Irish Light Aviation Society National Microlight Association of Ireland	75
	(d)	aircraft that have been in the service of military forces, unless the aircraft is of a type for which a design standard has been adopted by the Agency;	Nil	N/A	0
	(e)	aeroplanes having measurable stall speed or the minimum steady flight speed in landing configuration not exceeding 35 knots calibrated air speed (CAS), helicopters, powered parachutes, sailplanes and powered sailplanes, having no more than two seats and a maximum take-off mass (MTOM), as recorded by the Member States, of no more than: Aeroplanes (Microlights) <300kg single seat, <450kg two-seater, with additional mass allowed for parachute and amphibian/floats Helicopters <300kg single seat, <450kg two-seater, with additional 15kg if parachute recovery system fitted Powered Parachutes <300kg single seat, <450kg two-seater, with additional 15kg if parachute recovery system fitted Sailplanes <300kg single seat, <450kg two-seater, with additional 15kg if parachute recovery system fitted Powered Sailplanes <300kg single seat, <450kg two-seater, with additional 15kg if parachute recovery system fitted			
			National Flight Permit	Irish Light Aviation Society National Microlight	164
					0
			National Flight Permit	No approved AMO	16
			National Flight Permit	Irish Gliding and Soaring Association	1
			National Flight Permit	Irish Gliding and Soaring Association	1
	(f)	single and two-seater gyroplanes with a MTOM not exceeding 600 kg;	National Flight Permit	Irish Light Aviation Society National Microlight Association of Ireland	18
	(g)	replicas of aircraft meeting the criteria of points (a) or (d), for which the structural design is similar to the original aircraft;			0
	(h)	balloons and airships having a single or double occupancy and a maximum design volume of, in the case of hot air not more than 1 200 m ³ , and in the case of other lifting gas not more than 400 m ³ ;			0
	(i)	any other manned aircraft which has a maximum empty mass, including fuel, of no more than 70 kg.			0
	TOTAL				370

	<u>Fees and charges of the activity</u> Details related to the fees and charges related to the aircraft registration is defined in the SI No 523 of 2015, Schedule 1 and 1A, and is accessible through the IAA website. No specific fees are mentioned for Aircraft owner address change or IDERA management.		
Review conclusion	Procedures and regulations are up to date and permit the staff to perform their duties on the aircraft registration aspects		
Recommendations	No recommendation for this activity	Priority	N/A

AIR.02

Role	Issuing of certificates of airworthiness or equivalent to ICAO compliant aircraft which are not subject to the EASA regulatory framework		Ref.	AIR.02
BV Principal Expert	BV2			
IAA Referent(s)	Person E Person D	IAA Department	Airworthiness Department (AWSD)	
Related activities	Type acceptance (non EASA)			
	Initial issue of Airworthiness Certificates			
	Issuance and sampling ARC's			
	Issuance of Export Airworthiness Certificates			
Regulations	IAA Act 1993	Procedures	AWSD.104 The renewal of a Certificate of Airworthiness or the issue/validation of an Airworthiness Review Certificate AWSD.421 The issuance of a Certificate of Airworthiness	
	SI.324 of 1996 The Irish Aviation Authority (Airworthiness of Aircraft) Amended by SI.102 of 1997 and SI.684 of 2003			
Description	<u>Background</u> The Airworthiness Department is composed of three divisions where: ❖ The Aircraft Registration and Design Control Division is in charge of the Type acceptance, the issuance of the initial CofA and the Export CofA. ❖ The Airline Airworthiness Division and the Air Operator and General Aviation Airworthiness Division are in charge of the issuance and sampling of ARC's. In the case of ICAO compliant aircraft exempted of the EASA framework but having a Type certification supported by a primary certification authority (e.g FAA), a national CofA (non EASA) will be issued. In the others cases, a flight permit will be issued.			
	<u>Review of functions related</u> The functions of the respective divisions related to the issuance of CofA on ICAO compliant Aircraft are to:			

	<ul style="list-style-type: none"> ❖ Establish Type acceptance, ❖ Issue/ renewal the airworthiness certificates ❖ Issue of airworthiness review certificates (ARC's) ❖ Issue Export certificates of airworthiness <p><u>Regulations</u></p> <p>SI.324 of 1996 and subsequent amendments are applicable.</p> <p><u>Processes review</u></p> <p>The Aeronautical Notice A.3 accessible on the IAA website provide details related to the process of application for a CofA and gives link to the appropriate Forms. The internal procedures used are AWSD.421 which defined the steps to be undertaken to issue a Certificate of Airworthiness and AWSD.104 used in conjunction of the previous one for the ARC issue process.</p> <p><u>Training</u></p> <p>The Initial and recurrent training program policy and procedure are defined in the Safety Regulation Division SRD.006 Amdt 6 "Training Programmes, Training Plans and Training Records".</p> <p><u>IT tools</u></p> <p>EMPIC is the tool used by IAA to records the airworthiness status of all the registered aircraft.</p> <p><u>Human resources</u></p> <p>Staff involved in the development of the activity is composed of a team of 24 employees</p> <p><u>Volume of activity</u></p> <p>The volume of aircraft subject to a national certificate of airworthiness represents a total of 50.</p> <p><u>Fees and charges of the activity</u></p> <p>Details related to the fees and charges related to the aircraft CofA issuance or renewal is defined in the SI No 523 of 2015, Schedule 2A to 2C, and is accessible through the IAA website.</p>		
Review conclusion	<p>Process for the public to initiate a CofA is appropriate and well defined within the IAA website. The Internal Procedures well define the process to follow for issuance of a CofA.</p>		
Recommendations	No recommendation for this activity	Priority	N/A

AIR.03

Role	Issuing of certificates of airworthiness or equivalent to non ICAO compliant aircraft which are not subject to the EASA regulatory framework			Ref.	AIR.03
BV Principal Expert	BV2				
IAA Referent(s)	Person E Person D	IAA Department	Airworthiness Department (AWSD)		
Related activities	Type acceptance (non EASA)				

	Initial / renewal of permits to fly		
	Issuance of Export Airworthiness Certificates		
Regulations	IAA Act 1993	Procedures	AWSD.137 Flight Permit – Procedure to issue a National Flight Permit
	SI.324 of 1996 The Irish Aviation Authority (Airworthiness of Aircraft) Amended by SI.102 of 1997 and SI.684 of 2003		
Description	<u>Background</u> The Air Operator and General Aviation Airworthiness Division of the Airworthiness Department is responsible to deliver permits to fly called National permits to fly to aircraft out of the scope defined by Article 2 (3) and annex 1 of EASA 2018/1139 Basic Regulation . These permits to fly are issued and valid for a period of twelve month and shall be requested by the aircraft owner on an annual basis. In some particular case, the permit to fly can be extended twice by organization holding a Special approval. <u>Review of functions related</u> The functions of this division are to: ❖ Establish Type acceptance, ❖ Issue and renewal of national permits to fly <u>Regulations</u> SI.324 of 1996 and subsequent amendments are applicable. <u>Processes review</u> The internal process used to establish a permit to fly within these categories is defined in procedure AWSD.137. Several aeronautical notices are developed to the public and accessible within the IAA website (A.91, A.100 and A.112), An Advisory Memoranda (AAM No 06) which described the process to be followed to obtain a permit to fly on aircraft out of the scope defined by Article 2 (3) and annex 1 of EASA 2018/1139 Basic Regulation is also accessible to the public and provide the necessary information including maintenance requirements. <u>Training</u> The Initial and recurrent training program policy and procedure are defined in the Safety Regulation Division SRD.006 Amdt 6 “Training Programmes, Training Plans and Training Records”. <u>IT tools</u> EMPIC is the tool used by IAA to records the airworthiness status of all the registered aircraft. <u>Human resources</u> Staff involved in the development of the activity is composed of a team of 7 employees.		

	<p><u>Volume of activity</u></p> <p>The volume of aircraft flying under a permit to fly represents a total of 363.</p> <p><u>Fees and charges of the activity</u></p> <p>Details related to the fees and charges related to the aircraft flight permit issuance and renewal are defined in the SI No 523 of 2015, Schedule 4.</p> <p>The Advisory Memoranda No 06 also mentioned these applicable fees.</p>		
Review conclusion	<p>Procedures and regulations are up to date and permit the staff to perform their duties on the aircraft airworthiness aspects.</p> <p>Information to the public provide clear details on the process.</p>		
Recommendations	No recommendation for this activity	Priority	N/A

AIR.04

Role	Environmental (emission, noise)		Ref.	AIR.04
BV Principal Expert	BV2			
IAA Referent(s)	Person E Person D	IAA Department	Airworthiness Department (AWSD)	
Related activities	Noise certification issuance			
Regulations	IAA Act 1993	Procedures	AWSD.406 Issue of National Noise Certificates	
	SI 55 of 2015 Irish Aviation Authority (Noise Certification and Limitation)			
Description	<u>Background</u> The Aircraft Registration and Design Control Division of the Airworthiness Department are responsible to issue the noise certificates			
	<u>Regulations</u> SI.55 of 2015			
	<u>Processes review</u> The internal process used to issue a noise certificate is defined in procedure AWSD.406.			
	<u>Training</u> The Initial and recurrent training program policy and procedure are defined in the Safety Regulation Division SRD.006 Amdt 6 “Training Programmes, Training Plans and Training Records”.			
	<u>IT tools</u> EMPIC is the tool used by IAA to record the noise certification of all the registered aircraft.			

	<p><u>Human resources</u></p> <p>Staff involved in the development of the activity are 6 employees:</p> <ul style="list-style-type: none"> ❖ One manager ❖ Four engineers ❖ One administrative support <p><u>Volume of activity</u></p> <p>The volume of aircraft without EASA TCDSN is 36 with an estimated annual activity of 2.</p> <p><u>Fees and charges of the activity</u></p> <p>SI No 523 of 2015, Schedule 33 provides fees for change to a noise certificate only.</p>		
Review conclusion	Procedures and regulations permit the staff to perform their duties on issuing the aircraft registration aspects.		
Recommendations	Regulation SI No 55 refer to Annex 16 Part I Sixth edition 2011 and should be amended to take into consideration the latest edition of the ICAO Annex 16 part I (Eighth Edition of July 2017).	Priority	Medium

AIR.05

Role	The provision of national production organization approvals (non EASA Part 21G)		Ref.	AIR.05
BV Principal Expert	BV2			
IAA Referent(s)	Person E Person D	IAA Department	Airworthiness Department (AWSD)	
Related activities	Nil			
Regulations	IAA Act 1993	Procedures	NIL	
	SI.324 of 1996 The Irish Aviation Authority (Airworthiness of Aircraft) Amended by SI.102 of 1997 and SI.684 of 2003			
Description	<u>Background</u> The Aircraft Registration and Design Control Airworthiness Division of the Airworthiness Department is responsible to approve and audit of production organization in accordance with the EASA Part 21G and also organization involved in manufacturing of aircraft seating foams, carpets or dress fabrics. <u>Regulations</u> SI.324 of 1996 and subsequent amendments <u>Processes review</u>			

	<p>No specific process has been identified developed internally on activity related to approval of manufacturer of aircraft seating foams, carpets or dress fabrics</p> <p><u>Training</u></p> <p>The Initial and recurrent training program policy and procedure are defined in the Safety Regulation Division SRD.006 Amdt 6 "Training Programmes, Training Plans and Training Records".</p> <p><u>IT tools</u></p> <p>No specific tool has been identified for this activity (manufacturer of aircraft seating foams, carpets or dress fabrics.)</p> <p><u>Human resources</u></p> <p>Staff involved in the development of the activity are 6 employees:</p> <ul style="list-style-type: none"> ❖ One manager ❖ Four engineers ❖ One administrative support <p><u>Volume of activity</u></p> <p>At the time of the review, 1 organization is concerned by this activity.</p> <p><u>Fees and charges of the activity</u></p> <p>SI No 523 of 2015, Schedule 9(2) provides fees for change to such production approval activity.</p>		
Review conclusion	Even if this particular activity is limited in term of volume, a clear process is missing on approval and audit criteria's to be used.		
Recommendations	Procedure related to the approval of the manufacturer of aircraft seating foams, carpets or dress fabrics should be developed.	Priority	Low

AIR.06

Role	The approval of design changes and repair to non-EASA type certified aircraft		Ref.	AIR.06
BV Principal Expert	BV2			
IAA Referent(s)	Person E Person D	IAA Department	Airworthiness Department (AWSD)	
Related activities	Technical assessments for STCs, major modifications and repairs, AMCs, ADs (EASA partnership agreement), Approval of modifications and repairs (non-EASA);			
Regulations	IAA Act 1993	Procedures	AWSD.401 National Approval of Modifications AWSD.403 National Approval of Repairs	
	SI.324 of 1996 The Irish Aviation Authority (Airworthiness of Aircraft) Amended by SI.102 of 1997 and SI.684 of 2003			

Description

Background

The Aircraft Registration and Design Control Division of the Airworthiness Department is responsible to covers the investigation and approval of modification and repairs for aircraft to which Commission Regulation (EC) No.748/2012, does not apply.

Review of functions related

The functions of this division are to:

- ❖ Approve modifications (non EASA covered),
- ❖ Approve repairs (non EASA covered).

Regulations

SI.324 of 1996 and subsequent amendments are applicable.

Processes review

The internal processes used to approve modifications or repairs are defined in the respective procedure AWS.D.401 and ASWD.403.

Several aeronautical notices and a guidance have been created and made available to the public to provide them guidance on the approval process and defining the required documents to be provided to support the considered modification or repair falling out of Commission Regulation (EC) No.748/2012 where a national approval is required.

Those guidance and aeronautical notices are:

- ❖ AMM No.02 : Guidance on the approval of modifications and repairs
- ❖ A.6 : Approval of modifications
- ❖ A.9 : Overhaul, Repairs & replacements
- ❖ A.11 : Record of medication and major repairs
- ❖ A.23 : Fire protections – Cargo compartments
- ❖ A.24 : Aircraft compartment interior – Resistance to fire

Training

The Initial and recurrent training program policy and procedure are defined in the Safety Regulation Division SRD.006 Amdt 6 "Training Programmes, Training Plans and Training Records".

IT tools

There is no specific IT tool related to this activity

Human resources

Staff involved in the development of the activity are 6 employees:

- ❖ One manager
- ❖ Four engineers
- ❖ One administrative support

	<p><u>Volume of activity</u></p> <p>The estimated annual workload is 20 days to cover the approval of 8 requests.</p> <p><u>Fees and charges of the activity</u></p> <p>Details related to the fees and charges related to the aircraft registration is defined in the SI No 523 of 2015, Schedule 5 for modification.</p> <p>The SI.523 does not make reference to fees related to repair approval.</p>		
Review conclusion	<p>Procedures and regulations are up to date and permit the staff to perform their duties.</p> <p>Information to the public are appropriate and accurate.</p>		
Recommendations	No recommendation for this activity.	Priority	N/A

AIR.07

Role	The certification of organizations to conduct maintenance and continuing oversight on non-EASA TC'd aircraft		Ref.	AIR.07
BV Principal Expert	BV2			
IAA Referent(s)	Person E Person D	IAA Department	Airworthiness Department (AWSD)	
Related activities	Technical assessments for STCs, major modifications and repairs, AMCs, ADs (EASA partnership agreement), Approval of modifications and repairs (non-EASA);			
Regulations	IAA Act 1993	Procedures	AWSD.146 Maintenance Organizations approved under national legislation - issue, change and continuation	
	SI.324 of 1996 The Irish Aviation Authority (Airworthiness of Aircraft) Amended by SI.102 of 1997 and SI.684 of 2003 SI.333 of 2000 The Irish Aviation Authority (Personnel Licensing)			
Description	<u>Background</u> The Air Operator and General Airworthiness Division of the Airworthiness Department is responsible for the issuance, change and oversight of non-EASA maintenance organization.			
	<u>Regulations</u> SI.324 of 1996 including subsequent amendments and SI.333 of 2000 are applicable.			
	<u>Processes review</u> The internal processes used to approval issuance, organization change and oversight is defined in the procedure AWSD.146.			

	<p>Dedicated documentation are developed to such organization and accessible on the IAA website to provide them guidance on applying and holding "Non-EASA" Maintenance Organization approval 'AAM No 09).</p> <p>Also, Return to service process after maintenance for aircraft out of the scope defined by Article 2 (3) and annex 1 of EASA 2018/1139 Basic Regulation in AN A.15.</p> <p><u>Training</u></p> <p>The Initial and recurrent training program policy and procedure are defined in the Safety Regulation Division SRD.006 Amdt 6 "Training Programmes, Training Plans and Training Records".</p> <p><u>IT tools</u></p> <p>There is no specific IT tool related to this activity.</p> <p><u>Human resources</u></p> <p>Staff involved in the development of the activity are 6 employees:</p> <ul style="list-style-type: none"> ❖ One manager ❖ Five General Aviation Inspectors <p><u>Volume of activity</u></p> <p>The current activity include the oversight of 5 non-EASA Maintenance organization (1 revoked).</p> <p><u>Fees and charges of the activity</u></p> <p>The SI.523 does not make reference to any fees related to the approval and oversight of these maintenance organization.</p>		
Review conclusion	<p>Procedures and regulations are up to date and permit the staff to perform their duties. Information to the public are appropriate and accurate.</p>		
Recommendations	No recommendation for this activity	Priority	N/A

6.3 LICENSING

PEL.01

Role	Pilot license operating homebuilt, microlight, powered paragliders, and gyrocopter aircraft and associated permissions			Ref.	PEL.01
BV Principal Expert	BV1				
IAA Referent(s)	Licensing Inspectors	IAA Department	Regulatory Performance & Personnel Licensing Department		
Related activities	Aeroplane (SEP) Land and Sea Microlight 3-Axis/Wt.-shift/Power Parachute Foot-Launched Powered Paraglider(PPG)/Powered Hang-glider(PHG) Gyroplane				
Regulations	SI 333 of 2000	Procedures	SI 523 of 2015 for Fees and charges		
	AN P.21		AN P.24		
	AN P.22		AN P.26		
	AN P.17				
Description	<u>Background</u> The Department is responsible for ensuring that its activities are conducted in accordance with ICAO, EU and national requirements, undertaking audits, inspections and tests, licensing and certifying individuals. <u>Review of functions related</u> The functions of Personnel Licensing include: ❖ Assessing and approving applications for licences and ratings ; ❖ For processing validations of foreign licences; ❖ Setting and assessing standards of medical fitness for the privileges the licence holders’ exercise; ❖ Management and conduct of theoretical knowledge examinations for flight crew and remote pilots; ❖ Ensuring that the organisations and individuals conducting training and testing of flight crew and remote pilots are certified to the appropriate standards; ❖ Responsible for producing and making available guidance material for licence holders, prospective licence holders, exam candidates and training organisations ❖ Investigate accident/incident. <u>Regulations</u> S.I. 333 of 2000 states that Subject to the provisions of this Order, a person shall not act as a flight crew member of an aircraft registered in the State unless that person is the holder of an appropriate license issued or validated by the Authority. <u>Communication. Internal and external. Policy, process and accessibility to information.</u>				

The following guidance material are available to users :

- ❖ Acceptance of flight crew license AN P.21
- ❖ Technical requirement for the student pilot license gyroplane AN P.22
- ❖ Technical requirement for microlight flight crew AN P.17
- ❖ Exemption from National Requirements for EU Part-FCL licensed pilots operating aircraft referred to in Annex I of Regulation (EU) No. 2018/1139 AN P.24
- ❖ Issue of National PPL(A) with or without restricted privileges and non-ICAO National FI(A) with restricted privileges AN P.26

Application Process

Process starts by filling the dedicated Application Form i.e. RPPL-F-101 Application for the Issue or Re-Issue of a Student Pilot License (SPL) (All Aircraft Categories)

Training

The Initial and recurrent training programme policy and procedure are defined in Safety Regulation Division SRD.006 Amdt 6.

IT tools is available for the Personnel Licensing using SharePoint.

Human resources

The activity is included in the Man Hour Plan of the IAA and the working days estimated per year are:

- ❖ 1 day for Aeroplane (SEP) Land
- ❖ 10 days for Microlight 3-Axis/Wt.-shift/Power Parachute
- ❖ 5 days for Foot-Launched Powered Paraglider(PPG)/Powered Hang-glider(PHG)

Volume of activity

At the time of the review, activities are:

- ❖ Unknown for Aeroplane (SEP) Land and Sea
- ❖ 5 for Microlight 3-Axis/Wt.-shift/Power Parachute
- ❖ 1 for Foot-Launched Powered Paraglider(PPG)/Powered Hang-glider(PHG)

Fees and charges of the activity as per SI 523 of 2015

- ❖ The grant fees for exemption from requirement to hold a license for a foot-launched powered aircraft (FLPA) is €75;
- ❖ Grant of an aircraft type/class rating and/or instrument rating: €300;
- ❖ Grant of an aircraft type/class rating valid only for microlight aeroplane classes or types, gyroplane classes or types or free balloon classes or types: €75;
- ❖ Grant of a PPL night rating: €100;
- ❖ For the inclusion of a subsequent variation or a special authorization to allow an applicant to fly an aircraft of a type not listed in the PART FCL class and type rating guide: €300;

	❖ For initial issue of 3-axis microlight (land or sea) class rating to the holder of an Irish-issued national (ICAO) or JAR-FCL PPL(A) who also holds a current (i.e. not date expired) SEP(Land or Sea, as appropriate) Class Rating: €75.		
Review conclusion	Description of task and responsibilities of Personnel Licensing Division for the issue of national pilot license have been describe in SRD.002 amdt 2. Interface with other department such as Flight Operation Department is also provided.		
Recommendations	There is no specific recommendation.	Priority	N/A

PEL.02

Role	Permissions for foreign pilots holding only national licences (non-EASA/ICAO) to temporarily operate in Ireland		Ref.	PEL.02
BV Principal Expert	BV1			
IAA Referent(s)	Licensing Inspectors	IAA Department	Regulatory Performance & Personnel Licensing Department	
Related activities	Permissions for foreign pilots holding only national licences (non-EASA/ICAO) to temporarily operate in Ireland			
Regulations	SI 333 of 2000	Procedures		
	AN P.21			
Description	<u>Background</u> The Department is responsible for ensuring that its activities are conducted in accordance with ICAO, EU and national requirements, undertaking audits, inspections and tests, licensing and certifying individuals.			
	<u>Review of functions related</u> The functions of Personnel Licensing include: <ul style="list-style-type: none">❖ Assessing and approving applications for licences and ratings;❖ For processing validations of foreign licences;❖ Setting and assessing standards of medical fitness for the privileges the licence holders’ exercise;❖ Management and conduct of theoretical knowledge examinations for flight crew and remote pilots;❖ Ensuring that the organisations and individuals conducting training and testing of flight crew and remote pilots are certified to the appropriate standards;❖ Responsible for producing and making available guidance material for licence holders, prospective licence holders, exam candidates and training organisations❖ Investigate accident/incident. <u>Regulations</u>			

	<p>S.I. 333 of 2000 states that Subject to the provisions of this Order, a person shall not act as a flight crew member of an aircraft registered in the State unless that person is the holder of an appropriate license issued or validated by the Authority.</p> <p><u>Communication. Internal and external. Policy, process and accessibility to information.</u></p> <p>The following guidance material are available to users:</p> <ul style="list-style-type: none"> ❖ Acceptance of flight crew license AN P.21 <p><u>Application Process</u></p> <p>Process starts by filling the dedicated Application Form</p> <p><u>Training</u></p> <p>The Initial and recurrent training programme policy and procedure are defined in Safety Regulation Division SRD.006 Amdt 6.</p> <p><u>IT tools</u> is available for the Personnel Licensing using SharePoint.</p> <p><u>Human resources</u></p> <p>The activity is included in the Man Hour Plan of the IAA and the working days estimated per year has not been specified.</p> <p><u>Volume of activity</u></p> <p>At the time of the review, activities have not been specified.</p> <p><u>Fees and charges of the activity as per SI 523 of 2015</u></p> <p>At the time of the review no information has been received on this activity.</p>		
Review conclusion	<p>Description of task and responsibilities of Personnel Licensing Division for the issue of national pilot license have been described in SRD.002 amdt 2.</p> <p>Interface with other department such as Flight Operation Department is also provided.</p>		
Recommendations	There is no specific recommendation.	Priority	N/A

PEL.03

Role	Training requirements for pilots holding the various national licenses		Ref.	PEL.03
BV Principal Expert	BV1			
IAA Referent(s)	Capt. A Capt.B	IAA Department	Flight Operation Department	
Related activities	Training requirements for pilots holding the various national licenses			
Regulations	S.I. 333 of 2000	Procedures	AN P.23	
	AN P.17		AN P.24	
	AN P.21		AN P.26	
	AN P.22		AN P.35	

Description	<p><u>Background</u></p> <p>The General Aviation Safety Regulation, a part of Flight Operation Department in Safety Regulation Division, is responsible for the safety oversight of general and corporate aviation, unmanned aircraft operations, sport and recreational aviation</p> <p><u>Review of functions related</u></p> <p>The functions of General Aviation Safety Regulation include:</p> <ul style="list-style-type: none"> ❖ Oversight of the activities of ATOs (Approved Training Organisations), aerial work operations, general and corporate aviation, sport and recreational aviation air displays and special events; ❖ Ensuring aircraft owner/operators demonstrate competence in maintaining a safe operation, and if they fail repeatedly to comply with requirements, regulations or directions, to recommend enforcement action to the Assistant Director. This may take the form of variation, suspension or revocation of an authorisation, permission, approval, qualification and/or prosecution; ❖ Completion of the FOD surveillance programme; ❖ Assessment of submissions for and issue aerial work permission; ❖ Technical assessment/evaluation and issue of approval and exemption; ❖ Guidance to general aviation and sport aviation community; ❖ Investigation of accident/incident. <p><u>Regulations</u></p> <p>S.I. 333 of 2000 states that Subject to the provisions of this Order, a person shall not act as a flight crew member of an aircraft registered in the State unless that person is the holder of an appropriate license issued or validated by the Authority.</p> <p><u>Communication. Internal and external. Policy, process and accessibility to information.</u></p> <p>The following guidance material are available to users:</p> <ul style="list-style-type: none"> ❖ Technical requirement for Student Pilot license, Private pilot license Microlight, Flight instructor Microlight, Flight examiner Microlight and registration for training facilities AN P.17 ❖ Acceptance of flight crew license AN P.21 ❖ Technical requirement for student pilot license Gyroplane, Private pilot license Gyroplane, Flight instructor Gyroplane, Flight examiner Gyroplane and registration of training facilities for Gyroplane AN P.22 ❖ Technical requirement for Licensed pilot carrying out military, customs, police, search and rescue, firefighting or coastguard activities AN P.23 ❖ Technical requirement for exemption from national requirement for EU-Part FCL License AN P.24 ❖ Technical requirement for issue of national private pilot license with or without restricted privileges and non ICAO national license flight instructor with restricted privileges AN P.26
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	<p>❖ Technical requirement for issue of non ICAO national license for powered paraglider aircraft for student pilot, private pilot, flight instructor with or without restricted privileges AN P.35</p> <p><u>Application Process</u></p> <p>Process starts by filling the dedicated Application Form.</p> <p><u>Training</u></p> <p>The Initial and recurrent training programme policy and procedure are defined in Safety Regulation Division SRD.006 Amdt 6.</p> <p><u>IT tools</u> is available for the Flight Operation Department (EMPIC software) and is used for the daily work.</p> <p><u>Human resources</u></p> <p>Staff involved in the development of the activity:</p> <p>❖ One Flight Operation Inspector</p> <p><u>Volume of activity</u></p> <p>The national pilot license oversight activity is similar to EASA Declared Training Organisation.</p> <p>At the time of the review, Three (3) Private Pilot Microlight (PPL (M)).</p>		
Review conclusion	<p>Procedures and regulations have been defined. There is a set of national regulation/advisory notice in order to provide guidance for national pilot license.</p> <p>There is evidence that specific section of SRD are involved in the safety oversight of national training organization activity. FOD and AW have interface for evaluation.</p> <p>Resources availability, at the time of the review have been demonstrated as sufficient to meet the level of activity due to workload.</p> <p>According to Safety Regulation Division SRD.002 Amdt 22, and information provided by the Department of IAA, there is no evidence that the current activity oversight is under staffed and it is out of the scope of this review to establish if the performance of this activity has impact in other activities.</p>		
Recommendations	There is no recommendation suggested	Priority	N/A

PEL.04

Role	Approvals for training organisations (flying club) conducting training for national licences.			Ref.	PEL.04
BV Principal Expert	BV1				
IAA Referent(s)	Capt. A Capt.B	IAA Department	Flight Operation Department		
Related activities	Approvals for training organisations (flying club)				
Regulations	AN P.26	Procedures	PLAM.029		
	S.I. 333 of 2000		FOD.F813a		

Description

Background

The General Aviation Safety Regulation, a part of Flight Operation Department in Safety Regulation Division, is responsible for the safety oversight of general and corporate aviation, unmanned aircraft operations, sport and recreational aviation

Review of functions related

The functions of General Aviation Safety Regulation include:

- ❖ Oversight of the activities of ATOs (Approved Training Organisations), aerial work operations, general and corporate aviation, sport and recreational aviation air displays and special events;
- ❖ Ensuring aircraft owner/operators demonstrate competence in maintaining a safe operation, and if they fail repeatedly to comply with requirements, regulations or directions, to recommend enforcement action to the Assistant Director. This may take the form of variation, suspension or revocation of an authorisation, permission, approval, qualification and/or prosecution;
- ❖ Complete the FOD surveillance programme;
- ❖ Assess submissions for and issue aerial work permission;
- ❖ Technical assessment/evaluation and issue of approval and exemption;
- ❖ Provide guidance to general aviation and sport aviation community;
- ❖ Investigate accident/incident.

Regulations

S.I. 333 of 2000 states that Subject to the provisions of this Order, a person shall not act as a flight crew member of an aircraft registered in the State unless that person is the holder of an appropriate license issued or validated by the Authority.

AN P.26 established that:

- ❖ 2.1 A flying club operating an Annex I aeroplane of Commission Regulation (EU) No 1178/2011 of 3 November 2011, may apply to the Authority to become an approved national flight training organisation.
- ❖ 2.2 The application shall be made in such form provided by the Authority and shall furnish such particulars as the Authority may from time to time require.
- ❖ 2.3 The Authority may require any such applicant to produce documentary or other satisfactory evidence in support of any particulars given in the application form or of any statement made in relation to the application.

Communication. Internal and external. Policy, process and accessibility to information.

The following guidance material are available to users:

- ❖ Issue of National PPL(A) with or without restricted privileges and non-ICAO National FI(A) with restricted privileges AN P.26
- ❖ Requirements for National Flight Training Organisations (NFTO) providing training towards the National Private Pilot Licence (Aeroplane) PLAM 029

Application Process

Process starts by filling the dedicated initial Application Form and is described in PLAM 029 document for Irish training organization. The form FOD F813a shall be used.

	<p><u>Training</u></p> <p>The Initial and recurrent training programme policy and procedure are defined in Safety Regulation Division SRD.006 Amdt 6.</p> <p><u>IT tools</u> is available for the Flight Operation Department (EMPIC software) and is used for the daily work.</p> <p><u>Human resources</u></p> <p>Staff involved in the development of the activity:</p> <ul style="list-style-type: none"> ❖ One Flight Operation Inspector <p><u>Volume of activity</u></p> <p>The National Flight Training Organisation oversight activity is similar to EASA Declared Training Organisation.</p> <p>At the time of the review, Four National flight Training Organisation (NFTO) (ICAO PPL (A)) have been approved or pending.</p>		
Review conclusion	<p>Procedures and regulations have been defined. The National Training Organisation is covered by S.I. 333 of 2000; The application form F813a request a statement of compliance with a list of regulation.</p> <p>There is evidence that specific section of SRD are involved in the safety oversight of national training organization activity. FOD and AW have interface for evaluation.</p> <p>Resources availability, at the time of the review have been demonstrated as sufficient to meet the level of activity due to workload.</p> <p>According to Safety Regulation Division SRD.002 Amdt 22, and information provided by the Department of IAA, there is no evidence that the current activity oversight is under staffed and it is out of the scope of this review to establish if the performance of this activity has impact in other activities.</p>		
Recommendations	There is no recommendation suggested	Priority	N/A

PEL.05

Role	COVID-19 issues and extensions		Ref.	PEL.05
BV Principal Expert	BV1			
IAA Referent(s)	Licensing Inspectors	IAA Department		
Related activities	COVID-19 issues and extensions			
Regulations		Procedures	SRD level procedures	
Description	<u>Background</u>			
	Not enough information received on the matter.			
	<u>Regulations</u>			
	NIL			

	<p><u>Communication. Internal and external. Policy, process and accessibility to information.</u></p> <p>SRD level procedures</p> <p><u>Application Process</u></p> <p>Refer to SRD related procedure</p> <p><u>Training</u></p> <p>The Initial and recurrent training programme policy and procedure are defined in Safety Regulation Division SRD.006 Amdt 6.</p> <p><u>IT tools</u> is available using SharePoint.</p> <p><u>Human resources</u></p> <p>The activity is not included in the Man Hour Plan of the IAA and the working days estimated per year are 15. 3 staff are involved in this activity.</p> <p><u>Volume of activity</u></p> <p>At the time of the review, four application received have been processed and four exemption have been granted.</p> <p><u>Fees and charges of the activity as per SI 523 of 2015</u></p> <p>At the time of the review no fees have been charged on this activity.</p>		
Review conclusion	Description of task and responsibilities of Personnel Licensing Division for the issue of national pilot license have been described in SRD.002 amdt 2.		
Recommendations	There is no specific recommendation.	Priority	N/A

PEL.06

Role	Aeromedical (Medical checks, others...)			Ref.	PEL.06
BV Principal Expert	BV1				
IAA Referent(s)	Aeromedical assessor	IAA Department	Regulatory Performance & Personnel Licensing Department		
Related activities	Aeromedical				
Regulations	NIL	Procedures	MED.004		
			MED.007		
			PLAM016		
Description	<u>Background</u> The Department is responsible for ensuring that its activities are conducted in accordance with ICAO, EU and national requirements, undertaking audits, inspections and tests, licensing and certifying individuals. <u>Review of functions related</u>				

	<p>The functions of Personnel Licensing include:</p> <ul style="list-style-type: none"> ❖ Assessing and approving applications for licences and ratings ; ❖ For processing validations of foreign licences; ❖ Setting and assessing standards of medical fitness for the privileges the licence holders' exercise; ❖ Management and conduct of theoretical knowledge examinations for flight crew and remote pilots; ❖ Ensuring that the organisations and individuals conducting training and testing of flight crew and remote pilots are certified to the appropriate standards; ❖ Responsible for producing and making available guidance material for licence holders, prospective licence holders, exam candidates and training organisations ❖ Investigate accident/incident. <p><u>Regulations</u></p> <p>NIL</p> <p><u>Communication. Internal and external. Policy, process and accessibility to information.</u></p> <p>PLAM016 is a procedure for primary and secondary reviews of medical decisions comprising independent medical physicians experienced in the practice of aviation medicine to consider and advise on an applicant's fitness for medical certification.</p> <p><u>Training</u></p> <p>The Initial and recurrent training programme policy and procedure are defined in Safety Regulation Division SRD.006 Amdt 6.</p> <p><u>IT tools</u> is available for the Personnel Licensing for medical assessment using EMPIC system</p> <p><u>Human resources</u></p> <p>Staff involved in the development of the activity:</p> <ul style="list-style-type: none"> ❖ Six staff <p>The activity is included in the Man Hour Plan of the IAA and the working days estimated per year are 1837.</p> <p><u>Volume of activity</u></p> <p>At the time of the review, applications, renewals, request, etc. managed per year are 14000.</p> <p><u>Fees and charges of the activity</u></p> <p>NIL</p>		
	<p>Description of task and responsibilities of Personnel Licensing Division for aero medical check have been describe in SRD.002 amdt 2.</p> <p>Interface with other department such as Flight Operation Department is also provided.</p> <p>Procedure for medical check are MED.004 and 007.</p> <p>PLAM 016 procedure for primary and secondary reviews of medical decisions.</p>		
	Review conclusion		
	Recommendations	NIL	<p>Priority</p> <p>N/A</p>

6.4 AERODROMES

AER.01

Role	Licensing of non EASA Aerodromes			Ref.	AER.01
BV Principal Expert	BV3				
IAA Referent(s)	Person G Person H	IAA Department	Aeronautical Services & Security Department (ASSD) – Aerodrome Division (AD)		
Related activities	Special/Private agreements with UK - Brexit issues				
	OPT in or OPT out as per the article 2 of the EASA Basic Regulation				
	State Safety Program SSP				
	Insurance				
Regulations Description	IAA Act 1993	Procedures	ADR.102 National Aerodrome Licensing Process		
	S.I. 523 of 2015 (Fees) Order		SRD.002 Amdt22 dated 07.01.21 - Organisation, Structure, Functions and Responsibilities of SRD		
	S.I. 355 of 2008 (Aerodromes and Visual Ground Aids) Order				
	S.I. 198 of 1988				
	<u>Background</u>				
	The Aerodrome section contributes to the development of standards for aerodromes and associated facilities, and conducts the certification and oversight of non EASA aerodromes. Relevant Information published in the Irish Aeronautical Information Publication (AIP) is approved and coordinated by the Aerodrome section.				
	<u>Review of functions related</u>				
	The functions of Aerodromes Department related to Non EASA Aerodromes are to:				
	<ul style="list-style-type: none">❖ Contribute to the development of standards for aerodromes and associated facilities.❖ Conduct the certification, licensing and functional supervision of aerodromes.❖ Conduct inspection of aerodromes and installations at aerodromes and other places used for the landing of aircraft.❖ Coordinate and approve the publication of relevant information in the Irish Aeronautical Information Publication (AIP).❖ Contribute in updates of the state Safety Program and State Safety Plan and support implementation of the tasks related to aerodrome safety.❖ Support promotion of aerodrome safety related activities.				

- ❖ Impose fair and reasonable charges for the provision of safety regulatory services.

Regulations

S.I. 355 of 2008 established that An "Unlicensed Aerodrome" is an aerodrome in respect of which a licence has not been issued under Clause 5(1) (a)

Communication. Internal an external. Policy, process and accesibility to information

The following guidance material is available to users requiring a license:

- ❖ Licensing Requirements for Public Aerodromes (ALM 002)
- ❖ Licensing Requirements for Private Aerodromes (ALM 003)
- ❖ T.15 - Use of an Unlicensed Aerodrome by aircraft engaged in instruction in flying
- ❖ ASAM No. 44 - Guidance Licensing and Certification of Heliports

Aerodrome Licence Application Process

Process starts by filling the Aerodrome Licence Application Form and is described in ALM 002 document for public aerodromes and ALM 003 for private aerodromes

Resources

IT tools are available for the department personnel and are used for the daily work. Shared Drive is used for register applications for licensing, licensing renewals, different inspections related and oversight inspections, etc... Sharepoint is used for register the findings as database. All this uses are according to procedures reviewed.

Human resources

Staff involved in the development of the activity (5 people):

- ❖ Aerodrome manager
- ❖ Three aerodrome inspectors
- ❖ One administrative support

The activity is included in the Man Hour Plan of the IAA and the working days estimated per year are 68.

With this data the resources for the activity are considered enough and it's out of the scope of this review to establish if the performance of this activity has impact in other activities

Volume of activity

At the time of the examination, there were in Ireland:

- ❖ Five public licensed aerodromes,
- ❖ Nine private licensed aerodromes, and
- ❖ Five unlicensed aerodromes with instruction in flying.

A list of non EASA aerodromes is given in the following table.

Aerodrome	ICAO Location Indicator	Licensed	Remarks
Weston Airport	EIWT	Yes	Public
Connemara	EICN	Yes	Public

	Inisheer	EIIR	Yes	Public
	Inishmaan	EIMN	Yes	Public
	Inishmore	EIIM	Yes	Public
	Abbeyshrule	EIAB	Yes	Private
	ATHBOY	EIMH	Yes	Private
	BANTRY	EIBN	Yes	Private
	BIRR	EIBR	Yes	Private
	CLONBULLOGUE	EICL	Yes	Private
	COONAGH	EICN	Yes	Private
	KILKENNY	EIKK	Yes	Private
	NEWCASTLE	EINC	Yes	Private
	RATHCOOL	EIRT	Yes	Private
	Galway Airport	EICM	No	with instruction in flying
	ILAS Field	EIIF	No	with instruction in flying
	Limetree	No requested	No	with instruction in flying
	Navan	EIHH	No	with instruction in flying
	Tibohine	EITB	No	with instruction in flying
<p>During the year 14 licenses renewals need to be processed plus specific queries sent by the different stakeholders of the activity</p> <p><u>Fees and charges of the activity</u></p> <p>Main fees related to this activity are the following</p> <ul style="list-style-type: none"> ❖ National Licence Less than 800ms runway - €895 (Annual) ❖ Weston - €1785 (Annual) ❖ Use of an unlicensed aerodrome with instruction in flying - €559 (Every 2 years) <p>All of them are according SI No 523 of 2015, Schedule 18 and the use of an unlicensed aerodrome with instruction in flying, according to Aeronautical Notice T15 issue 1, dated 06.09.19</p> <p><u>Insurance</u></p> <p>Insurance of aerodromes is conforming to the schedule contained in S.I. No. 138/1988 - Aerodrome Insurance</p>				
Review conclusion	<p>Procedures and regulations are up to date and they are followed and allow staff to perform the duties of the department.</p> <p>The related activities were checked and there were no findings.</p> <p>Resources availability, at the moment of the review, are enough for the role reviewed and the workload.</p> <p>The activity is performed successfully and no complaints by the users have been detected</p>			
Recommendations	No recommendation for this activity.		Priority	N/A

6.5 AIR NAVIGATION SERVICES

ANS.01

Role	The establishment of temporary restricted areas and restricted airspace			Ref.	ANS.01
BV Principal Expert	BV3				
IAA Referent(s)	Person F	IAA Department	Aeronautical Services & Security Department (ASSD) – Air Navigation Services Division (ANSD)		
Related activities	Special/Private agreements with UK - Brexit issues				
	OPT in or OPT out as per the article 2 of the EASA Basic Regulation				
	State Safety Program SSP				
	Insurance				
Regulations	IAA Act 1993	Procedures	ASD.301		
	S.I. 266/2019 - Standardised Rules of the Air.		SRD.002 Amdt22 dated 07.01.21 - Organisation, Structure, Functions and Responsibilities of SRD		
Description	<u>Background</u> The Air Navigation Services Division (ANSD) contributes to the development of standards for Irish airspace, air traffic management /air navigation services and associated facilities and is responsible for the establishment of airspace structures, including restricted areas, both temporary and permanent .				
	<u>Review of functions related</u> <ul style="list-style-type: none">❖ ANSD has the following functions in relation to the establishment of restricted airspace (temporary and permanent):Oversight functions❖ Surveillance to ensure compliance with the applicable safety regulatory requirements and associated standards and practices❖ Participates in the development of, and monitors compliance with, international safety standards concerning the Chicago Annexes 3, 4, 10, 11, 12 , 15 and 19❖ Airspace designation❖ The implementation of regulatory audits❖ The implementation of corrective actions to ensure compliance with safety regulatory requirements and associated standards and practices;❖ Participation in the IAA’s management systems❖ The preservation of records and documents.❖ Providing information and support to operators within the airspace system, including the definition of ‘geographical zones’❖ Impose fair and reasonable charges for the provision of safety regulatory services.				

Regulations

SI 266/2019 provides for the establishment of control zones, control areas, controlled airspace (and associated classifications) and flight information regions. SI 266/2019 requires that aircraft are not flown in airspace designated as a prohibited area or airspace in which there are flight restrictions, except when a flight is operating in accordance with conditions associated with the airspace restriction, or if a specific permission is granted by the Authority. SI 266/2019 further provides for the Authority to impose restrictions on flights (restricted area), prohibit flights (prohibited area) and define areas where the within which the safety of aircraft cannot be assured (danger area), over or in the vicinity of any location within the States, as may be deemed necessary.

Communication. Internal and external. Policy, process and accessibility to information

ANSD has published the following guidance material, to aid to users who wish to submit an airspace change proposal to the Authority.

- ❖ Aeronautical Services Advisory Memorandum (ASAM) 19 issue 2 - Guidance Material on Airspace Change Proposal Process.
- ❖ Aeronautical Services Advisory Memorandum (ASAM) 20 issue 2 – Guidance Material on Temporary Airspace.
- ❖ ASAM.F.No020A - Temporary Airspace Application Form

Airspace Change Process for a Temporary Restricted Area

A Temporary Restricted Area (TRA) is an airspace temporarily reserved and allocated for the specific use of a particular user during a determined period of time and through which other traffic may be allowed to transit under a specific authorization from the Authority..

Process is developed according ASD.301 document, ASAM 19 and ASAM 20 guidance. It's assured that the documentation supporting the TRA is appropriate. The safety of air navigation is the most important consideration and environment issues are taken into account

A decision about the proposal is made and communicated to the applicant and agree timescales and actions for making the agreed change.

The Authority establishes the airspace by means of a legal Direction pursuant to secondary legislation (SI 266/2021). the airspace, including the effective date and duration of the airspace, is then promulgated to stakeholders

Resources

IT tools are available for the department personnel and are used for the daily work. Some of them are: C-CAD AutoDesk, ESRI Ireland ArcGIS, Adobe Pro, Blue Marble Geographics and Global Mapper. Use of these tools is documented in the Authority's procedures.Human resources

Staff involved in the development of the activity (4 people):

- ❖ ATS inspectors (2)
- ❖ Airspace inspectors (2)

The activity is included in the Human resources plan of the IAA and the working days estimated per year are 21.

With this data the resources for the activity are considered enough and it is out of the scope of this review to establish if the performance of this activity has impact in other activities

Volume of activity

	At the time of the examination, estimated activity per year is about 25 request of Temporary Restricted Areas (TRA).		
	<u>Fees and charges of the activity</u> No fees related to this activity		
Review conclusion	Procedures and regulations are up to date, are followed and enable the performance of the duties of the department. Safety is the primary consideration and environment is also taken into account in the process The related activities were checked and there were no findings. Resources availability, at the moment of the review, are enough for the role reviewed and the workload. The activity is performed successfully and no complaints by the users have been detected		
Recommendations	No recommendation for this activity.	Priority	N/A

ANS.02

Role	The validation of instrument flight procedures		Ref.	ANS.02
BV Principal Expert	BV3			
IAA Referent(s)	Person F	IAA Department	Aeronautical Services & Security Department (ASSD) – Air Navigation Services Division (ANSD)	
Related activities	Special/Private agreements with UK - Brexit issues			
	OPT in or OPT out as per the article 2 of the EASA Basic Regulation			
	State Safety Program SSP			
	Insurance			
Regulations	IAA Act 1993	Procedures	ASD.303 AMDT No.: 2 dated 12/03/2019 – “Procedure for Validation of Instrument Flight Procedure Designs”	
	Doc 8168 – ICAO Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) - Volume I Flight Procedures, and Volume II Construction of Visual and Instrument Flight Procedures			
	ICAO Doc 9734 – Safety Oversight Manual			
	Commision Regulation (EU) 73/2010 of 26 January 2010 laying down requirements on the quality of aeronautical data and aeronautical information for the single European sky		SRD.002 Amdt22 dated 07.01.21 - Organisation, Structure, Functions and Responsibilities of SRD	
Description	<u>Background</u> The Air Navigation Services Division (ANSD) is responsible for the approval of Instrument Flight Procedures Providers.			

Review of functions related

- ❖ The functions of ANSD related to the oversight and approval of instrument flight procedures are Validate all instrument flight procedures designs.
- ❖ Specify appropriate actions, when a flight procedure provider is not able to comply with any regulatory requirement.
- ❖ Follow up corrective action to ensure Flight Service Procedures Providers compliance with the required standards.
- ❖ Impose fair and reasonable charges for the provision of safety and security regulatory services.

Regulations

Document ASD 303 contains the validation procedures in respect of instrument flight procedure (IFP) designs submitted for publication in the Irish Aeronautical Information Publication. Previously, Instrument Flight Procedure Design Service Provider must be approved by the Safety Regulation Department of the IAA. ASD 303 gives a framework for the validation, approval and surveillance of designs.

Communication. Internal and external. Policy, process and accessibility to information

The following guidance material is available to Flight Procedure Providers requiring the validation of instrument flight procedures:

- ❖ Aeronautical Services Advisory Memorandum - ASAM 015 issue 3 - Guidance Material on Instrument Flight Procedure Obstacle Surfaces.
- ❖ Aeronautical Services Advisory Memorandum - ASAM 017 issue 5 - Guidance Material on Instrument Flight Procedures.
- ❖ Aeronautical Notice S 15.

Instrument Flight Procedure Design Providers Approval

The Process is based on compliance with regulatory requirements pursuant to ICAO Doc 8168-OPS/611, Commission Regulation (EU) No 73/2010 and ICAO Doc 9674 - World Geodetic System – 1984 (WGS-84) Manual. In all of oversight and approval process, safety is the primary concern. All instrument flight procedures designs are submitted to the ANSD for validation and approval. No instrument flight procedures can be published prior to validation and approval.

When an instrument flight procedure design provider organisation is not able to comply with any standard/recommended practice, in accordance with the approval issued by ANSD, they shall immediately notify ANSD, who shall specify an appropriate course of action.

Instrument Flight Procedure Providers Organisations demonstrating that they meet requirements, are approved by ANSD, for a maximum period up to 3-years; this approval can be renewed every 3 years.

ANSD performs Ongoing Oversight and audits of the Instrument Flight Procedure Providers Organisations in order to establish that the provider has an operations manual compliant with the applicable requirements, it has a quality management system that is functioning appropriately, it has a safety management system and it has personnel with proper Qualifications and Training

Resources

	<p><u>IT tools</u> are available for the department personnel and are used for the daily work. Some of them are: C-CAD AutoDesk, ESRI Ireland ArcGIS, Adobe Pro, Blue Marble Geographics Global Mapper, ASAP PHX. All this uses are according to procedures reviewed.</p> <p><u>Human resources</u></p> <p>Staff involved in the development of the activity (4 people):</p> <ul style="list-style-type: none"> ❖ Airspace inspectors (4) <p>The activity is included in the Human Resources Plan of the IAA and the working days estimated per year are 754.</p> <p>With this data the resources for the activity are considered enough at first view, but an increase in the resources would be desirable to support unplanned issues. It is out of the scope of this review to establish if the performance of this activity has impact in other activities</p> <p><u>Volume of activity</u></p> <p>There is a high volume of activity involved as approval of 100 instrument flight procedures and associated charts, safeguarding charts, assessments, surveillance and Minimum Altitude Charts. Between 40 and 50 applications are managed per year.</p> <p><u>Fees and charges of the activity</u></p> <p>Cost of the activity are charged through the Single European Sky (SES) RP3 National Supervisory Authority (NSA) Cost.</p>		
Review conclusion	<p>Procedures are up to date and they are followed and allow staff to perform the duties related to Instrument Flight Procedure Design validation in a safe way.</p> <p>The related activities were checked and there were no findings. Resources availability, at the moment of the review, are enough for the role reviewed and the workload, but in order to support any unplanned issues an increase of the resources would be desirable.</p> <p>The activity is performed successfully and no complaints by the users have been detected.</p>		
Recommendations	No recommendation for this activity	Priority	N/A

ANS.03

Role	Fireworks & lasers permits			Ref.	ANS.03
BV Principal Expert	BV3				
IAA Referent(s)	Person F	IAA Department(s)	Aeronautical Services & Security Department (ASSD) – Air Navigation Services Division (ANSND)		
Related activities	Special/Private agreements with UK - Brexit issues				
	OPT in or OPT out as per the article 2 of the EASA Basic Regulation				
	Safe State Safety Program SSP				
	Insurance				
Regulations	IAA Act 1993	Procedures	SRD.002 Amdt22 dated 07.01.21 - Organisation, Structure, Functions and Responsibilities of SRD		

	SI 563/2015 – Small Unmanned Aircraft (Drones) and rockets order		
	S.I. 355 of 2008 (Aerodromes and Visual Ground Aids) Order		
Description	<p><u>Background</u></p> <p>The Air Navigation Services Division (ANSD) is responsible for given fireworks and lasers lights permits to users.</p> <p><u>Review of functions related</u></p> <p>The functions of ANSD related to Fireworks and laser lights permits are to:</p> <ul style="list-style-type: none">❖ Contribute to the development of standards for the use of Irish airspace, air traffic services and associated facilities❖ Provide advice to the Department of Transport on issues related to ATS and specialist technical matters such as airspace and CNS/ATM.❖ Impose fair and reasonable charges for the provision of safety and security regulatory services. <p><u>Regulations</u></p> <p>SI 563/2015 applies to drone and rocket and is not clear that all areas related fireworks are covered by this Regulation. According articles 4 and 6 (2) (a), In Ireland, a person or organisation shall not launch or attempt to launch fireworks, without permission from the Irish Aviation Authority, where:</p> <ul style="list-style-type: none">❖ The altitude reached is 400ft or greater above ground level at the launch site.❖ Launch is in controlled airspace❖ Launch in an aerodrome traffic zone (ATZ), <p>There are no specific internal procedures about this activity produced by IAA.</p> <p><u>Communication. Internal an external. Policy, process and accesibility to information</u></p> <p>The following guidance material is available to users requiring Fireworks/lasers permits:</p> <ul style="list-style-type: none">❖ Aeronautical Notice G.14❖ Aeronautical Notice G.15 <p><u>Use of Fireworks</u></p> <p>In Accordance with S.I. No. 563 of 2015, In Ireland, a person or organisation shall not launch or attempt to launch fireworks, without permission from the Irish Aviation Authority, where:</p> <ul style="list-style-type: none">❖ The altitude reached is 400ft or greater above ground level at the launch site.❖ Launch is in controlled airspace❖ Launch in an aerodrome traffic zone (ATZ), <p>The process to be undertaken to obtain a Permission is described in Aeronautical Notice G14. This Notice does not give guidance regarding what documents and/or information are necessary for a submission to be made and evaluated. The Notice identifies that different</p>		

	<p>criteria are applicable, dependant on the location of the fireworks. These are divided into two main locations,</p> <p><u>1. Controlled Airspace</u> to launch fireworks within controlled airspace, or an aerodrome traffic zone, <u>2. Uncontrolled Airspace</u> to launch fireworks to a height of 400 feet above ground level or higher outside of controlled airspace.</p> <p>IAA doesn't have an internal procedure to evaluate the request of permission, that is sent to different stakeholders, of the process and there are no evidences that the permission process is standardize and in all cases follows the same criteria</p> <p><u>Use of laser lights</u></p> <p>In accordance with SI No. 355 of 2008, the use of any light that is liable to endanger aircraft is strictly prohibited. However, according article 23, the IAA directs that a person or event-organiser that intends to operate outdoor lights, including laser lights, within a control zone, that may be visible to aircraft, may request a permission to exhibit such lights from the appropriate Air Traffic Control (ATC) Service Provider. Such permission will be subject to limitations or prohibitions deemed necessary for Air Safety by the Air Traffic Control Service Provider. Aeronautical Notice G15 describes the process required to be undertaken to obtain a Permission, and also . provides details about documentation required to be submitted for a permission.</p> <p>IAA doesn't have an internal procedure to evaluate the request of permission, that is sent to different stakeholders of the process, and there are no evidences that the permission process is standardize and in all cases follows the same criteria</p> <p><u>Resources</u></p> <p><u>IT tools</u> There are no specific IT tools available for this activity.</p> <p><u>Human resources</u></p> <p>Staff involved in the development of the activity (one person):</p> <ul style="list-style-type: none"> ❖ ATS inspector <p>The activity is not included in the Human Resource Plan of the IAA and the working days estimated per year are 2. With this data the resources for the activity are considered enough and it is out of the scope of this review to establish if the performance of this activity has impact in other activities</p> <p><u>Volume of activity</u></p> <p>At the time of the examination, there is no estimated activity during this year.</p> <p><u>Fees and charges of the activity</u></p> <p>No fees related to this activity.</p>
Review conclusion	<p>Depending the situation, the Authorization for fireworks or for laser lights is required to involve different actors and it is not guaranteed that with the same initial conditions the outcome of the process would be the same or different, due to the lack of criteria to give an authorization and the lack of procedures for the inspectors.</p> <p>The related activities were checked and there were no findings. Resources availability, at the moment of the review, are enough for the role reviewed and the workload.</p> <p>The activity is performed successfully and no complaints by the users have been detected</p>

Recommendations	To develop an internal procedure inside IAA in order to establish criteria for standardization of this approval	Priority	Low
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ANS.04

Role	Civil and Military Coordination of the Airspace			Ref.	ANS.04
BV Principal Expert	BV3				
IAA Referent(s)	Person F	IAA Department(s)	Aeronautical Services & Security Department (ASSD) – Air Navigation Services Division (ANSND)		
Related activities	Special/Private agreements with UK - Brexit issues				
	OPT in or OPT out as per the article 2 of the EASA Basic Regulation				
	State Safety Program SSP				
	Insurance				
Regulations	IAA Act 1993	Procedures	SRD.002 Amdt22 dated 07.01.21 - Organisation, Structure, Functions and Responsibilities of SRD		
	Regulation (EC) 2150/2005		National Competent / Supervisory Authority. Annual Audit Programme 2021. Ireland		
Description	<u>Background</u>				
	The Air Navigation Services Division (ANSND) is responsible for oversight of the Civil and Military coordination of the Airspace.				
	<u>Review of functions related</u>				
	The functions of ANSD related to the oversight of the Civil and Military Coordination are to:				
	❖ Contribute to the development of standards for the use of Irish airspace, air traffic services and associated facilities.				
	❖ Conduct oversight functions.				
❖ Conduct participation in national / international fora and the maintenance of up-to-date information on relevant international standards.					
❖ Impose fair and reasonable charges for the provision of safety and security regulatory services.					
<u>Regulations</u>					
No specific Ireland regulations have been developed, due to Regulation (EC) 2150/2005 is directly applicable in Ireland.					
<u>Communication. Internal and external. Policy, process and accesibility to information.</u>					
Any material related this activity have been found during the review.					
<u>Civil and Military Coordination process</u>					

	<p>Coordination meetings are held by the department with different stakeholders and oversight function of Flexible Use of Airspace is carried out successfully, through the Annual Audit Programme 2021 of Ireland that covers.</p> <p><u>Resources</u></p> <p><u>IT tools</u> There are not specific IT tools available for this activity.</p> <p><u>Human resources</u></p> <p>Staff involved in the development of the activity (two people):</p> <ul style="list-style-type: none"> ❖ Airspace inspector (1) ❖ ATS inspector (1) <p>The activity is included in the Man Hour Plan of the IAA and the working days estimated per year are 40.</p> <p>With this data the resources for the activity are considered enough and it's out of the scope of this review to establish if the performance of this activity has impact in other activities</p> <p><u>Volume of activity</u></p> <p>At the time of the examination, there is no estimated activity during this year.</p> <p><u>Fees and charges of the activity</u></p> <p>Cost of the activity are charged through the Single European Sky (SES) RP3 National Supervisory Authority (NSA) Cost.</p>		
Review conclusion	<p>There is no specific Irish regulation and no internal procedures related to this activity have been found during the review.</p> <p>The related activities were checked and there were no findings. Resources availability, at the moment of the review, are enough for the role reviewed and the workload.</p> <p>The activity is performed successfully and no complaints by the users have been detected.</p>		
Recommendations	To establish oversight procedures for Civil and Military Coordination in the Airspace.	Priority	Low

ANS.05

Role	The provision of aeronautical charts			Ref.	ANS.05
BV Principal Expert	BV3				
IAA Referent(s)	Person F	IAA Department(s)	Aeronautical Services & Security Department (ASSD) – Air Navigation Services Division (ANSND)		

Related activities	Special/Private agreements with UK - Brexit issues		
	OPT in or OPT out as per the article 2 of the EASA Basic Regulation		
	State Safety Program SSP		
	Insurance		
Regulations	IAA Act 1993	Procedures	SRD.002 Amdt22 dated 07.01.21 - Organisation, Structure, Functions and Responsibilities of SRD
	ICAO Annex 4		ASD.302 - Aeronautical Chart Validation
	ICAO Annex 15		ASD.F.303
	Regulation (EU) 73/2010		ASD.F.304
			ASD.F.305
			ASD.F.306
			ASD.F.307
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			ASD.F.316
	ASD.F.317		
	ASD.F.318		
Description	<u>Background</u> The Air Navigation Services Division (ANSND) is responsible for oversight and approval of aeronautical charts. ANSD also provides certain basic navigation aeronauticale charts. <u>Review of functions related</u> The functions of ANSD related the provision of aeronautical charts are to: ❖ Coordinate and approve the publication of relevant information in the Irish Aeronautical Information Publication (AIP). ❖ Contribute to assure the Aeronautical Information Service meets obligations in respect of the collection, publication and provision of charts and aeronautical information including arrangements with any other agency or person to collect, publish and distribute such charts and information ❖ Impose fair and reasonable charges for the provision of safety and security regulatory services.		

	<p><u>Regulations</u></p> <p>No specific Ireland regulations have been developed related this point.</p> <p><u>Communication. Internal and external. Policy, process and accesibility to information.</u></p> <p>The following guidance material is available to users requiring the provision of aeronautical charts:</p> <ul style="list-style-type: none"> ❖ Aeronautical Notice S 16. ❖ ASAM 012 issue 2 - Guidance Material on Aeronautical Chart Validation <p><u>Aeronautical Chart Validation process</u></p> <p>The process encompasses the acquisition of data, design and promulgation of charts. It starts with compilation and verification of the many inputs and ends with ground and/or flight validation of the finished chart for publication.</p> <p>Human factors flight safety are taken into account in the development of the process.</p> <p><u>Resources</u></p> <p><u>IT tools</u> are available for the department personnel and are used for the daily work. Some of them are: C-CAD AutoDesk, ESRI Ireland ArcGIS, Adobe Pro, Blue Marble Geographic Global Mapper and ASAP PHX. All this uses are according to procedures reviewed.</p> <p><u>Human resources</u></p> <p>Staff involved in the development of the activity (four people):</p> <ul style="list-style-type: none"> ❖ Airspace inspector (4) <p>The activity is included in the Human resources Plan of the IAA and the working days estimated per year are 175.</p> <p>With this data the resources for the activity are considered enough and it is out of the scope of this review to establish if the performance of this activity has impact in other activities</p> <p><u>Volume of activity</u></p> <p>At the time of the examination, there is no estimated activity during this year.</p> <p>For the charts that ANSD produce, printing and sale of charts is done by external organisations</p> <p><u>Fees and charges of the activity</u></p> <p>Cost of the activity are charged through the Single European Sky (SES) RP3 National Supervisory Authority (NSA) Cost.</p>
<p>Review conclusion</p>	<p>Procedures and regulations for the provision of aeronautical charts are up to date and they are followed and allow staff to perform the duties of the department</p> <p>The activities related to the provision of aeronautical charts were checked and there were no findings. Resources availability, at the moment of the review, are enough for the role reviewed and the workload.</p> <p>The activity is performed successfully and no complaints by the users have been detected.</p>

Recommendations	No recommendation for this activity.	Priority	N/A
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ANS.06

Role	The operation of rockets in Irish airspace			Ref.	ANS.06
BV Principal Expert	BV3				
IAA Referent(s)	Person F	IAA Department(s)	Aeronautical Services & Security Department (ASSD) – Air Navigation Services Division (ANSND)		
Related activities	Special/Private agreements with UK - Brexit issues				
	OPT in or OPT out as per the article 2 of the EASA Basic Regulation				
	State Safety Program SSP				
	Insurance				
Regulations	IAA Act 1993	Procedures	SRD.002 Amdt22 dated 07.01.21 - Organisation, Structure, Functions and Responsibilities of SRD		
	SI 563 / 2015 – Small Unmanned Aircraft (Drones) and Rockets.				
Description	<u>Background</u>				
	The Air Navigation Services Division (ANSND) is responsible for oversight and approval of the operation of rockets in Irish airspace				
	<u>Review of functions related</u>				
	The functions of ANSD related the operation of rockets in Irish airspace are to:				
	<div>❖ Contribute to the development of standards for the safe management of Irish airspace, air traffic services and associated facilities.</div> <div>❖ Conduct oversight functions of air navigation service providers and associated facilities.</div> <div>❖ Impose fair and reasonable charges for the provision of safety and security regulatory services.</div>				
	<u>Regulations</u>				
	SI 563 / 2015 defines rocket as any of various simple or complex tubelike devices containing combustibles that on being ignited liberate gases whose action propels the tube through the air. The provisions of SI 563/2015 are applicable to unmanned rockets exceeding 1.5 kilograms in fuelled mass and with more than 100 grams of propellant.				
	SI 563/2015 doesn't apply for rockets using less than 100 grams (0.1 kilogram) of propellant or using a slow burning propellant and made of paper, wood or frangible plastic containing no				

	<p>substantial parts and having a mass of no more than 500 grams (0.5 kilogram) operated in a manner that does not create a hazard to persons, property or other aircraft.</p> <p>SI 563/2015 requires that no person within Ireland shall operate a rocket unless they have furnished unless, they have furnished such pertinent information as may be required by the Authority, and obtains a permission from the Authority prior to the launching of the rocket, and complies with such conditions as are imposed with that permission.</p> <p><u>Communication. Internal and external. Policy, process and accesibility to information.</u></p> <p>Information about operation of rockets in Irish airspace haven't been found during the review.</p> <p><u>Operation of rockets in Irish airspace process</u></p> <p>Information about operation of rockets in Irish airspace haven't been found during the review.</p> <p><u>Resources</u></p> <p><u>IT tools</u> There are not specific IT tools available for this activity.</p> <p><u>Human resources</u></p> <p>Staff involved in the development of the activity (one person):</p> <ul style="list-style-type: none">❖ ATS inspector (1) <p>The activity is not included in the Human Resources Plan of the IAA and the working days estimated per year are 1.</p> <p>With this data the resources for the activity are considered enough and it is out of the scope of this review to establish if the performance of this activity has impact in other activities</p> <p><u>Volume of activity</u></p> <p>At the time of the examination, there is no activity related to operation of rockets in Ireland during this year and the previous year. Last activity reported is dated in 2019, related to a query for operation.</p> <p><u>Fees and charges of the activity</u></p> <p>No fees related to this activity.</p>			
Review conclusion	<p>The process related to how to apply and obtain a permission for operation of rockets in Irish airspace from the Authority, prior to the launching of the rocket, and what are the requirements, are not described. Due to lack of activity in this area is not considered necessary, at this step to develop more detailed procedures.</p> <p>Irish regulation only covers unmmanned rockets and manned rockets are not covered by SI 563/2015.</p> <p>The related activities were checked and there were no findings.Resources availability, at the moment of the review, are enough for the role reviewed and the workload.</p> <p>The activity is performed successfully and no complaints by the users have been detected.</p>			
Recommendations	<table><tr><td>To establish regulation about operation of manned rockets in Irish aerospace, in order to cover the future development of Space Transportation.</td><td>Priority</td><td>Low</td></tr></table>	To establish regulation about operation of manned rockets in Irish aerospace, in order to cover the future development of Space Transportation.	Priority	Low
To establish regulation about operation of manned rockets in Irish aerospace, in order to cover the future development of Space Transportation.	Priority	Low		

7. SUMMARY OF CONCLUSIONS

7.1 GENERAL SUMMARY

After careful review of the system and activities, IAA has demonstrated itself to be a strong and well established organization with a clear mission and vision of its activities as safety oversight and regulator in all areas reviewed, that include: Operations, Airworthiness, Licensing, Aerodromes and Air Navigation Services.

All interviews have shown a high degree of competence, expertise and availability of IAA personnel.

No gaps related to areas covered by the IAA, according Irish Aviation Act 1993 or ICAO annexes have been detected and the safety oversight system and the regulation activity of the IAA are robust and were found to be in a healthy state.

All areas covered during the independent review are considered safe, they are well covered by the staff and it is considered that, after this review, no area needs special attention related to safety issues.

7.2 SUMMARY OF CONCLUSIONS

Role Ref.	Role	Conclusion
OPS.01	Activities to which the EASA Basic Regulation 2018/1139 does not apply (Art 2.3)	<p>Procedures and regulations are up to date.</p> <p>There is evidence that specific section of SRD are involved in the safety oversight of aerial work activity. FOD and AW have interface for evaluation.</p> <p>Resources availability, at the time of the review have been demonstrated as sufficient to meet the level of activity due to workload.</p> <p>According to Safety Regulation Division SRD.002 Amdt 22, and information provided by the Department of IAA, there is no evidence that the current activity of aerial work oversight is under staffed and it is out of the scope of this review to establish if the performance of this activity has impact in other activities.</p>
OPS.02	Special permissions for third country operations in Irish airspace	<p>Procedures and regulations will be updated due to Brexit.</p> <p>There is evidence that specific section of SRD are involved in the safety oversight of aerial work activity. FOD and AW have interface for evaluation.</p> <p>Resources availability, at the time of the review have been demonstrated as sufficient to meet the level of activity due to workload.</p> <p>According to Safety Regulation Division SRD.002 Amdt 22, and information provided by the Department of IAA, there is no evidence that the current activity of ferry flight or third country aerial work oversight is under staffed.</p> <p>It has been demonstrated that High risk authorization has been included in the third country aerial work permission.</p>
OPS.03	Leasing operations (dry and wet lease)	<p>Procedures and regulations are in place.</p> <p>Resources availability, at the time of the review have been demonstrated as sufficient to meet the level of activity due to workload.</p>

		According to Safety Regulation Division SRD.002 Amdt 22, and information provided by the Department of IAA, there is no evidence that the current activity of aircraft lease in Flight Operation Department oversight is under staffed.
OPS.04	Fireworks/Laser	Due to the low amount activity related to Fireworks and Laser permit provided by the Department, there is no further recommendations.
OPS.05	Operation of Air display	Procedures and regulations have not been implemented. Resources availability, at the time of the review have been demonstrated as sufficient to meet the level of activity due to workload. According to Safety Regulation Division SRD.002 Amdt 22, and information stated by the Department of IAA, there is no evidence that the current activity of ferry flight or third country aerial work oversight is under staffed.
AIR.01	The registration of all civil aircraft in Ireland	Procedures and regulations are up to date and permit the staff to perform their duties on the aircraft registration aspects.
AIR.02	Issuing of certificates of airworthiness or equivalent to ICAO compliant aircraft exempted from the EASA regulatory framework	Process for the public to initiate a CofA is appropriate and well defined within the IAA website. The Internal Procedures well define the process to follow for issuance of a CofA.
AIR.03	Issuing of certificates of airworthiness or equivalent to non ICAO compliant aircraft exempted from the EASA regulatory framework	Procedures and regulations are up to date and permit the staff to perform their duties on the aircraft airworthiness aspects. Information to the public provide clear details on the process.
AIR.04	Environmental (emission, noise)	Procedures and regulations permit the staff to perform their duties on issuing the aircraft registration aspects.
AIR.05	The provision of national production organization approvals (non EASA Part 21G)	Even if this particular activity is limited in term of volume, a clear process is missing on approval and audit criteria's to be used.
AIR.06	The approval of design changes and repair to non-EASA type certified aircraft	Procedures and regulations are up to date and permit the staff to perform their duties. Information to the public are appropriate and accurate.
AIR.07	The certification of organizations to conduct maintenance and continuing oversight on non-EASA type certified aircraft	Procedures and regulations are up to date and permit the staff to perform their duties. Information to the public are appropriate and accurate.
PEL.01	Pilot license operating homebuilt, microlight, powered paragliders, and gyrocopter aircraft and associated permissions	Description of task and responsibilities of Personnel Licensing Division for the issue of national pilot license have been described in SRD.002 amdt 2. Interface with other department such as Flight Operation Department is also provided.
PEL.02	Permissions for foreign pilots holding only national licences (non-EASA/ICAO) to temporarily operate in Ireland.	Description of task and responsibilities of Personnel Licensing Division for the issue of national pilot license have been described in SRD.002 amdt 2. Interface with other department such as Flight Operation Department is also provided.

PEL.03	Training requirements for pilots holding the various national licenses	<p>Procedures and regulations have been defined. There is a set of national regulation/advisory notice in order to provide guidance for national pilot license.</p> <p>There is evidence that specific section of SRD are involved in the safety oversight of national training organization activity. FOD and AW have interface for evaluation.</p> <p>Resources availability, at the time of the review have been demonstrated as sufficient to meet the level of activity due to workload.</p> <p>According to Safety Regulation Division SRD.002 Amdt 22, and information provided by the Department of IAA, there is no evidence that the current activity oversight is under staffed and it is out of the scope of this review to establish if the performance of this activity has impact in other activities.</p>
PEL.04	Approvals for training organisations (flying club) conducting training for national licences.	<p>Procedures and regulations have been defined. The National Training Organisation is covered by S.I. 333 of 2000; The application form F813a request a statement of compliance with a list of regulation.</p> <p>There is evidence that specific section of SRD are involved in the safety oversight of national training organization activity. FOD and AW have interface for evaluation.</p> <p>Resources availability, at the time of the review have been demonstrated as sufficient to meet the level of activity due to workload.</p> <p>According to Safety Regulation Division SRD.002 Amdt 22, and information provided by the Department of IAA, there is no evidence that the current activity oversight is under staffed and it is out of the scope of this review to establish if the performance of this activity has impact in other activities.</p>
PEL.05	COVID-19 issues and extensions	Description of task and responsibilities of Personnel Licensing Division for the issue of national pilot license have been describe in SRD.002 amdt 2.
PEL.06	Aeromedical (Medical checks, others...)	<p>Description of task and responsibilities of Personnel Licensing Division for aero medical check have been described in SRD.002 amdt 2.</p> <p>Interface with other department such as Flight Operation Department is also provided.</p> <p>Procedure for medical check are MED.004 and 007.</p> <p>PLAM 016 procedure for primary and secondary reviews of medical decisions.</p>
AER.01	Licensing of non EASA Aerodromes	<p>Procedures and regulations are up to date and they are followed and allow staff to perform the duties of the department.</p> <p>The related activities were checked and there were no findings.</p> <p>Resources availability, at the moment of the review, are enough for the role reviewed and the workload.</p> <p>The activity is performed successfully and no complaints by the users have been detected.</p>
ANS.01	The establishment of temporary restricted areas and restricted airspace	<p>Procedures and regulations are up to date and they are followed and allow perform the duties of the department. Safety is considered first issue and environment is taken into account in the process.</p> <p>The related activities were checked and there were no findings. Resources availability, at the moment of the review, are enough for the role reviewed and the workload.</p> <p>The activity is performed successfully and no complaints by the users have been detected.</p>

ANS.02	The validation of instrument flight procedures	<p>Procedures are up to date and they are followed and allow staff to perform the duties related to Instrument Flight Procedure Design validation in a safe way.</p> <p>The related activities were checked and there were no findings. Resources availability, at the moment of the review, are enough for the role reviewed and the workload, but in order to support any unplanned issues an increase of the resources would be desirable.</p> <p>The activity is performed successfully and no complaints by the users have been detected.</p>
ANS.03	Fireworks & lasers permits	<p>Depending the situation, the Authorization for fireworks or for laser lights is required to involve different actors and it is not guaranteed that with the same initial conditions the outcome of the process would be the same or different, due to the lack of criteria to give an authorization and the lack of procedures for the inspectors.</p> <p>The related activities were checked and there were no findings. Resources availability, at the moment of the review, are enough for the role reviewed and the workload.</p> <p>The activity is performed successfully and no complaints by the users have been detected.</p>
ANS.04	Civil and Military Coordination of the Airspace	<p>There is no specific Irish regulation and no internal procedures related to this activity have been found during the review.</p> <p>There is no specific Irish regulation and no internal procedures related this activity have been found during the review.</p> <p>The related activities were checked and there were no findings. Resources availability, at the moment of the review, are enough for the role reviewed and the workload.</p> <p>The activity is performed successfully and no complaints by the users have been detected.</p>
ANS.05	The provision of aeronautical charts	<p>Procedures and regulations for the provision of aeronautical charts are up to date and they are followed and allow staff to perform the duties of the department.</p> <p>Findings related the provision of aeronautical charts activities, which were checked, have not been found.</p> <p>Resources availability, at the moment of the review, are enough for the role reviewed and the workload.</p> <p>The activity is performed successfully and no complaints by the users have been detected.</p>
ANS.06	The operation of rockets in Irish airspace	<p>The process related to how to apply and obtain a permission for operation of rockets in Irish airspace from the Authority, prior to the launching of the rocket, and what are the requirements, are not described. Due to lack of activity in this area is not considered necessary, at this step to develop more detailed procedures.</p> <p>The process related to how to apply and obtain a permission for operation of rockets in Irish airspace from the Authority, prior to the launching of the rocket, and what are the requirements are not described. Due to lack of activity in this area it is not considered necessary, at this step to develop with more detailed procedures.</p> <p>Irish regulation only covers unmanned rockets and manned rockets are not covered by SI 563/2015.</p>

		<p>The related activities were checked and there were no findings. Resources availability, at the moment of the review, are enough for the role reviewed and the workload.</p> <p>The activity is performed successfully and no complaints by the users have been detected.</p>
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8. SUMMARY OF RECOMMENDATIONS

8.1 GENERAL SUMMARY

8.2 SUMMARY OF RECOMMENDATIONS

Role Ref.	Role	Recommendation	Priority
OPS.05	Operation of Air display	There is a need to document and implement proposed regulation and procedure related to the granting of permission for flying displays	Medium
AIR.04	Environmental (emission, noise)	Regulation SI No 55 refer to Annex 16 Part I Sixth edition 2011 and should be amended to take into consideration the latest edition of the ICAO Annex 16 part I (Eighth Edition of July 2017).	Medium
AIR.05	The provision of national production organization approvals (non EASA Part 21G)	Procedure related to the approval of the manufacturer of aircraft seating foams, carpets or dress fabrics should be developed.	Low
ANS.03	Fireworks & lasers permits	To develop an internal procedure inside IAA in order to establish criteria for standardization of this approval	Low
ANS.04	Civil and Military Coordination of the Airspace	To establish oversight procedures for Civil and Military Coordination in the Airspace.	Low
ANS.06	The operation of rockets in Irish airspace	To establish regulation about operation of manned rockets in Irish aerospace, in order to cover the future development of Space Transportation.	Low



**BUREAU
VERITAS**

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