Regulatory Performance Plan 2024

Table of contents

Regulatory Performance Plan 2024

The regulatory performance plan addresses Part 1 of the Aviation Safety Performance Statement as stated in the Section 32A of the IAA Act 1993 as amended by ANTA 2022 and it is structured around seven key strategic objectives of the IAA.

Effective Regulation

We aim to deliver effective safety, security, economic and consumer protection regulation in line with Global Standards and European Regulations and best practice.

Our Objectives

Our objectives are to implement and continuously improve the safety management, change management and regulatory oversight processes and associated staff competencies in aviation safety and aviation security domains. We will do this by implementing best international practices in safety management, including interfaces between aviation safety and aviation security. We will also transition to a risk-based oversight approach in all domains over the coming years and improve stakeholder engagement to support regulated entities and help improve safety culture.

In economic regulation we will implement aviation charges arrangements and performance schemes in the best interest of users, promote competition in airport slot regulation and deliver effective economic oversight of travel trade, ground handlers and airlines.

Our Plan for 2024

The State Plan for Aviation Safety (SPAS), Volume II, details the actions planned for 2024 to address the objectives in this respect. SPAS Volume II is subject to annual update and is published at www.iaa.ie/safety

SPAS Volume II includes actions to address:
- Enhanced safety management, compliance management and change management processes in new IAA
- Implementation of risk-based oversight
- Improvements in safety culture
- New competencies developed to address evolving regulatory requirements
- Enhanced stakeholder collaboration processes
- Implementation of aviation regulations and oversight in line with statutory requirements and committed timelines

In economic regulation we will:
- Set airport charges for Dublin Airport in 2024 with the best interests of users in mind
- Develop ATM/ANS Service Providers Performance schemes for reference period RP4
- Continue to promote competition and facilitate new entry with airport slot regulation
- Deliver effective oversight of the travel trade, ground-handlers and airlines
- Develop and implement fit-for-purpose charging arrangements

Consumer Protection

We aim to enhance aircraft passenger experience in respect of Consumer Protection, Value and Choice.

Our Objectives

Our objectives are to implement and continuously improve the consumer experience and ensure the consumer is at the forefront of the aviation industry. We will do this by ensuring consumers are involved in the IAA regulatory decision-making process by strengthening the voice of the Passenger Advisory Group in relevant regulatory decisions.

We will develop a new consumer communications strategy to ensure consumers are aware of their rights and increase engagement among consumers and the aviation industry. We will also ensure consumer rights are upheld and respected. We will continue to strengthen the protection of Consumer Rights through the development of a customer charter.

Our Plan for 2024

- Develop new Customer Charter
- Develop new consumer communications strategy
- Provide enhanced engagement with Passenger Advisory Group and consumers
- Ensure that customer rights are upheld under Air Passenger Rights (APR) and Persons with Reduced Mobility (PRM) legislation

Stakeholders Engagement

We aim to enhance our engagement with our Industry Customers, Licence Holder & Aviation Stakeholders.

Our Objectives

Our objectives are to improve our consultation and stakeholder engagement processes to better support regulated entities, and other stakeholders, in respect of the continuously evolving regulatory framework and emerging aviation risks. Through enhanced engagement we hope to provide better opportunities for stakeholders to contribute to the developing regulatory framework. We will do this through a combination of organisational, sector and system-wide stakeholder engagement processes, including the development of a licence holders charter.

Our Plan for 2024

1. Publish a new Licence Holder Charter
2. Deliver enhanced consultation and communications processes by conducting:

   a. Bi-annual Aviation Stakeholder Forum, involving all stakeholders in aviation in Ireland
   b. Annual sector-based safety/regulatory consultation
   c. On-demand sector-based consultation workshops in response to specific regulatory changes and/or emerging risks
   d. Annual safety reviews with main operators
   e. Annual National Runway Safety Forum
   f. Support bi-annual Safety Evenings by General Aviation Safety Council of Ireland

Our People and Organisation

We aim to enable and support our People to be the best they can be and provide the organisation necessary to deliver on our responsibilities to the highest standards.

Our Objectives

As a regulatory body, our main asset is our staff. Our objective is to recruit and maintain sufficient and competent staff to fulfil our aviation safety, security and economic regulatory functions and to promote excellence in everything we do, under a newly branded IAA. To do this we will provide an organisation structure, culture, policies, procedures, tools and appropriate training of staff, in conjunction with a recruitment policy that will continue to attract experienced professionals.

Our Plan for 2024

1. New IAA organisation implemented, with associated HR policies and new IAA brand identity
2. Training and development plan implemented for all staff in new IAA
3. Internal communication strategy updated to address new IAA
4. Staff survey conducted to ascertain the effectiveness of implementation of new organisation

Innovation and Collaboration

We aim to be an innovative regulator that is ready to support and collaborate with industry on the introduction of new products and services.

Our Objectives

We have commenced a major digitalisation project in the IAA that will transform the way we do business and greatly improve the experience of regulated entities in many areas over the next few years. The new digital platform will enhance internal processes through new working methods and better access to business intelligence. Users experience will be enhanced through a range of methods from totally digital transactions in some cases, to enhanced application and tracking processes and improved response times.

We are committed to supporting aviation development in Ireland and our digital platform will help improve our support to the Irish regulated entities and the leasing industry. We are also very supportive of emerging business opportunities in the unmanned and manned innovative air mobility domain and provide Irish organisations and person with necessary regulatory support in this area, as well as supporting research and development projects in Ireland.

We will also continue to collaborate with other regulatory bodies in Ireland and abroad to protect Irish interests in the developing aviation standards and regulatory framework. We will also harness our knowledge and experience to provide training to Irish and international interests.

Our Plan for 2024

1. Expand our Digital Platform to include applications for additional domains in civil aviation and update associated business processes.
2. Develop appropriate analytics capability to improve business and regulatory oversight
3. Seek out commercial opportunities associated with digital applications as implemented
4. Continue to collaborate with other States and EASA on safety, security and economic matters
5. Develop increased service offering and level of internal and external participation in IAA training courses
6. Develop strategy to increase the level of activities conducted under EASA partnership contract in the coming years
7. Provide enhanced support to the Irish leasing industry
8. Develop Roadmap for Unmanned Aviation and implement the roadmap in line with major milestones
9. Continue to support Innovative Air Mobility development in establishing operations and conducting research and development activities in Ireland.

Exercising influence

We aim to support and influence Aviation Regulation and policy development at European and Global Levels.

Our Objectives

As aviation is an international business, we must ensure that we meet international standards in order to facility international travel. We are committed to continuously engage with international bodies and working groups of the International Civil Aviation Organisation for international standards development, and European Union to support the development of the EU aviation policy and development of the EU regulatory framework. This engagement represents a large commitment from IAA that provides the opportunity for us to protect Irish interests in developing standards and regulations and also to learn from work in progress to better prepare IAA and Irish regulated entities for forthcoming changes.

Our Plan for 2024

1. Effective participation in ICAO/EC/EASA working groups supporting rulemaking and policy development. A key issue is the development of international standards to support recognition of Electronic Pilot Licenses.
2. Implement key regulatory and policy development projects in line with major milestones, including;
   a. Unmanned aircraft systems and innovative air mobility
   b. Cybersecurity, including information security
   c. Ground handling

Environmental Responsibilities

We aim to meet or exceed our environmental responsibilities and to consider environmental factors in regulatory decision making.

Our Objectives

We are committed to meeting or exceeding our own obligations in respect of the 2019 Climate Action Plan and are ready to provide regulatory support to environmentally friendly aviation initiatives under development in support of future aviation and/or involving Irish stakeholders.

Our Plan for 2024

1. Establish an IAA Environmental Team
2. Develop the IAA Environmental Action Plan and Report
3. Enhanced level of engagement with ICAO, EC/EASA and industry on climate action
4. Provide regulatory support for research and development initiatives in Sustainable Aviation Fuels in Ireland

Monitoring performance against the Business Plan

Performance monitoring is a key pillar of the corporate governance and safety management processes implemented by the IAA. The primary function of performance monitoring is to provide assurance that the objectives we have set are being met and is accomplished through the development of performance indicators.

The performance indicators that support the IAA strategic objectives are monitored at sector and total system levels and contain a range of disparate metrics and status updates. Much of this information is reported on an annual basis via the following documents:

- The IAA Annual Report and Final Accounts (governance/financial) The Aviation Safety Performance Statement reporting on the progress of the Regulatory Performance Plan (technical)
- The IAA Annual Safety Performance Review (safety statistics)
- The Annual updates of the State Plan for Aviation Safety

Workforce Plans - IAA Staff resources

The focus of the workforce plan in 2022 and 2023 was to build competency within IAA for vesting day. The agreed separation of the IAA required all existing staff in shared support functions of the IAA to transfer to AirNav Ireland, while all existing staff of the Commission for Aviation Regulation joined the IAA.

The restructuring process required the IAA to establish a completely new HR, Finance, Corporate, Legal and ICT capability. While some staff were available in IAA-SRD and CAR to complete certain roles, the majority had to be recruited in the 2022 and 2023 period. The IAA invested in new ICT systems to ensure, wherever possible, IAA automated and simplified our support processes to the greatest extent and kept workforce requirements to the essential minimum.

The key drivers for the IAA workforce plan are:

- increasing scale of the regulated industry;
- increasing regulatory obligations within the safety and security regulations;
- increasing scope of the IAA's regulatory responsibilities;
- increasing reporting obligations to the Department, other State Departments and Agencies, the EU Commission, EASA and ICAO.
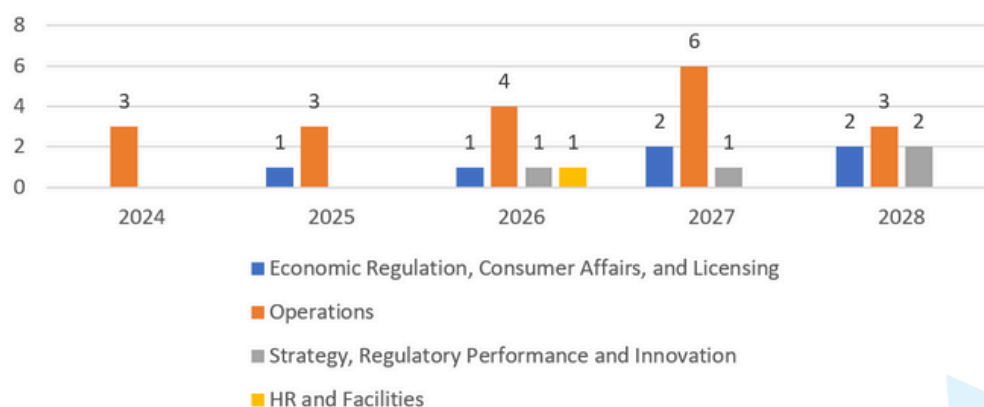
Looking to 2024 onwards, the Department has indicated its intention to assign the IAA a number of new regulatory roles. This includes the Market Surveillance Authority for unmanned aircraft systems, the competent authority role for the NIS II Directive, the Critical Entities Resilience (CER) Directive and certain elements related to aviation in the European Accessibility Act. Each of these new functions will require new competencies and workforce. The workforce plan, as indicated below does not take account of these additional roles but will be included in future iterations when the full obligations of the various regulations can be scoped.
Additionally, the extant EU Regulation is expanding in scope to include additional obligations for the national competent authority. For example, the IAA will soon be required to conduct certification and oversight of ground handling service providers, implement new information security requirements and the implementation of safety management systems in continued airworthiness organisations.

Retirement Profile (5yr)

In the next 5 years, 30 employees will reach normal retirement date (NRD). NRD varies depending on the rules of the pension scheme the individual is a member of. Of the 30, 9 employees are currently in management positions.

5-Year Retirement Projection By Directorate

- ■ Economic Regulation, Consumer Affairs, and Licensing
- ■ Operations
- ■ Strategy, Regulatory Performance and Innovation
- ■ HR and Facilities

Employees of the Company

The IAA 198 direct employees across 7 Directorates as outlined below.

Staff Members of the Company who are Not Employees of the Company

The IAA currently has 9 staff members on indirect contracts in Air Passenger Rights, Personnel Licensing, Facilities and Operations where the work is specialist and either volume related or for a determinate period. These roles will cease when the work is complete or will be reflected in our Workforce Plan if the business case warrants a long-term requirement.

Forecast Headcounts Figures

The 2024 approved headcount is 198 (190.5 FTE) and does not include Board Members. The following table shows the forecast numbers; however, these may see significant change in future annual reviews as the key drivers outlined above are realised.

Directorate	2024	2025	2026	2027	2028
Chief Executive Office	2	2	2	2	2
Legal Compliance & Company Secretary	5	5	5	5	5
Finance	11	11	11	10	10
HR & Facilities	7	7	7	7	7
Strategy, Regulatory Performance and Innovation	17	17	17	17	17
Economic Regulation, Consumer Affairs and Licensing	49	49	49	49	49
Safety and Security Operations	107	107	107	108	108
TOTAL	198	198	198	198	198

Financial Forecast

The IAA receives no State funding, as determined by the Air Navigation and Transport Act 2022. Therefore, the IAA is funded entirely by the aviation industry through charges and fees raised from its airline customers and regulatory clients in respect of its regulatory activities.

The IAA has inherited funding arrangements from the two previous regulatory regimes. As a result, the current funding arrangements of the IAA are varied. Fees are collected in a range of ways, including for approvals, renewals of licences, annual fees, per passenger fees, and per aircraft movement fees.

In addition, there are a number of services which the IAA is mandated to provide which have no direct charge as it would be inappropriate to have one. For example, the IAA is the competent authority for occurrence reporting in aviation as per Regulation (EU) 376/2014 and it would not be appropriate to charge someone for the processing of a safety report they may submit to the IAA.

The following tables provide a three-year forecast for:
- Profit and Loss
- Cashflow; and
- Balance Sheet

Table 1: Profit and Loss

	2024	2025	2026
Budget Revenue	€	€	€
Certification	€17,480,889	€18,187,704	€19,170,540
Aerodromes	€1,186,870	€1,187,025	€1,233,547
Aviation Security	€2,642,159	€2,685,646	€2,804,318
NSA Charge	€8,222,524	€7,967,922	€8,232,228
Personnel Licensing	€2,890,694	€4,828,995	€5,051,613
Economic Regulation	€4,408,197	€4,975,363	€4,906,192
UAS Drones	€505,313	€517,441	€529,859
Other services	€1,480,000	€1,515,520	€1,551,892
ANI lease Cross Charge	€2,209,354	€2,262,380	€2,316,677
Total Revenue	**€41,026,000**	**€44,127,996**	**€45,796,867**
Budget Expenditure	€	€	€
Payroll	€20,500,140	€22,220,073	€23,243,354
Pension	€3,754,818	€4,007,920	€4,161,652
Travel	€1,123,019	€1,149,972	€1,177,571
Training	€586,622	€600,701	€615,118
Telephone	€156,431	€160,186	€164,030
Light & Heat	€380,800	€389,939	€399,298
Regulatory Subscriptions	€10,000	€10,240	€10,486
Insurance	€504,845	€616,961	€629,368
Building, Rent, Rates	€3,770,701	€3,861,197	€3,921,597
Software maintenance	€3,972,463	€4,067,802	€4,165,429
Legal	€470,000	€481,280	€492,831
Consultancy	€2,302,706	€2,357,970	€2,414,562
Administration	€3,432,326	€3,105,014	€3,211,803
Depreciation	€194,211	€1,098,741	€1,189,768
Total Expenditure	**€41,159,080**	**€44,127,995**	**€45,796,866**
Operating Profit\ (- Loss)	-€133,080	€0	€0
Interest recieivable	€1,531,797	€1,516,479	€1,501,314
Profit before Tax	€1,398,717	€1,516,479	€1,501,315
Tax	€349,679	€379,120	€375,329
Profit after Tax	€1,049,038	€1,137,359	€1,125,986

Table 2: Cashflow

Cashflow	2024	2025	2026
Receipts			
Certification	18,265,640	18,704,015	19,152,912
EASA	1,280,000	1,310,720	1,342,177
Aerodromes	1,148,335	1,187,025	1,233,547
AVSEC	2,561,322	2,685,646	2,804,318
NSA Charge 2024	10,795,507	8,150,659	8,281,320
Licensing (PL, GH, ACL & TT)	3,243,086	3,613,040	3,713,436
Slots & airport charges	2,996,238	3,197,641	3,305,254
Consumer protection	965,803	934,714	983,998
ANI Cross Charge	3,100,767	2,262,380	2,316,677
Other	-	2,829,208	3,287,151
Total Receipts	44,356,698	44,875,048	46,420,790
Expenditure			
Net Pay	10,680,380	11,123,057	11,492,459
Tax	9,192,236	10,299,778	10,425,479
Pension	3,754,818	3,988,451	4,149,826
Travel	1,105,678	1,149,972	1,177,571
Training	586,622	600,701	615,118
Rent/Service Charge-IAA	3,341,559	3,861,197	3,921,597
CAR Rent and admin costs (Earlefort Terrace Running Costs)	750,000	-	-
Utilities/Building	423,800	550,125	563,328
ICT Costs	4,092,463	4,067,802	4,165,429
Consultancy/Legal	3,242,775	2,839,250	2,907,392
Temporary Agency Staff	610,308	939,835	962,391
Administration	2,833,921	2,559,507	2,653,205
Bank Charges	25,000	25,600	26,214
Insurance	504,845	616,961	629,368
Tax	447,700	314,711	341,208
Deposit interest earned	1,531,797	1,516,479	1,501,314
Cashsplit Reconciliation-Funds from IANS	212,171	-	-
Capex	339,457	339,457	339,457
	43,675,529	44,792,883	45,871,357
Net Cashflow	681,169	82,165	549,433
Opening Cash Position	59,921,133	60,602,302	60,684,467
Net Cash Flow	681,169	82,165	549,433
Closing Cash Position	60,602,302	60,684,467	61,233,900

Table 3: Balance Sheet

	2023 €'000	2024 €'000	2025 €'000	2026 €'000
Fixed assets				
Intangible assets	-	-	-	-
Tangible assets	7,168	6,387	5,628	4,778
Financial assets	-	-	-	-
Retirement benefit pension assets	395	395	395	395
Deferred tax asset	1,034	1,057	1,061	1,045
	8,597	7,839	7,084	6,218
Current Assets				
Debtors				
- due within one year	12,111	11,118	11,990	11,259
- due after more than one year	-	-	-	-
Financial assets	41,680	43,765	44,202	45,086
Short term deposits	53,090	50,880	50,962	51,511
Cash and cash equivalents	6,831	10,000	10,000	10,000
	113,712	115,763	117,154	117,856
Creditors: amount falling due within one year	(51,604)	(51,848)	(51,346)	(50,056)
Net current assets	62,108	63,915	65,808	67,800
Total assets less current liabilities	70,705	71,754	72,892	74,018
Creditors: amount falling due after more than one year	-	-	-	-
Provision for liabilities				
Retirement benefit obligations	(8,668)	(8,668)	(8,668)	(8,668)
Deferred tax liabilities	-	-	-	-
Net assets	62,037	63,086	64,224	65,350
Capital and Reserves				
Called up share capital	22,675	22,675	22,675	22,675
Profit and loss account	39,362	40,411	41,549	42,675
Capital account	-	-	-	-
Shareholders' funds - equity	62,037	63,086	64,224	65,350

Regulatory Performance Review 2023

Table of contents

Review of the IAA's regulatory performance in 2023

The review of the IAA's regulatory performance addresses Part 2 of the Aviation Safety Performance Statement as stated in the Section 32A of the IAA Act 1993 as amended by ANTA 2022.

As per the IAA Act Section 32A, the review of the company's regulatory performance shall include details of the activities carried out during the relevant year and the outcome and follow up from external oversight in relation to—

a. the European Aviation Safety Programme referred to in Article 5 of the EASA Basic Regulation,
b. the safety programme established and maintained by the State pursuant to Article 7 of the EASA Basic Regulation,
c. the State Plan for Aviation Safety prepared pursuant to Article 8 of the EASA Basic Regulation,
d. the annual review of aviation safety performance in the State prepared by the company, and
e. the Universal Safety Oversight Audit Programme of the International Civil Aviation Organisation.

Europe and Ireland's Aviation Safety Programmes

The European Aviation Safety programme was last issued in 2015. The State Safety Programme for Ireland (SSP) was updated in 2023 following the institutional change to separate air navigation services provision and create a single aviation regulator body in the IAA for safety, security and economic oversight. The new SSP 2023 also address updates to ICAO Annex 19 and the ICAO Safety Management Manual since last issue in 2015.

The European Safety Programme is co-ordinated between EASA and EU Member States via the EASA Management Board Advisory Body (MAB) that includes IAA representation. This body advises the EASA Management Board on developing strategic priorities in civil aviation within the EU. The MAB met on four occasions during 2023. An Annual Work Programme outlines the priorities to be addressed by the MAB and related Technical Bodies in different areas consistent with the priority topics set in the European Plan for Aviation Safety (EPAS) and EASA's Single Programming Document (SPD), which outlines the strategic objectives, priorities, and planned initiatives for EASA during the next three-year period. The main issues discussed during 2023 included:

- key regulatory developments in 2023 (such as Part IS implementation, ATM with focus on conformity assessment and ground equipment, etc),
- key matters and milestones of the EASA Sustainable Aviation Programme,
- progresses of the Data4Safety programme and MS involvement,
- interdependencies between safety and security,
- progress on the repository of information,
- Higher Airspace Operations,
- research and innovation activities (in coordination with MAB Research Group),
- transversal aspects of the digitalisation of aviation.

State Plan for Aviation Safety

The State Safety Programme for Ireland provides details of the safety management system implemented in Ireland, including risk management and performance monitoring processes that help to identify key safety priorities for the State. The SSP also describes how the IAA will publish an annual State Plan for Aviation Safety (SPAS) to highlight the key aviation safety and security risks in the State and the associated safety objectives and mitigating actions being taken at State level to address these risks.

As part of this process the IAA in conjunction with EASA and EU Member States, participates in the EU risk management system (eg via Advisory Bodies, Collaborative Advisory Groups and Network of Safety analysts) to help identify key risks at European Level. Through participation in the Safety Management Technical Board, the IAA helps to develop the European Plan for Aviation Safety (EPAS). The EPAS includes actions need to be implemented at Member State level (ie MST items) and the IAA duly includes these actions in the SPAS for Ireland.

The SPAS includes almost 90 individual actions that address key priorities that address:
- Enhanced safety management, compliance management and change management processes in new IAA
- Implementation of risk-based oversight
- Improvements in safety culture
- New competencies developed to address evolving regulatory requirements
- Enhanced stakeholder collaboration processes implemented
- Status of implementation of regulations and oversight in line with statutory requirements and committed timelines
- Actions to address operational risks across different domains (eg aircraft operations, air navigation services, aerodrome operations, airworthiness)

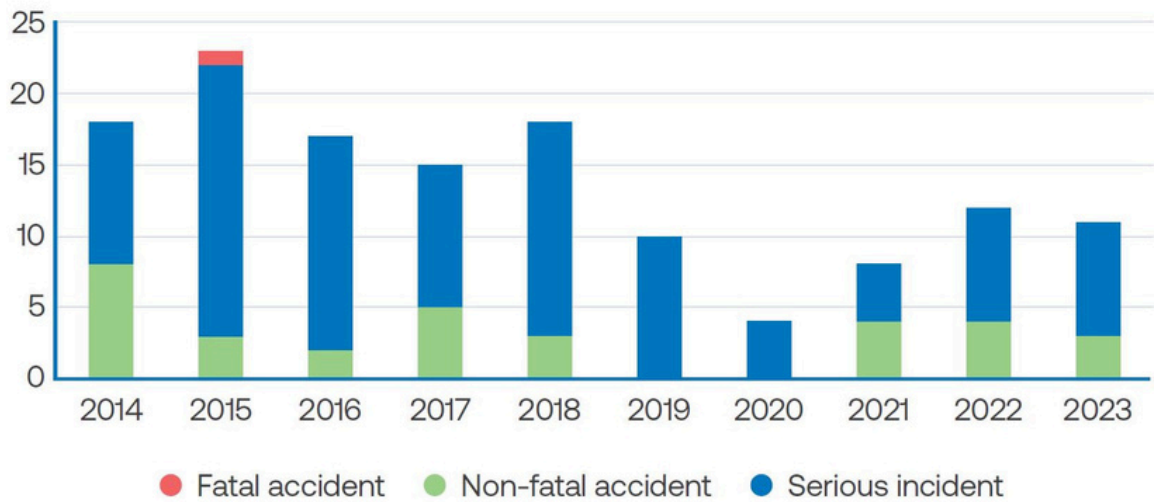The SPAS includes status updates on all of these actions and is available at www.iaa.ie/safety
The EPAS is available at European Plan for Aviation Safety (EPAS) 2023-2025 | EASA (europa.eu)

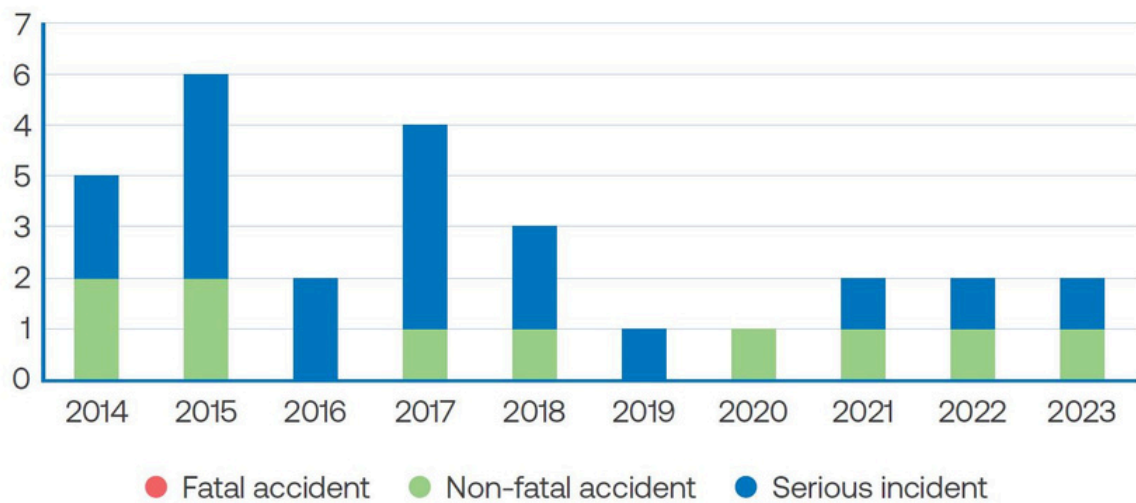# Annual Safety Performance Review

A statistical report on the Annual Safety Performance of the Irish Civil Aviation System is published at www.iaa.ie/safety.
The following chart provides a summary of the top-level safety statistics for 2023.
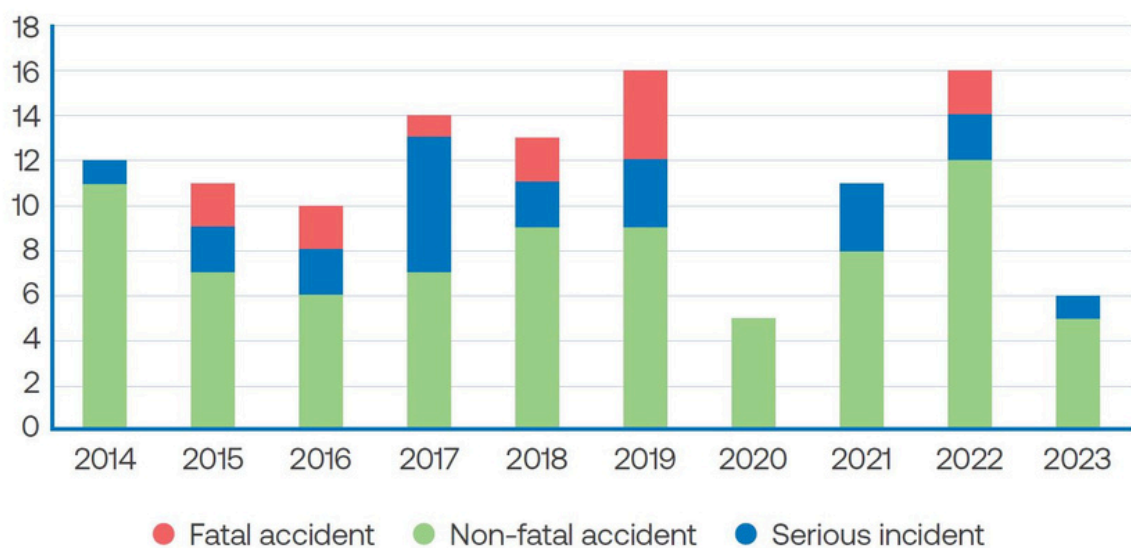
Commercial Air Transport - Fixed Wing

● Fatal accident   ● Non-fatal accident   ● Serious incident

Commercial Air Transport at Irish Airports

● Fatal accident   ● Non-fatal accident   ● Serious incident

General Aviation

● Fatal accident   ● Non-fatal accident   ● Serious incident

Oversight of the IAA Safety Regulatory Function

ICAO

ICAO conducts audits of contracting States to assess compliance with the ICAO Standards and Recommended practices either physically (eg State visit) or using remote auditing in a limited number of cases. There were no ICAO audits of Ireland (remote or on-site) during 2023.
In addition, ICAO has implemented a continuous monitoring programme using an online framework that the IAA must continuously update in response to changes to ICAO Annex amendments and associated regulatory and procedural updates. The IAA co-ordinates with EASA in this regard since EASA has competence for rulemaking in the European Union. The online framework includes detailed compliance checklists against all ICAO Annexes including the Standards and Recommended Practices, amounting to over 12,000 individual entries. During 2023 compliance checklists were updated in respect of Annex 8, Annex 9 and Annex 14.
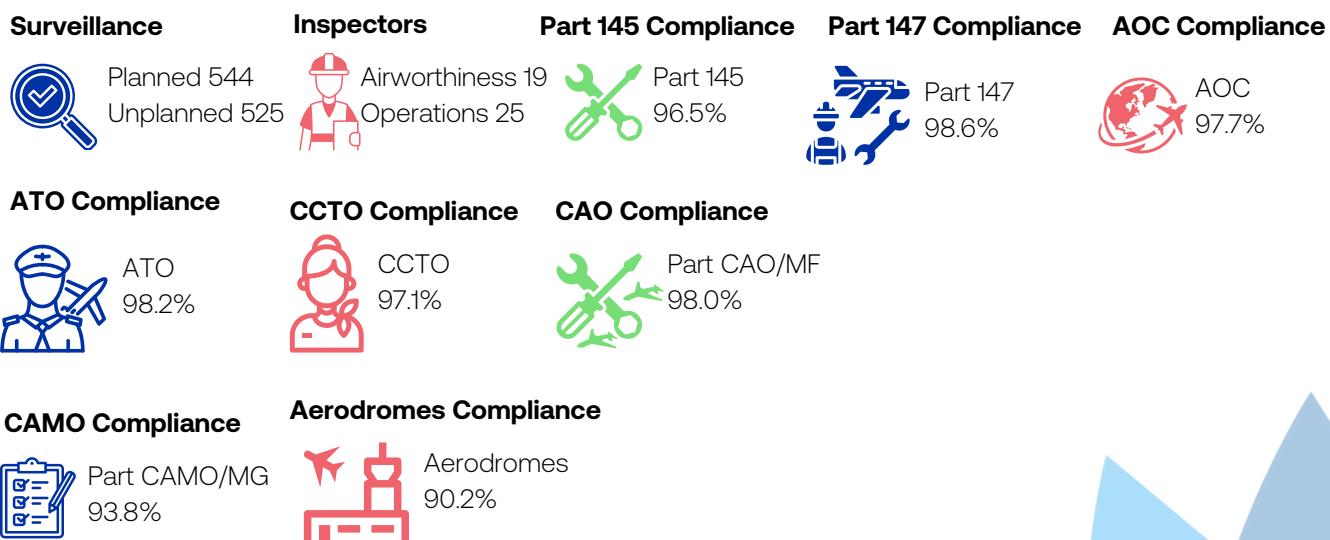
EASA

EASA is responsible for performing Standardisation inspections of EU Member States. These inspections include a range of cross-domain and domain specific inspections planned by EASA using a risk-based approach. The Standardisation inspections are technical and detailed in nature and findings of non-compliance are issued using a graduated scale from 'non-conformity with the applicable requirements, raising mainly standardisation concerns' to 'immediate safety concern' depending on the deficiency identified.

The first EASA Standardisation inspection of the new Unmanned Aircraft Systems (UAS) domain was conducted in June 2023. The inspection team identified two lower-level non-compliance findings, which was a remarkable achievement considering this was the first time the domain was audited and the complexity and scope of the new regulatory framework in this area. Both findings were addressed to the satisfaction of EASA and are now closed.

IAA Oversight Programme

The IAA safety oversight programme in airworthiness and flight operations domains during 2023 included 1,069 planned and unplanned surveillance activities. The overall compliance with regulations by Irish organisations was very good as shown in the following schematic.

Surveillance
Planned 544
Unplanned 525

Inspectors
Airworthiness 19
Operations 25

Part 145 Compliance
Part 145
96.5%

Part 147 Compliance
Part 147
98.6%

AOC Compliance
AOC
97.7%

ATO Compliance
ATO
98.2%

CCTO Compliance
CCTO
97.1%

CAO Compliance
Part CAO/MF
98.0%

CAMO Compliance
Part CAMO/MG
93.8%

Aerodromes Compliance
Aerodromes
90.2%

Regulatory Changes

The IAA remains actively involved in the EASA Rulemaking process at the European level and is represented on the EU Commission's EASA Committee in DG-MOVE, which meets to draft and vote on amendments to, and the introduction of new EU Aviation Safety Regulations.

During 2023 the IAA attended 5 meetings of the DG-MOVE EASA Committee, which oversaw the introduction of a number of key regulatory changes, including new legislation relating to information and cyber security across the aviation industry, new medical requirements for pilots' licences and new rules for the operation and maintenance of unmanned aircraft systems (UAS) and manned aircraft with a vertical take-off and landing capability (eVTOL). The IAA also contributed to the development of new rules to address the safe introduction of the 5G telecommunications with the aviation system and new safety rules for ground-handling at aerodromes, which are expected to be introduced in 2024.

National Regulations

Alongside the ongoing work with the development of EU Regulations, the IAA also introduced a number of pieces of national legislation to regulate aviation safety, including Statutory Instruments on UAS and counter-drone systems, the safe operation of flying displays, and a revised system to authorise the use of space rockets and operations in the upper airspace. As part of the development of this national legislation the IAA consulted with a range of stakeholders during 2023, including the general aviation community, law enforcement authorities, affected aviation industry stakeholders and the general public.

Enforcement Actions

There were a number of enforcement actions undertaken by the IAA, including the revocation of licences due to breaches of regulations, and a successful prosecution of a commercial UAS operator for breaches of the EU Regulations in respect of the operation of a drone.