

The Swedish Transport Agency's Code of Statutes



The Swedish Transport Agency's regulations and general advice on U-space services;

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By virtue of Chapter 1, Sections 6 and 22, and Chapter 14, Section 16, of the Aviation Ordinance (2010:770) and Section 2 of the Ordinance (1994:1808) on competent authorities in the field of civil aviation, the Swedish Transport Agency lays down¹ the following and adopts the following general advice.

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Introductory provisions

Scope

Section 1. These regulations supplement Commission Implementing Regulation (EU) 2021/664 of 22 April 2021 on a regulatory framework for the U-space.

The regulations shall be applied by U-space service providers and by UAS operators.

General advice

The regulations should be read in conjunction with the EU Regulation. The Regulation also includes Acceptable Means of Compliance (AMC) and Guidance Material (GM). For a comprehensive overview and understanding of the regulatory framework, all documents should be used. The AMC and GM are available in the document library on the EASA website. EASA compiles the rules of the Regulation in question, AMC and GM in the Easy Access Rules, which are also available in the document library on the EASA website.

¹ See Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services.

Definitions

Section 2. For the purposes of these regulations, the following definitions shall apply:

<i>UAS geographical zone</i>	means part of the airspace established by the competent authority to facilitate, limit or exclude the operation of <i>UAS</i> , in order to address the risks to safety, privacy, personal data protection, aviation security or the environment arising from the operation of <i>UAS</i> ;
<i>U-space service provider</i>	means a <i>U-space service</i> provider certified in accordance with Article 15 of Implementing Regulation (EU) 2021/664;
<i>unmanned aircraft system (UAS)</i>	means an unmanned aircraft and equipment for controlling it remotely;
<i>UAS operator</i>	means any legal or natural person operating or intending to operate one or more <i>unmanned aircraft systems (UAS)</i> ;
<i>U-space airspace</i>	means the same as in Implementing Regulation (EU) 2021/664;
<i>U-space service</i>	means the same as in Implementing Regulation (EU) 2021/664.

Mutual Recognition

Section 3. Goods that are lawfully marketed in another Member State of the European Union or in Türkiye, or that originate from and are lawfully marketed in an EFTA State that is party to the EEA Treaty, are presumed to be in compliance with these provisions. The application of these provisions is covered by Regulation (EU) 2019/515 of the European Parliament and of the Council of 19 March 2019 on the mutual recognition of goods lawfully marketed in another Member State and repealing Regulation (EC) No 764/2008.

Applications

Section 4. Applications for certification as a U-space service provider shall be made using the special application form available on the Swedish Transport Agency's website.

UAS operator requirements

Section 5. A UAS operator shall provide the information from the national operator register requested by the UAS operator's chosen U-space service provider.

Section 6. The order establishing U-space airspace lays down operational limitations for UAS operators within the U-space airspace. These operational limitations also apply to operations with unmanned aircraft systems (UAS) that are not subject to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91.

However, the operational limitations referred to in the first paragraph shall not apply if the Swedish Transport Agency has decided, in accordance with Section 7, on specific operational limitations for the UAS operator.

Section 7. Upon application from a UAS operator, the Swedish Transport Agency may decide, for that operator, on special operational limitations in a U-space airspace.

Section 8. If a UAS operator commences a flight in accordance with a UAS flight authorisation issued in accordance with Article 10(1) of Implementing Regulation (EU) 2021/664, which may exceed the deviation thresholds of the flight authorisation, the UAS operator shall safely interrupt the flight before requesting a new UAS flight authorisation.

U-space service provider requirements

Section 9. A U-space service provider shall be able to receive information retrieved from the national operator register from a UAS operator.

Section 10. U-space service providers shall inform the Swedish Transport Agency of their planned start of operations in a specific U-space airspace at least 90 days in advance. The same applies to planned ceasing of operations as soon as the provider knows the time of the planned ceasing.

In connection with this, the U-space service provider must also provide the certificate number and contact details to the Swedish Transport Agency.

Section 11. The information in the network identification service and in the traffic information service provided pursuant to Implementing Regulation (EU) 2021/664 shall be updated at least one (1) time per second for at least

99 % of the time during a 30-day period. However, the updating interval shall never exceed five (5) seconds.

Section 12. The Swedish Police Authority, the Swedish Security Service, the Swedish Prison and Probation Service, the Swedish Coast Guard, Swedish Customs and the Swedish Armed Forces shall be given access to the information in the network identification service as set out in Article 8(2) of Implementing Regulation (EU) 2021/664.

Section 13. Life-saving and law enforcement operations shall be given priority if two UAS flight authorisations conflict with each other and both flights are designated as special operations as referred to in Article 4 of Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010.

General advice

If life-saving and law enforcement operations are in conflict with each other, life-saving operations should be prioritised first. UAS flight authorisations for law enforcement operations should then be issued as a matter of urgency.

Section 14. The traffic information service provided by the U-space service provider pursuant to Article 11(1) of Implementing Regulation (EU) 2021/664, shall, where necessary, include information on known aviation also outside the U-space airspace where the traffic information service is provided.

General advice

In order to assess which known aviation outside the U-space airspace is to be considered, the U-space service provider that has granted the UAS flight authorisation may use the distance values specified in GM1 to Article 8.1 of Implementing Regulation (EU) 2021/664.

Final provisions

Section 15. The Swedish Transport Agency may grant exemptions from these regulations.

This regulation enters into force on 1 June 2026.

On behalf of the Swedish Transport Agency

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