

Ordinance supplementing Implementing Regulation (EU) 2019/947 laying down rules and procedures for the operation of unmanned aircraft (Drone Ordinance)¹

Pursuant to Section 1a, Section 82, Section 89, Section 126b(2) to (4), Section 126c(2), Section 149(10), first sentence, Section 151(1), Section 152(2) and (4), Section 153(1), Section 153b(1) and (2), and Section 155(2) of the Aviation Act, cf. Consolidated Act No 570 of 19 May 2025, as amended by Act No 1787 of 29 December 2025, and after consultation with the Minister for Justice and the Minister for Defence is determined after authorization in accordance with Section 6(1), (2), (4) and (6) of Order No 169 of 27 January 2026 on the Danish Transport Agency's tasks and powers, right of appeal and notification of certain of the Transport Agency's regulations:

Chapter 1

Scope

Section 1. The rules set out in this Order relate to civil aviation for unmanned aircraft and lay down supplementary provisions on drone operations to Commission Implementing Regulation (EU) 2019/947 of 24 May 2019 on rules and procedures for the operation of unmanned aircraft, as subsequently amended (hereinafter referred to as the 'Drone Regulation').

Paragraph 2. Chapter 8 of this Order lays down rules on state aircraft and applies to unmanned aircraft which are not military but are used exclusively by the Danish State for non-commercial purposes.

Definitions

Section 2. The following definitions apply for the purposes of this order:

- 1) Runway elevation: The elevation (altitude) at which the runway lies above sea level.
- 2) BVLOS: Flying beyond visual line of sight (BVLOS) refers to flying beyond the sight of the remote pilot.
- 3) Urban network: Networks for metro, light railways, and commuter railways, intended for urban and suburban rail passenger services.

Properties on the Civil List: Palaces, castles and other properties, as set out in the Act on King Frederik the Tenth's Civil List.

¹ The Order incorporates certain provisions from Commission Implementing Regulation (EU) 2019/947 of 24 May 2019 on rules and procedures for the operation of unmanned aircraft, Official Journal of the European Union 2019, No L 152, pp. 45–71. Pursuant to Article 288 of the Treaty on the Functioning of the European Union, regulations are directly applicable in all Member States. The reproduction of the provisions in this Order is therefore exclusively for practical reasons and does not affect the direct application of the regulation in Denmark. The executive order contains provisions which, in draft form, have been notified in accordance with Directive (EU) 2015/1535 of the European Parliament and of the Council laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (codification).

- 4) Certificate of theoretical knowledge: A certificate confirming that the remote pilot has theoretical knowledge of drone operation, as described under UAS. OPEN. 020, No 4, and UAS. OPEN. 040, No 3, in the Annex, Part A, to the Drone Regulation.
- 5) Drone: An unmanned aircraft (UAS) operated or designed to operate autonomously or to be remotely controlled without a pilot on board.
- 6) Drone operator: Any legal or natural person who operates or intends to operate one or more drones, as defined in Article 2, No 2 of the Drone Regulation.
- 7) Declaration: Written statement in which a drone operator or remote pilot guarantees that a procedure for drone operations laid down by the Danish Transport Authority is followed.
- 8) Commercial port: A port used for the commercial handling of goods, vehicles and passengers, and for the landing of fish, as defined in Section 1 of the Ports Act.
- 9) Direct remote identification: A system that ensures the local transmission of information about an unmanned aircraft in operation, including the model designation of the drone, so that this information can be obtained without physical access to the unmanned aircraft.
- 10) Flight safety-critical drone zone: An area where there is a particularly high risk of collision with other aircraft, which could result in an accident, or areas with low hanging objects, such as live cables and the like, which could result in a drone accident.
- 11) Remote pilot: A natural person responsible for the safe execution of a drone flight by operating its steering gear either manually or, when the drone flies automatically, by monitoring its course and at any time being able to intervene and change the course of the craft.
- 12) Geographical drone zone: A section of airspace designated by the Danish Transport Authority which facilitates, restricts or prohibits drone operations in order to mitigate risks relating to flight safety, privacy, the protection of personal data, aviation security or the environment in connection with drone operation, and which has been designated pursuant to Article 15 of the Drone Regulation.
- 13) Identification marking for class: Labelling of drones in classes C0, C1, C2, C3, C4, C5 and C6 in accordance with the Annex to Commission Delegated Regulation (EU) 2019/945 of 12 March 2019 on unmanned aircraft and on third-country operators of unmanned aircraft systems.
- 14) IMC aerodrome: An approved public aerodrome which can be used by aircraft in instrument meteorological conditions (IMC).
- 15) Location of the incident: An area in which the police or emergency services, possibly with the involvement of the Armed Forces, are carrying out an operation, for example, a criminal investigation or a rescue operation.
- 16) Approach and departure: The areas over which approaches to and departures from an approved public aerodrome or military airbase take place in accordance with a plan approved by the Minister for Transport.
- 17) Infrastructure Manager: Any public authority or enterprise responsible for the construction, maintenance and management of infrastructure.
- 18) Column 3 facility: A facility that stores flammable and explosive substances, toxic substances or substances hazardous to the environment, and which is covered by the Danish Executive Order on risk.
- 19) Commercial purpose: A task carried out by a drone operator in return for payment or some other form of benefit.
- 20) Certificate of Competence: A certificate confirming that the remote pilot possesses the theoretical and practical skills required to operate drones, as described under UAS. OPEN. 030, No 2 of the Annex, Part A to the Drone Regulation.

- 21) Toy drone: A drone designed specifically and placed on the market for children under 14 years of age, accompanied by a declaration that the drone complies with the toy requirements of Directive 2009/48/EC on the safety of toys.
- 22) Military airbase: An airfield controlled and operated by the military.
- 23) Military areas: Areas used by the Armed Forces to carry out military tasks and exercises, which may also be temporary designated military areas.
- 24) Approved public aerodrome: An aerodrome which is open to the public for flying and which has been approved in accordance with Section 60 of the Aviation Act or certified in accordance with EU regulations on aerodromes, and which has been granted an operating licence pursuant to Section 55(1), first sentence, of the Aviation Act.
- 25) Area with restricted access: An area with some form of security measures in place to prevent free access, such as fenced perimeters, electronic security systems, security guards, etc.
- 26) Permanent, man-made obstacle: A tall structure, such as an aerial, chimney or wind turbine, designed to remain in place for many years or permanently.
- 27) The press: News organisations whose staff hold a valid press card, or remote pilots who collaborate with individuals holding a valid press card to carry out an assignment.
- 28) SDR: Special drawing rights at the International Monetary Fund (IMF).
- 29) Security-critical drone zone: An area where, in order to prevent acts of terrorism, smuggling, illegal eavesdropping, etc., the public is not permitted to fly over the area, e.g. Properties belonging to the Royal Family, police stations, prisons and detention centres, as well as military installations, military areas and temporary military areas.
- 30) The 'specific' category: A classification of drone operations with an elevated risk, as defined in Article 5 of the Drone Regulation.
- 31) Civil Aviation: Unmanned aircraft which are not military in nature but are used exclusively by the Danish State for non-commercial purposes.
- 32) U-space airspace: A UAS geographical zone designated by the Member States where drone operations can only take place with the support of U-space services.
- 33) USSP services: A U-space service provider (USSP) that provides services based on digital services and the automation of functions, designed to support safe, secure and efficient access to U-space airspace by a large number of drones.
- 34) VLOS: Visual line of sight (VLOS) flight refers to flight within the remote pilot's visual range of sight.
- 35) VMC aerodrome: An approved public aerodrome which can be used by aircraft under visual meteorological conditions (VMC).
- 36) The 'open' category: Classification of low-risk drone operations as defined in Article 4 of the Drone Regulation.

Chapter 2

Operations with drones

Section 3. Drone operations must be carried out in accordance with the rules set out in the Drone Regulation and any subsequent amendments thereto, Chapter 9a of the Aviation Act, and the provisions of this Order.

Paragraph 2. Drones marked with the identification marks C0 to C6 shall comply with the requirements for the class for which the drone is marked in accordance with Commission

Delegated Regulation (EU) 2019/945 of 12 March 2019 on unmanned aircraft and on third-country operators of unmanned aircraft systems.

Paragraph 3. A tethered drone equipped with a propulsion system must, regardless of the drone's take-off weight (including payload), carry out all drone operations in accordance with the rules set out in the Drone Regulation and any subsequent amendments thereto, Chapter 9a of the Aviation Act, and the provisions of this Order.

Paragraph 4. Drone operations in U-space airspace shall be conducted in accordance with Commission Regulation (EU) 2021/664 laying down a regulatory framework for U-space. Any necessary authorisations must be obtained before drone operation can be carried out using USSP services.

Paragraph 5. It is the drone operator's responsibility to ensure that the requirements set out in paragraphs 1 to 4 are met.

Requirement for direct remote identification equipment

Section 4. A drone with a take-off weight of at least 250 grams shall fly with direct remote identification equipment activated anywhere in Denmark (without prejudice to paragraph 2). The remote identification equipment shall comply with the requirements set out in Part 6 of the Annex to Commission Delegated Regulation (EU) 2019/945 of 12 March 2019.

Paragraph 2. The requirement to fly with direct remote identification equipment activated does not apply to model aircraft flown at model aircraft aerodromes or at events and competitions.

Ban on flying without a remote identification system

Section 5. It is prohibited to operate a drone with one or more sensor and a take-off weight of less than 250 g in flight safety-critical and security-critical drone zones where, in accordance with the technical requirements listed in Part 1 of the Annex to Commission Delegated Regulation (EU) 2019/945 of 12 March 2019, an activated direct remote identification system is not required, without prejudice to paragraphs 2 and 3.

Paragraph 2. The prohibition laid down in paragraph 1 does not apply to drones with one or more sensors and a take-off weight of less than 250 g if the drone is equipped with direct remote identification equipment, notwithstanding the requirement laid down in paragraph 1. The remote identification equipment must be activated and comply with the requirements set out in Part 6 of the Annex to Commission Delegated Regulation (EU) 2019/945 of 12 March 2019.

Paragraph 3. The prohibition in paragraph 1 does not apply to model aircraft flown at model aircraft aerodromes or at events and competitions.

Liability insurance and drone insurance

Section 6. Drone operations must be covered by valid third-party liability insurance in accordance with the Danish Aviation Act and Regulation (EC) No 785/2004 of the European

Parliament and of the Council of 21 April 2004, without prejudice to paragraphs 3 to 5. The sum insured must be at least 0.75 million SDR, subject, however, to paragraph 2.

Paragraph 2. The requirement for a minimum sum insured referred to in paragraph 1 shall not apply to microdrones with an initial weight of less than 250 g and a maximum speed not exceeding 19 m/s used exclusively for personal or hobby-related activities.

Paragraph 3. Paragraph 1 does not apply to toy drones with a C0 identification marking.

Paragraph 4. Paragraph 1 does not apply to toy drones with a take-off weight of less than 250 g and a speed not exceeding 19 m/s, provided that the drone was placed on the market before 1 January 2024.

Paragraph 5. The first paragraph does not apply to public authorities and institutions that are self-insured.

Logbook

Section 7. A drone operator must keep a digital logbook of all drone operations, containing the information that the drone itself records automatically (flight data recorder). The log must include the name of the remote pilot for each individual drone operation, as well as details of any drone certificate they may hold.

Paragraph 2. If the drone does not log automatically itself, the drone operator must keep a logbook. The logbook must contain at least the following information:

- 1) The date of, and the start and end times for, the drone operation.
- 2) Which drone has been used.
- 3) Information about the area in which the drone has flown or the route it has taken.
- 4) Maximum flight altitude of the operation in relation to terrain.
- 5) Name of remote pilot and drone certificate if applicable.

Paragraph 3. Logged information pursuant to paragraph 1 shall be kept in a readable electronic format and the information for each drone operation shall be kept for five years after each operation and shall be presented to the Danish Transport Authority and the police on request.

Paragraph 4. Logged information as referred to in paragraph 2 must be kept either in a physical logbook or in a readable electronic format, and the information relating to each drone operation must be retained for five years following the operation in question and shall be presented to the Danish Transport Authority and the police upon request.

Paragraph 5. Paragraphs 1 to 4 do not apply to private individuals flying drones as a hobby, provided the drone weighs less than 250 g, or flying a toy drone.

Paragraph 6. Paragraphs 1 to 4 do not apply to private individuals flying a drone when the drone is being flown as part of a model aircraft club.

Additional age requirements for remote pilots

Section 8. A remote pilot must be at least 15 years of age to operate a drone in the ‘open’ category. However, drones weighing less than 250 g, including payload, may be operated by a remote pilot aged 12 or over.

Paragraph 2. A remote pilot must be at least 15 years old to operate a drone in the ‘specific’ category.

Renewal of drone certificates

Section 9. A remote pilot must renew their drone certificate every five years. The remote pilot must sit a supplementary examination to renew their certificate with the competent authority or with an examination centre designated by that authority. The test is a multiple-choice test with at least 40 questions. The test shall be answered within a prescribed time limit set by the Danish Transport Authority.

Paragraph 2. To pass the exam, candidates must achieve a score of at least 75 per cent of the maximum possible marks.

Renewal of drone operator registration

Section 10. A drone operator registration is valid for 3 years. A drone operator who wishes to continue to be registered as a drone operator must renew the registration or re-register if the registration has expired.

Chapter 3

Geographical drone zones

Section 11. Distance requirements for geographical drone zones, see sections 13 to 29, are laid down in accordance with Annex 1. Distance requirements can be both horizontal and vertical.

Paragraph 2. If several geographical drone zones overlap, the drone operator must comply with the most restrictive rule within those drone zones in which there is an overlap. However, this does not apply if the Danish Transport Authority has granted permission under other conditions.

Documentation that must be present when a drone operation is conducted in a geographical drone zone

Section 12. Where a drone operator has been granted an authorisation to conduct a drone operation in a geographical drone zone in accordance with Chapters 4 to 7, the authorisation and proof of consent, when consent is required, must be present in the area of operation. The documentation must be presented, upon request, to the police and to the authority or infrastructure manager responsible for the drone zone in question.

Paragraph 2. The remote pilot must also, upon request, present their drone certificate – if such a certificate is required to fly within the drone zone – and their drone operator registration number – if one is required – to the police or the authority or infrastructure manager responsible for the drone zone in question.

Chapter 4

Distance requirements for flight safety-critical drone zones

Section 13. Drone operations must not take place within 8 km horizontal distance of a runway at an IMC aerodrome or a runway at a military airbase, without prejudice to paragraphs 2 to 4.

Paragraph 2. If the remote pilot holds a certificate of competence, drone operations may take place from 8 km up to 2 km horizontal distance from a runway at an IMC aerodrome. Flight altitude must not exceed

- 1) 120 metres above ground level from 8 km to 6 km horizontal distance from the runway, excluding areas within the approach and departure paths as published on www.droneregler.dk/dronezoner,
- 2) 100 metres above runway elevation from 8 km to 6 km horizontal distance from the runway during approach and departure, as published on www.droneregler.dk/dronezoner,
- 3) 40 metres above runway elevation from 6 km up to 3 km horizontal distance from the runway; and
- 4) 30 metres above runway elevation from 3 km up to 2 km horizontal distance from the runway.

Paragraph 3. If the remote pilot holds a certificate of competence, drone operations may take place at a horizontal distance of between 8 and 3 km from a runway at a military airbase. Flight altitude must not exceed 40 metres above runway elevation from 8 km up to 3 km horizontal distance from the runway.

Paragraph 4. The Danish Transport Authority may grant an exemption from paragraphs 1 to 3 if

- 1) the drone operation is in the public interest or serves a research or commercial purpose,
- 2) if the purpose is commercial, that the drone operation is necessary, and that the purpose of the task would, in essence, be frustrated, made more costly or otherwise be compromised if it were to be carried out by any means other than a drone, and
- 3) the remote pilot has a certificate of competence.

Paragraph 5. Paragraph 4, No 2 shall not apply if the task has been commissioned by the approved public aerodrome or military airbase.

Section 14. Drone operations must not take place within 4 km horizontal distance of a runway at a VMC aerodrome, without prejudice to Section 15.

Paragraph 2. If the remote pilot holds a certificate of competence, drone operations may, notwithstanding paragraph 1, take place at a horizontal distance of between 4 km and 2 km

from a runway at a VMC aerodrome; without prejudice to Section 15. Flight altitude must not exceed

- 1) 40 metres above runway elevation from 4 km up to 3 km horizontal distance from the runway; and
- 2) 30 metres above runway elevation from 3 km up to 2 km horizontal distance from the runway.

Paragraph 3. The Danish Transport Authority may grant an exemption from paragraphs 1 to 2 if

- 1) the drone operation is in the public interest or serves a research or commercial purpose,
- 2) if the purpose is commercial, that the drone operation is necessary, and that the purpose of the task would, in essence, be frustrated, made more costly or otherwise be compromised if it were to be carried out by any means other than a drone, and
- 3) the remote pilot has a certificate of competence.

Paragraph 4. Paragraph 3, No 2 shall not apply if the approved public aerodrome has commissioned the task.

Section 15. Drone operations must not take place within 6 km horizontal distance of a runway at Thisted aerodrome (EKTS).

Paragraph 2. If the remote pilot holds a certificate of competence, drone operations may, notwithstanding paragraph 1, take place at a horizontal distance of between 6 km and 2 km from a runway at Thisted Airfield (EKTS). Flight altitude must not exceed

- 1) 40 metres above runway elevation from 6 km up to 3 km horizontal distance from the runway; and
- 2) 30 metres above runway elevation from 3 km up to 2 km horizontal distance from the runway.

Paragraph 3. The Danish Transport Authority may grant an exemption from paragraphs 1 to 2 if

- 1) the drone operation is in the public interest or serves a research or commercial purpose,
- 2) if the purpose is commercial, that the drone operation is necessary, and that the purpose of the task would, in essence, be frustrated, made more costly or otherwise be compromised if it were to be carried out by any means other than a drone, and
- 3) the remote pilot has a certificate of competence.

Paragraph 4. Paragraph 3, No 2 shall not apply if Thisted Aerodrome (EKTS) has commissioned the task.

Section 16. Drone operations must not take place at approved public water aerodromes in the areas listed in Annex 4, except as provided for in paragraphs 2 to 5.

Paragraph 2. If the remote pilot holds a certificate of competence, drone operations may take place in the areas listed in Annex 4 at up to 120 metres above sea level during the periods when a seaplane is in dock or a seaplane is outside the areas listed in Annex 4. If the drone is flown when a seaplane sails from berth or is approaching the area, the drone must be landed immediately.

Paragraph 3. In the demarcated areas in Annex 4, a remote pilot who holds a certificate of competence may fly over land, even when a seaplane is in the process of entering or departing from the area. The drone must never be flown higher than the building or obstacle near which the remote pilot is flying, and the drone must be tethered.

Paragraph 4. The Danish Transport Authority may grant permission to derogate from paragraphs 1 to 3 if

- 1) the drone operation is in the public interest or serves a research or commercial purpose,
- 2) if the purpose is commercial, that the drone operation is necessary, and that the purpose of the task would, in essence, be frustrated, made more costly or otherwise be compromised if it were to be carried out by any means other than a drone, and
- 3) the remote pilot has a certificate of competence.

Paragraph 5. Paragraph 4, No 2 shall not apply if the approved public water aerodrome has commissioned the task.

Section 17. Drone operations must not be carried out within 2 km horizontal distance of a heliport associated with a hospital which is used as part of the Helicopter Emergency Medical Service (HEMS) operated by the National Emergency Medical Helicopter Service, without prejudice to paragraphs 2 to 5.

Paragraph 2. If the remote pilot holds a certificate of competence, drone operations may take place up to 1 km horizontally from a heliport associated with a hospital. If the drone operation takes place at a horizontal distance of 1-2 km from a heliport associated with a hospital, the flight altitude must not exceed 40 metres above the heliport's runway elevation, without prejudice to paragraph 3.

Paragraph 3. The Danish Transport Authority may grant permission to derogate from paragraphs 1 to 2 if

- 1) the drone operation is in the public interest or serves a research or commercial purpose,
- 2) if the purpose is commercial, that the drone operation is necessary, and that the purpose of the task would, in essence, be frustrated, made more costly or otherwise be compromised if it were to be carried out by any means other than a drone, and
- 3) the remote pilot has a certificate of competence.

Paragraph 4. Paragraph 3, No 2 shall not apply if the hospital to which the heliport is attached has commissioned the task.

Paragraph 5. Drone operations must not take place within 2 km of National Emergency Medical Helicopter Service bases.

Drone operations in the 'open' category near permanent man-made obstacles within a flight safety-critical drone zone

Section 18. If a drone operator is to carry out a task for the organisation responsible for a permanent, man-made obstacle located within a flight safety-critical drone zone, the drone operator may operate a drone up to 15 m above the height of the obstacle, provided that the permanent, man-made obstacle is higher than 25 m, without prejudice to paragraph 3.

Paragraph 2. The remote pilot operating the drone must

- 1) hold a certificate of competence,
- 2) fly the drone VLOS; and
- 3) check that the drone is tethered.

Paragraph 3. Drone operations must not interfere with approach and departure procedures at the approved public aerodrome or military airbase, as set out in the plans approved by the Minister for Transport. Drone operations must not take place within 3 km of an approved public aerodrome or military airbase.

Paragraph 4. The drone operator must inform an approved public aerodrome or military airbase of the planned drone operation if the man-made obstacle is closer than 5 km from the approved public aerodrome or 8 km from a military airbase.

Chapter 5

Distance requirements for security-critical drone zones

Section 19. Drone operations must not take place within 150 metres horizontal distance of diplomatic missions (embassies), courts of law, Column 3 facilities or enterprises which the Danish Transport Authority specifically assesses as requiring protection, police premises and institutions of the Department of Prisons and Probation, without prejudice to paragraph 6. The Danish Transport Authority may, following a case-by-case assessment, designate geographical drone zones around public authorities' premises if the authority can demonstrate that the geographical drone zone is necessary for reasons of security or safety, for privacy, or in the interests of the environment.

Paragraph 2. Drone operations may not take place over commercial ports that the Danish Transport Authority has designated as a geographical drone zone. Following a detailed assessment, the Danish Transport Authority may designate an area around a commercial port within which drone operations may not take place within 150 metres horizontal distance of the designated commercial port.

Paragraph 3. The owner or manager of a drone zone referred to in paragraphs 1 and 2, or the drone operator hired by the owner or manager for the task, may conduct drone operations on or at their own security-critical drone zone without the need to obtain an authorisation from the Danish Transport Authority. If the security-critical drone zone overlaps with another geographical drone zone, the owner or operator must obtain consent from the owner or operator of that drone zone before carrying out the task. Where the owner or manager is not the individual protected by the provision, the owner or manager shall inform the individual protected by paragraphs 1 and 2 before operating a drone on or at the security-critical drone zone.

Paragraph 4. The Danish Transport Authority, or any party to whom the Danish Transport Authority delegates its powers under Section 152 of the Civil Aviation Act may, by prior agreement and in exceptional cases, grant permission for a drone to be flown within 150 metres horizontal distance of the drone zones referred to in paragraphs 1 and 2, provided that the applicant can demonstrate

- 1) that drone operations are in the public interest or serve a commercial or research purpose;
- 2) if the purpose is commercial, that the drone operation is necessary, and that the purpose of the task would, in essence, be frustrated, made more costly or otherwise be compromised if it were to be carried out by any means other than by drone; and
- 3) that the remote pilot has a certificate of competence.

Paragraph 5. Paragraphs 1 to 4 do not apply to drone operations in the 'specific' category where the operational authorisation on the basis of which the flight is to be conducted has already determined whether flights are permitted in security-critical drone zones.

Paragraph 6. Following a case-by-case assessment, the Danish Transport Authority may amend the horizontal distance requirement for properties belonging to the police and the Department of Prisons and Probation to a maximum of 1 000 metres. The Transport Authority may also, following a specific assessment, amend the horizontal distance requirements for other safety-critical drone zones to a maximum of 1 000 metres if special circumstances so warrant.

Drone operations at Civil List properties, cultural heritage sites and castles

Section 20. Drone operations must not take place within 150 metres horizontal distance of the following Civil List properties, without prejudice to paragraphs 5 and 6:

- 1) The four palaces at Amalienborg.
- 2) Fredensborg Palace.
- 3) Sorgenfri Palace.
- 4) Gråsten Palace.
- 5) Jagtslottet Eremitagen.
- 6) Amaliegade 18 (The Yellow Palace).

Paragraph 2. Drone operations must not take place within 150 metres horizontal distance of the following cultural heritage sites and palaces, without prejudice to paragraphs 3, 5 and 6:

- 1) Christiansborg Palace, Ridebanen and Slotskirken.
- 2) Kronborg Castle and fortress complex.
- 3) Frederiksborg Castle.
- 4) Koldinghus Castle and Staldgård.
- 5) Rosenborg Castle.
- 6) Marselisborg Palace.

Paragraph 3 Drone operations within 300 metres horizontal distance of the Prime Minister's official residence, Marienborg Palace, are not permitted, without prejudice to paragraphs 5 and 6.

Paragraph 4. Without prejudice to paragraphs 5 and 6, drone operations in the following gardens shall not take place:

- 1) Amalie Garden
- 2) Rosenborg Slotshave (the King's Garden).
- 3) Frederiksberg Garden and Søndermarken.
- 4) Marselisborg Palace Gardens.

Paragraph 5. The Danish Transport Authority, or any party to whom the Danish Transport Authority delegates its powers under Section 152 of the Aviation Act, may, by prior agreement and in exceptional cases, grant authorisation for the drone operation if the applicant can demonstrate

- 1) that the drone operation is in the public interest, or serves a commercial or research purpose,
- 2) if the purpose is commercial, that the drone operation is necessary and that the purpose of the task would, in essence, be frustrated, made more costly or otherwise compromised if it were to be carried out by any means other than a drone, and
- 3) that the remote pilot has a certificate of competence.

Paragraph 6. The Agency for Culture and Palaces, or the drone operator contracted by the Agency for Culture and Palaces for the task, may carry out drone operations within or near its own security-critical drone zone without authorisation from the Danish Transport Authority. If the security-critical area extends into another geographical drone zone, the owner or operator must obtain consent from the owner or operator of that drone zone before carrying out the task. The remote pilot conducting the operation shall have a certificate of competence.

Distance requirements for military areas and crafts

Section 21. Drone operations must not take place within 1 000 metres horizontal distance of military areas, including shooting ranges and other training grounds, and temporary military areas, unless prior authorisation has been obtained from the Danish Defence Command.

Paragraph 2. Drone operation with a drone must not take place within 300 meters horizontal distance of a military area located in an urban zone, unless prior authorisation has been obtained from the Danish Defence Command.

Paragraph 3. Drone operations must not take place within 1 000 metres horizontal distance of a military aircraft and marked military columns, unless prior authorisation has been obtained from the Danish Defence Command.

Paragraph 4. Drone operations must not take place within 300 metres horizontal distance of military naval vessels berthed in a port that is not a naval port, unless prior authorisation has been obtained from the Danish Defence Command. When a naval vessel is laid from berth, a drone operation must not take place within 1 000 metres horizontal distance of the naval vessel, unless prior permission has been obtained from the Danish Defence Command. However, the no-fly zone for drones around the naval vessel shall under no circumstances extend more than 300 metres inland, measured from the highest daily water level.

Paragraph 5. If a Civil List property, as referred to in Section 20(1), or any other royal palace is under the guard of the Armed Forces, permission must be obtained from the Armed Forces. Drone operations in such cases must not take place within 300 metres horizontal distance of the palace without the permission of the Adjutant Staff.

Paragraph 6. A remote pilot who is required to hold a certificate under paragraphs 1 to 5 must hold a certificate of competence.

Distance from, and overflight of, transport and supply infrastructure

Section 22. Drone operations must not take place within 15 metres horizontal distance of railways, including urban networks, unless prior authorisation has been obtained from the responsible infrastructure manager. If an urban network operates underground, the first paragraph shall not apply. The remote pilot conducting the drone operation shall hold a certificate of competence.

Section 23. Drone operations shall not take place over public roads where the authorised speed is 80 km/h or more, unless prior authorisation has been obtained from the responsible infrastructure manager. The remote pilot conducting the drone operation shall hold a certificate of competence.

Paragraph 2. Drone operations over public roads where the speed limit is 80 km/h or more, irrespective of the requirement in (1), may take place when the purpose of the drone flight is to cross the public road. In such cases, however, drone flights may only take place when there is no traffic on the public road, and must follow the shortest route across the public road without any unnecessary delay.

Section 24. Drone operations must not take place within 5 metres horizontal distance of live overhead power lines unless prior authorisation has been obtained from the responsible infrastructure manager. The remote pilot conducting the operation shall have a certificate of competence.

Drone operations in the vicinity of incident sites

Section 25. Drone operations must not take place within 1 000 metres horizontal distance of incident sites where the police, the Armed Forces and other emergency services are operating, or where the operation contravenes the specific restrictions laid down by these authorities, without prejudice to paragraph 4.

Paragraph 2. A drone operation closer than 1 000 metres horizontal distance can be carried out if the drone is used to perform a contractual task already agreed on a specific date, or if the drone operation was ongoing before the site of the incident was established. If the drone disrupts or hinders an operational task at the scene of an incident, including flying in areas where the police and other emergency services are operating, the drone must be landed immediately.

Paragraph 3. Paragraphs 1 and 2 do not apply to drones operated by the police and emergency services to the extent that such drones are used in the course of police or emergency service operations.

Paragraph 4. The press may fly a drone at an incident site, provided that the drone does not disrupt, hinder or otherwise interfere with operations at the incident site. The press must obtain permission from the local police control centre or the incident commander at the scene before the drone may be launched, and must follow the incident commander's instructions regarding flight at and near the scene, including landing the drone in the most suitable location if the incident commander assesses that it is no longer safe for the drone to fly at or near the incident site. If there are drone zones within the incident site, the press must obtain permission to fly within these drone zones in accordance with the rules set out in Chapters 4 to 7, unless the press already holds a permit under Section 47(3) and has obtained the consent of the administrator of the drone zone.

Drone operations in areas with access control

Section 26. Drone operations in areas subject to access control, but not subject to the other provisions in Chapters 4 and 5, may only take place when carrying out tasks for the owner or the person in control of the area in connection with the supervision, maintenance and inspection of facilities and properties within the area, unless permission has been obtained from the owner or the manager of the area.

Paragraph 2. If the operation is carried out as part of work or activities which, under other legislation, grant access to the property, or work carried out on critical infrastructure, including utility infrastructure owned by the infrastructure manager, a public authority must obtain permission from the owner or the infrastructure manager, unless the purpose of the access would be defeated if permission were sought in advance.

Paragraph 3. The remote pilot carrying out the operation must, as a minimum, hold a certificate of competence.

Chapter 6

Drone operations in Natura 2000 areas (drone zones)

Section 27. Drone operations in Danish bird protection areas and habitat areas must not take place without authorisation from the Danish Transport Authority or from the body to which the Danish Transport Authority, by prior agreement, delegates the powers under Section 152 of the Aviation Act, without prejudice to paragraphs 2 to 4.

Paragraph 2. However, drone operations carried out by the authorities or the relevant landowner for the purpose of performing necessary tasks relating to inspection, maintenance, public surveillance activities and monitoring of facilities, properties, forestry, agriculture and livestock farming may take place without the need to obtain permission under paragraph 1.

Paragraph 3. Drone operations in this specific category, carried out at an altitude of more than 300 metres above the bird protection areas and habitat areas listed in Annex 2, may take place without the need to obtain permission under paragraph 1.

Paragraph 4. Drone operations are permitted outside of the restricted periods for bird protection and habitat areas listed in Annex 2. If the drone operation falls within the scope of the exemption in paragraph 2, the operation may be carried out regardless of whether a drone zone is open or whether permission is required to fly in the drone zone under paragraph 1.

Paragraph 5. The remote pilot conducting the drone operation shall have a certificate of competence.

Drone operations within 50 metres horizontal distance of livestock or herds

Section 28. Drone operations within 50 metres horizontal distance of fenced-in animals or herds shall not take place without the consent of the owner unless the operation is in connection with the performance of necessary tasks by the authority or the landowner in connection with supervision, maintenance, public monitoring activities and control tasks relating to facilities, properties, forestry, agriculture or livestock.

Paragraph 2. Drone operations within 50 metres horizontal distance of animal populations, including wild birds, may only take place when carrying out necessary tasks relating to inspection, maintenance, public surveillance activities and monitoring of facilities, properties, forestry, agriculture and livestock farming.

Paragraph 3. The Danish Transport Authority, or any party to whom the Danish Transport Authority delegates its powers under Section 152 of the Aviation Act by prior agreement, may grant authorisation to derogate from paragraphs 1 or 2.

Paragraph 4. Paragraphs 1-3 shall not apply if the drone is flying over the drone zone in question at an altitude of at least 100 metres and at a speed of at least 5 m/s in a straight line en route to its destination.

Chapter 7

Overflight of residential properties

Section 29. Drone operations over houses and their associated gardens, courtyards and similar areas, which are enclosed by fences, hedges, walls or similar, must not take place without the consent of the owner or occupier, unless the operation is carried out as part of work or business activities which, under other legislation, grant access to the property, or work carried out on critical infrastructure, including utility infrastructure, owned by the infrastructure manager. The owner or occupier of the property must be informed prior to the operation.

Paragraph 2. Drone operations over residential properties and associated gardens, courtyards and similar areas, which are enclosed by fences, hedges, walls or similar, must not take place without the consent of the owner or their authorised representative, unless the operation is carried out as part of work or business activities which, under other legislation, grant access to the property, or work carried out on critical infrastructure owned by the infrastructure manager. Where operations are to be carried out within 2.5 metres of a residential property, residents must be informed before the operation takes place.

Paragraph 3. Drone operations within 2.5 metres of residential buildings that are not bounded by fences, hedges, walls or the like may not take place unless the operation is carried out as part of work or activities which under other legislation give access to the property or work which is carried out on critical infrastructure owned by the infrastructure manager. The residents must be informed before the operation.

Paragraph 4. In the case of drone operations on land belonging to residential properties that is not bounded by a fence, hedge, wall or similar, operations must not take place within 2.5 metres of the residential property without the consent of the owner or their authorised representative, unless the operation is carried out as part of work or business activities which, under other legislation, grant access to the property, or work carried out on critical

infrastructure owned by the infrastructure manager. Where operations are to be carried out within 2.5 metres of a residential property, residents must be informed before the operation takes place.

Paragraph 5. The drone operator may obtain the consent referred to in paragraph 2 or 4 from the management committee of the residential property if the management committee has been authorised to do so by the owners of the residential property. Where a drone operation referred to in paragraph 2 or 4 affects only a specific apartment in a residential building, the owner of that apartment may authorise the operation.

Paragraph 6. The remote pilot carrying out the operation must, as a minimum, hold a certificate of theoretical knowledge.

Paragraph 7. Paragraphs 1 to 4 do not apply to drone operations in the 'specific' category where the operational authorisation on the basis of which the flight is to be conducted has already determined whether flights over private property are permitted.

Chapter 8

Drone flights involving state aircraft

Section 30. The rules in this Chapter apply to public authorities that use unmanned aircraft which are not military in nature but are used exclusively by the Danish State for non-commercial purposes.

Paragraph 2. A public authority must register as a drone operator in accordance with Article 14 of the Drone Regulation and must ensure that the registration number is displayed on all drones associated with the authority.

Section 31. The Danish Transport Authority and a public authority shall enter into an agreement to the effect that a public authority may apply the rules laid down in this Chapter. The public authority shall, in consultation with the Danish Transport Authority, lay down the competence and training requirements for remote pilots who are to operate in accordance with this Chapter.

Paragraph 2. Following completion of their training, remote pilots employed by a public authority must continuously maintain and develop their flying skills in accordance with this Chapter.

Paragraph 3. Remote pilots covered by paragraphs 1 and 2 may only operate a drone in accordance with this Chapter if the remote pilot has completed training and, where applicable, further training in accordance with the procedures agreed pursuant to paragraph 1.

General safety rules relating to civil aviation

Section 32. Drone operations carried out in accordance with the rules set out in this Chapter must be conducted with due care and attention, and with due regard for the aviation safety

risks that the operation may entail. The public authority must, in conjunction with the Danish Transport Authority, ensure that the authority's drone is kept clear of any civil aircraft, both manned and unmanned, flying in the area where the drone is to be operated.

Paragraph 2. Before commencing drone operations under this Chapter, the public sector body shall conduct an operational risk assessment in accordance with Annex 3. The operational risk assessment shall be set out in a procedure or scenario prepared by the authority and the Danish Transport Authority.

Paragraph 3. In the event of an accident, near miss or incident, the public authority shall draw up an incident report containing, inter alia, information on the operation, the risk assessment and mitigation measures.

Paragraph 4. An incident report must be submitted in accordance with the agreement with the Danish Transport Authority.

Requirement for direct remote identification equipment

Section 33. Public authorities must fly with direct remote identification equipment activated throughout Denmark when operating a drone with a take-off weight of at least 250 g. The remote identification equipment must comply with the requirements set out in Part 6 of the Annex to Commission Delegated Regulation (EU) 2019/945 of 12 March 2019.

Paragraph 2. Public authorities must not fly in flight safety-critical and security-critical drone zones with a drone with one or more sensor and a take-off weight of less than 250 g, for which, in accordance with the technical requirements listed in Part 1 of the Annex to Commission Delegated Regulation (EU) 2019/945 of 12 March 2019, there is no requirement for an activated direct remote identification system, without prejudice to paragraph 3.

Paragraph 3. The prohibition laid down in paragraph 2 does not apply to drones with one or more sensor and a take-off weight of less than 250 g if the drone is equipped with direct remote identification equipment, notwithstanding the requirement laid down in paragraph 2. The remote identification equipment must be activated and comply with the requirements set out in Part 6 of the Annex to Commission Delegated Regulation (EU) 2019/945 of 12 March 2019.

Drone operations close to or above flight safety-critical drone zones and other geographical drone zones

Section 34. A public authority may carry out drone operations over drone zones, as well as at flight altitudes or at distances closer than those specified for holders of a certificate of competence in Sections 13 to 17, in accordance with procedures agreed between the public authority and the Danish Transport Authority.

Paragraph 2. Where no procedure has been established pursuant to paragraph 1, the public sector body may agree on the terms of the specific drone operation with relevant actors on the spot.

Paragraph 3. An agreement under paragraph 2 must be able to be documented and must be sent to the Danish Transport Authority upon request.

Section 35. A public authority may carry out drone operations above or horizontally at a closer distance than that laid down in the requirements for areas and buildings covered by Sections 13 to 24 and Sections 26 to 28. If flying close to the Armed Forces' drone zones, the flight must be coordinated with the Danish Defence Command. If drone flights are to be carried out in Natura 2000 drone zones, the Agency for Green Land Use and the Aquatic Environment must be consulted prior to the drone flight, unless the urgent nature of the task would render the purpose of the flight futile.

Paragraph 2. A public authority carrying out an emergency response operation can perform drone operations above or horizontally closer than the distance requirement for incident sites laid down in Section 25. The authority carrying out an emergency response operation must coordinate the flight with the police, including in accordance with the guidelines laid down by the police incident commander for the scene of the incident. If the police incident commander is not present at the incident site then an incident commander from the authority carrying out the emergency response operation may take over the role of incident commander.

Paragraph 3. A public authority shall give prior notice of the drone operation to an owner or manager of drone zones referred to in paragraph 1, provided that the purpose is not thereby lost.

Paragraph 4. Drone zones used by diplomatic missions and international organisations enjoying special status must not be overflown without the consent of the diplomatic mission or international organisation.

Chapter 9

Exemption

Section 36. In exceptional cases, the Danish Transport Authority may grant exemptions from the provisions of this Order, including distance requirements for geographical drone zones and competence requirements for remote pilots, where this is deemed compatible with the objectives of the relevant provisions, including international regulations in this field. The National Police and the Danish Defence Command must give their consent if the Danish Transport Authority grants an exemption from the provisions of Section 13 and Sections 19 to 21.

Handling of requests from the press in situations of an urgent nature or of particular significance to the public

Section 37. The press may request urgent processing of their applications where a news story is of an urgent nature or of particular and significant importance to the public, which the press could not have foreseen. In such a situation, the Danish Transport Authority may grant an

exemption from the requirements set out in Chapters 4 to 7, provided that such an exemption does not compromise flight safety. The National Police must give its consent if the Authority grants an exemption from Sections 19 and 25, and the Danish Defence Command must give its consent if the Authority grants an exemption from Sections 13 or 21. In exceptional, urgent cases, this consent may be obtained by telephone or replaced by notification from the police or the Ministry of Defence, if the press is required to obtain consent from the police or the Ministry of Defence before the drone operation may be carried out.

Paragraph 2. The provision in the first paragraph does not apply to news that the press is aware of in advance, including newsworthy events that recur each year. If a situation which the press is aware of in advance – and can therefore plan their coverage of – changes in nature due to the actions of other parties, an application may be submitted in accordance with paragraph 1 if the change occurs so close to the date of the occurrence that the press no longer has time to submit an application for permission to fly a drone in the drone zone in accordance with the rules set out in Chapters 4 to 7.

Paragraph 3. The press may apply for a long-term permit for special security-critical drone zones for the dissemination of urgent news or news of particular importance to the public. The application must specify the geographical drone zones for which the press is seeking a special permit. No special authorisation may be granted for flight safety-critical or geographical drone zones under this paragraph. The press must obtain consent from the administrator of the geographical drone zone before flying in these areas and must comply with any conditions set by the administrator. The consent must be obtained immediately before a drone operation is to be conducted.

Online applications

Section 38. Applications under Sections 13 to 24 and Sections 26 to 28 and applications for authorisations in the ‘specific’ category shall be submitted using the forms made available to applicants by the Danish Transport Authority on www.virk.dk or on the Danish Transport Authority’s website.

Paragraph 2. The Danish Transport Authority may authorise citizens or foreign companies without a digital ID to submit their applications in writing, using a method other than via digital form.

Designation of geographical drone zones

Section 39. The Danish Transport Authority designates geographical drone zones in accordance with Article 15 of the Drone Regulation for reasons of security or safety, privacy or the environment.

Paragraph 2. Geographical drone zones designated in accordance with paragraph 1 may be temporary or permanent.

Paragraph 3. Designation of geographical drone zones pursuant to paragraph 1 shall enter into force upon publication. Any conditions and/or exemptions, as well as time periods

applicable to the geographical drone zone, will be published simultaneously with publication of the geographical drone zone. Geographical zones are published on the Danish Transport Authority's website; see Annex 1.

Chapter 10

Appeals

Section 40. Appeals against decisions made by the Danish Transport Authority pursuant to this Order may not be lodged with the Minister for Transport or any other administrative authority in accordance with the Order on the tasks and powers of the Danish Transport Authority, right of appeal, and notification of certain regulations of the Danish Transport Authority.

Paragraph 2. Decisions taken pursuant to Section 22(1), Section 23(1) and Section 24(1) of this Order may be appealed to the Danish Transport Authority.

Paragraph 3. Where the Danish Transport Authority delegates the power to take decisions under Section 19(4), Section 20(5), Section 27(1) or Section 28(3) to another authority, decisions taken pursuant to these provisions may be appealed to the Danish Transport Authority.

Chapter 11

Penalties

Section 41. Unless higher penalties are stipulated under other legislation, fines will be imposed on any person who

- 1) infringes the provisions laid out in Sections 4(1), 5(1) and (2), 6(1), 7(1) to (4), 13(1) to (3), 14(1) and (2), 15(1) and (2), 16(1) to (3), 17(1), (2) and (5), 18, 19(1) and (2), 20(1) to (3), 21, 22, 23(1), 24, 25(1), (2) and (4), 26(1) and (3), 27(1) and (5), 28(1) and (2) and 29(1) to (4) and (6);
- 2) or who does not comply with the horizontal distance requirements specified by the Danish Transport Authority, see Section 19(6) and published on the Danish Transport Authority's website, prior to the drone flight, see Annex 1.

Chapter 12

Entry into force

Section 42. The Order enters into force on 15 October 2026, without prejudice to paragraph 2.

Paragraph 2. Section 33 enters into force on 1 July 2027.

Paragraph 3. Ordinance No 1649 of 12 December 2023 supplementing Implementing Regulation (EU) 2019/947 on the rules and procedures for the operation of unmanned aircraft is repealed.

Section 43. The order does not apply to the Faeroe Islands or Greenland.

Designation of geographical drone zones and setting of distance requirements

1. Designation of geographical drone zones on www.droneregler.dk/dronezoner

Geographical drone zones, cf. Section 49, designated in accordance with the provisions of Chapters 3 to 7 of the Order, can in principle be found at www.droneregler.dk/dronezoner. However, private properties occupied by private individuals cannot be found on www.droneregler.dk/dronezoner, even though, as a general rule, it is not permitted to fly over such properties without obtaining the consent of the owner or occupier of the property.

Incident sites are not visible on www.droneregler.dk/dronezoner unless the operation is planned or a restricted area has been established by the police or emergency authorities. If a restriction area is created, a NOTAM will be issued.

The Danish Transport Authority shall update www.droneregler.dk/dronezoner when it designates or changes an area to a geographical drone zone.

2. Determination of minimum distance requirements

Distance requirements shall be determined according to the following methodology:

2.1 Distance requirements for approved public aerodromes and military airbases:

Distance requirements for airports and airport runways are determined on the basis of the entire runway and technical installations.

2.2 Distance requirements for heliports associated with a hospital used by the Helicopter Emergency Medical Service (HEMS):

Distance requirements for heliports shall be determined by reference to the centre of the heliport (the 'H').

2.3 Distance requirements for security-critical drone zones, including the Royal Family's residences, 'Column 3' facilities, police stations and the Armed Forces' drone zones:

Distance requirements are determined on the basis of the cadastral parcel (cadastral polygon) on which the building is situated or the area to be protected.

2.4 Geographical drone zones without distance requirements

If a geographical drone zone applies only to the area itself, but not to a zone surrounding it, because no distance requirement has been specified, the geographical drone zone will cover only the area – usually the cadastral parcel – on which the area is situated.

This applies, for example, to designations under Section 20(3) (Rosenborg Slotshave (the King's Garden) et al.), Section 26 (areas with access control), Section 27 (noise-sensitive areas), Section 28 (protection of livestock and herds) and Section 29 (occupied private properties).

However, some of these drone zones – such as private properties that are inhabited or areas where livestock are kept – cannot be viewed as geographical drone zones on dronezoner.dk.

Annex 2

Bird protection areas and habitats

No.	Bird protection areas and habitats	Restriction period *	Reason**
F1	Ulvedybet and Nibe Bredning	Entire year	Other breeding birds + breeding birds of prey + seals (harbour seal) + migratory birds
F2	Ålborg Bugt, northern part	Entire year	Other breeding birds + moulting birds + seals (harbour seal) + migratory birds
F3	Madum Lake	1 April - 31 July	Other breeding birds
F4	Rold Forest	1 February - 31 August	Breeding birds of prey
F5	Råbjerg Mile and Hulsig Hede	1 February - 31 August	Breeding birds of prey + other breeding birds
F6	Råbjerg and Tolshave Mose	1 March - 31 August	Breeding birds of prey + other breeding birds
F7	Lille Vildmose	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F8	The coast from Aggersund to Bygholm Vejle	Entire year	Other breeding birds + seals (harbour seal) + migratory birds
F9	Nordre Rønner	1 February - 1 September and 15 November - 15 January.	Other breeding birds + seals ((N+B) + harbour seal)
F11	Hirsholmene	1 February - 15 January	Other breeding birds + moulting birds + seals (grey seal (N+B) + harbour seal) + migratory birds

F12	Løgstør Bredning, Livø, Feggesund and Skarrehage	Entire year	Other breeding birds + seals (harbour seal) + migratory birds
F13	Østlige Vejler	Entire year	Other breeding birds + breeding birds of prey + seals (harbour seal) + migratory birds
F14	Lovns Bredning	15 August - 20 April	Migratory birds
F15	Randers and Mariager Fjords and the southern part of Aalborg Bugt	Entire year	Other breeding birds + breeding birds of prey + moulting birds + seals (harbour seal) + migratory birds
F16	Tjele Langsø	1 October - 31 April	Highly vulnerable migratory birds
F17	Ålvand Klithede and Førby Lake	Entire year	Other breeding birds + migratory birds
F18	Vangså Hede	1 March - 15 July	Breeding birds of prey + other breeding birds
F19	Lønnerup Fjord	Entire year	Other breeding birds + seals (harbour seal) + migratory birds
F20	Vestlige Vejler, Arup Holm and Hovsør Røn	Entire year	Other breeding birds + breeding birds of prey + seals (harbour seal) + migratory birds
F21	Ovesø	Entire year	Other breeding birds + migratory birds
F22	Hanstholm Nature Reserve	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F23	Agger Tange	1 February - 15 January	Breeding birds of prey + other breeding birds + seals (grey seal (N) + harbour seal) + migratory birds
F24	Hjarbæk Fjord and Simsted Fjord	Entire year	Breeding birds of prey + other breeding birds + moulting birds + seals (harbour seal) + migratory birds

F25	Mågerodde and Karby Odde	15 March – 31 October	Other breeding birds + migratory birds
F26	Dråby Vig	15 March – 31 October	Other breeding birds + seals (harbour seal) + migratory birds
F27	Glomstrup Vig, Agerø, Munkholm and Katholm Odde, Lindholm and Rotholme	Entire year	Other breeding birds + seals (grey seal (N) + harbour seal) + migratory birds
F28	Agger Tange, Nissum Bredning, Skibsted Fjord and Agerø	15 November – 15 January 15 February – 15 April 20 May – 31 October	Seals (grey seal (N) + harbour seal) + migratory birds
F29	Flyndersø and Skalle Lake	1 February – 31 October	Breeding birds of prey + other breeding birds + migratory birds
F30	Kysing Fjord	1 October – 20 April	Migratory birds
F31	Stavns Fjord	Entire year	Other breeding birds + moulting birds + seals (grey seal (B) + harbour seal) + migratory birds
F33	Salten Langsø	1 February – 31 October	Breeding birds of prey + migratory birds
F34	Forest area south of Silkeborg	1 February – 31 August	Breeding birds of prey + other breeding birds
F35	Mossø	1 April – 31 August	Breeding birds of prey + other breeding birds
F36	Horsens Fjord and Endelave	Entire year	Breeding birds of prey + other breeding birds + moulting birds + seals (grey seal (B) + harbour seal) + migratory birds
F37	Borris Hede	Entire year	Breeding birds of prey + other breeding birds

F38	Nissum Fjord	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F39	Harboøre Tange, Plet Enge and Gjeller Lake	Entire year	Other breeding birds + breeding birds of prey + migratory birds
F40	Venø, Venø Sund	Entire year	Other breeding birds + seals (harbour seal) + migratory birds
F41	Stadil Fjord and Vest Stadil Fjord	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F42	Sønder Feldborg Plantage	1 April - 15 July	Other breeding birds
F43	Ringkøbing Fjord	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F44	Uldum Kær, Tørring Kær and Ølholm Kær	1 April - 31 August	Breeding birds of prey
F45	Forest area at Vejle Fjord	1 May to 31 August	Breeding birds of prey
F46	Randbøl Hede	1 March - 15 July	Other breeding birds
F47	Lillebælt	Entire year	Other breeding birds + breeding birds of prey + migratory birds
F48	Heathland areas near Store Råbjerg	1 March - 15 July	Other breeding birds
F49	Meadows at Ho Bugt	15 February - 31 October and from 15 November - 15 January.	Breeding birds of prey + seals (grey seal (N) + harbour seal) + migratory birds
F50	Kallesmærsk Hede and Grærup Langsø	1 February - 31 August	Breeding birds of prey + other breeding birds

F51	Ribe Holme and meadows at the mouth of Konge River	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F52	Mandø	Entire year	Breeding birds of prey + other breeding birds + seals (grey seal (N) + harbour seal) + migratory birds
F53	Fanø	Entire year	Breeding birds of prey + other breeding birds + seals (grey seal (N) + harbour seal) + migratory birds
F54	Vejen Mose	1 March - 15 July	Other breeding birds
F55	Skallingen and Langli	Entire year	Breeding birds of prey + other breeding birds + seals (grey seal (N) + harbour seal) + migratory birds
F56	Fjilsø	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F57	The Wadden Sea	Entire year	Breeding birds of prey + other breeding birds + seals (grey seal (N) + harbour seal) + migratory birds
F58	Hostrup Lake, Assenholm Mose and Felsted Vestermark	1 February - 30 September	Breeding birds of prey + other breeding birds
F59	Pamhule Forest and Stevning Dam	1 March - 31 August	Breeding birds of prey + other breeding birds
F60	Vidåen, Tøndermarsken and Saltvandssøen	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F61	Kongens Mose and Draved Forest	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F62	Tinglev Lake and Mose, Ulvemose and	1 February - 31 August	Breeding birds of prey + other breeding birds

	Terkelsbøl Mose		
F63	Sønder Ådal	1 February - 31 August	Breeding birds of prey + other breeding birds
F64	Flensburg Fjord and Nybøl Nor	1 October - 20 April	Migratory birds
F65	Rømø	Entire year	Breeding birds of prey + other breeding birds + seals (grey seal (N) + harbour seal) + migratory birds
F66	Lindet Forest, Hønning Mose and Plantage, Lovdrup Forest and Skrøp	1 February - 31 October	Breeding birds of prey + other breeding birds + migratory birds
F67	Ballum and Husum Enge and Kamper Strandenge	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F68	Rinkenæs Forest, Dyrehagen and Rode Forest	1 April - 31 August	Breeding birds of prey
F69	Kogsbøl and Skast Mose	1 March - 31 August	Breeding birds of prey + other breeding birds
F70	Frøslev Mose	1 March - 31 August	Breeding birds of prey + other breeding birds
F71	The South Funen Archipelago	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F72	Marstal Bugt and the southern part of Langeland	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F73	Vresen and the sea between Funen and Langeland	1 October - 20 April	Migratory birds
F74	Forests at	1 February - 31	Breeding birds of prey + other breeding birds +

	Brahetrolleborg	October	migratory birds
F75	Odense Fjord	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F76	Æbelø and the coast at Nærå	Entire year	Breeding birds of prey + other breeding birds + seals (harbour seal) + migratory birds
F77	Romsø and the southern coast of Hindsholm	1 April - 15 July	Other breeding birds
F78	Arreskov Lake	1 February - 31 October	Breeding birds of prey + other breeding birds + migratory birds
F79	Ertholmene	1 February - 31 October	Other breeding birds + seals (grey seal (B)) + migratory birds
F80	Almindingen, Ølene and Paradisbakkerne	1 February - 31 August	Breeding birds of prey + other breeding birds
F81	Karrebæk, Dybsø and Avnø Fjords	Entire year	Breeding birds of prey + other breeding birds + seals (harbour seal) + migratory birds
F82	Bøtø Nor	Entire year	Breeding birds of prey + other breeding birds + seals (grey seal (B) + harbour seal) + migratory birds
F83	The coastline at Hyllekrog-Rødsand	Entire year	Breeding birds of prey + other breeding birds + seals (grey seal (B) + harbour seal) + migratory birds
F84	Ulvsund, Grønsund and Farø Fjord	Entire year	Breeding birds of prey + other breeding birds + seals (harbour seal) + migratory birds
F85	Smålandshavet, north of Lolland	Entire year	Breeding birds of prey + other breeding birds + seals (grey seal (B) + harbour seal) + migratory birds
F86	Guldborgsund	Entire year	Breeding birds of prey + other breeding birds + seals (grey seal (B) + harbour seal) + migratory

			birds
F87	Maribosøerne	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F88	Nakskov Fjord and Inderfjord	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F89	Prestø Fjord, Ulvshale, Nyord and Jungshoved Nor	Entire year	Breeding birds of prey + other breeding birds + seals (harbour seal) + migratory birds
F90	Klinteskov	15 April - 31 October	Breeding birds of prey + migratory birds
F91	Holmegårds Mose and Porsmose	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F93	Tystrup-Bavelse Lake	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F94	Sejerø Bugt and Nekselø	Entire year	Breeding birds of prey + other breeding birds + moulting birds + migratory birds
F95	Skælskør Nor, Skælskør Fjord and Gammelsø	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F96	The waters between Skælskør Fjord and Glænø	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F97	Hov Vig	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F98	Sprogø and Halsskov Rev	Entire year	Other breeding birds + migratory birds
F99	Saltbæk Vig	Entire year	Breeding birds of prey + other breeding birds + moulting birds + migratory birds

F100	Tissø, Åmose and Hallenslev Mose	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F101	Lakes at Bregentved and Gissselfeld	1 April - 31 October	Breeding birds of prey + migratory birds
F102	Sea between Korshage and Hundested	Entire year	Other breeding birds + migratory birds
F103	Gammel Havdrup Mose	1 February - 31 August	Breeding birds of prey + other breeding birds
F104	Ramsø Mose	1 February - 31 August	Breeding birds of prey + other breeding birds
F105	Roskilde Fjord, Kattinge Vig and Kattinge Lake	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F106	Arresø	Entire year	Other breeding birds + breeding birds of prey + migratory birds
F107	Jægerspris Nordskov	1 February - 30 September	Breeding birds of prey
F108	Gribskov	1 February - 30 September	Breeding birds of prey + other breeding birds
F109	Furesø, including Vaserne and Farum Lake	1 February - 31 August	Breeding birds of prey + other breeding birds
F110	Saltholm and the surrounding sea	Entire year	Breeding birds of prey + other breeding birds + moulting birds + seals (grey seal (B) + harbour seal) + migratory birds
F111	Vestamager and the sea to the south of it	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F113	Southern North Sea	1 June - 20 April	Migratory birds
F114	Husby Lake and	1 February - 31 August	Breeding birds of prey + other breeding birds

	Nørresø		
F115	Flynder River and the heathland in Klosterhede Plantage	1 February – 30 September	Breeding birds of prey
F116	Hammeren and Slotslyngen	15 April – 15 September	Breeding birds of prey
F117	Store Åmose	1 February – 30 September	Breeding birds of prey
F118	Skjern River	Entire year	Breeding birds of prey + other breeding birds + migratory birds
F119	Dunes between Stenbjerg and Lodbjerg	1 March – 15 July	Other breeding birds
F120	Svanemose	1 May – 15 August	Other breeding birds
F121	Stensbæk Plantage and Heder	1 February – 31 July	Breeding birds of prey + other breeding birds
F122	Sølsted Mose	1 February – 31 August	Breeding birds of prey + other breeding birds
F123	Bøjden Nor	Entire year	Other breeding birds + migratory birds
F124	Listrup Lyng	1 February – 31 August	Breeding birds of prey + other breeding birds
F125	Helnæs Maden	15 March – 15 July	Other breeding birds
F126	Skagerrak	1 October – 20 April	Migratory birds
F127	North-western Kattegat	Entire year	Breeding birds of prey + other breeding birds + moulting birds + migratory birds
F128	Smålandsfarvandet	1 October – 20 April	Migratory birds
F129	Rønne Banke	1 October – 20 April	Migratory birds

H4	Hirsholmene, the sea to the west of them and the mouth of the Ellinge River	15 November – 15 January 15 February – 15 April 20 May – 1 September	Seals (grey seal (N) + harbour seal)
H9	Strandenge on Læsø and the sea to the south of them	15 November – 15 January 1 February – 1 September	Seals (grey seal (N+B) + harbour seal)
H42	Anholt and the sea to the north of it	1 February – 1 September	Seals (grey seal (B) + harbour seal)
H112	Hesselø with surrounding stone reefs	1 February – 1 September	Seals (grey seal (B) + harbour seal)
H195	Røsnæs, Røsnæs Rev and Kalundborg Fjord	20 May – 1 September	Seals (harbour seal)
H255	Southern North Sea	15 February – 15 April 20 May – 1 September 15 November – 15 January	Seals (grey seal (N) + harbour seal)

*The restriction period means that during that period drones may only be operated in the area concerned in accordance with Section 27(1) and (2).

**The 'Reason' column is divided into the following 5 categories:

- Breeding birds of prey: covers breeding birds of prey and gulls
- Other breeding birds: covers breeding birds not included in the above category
- Moulting birds: refers to birds which, in the specified areas, are included in the designation criteria under criterion F4, because their presence contributes significantly to the species' survival during moulting season.

- Migratory birds: covers all migratory and wintering birds
 - Highly vulnerable migratory birds: covers migratory birds that are particularly sensitive to disturbance during their stay in Denmark
 - Seals: covers grey seals and harbour seals. The grey seal is divided into two populations: the North Sea population (N) and the Baltic Sea population (B).
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Annex 3

Operational risk assessment for drone operations under Chapter 10

An operational risk assessment shall include:

1) Clarification of the nature of the drone operation:

- a. Assessment of whether the operation will take place without flying close to or over the specific geographical drone zones set out in Sections 13 to 24 and 26 to 28 of this Order.
- b. For example, whether the operation will take place over people, outside the remote pilot's line of sight (BVLOS), or close to or over specific geographical drone zones as set out in Sections 13 to 24 and 26 to 28 of this Order.

2) Identification of the risks relating to operation on the ground and in the air, taking into account the following:

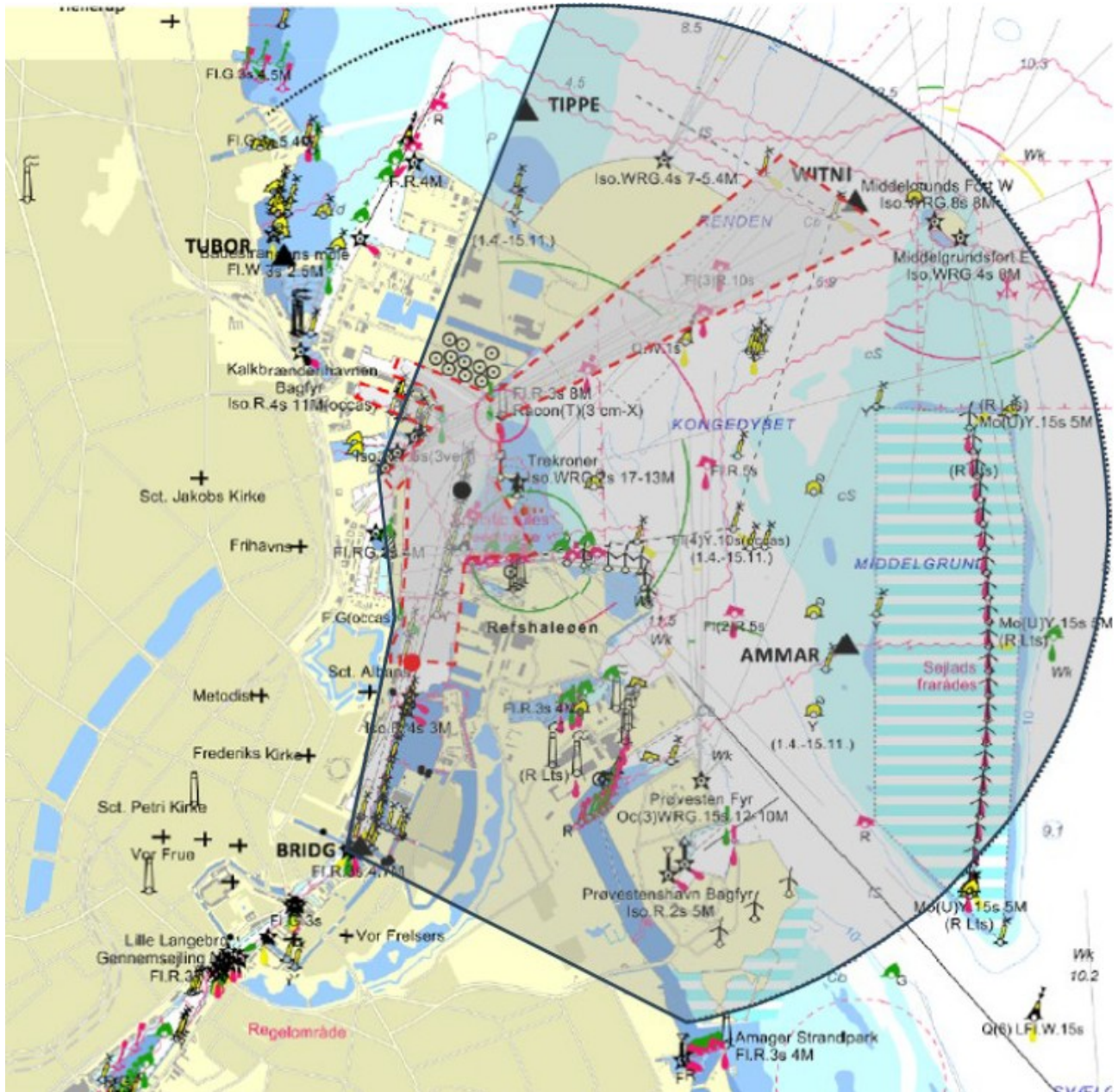
- a. The extent to which the activity may present a danger to persons or property on the ground.
- b. The complexity, performance, weight and operational characteristics of the drone concerned.
- c. The purpose of the drone operation, the drone type.
- d. The scope and complexity of the drone operation, including, where relevant, the volume and type of air traffic in the airspace in which the drone is to fly, including the likelihood of a collision with other aircraft.
- e. The extent to which those persons affected by the risks associated with the drone operation are able to assess and exercise control over these risks.
- f. Weather conditions.
- g. The remote pilot's experience with the drone model in question, and their ability to cope with any adverse conditions affecting drone operations.
- h. The remote pilot's training and skills required to carry out the operation.

3) Identification of a range of possible risk mitigation measures that could reduce the likelihood or impact of the risks identified.

4) Identification of mitigation measures and their robustness, with a view to carrying out the drone operation without unnecessary risk and in a safe and responsible manner.

Approved public water aerodromes

The approved public water aerodrome in Copenhagen



The approved public water aerodrome in Aarhus

