

Message 001

Communication from the Commission - TRIS/(2026) 0060

Directive (EU) 2015/1535

Notification: 2026/0003/SE

Notification of a draft text from a Member State

Notification – Notification – Notifizierung – Нотификация – Oznámení – Notifikation – Γνωστοποίηση – Notificación – Teavitamine – Ilmoitus – Obavijest – Bejelentés – Notifica – Pranešimas – Paziņojums – Notifika – Kennisgeving – Zawiadomienie – Notificação – Notificare – Oznámenie – Obvestilo – Anmälan – Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahtuje prodlení - Fristerne indledes ikke - Καμμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késésekét - Non fa decorrere la mora - Atidējimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20260060.EN

1. MSG 001 IND 2026 0003 SE EN 09-01-2026 SE NOTIF

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4. 2026/0003/SE - T10T - Air transport

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

6. Provision of digital services for air traffic management systems for unmanned aircraft.

7.

8. The Swedish Transport Agency's draft regulations cover the following areas:

1. Several minor clarifications related to U-space services are proposed with the aim of benefiting U-space service providers, first responders, aviation safety and UAS operators.

2. Currently, there is no possibility for U-space service providers to access information in the operator registry through electronic disclosure, which is why the Swedish Transport Agency regulates that UAS operators wishing to use a service must, themselves, provide their chosen service provider with information from the register. Therefore, every service provider needs to have the ability to receive such information.

3. The regulation encourages other aviation for government purposes, which is not subject to Regulation (EU) 2018/1139, to as far as possible use U-space services. A possibility is also introduced for them to obtain decisions on other operational restrictions.

4. The lowest values for update rate/update rate for the network identification service and the traffic information service are regulated.

9. Regulation (EU) 2021/664 of 22 April 2021 on a regulatory framework for the U-space is currently applied in the EU and thus also in Sweden. The Regulation governs the concept of U-space and its constituent parts.

EASA has left it up to each Member State to decide on the update rate/frequency for the information in two of the U-space services, the network identification service and the traffic information service.

In addition, the Swedish Transport Agency has identified a number of ambiguities or areas where the EU regulation is insufficient and where the Agency believes that national regulation is needed to create clearer conditions for both U-space service providers and UAS operators to be able to operate in U-space airspace.

10. References in the basic texts: No basic texts available

11. No

12.

13. No

14. No

15. Yes

16.

TBT aspects: No

SPS aspects: No

European Commission

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