

Message 001

Communication from the Commission - TRIS/(2026) 1681

Directive (EU) 2015/1535

Notification: 2026/0317/DK

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 - Nezahajuje 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 - Atidėjimai 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: 20261681.EN

1. MSG 001 IND 2026 0317 DK EN 25-06-2026 DK NOTIF

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4. 2026/0317/DK - T10T - Air transport

5. Draft Order on Supplementary Provisions to Commission Implementing Regulation (EU) 2019/947 on the rules and procedures for the operation of unmanned aircraft (the Drone Order)

6. Product under EU: UAS (Unmanned Aircraft Systems) – Unmanned Aerial Vehicles (drones).

7.

8. The Order contains supplementary and additional provisions on the formal and operational rules for flying unmanned aircraft (drones) in Danish airspace, in addition to those laid down in Commission Implementing Regulation (EU) 2019/947 of 24 May 2019 on rules and procedures for the operation of unmanned aircraft. The Order also lays down technical requirements for the use of drones in the Danish airspace, in addition to those laid down in Commission Delegated Regulation (EU) 2019/945 of 12 March 2019 on unmanned aircraft systems and on third-country operators of unmanned aircraft systems. The draft of a new Order on drones introduces a technical requirement stipulating that all drones weighing more than 250 g must fly with an active remote identification system throughout Denmark, and that drones weighing less than 250 g must fly with an active remote identification system in air traffic safety-critical and security-critical drone zones. The requirement shall apply both to civil aviation and to State aviation other than military aviation. Remote identification systems are already a mandatory EU product requirement for certain drones, but not all of them, which is why Denmark is now introducing stricter requirements in relation to EU.

9. The notified provisions are intended to serve the general interests of public safety, the protection of human life and health, and aviation safety, including both flight safety and aviation security.

The purpose of the draft is to ensure that drones and drone operators can be identified in situations and areas where a lack of electronic visibility may pose a risk to manned aviation, airport operations, critical infrastructure or other safety considerations. The draft therefore introduces requirements for remote identification/electronic visibility for specifically defined drones (see Annex 1) and operations where the applicable EU rules do not, in themselves, ensure electronic visibility to the extent deemed necessary in light of Danish safety and security conditions.

9a. The measure is appropriate for achieving the objective because the requirement for remote identification makes it possible to identify drones and drone operators more quickly in situations where a drone operation may pose a risk to aviation safety or air traffic control.

The requirement addresses in particular the risk that legacy drones and small drones can be operated without a remote identification system. Consequently, emergency services and aerodrome managers may find it more difficult to quickly assess and manage drone operations in or near safety- or security-sensitive airspace, around airports or near critical infrastructure. The provisions therefore support the objective in a direct and targeted manner and are pursued consistently, linking the requirement to those drones and operations where the need for electronic visibility is justified from a security point of view.

9b. The provisions are deemed necessary because the applicable EU rules do not require remote identification in all relevant cases. This applies, for example, to legacy drones, privately built drones and C-marked drones weighing less than 250 g. The Danish Transport Authority has considered less intrusive alternatives, including maintaining the current rules, the voluntary use of remote identification and public

awareness campaigns. These alternatives are not considered sufficient to ensure that authorities and aerodrome managers can identify drones and drone operators in safety-critical situations. The requirement is limited in scope so that it does not apply more broadly than necessary.

9c. The provisions are not considered to impose a burden on citizens or economic operators that is disproportionate to the objective pursued. Considerations relating to aviation safety, aviation security and public safety carry significant weight, particularly where unidentified drones may affect manned aviation, airport operations or other security-critical areas. The burden associated with the requirement is considered to be limited. Furthermore, the requirement is targeted so that flying as a hobby, recreational flying and lower-risk commercial operations using drones weighing less than 250 g can continue to be carried out without remote identification where there are no corresponding safety concerns (specifically outside air traffic control and security-critical areas, and in Natura 2000 areas [subject to authorisation from the Danish Transport Authority]). The Transport Authority therefore considers that the benefits of the requirement exceed the limited compliance costs.

10. References in the basic text

11. No

12.

13. No

14. No

15. Yes

16.

TBT aspects:

The draft is a technical regulation or a conformity assessment

The draft has significant impact on international trade

SPS aspects: No

European Commission

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