The security and simplification package: upcoming changes to the European drone regulation



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Safe Integration of Drones (SID) 2026
12 November 2026

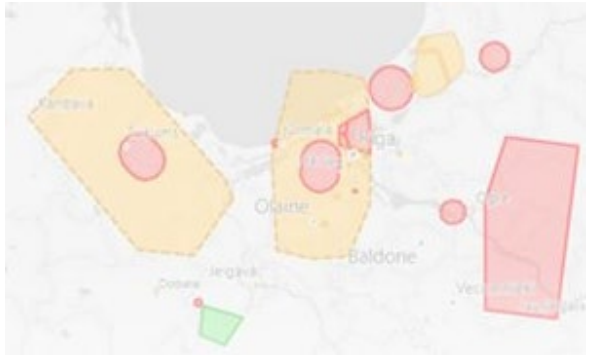
EC Action Plan on Drone and Counter Drone Security

- Enhancing the security of drone operations and protection from malicious drone use
- Drone Security Package
  - Ensure mandatory registration for all drone operators even operating smaller drones (above 100g).
  - Extend drone direct remote identification obligation to smaller drones (above 100g).
  - Avoid take-off of drones unless an operator identification number has been entered (above 100g).
- Exclusions:
  - MS may exempt model aircraft operated within model club and associations

Geographical zones and national conditions

UAS geographical zones

Defined by precise coordinates
(with clear airspace dimensions)



National conditions

Applicable across the entire territory of the MS:

Type of information	Description
A. INFORMATION ON UAS GEOGRAPHICAL ZONES AND NATIONAL CONDITIONS	
Information on UAS geographical zones and national conditions in a human-readable form	Web map: https://dnt.anac.pt (include tutorial)
Information on UAS geographical zones in the common unique digital format (ED-318)	Information provided in the common unique digital format: https://dnt.anac.pt Categories of information or conditions that are not represented in the dataset and must be consulted through national conditions or other official sources: https://www.anac.pt/vPT/Generico/drones/operacoes_transfronteiricas/Paginas/Crossborder.aspx
B. NATIONAL OPERATIONAL AND LEGAL PROVISIONS	
Minimum age for UAS operators	16
Minimum age for remote pilots	Open category: 16

TO BE PROVIDED IN ED 318 FORMAT TO SUPPORT GEO-AWARENESS FUNCTION

NOT AVAILABLE TO GEO-AWARENESS FUNCTION

TO BE MADE AVAILABLE AS A MAP OR TEXT ON THE NAA WEBSITE

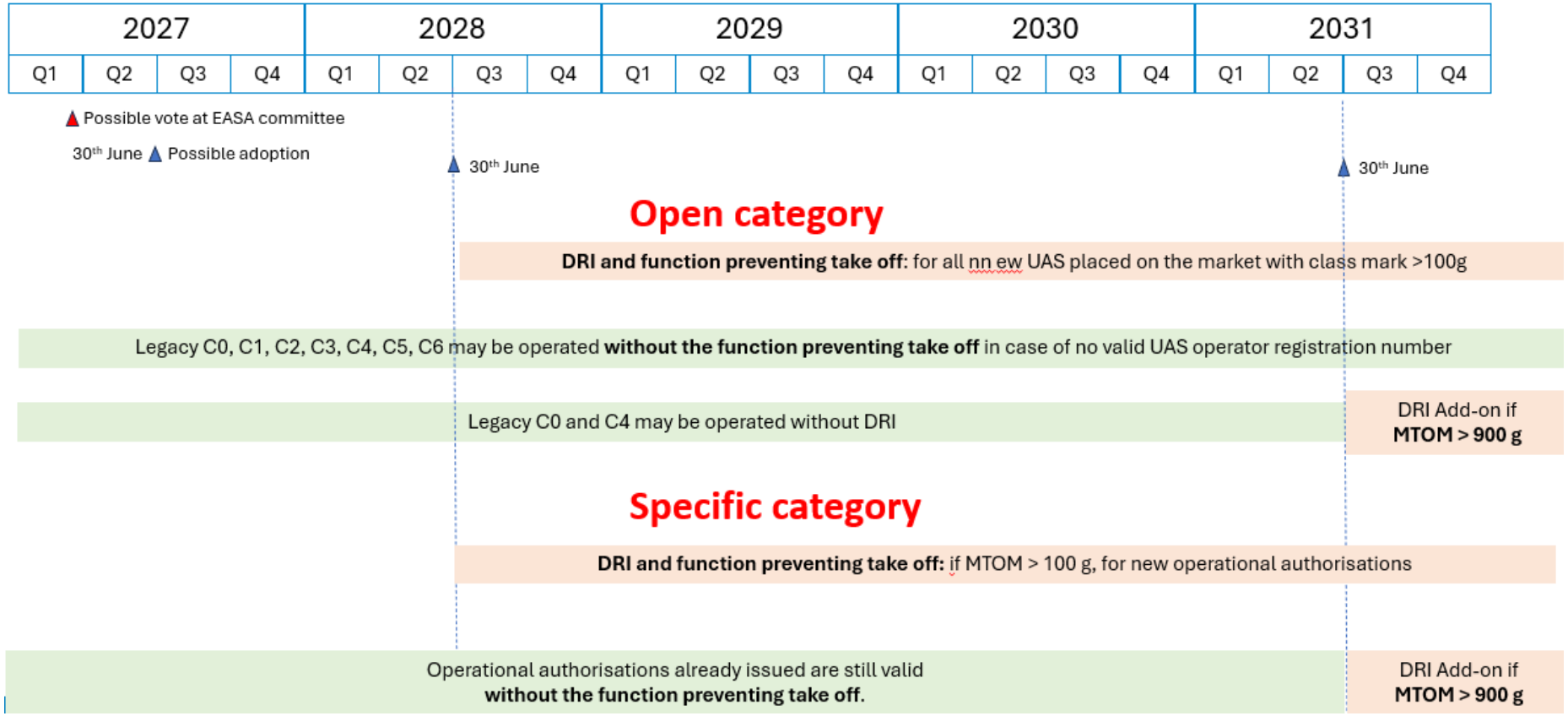
New

Member States shall ensure that the measures established are necessary and proportionate to the risk or objective to be addressed.

Opinion 06-2026 on security

→ Published in September 2026

→ Expected adoption Q2 2027



EASA drone economic dashboard

Registered drone operators:
EU: 2330721

UAS Certificate (LUC):
EU: 37

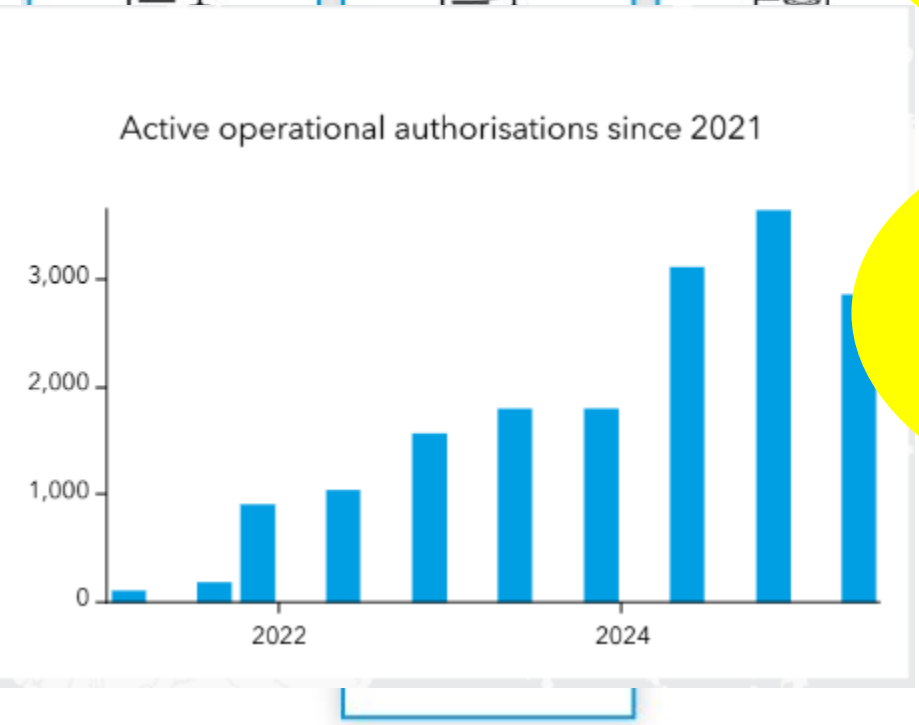
Operational authorisations:
EU: 2869

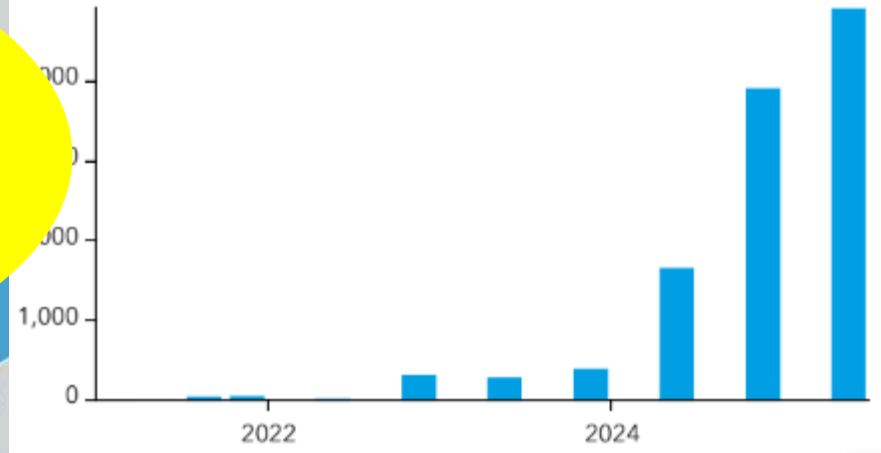
Only 20 authorisations in medium risk (SAIL III)
0 in SAIL IV

155 days average wating time for an operational authorisation for a SAIL II operation!!!!

4050 active authorisations and a backlog of 1301 pending applications

3% are real BVLOS operations concentrated in few MS





Simplification – Open category A3

- → Dropping of material allowed
- → When using fixed wing UA:
  - → 150m limitation from residential, commercial, industrial or recreational areas, unless approved by the entity responsible for the area or agreed by all persons residing in buildings
- → When using other UA:
  - → 1:1 rule distance from residential, commercial, industrial or recreational areas, unless approved by the entity responsible for the area or agreed by all persons residing in buildings

Simplification – specific category

- → No need to provide evidence of compliance when the level of robustness is low (e.g. for SAIL II operations)
- → For cross border operations UAS operator shall only:
  - → Inform the MS operation that they intend to operate
  - → Only in case having an authorisation with precise locations, provide the locations of operations and the adaptation of the mitigation measures

Simplification – specific category

3 STS addressing SAIL II operations (below 120m)

(fully declarative - NO SORA REQUIRED BY THE UAS OPERATOR)



STS 01 (VLOS): up to 3m UA, operating up to 50.000 people per km2 based on the available mitigations



STS 02 (BVLOS): up to 3m UA operating, up to 5.000 people per km2 based on the available mitigations



New STS 03 (VLOS) dedicated to agricultural, horticultural or forestry activities for operations below 30m with up to a 5m UA, MTOM 750kg

Simplification – specific category - How STS work

→ **UAS operators** when using the drone must comply with the operational limitations defined in the manufacturer's instructions:

- → Keeping simple for UAS operators
- → No need for knowledge of SORA

Read manufacturer's instructions



Write the operations manual



Examples on the EASA website

Submit declaration





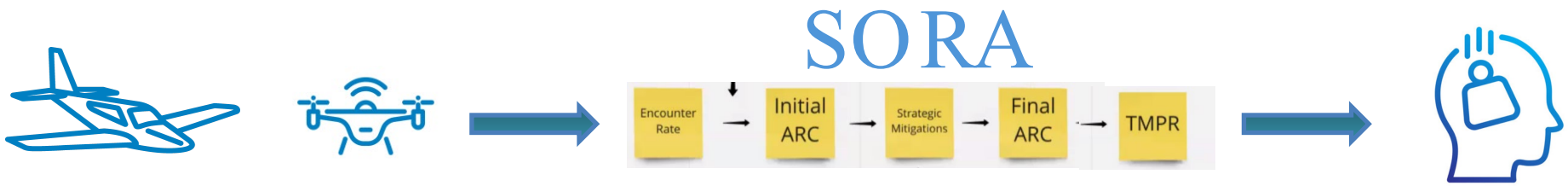
Fly within the applicable limitations





y be used to find locations meeting the pop density limitations

Why we have few BVLOS operations?



UAS operators are required to assess the air risk using SORA, but…

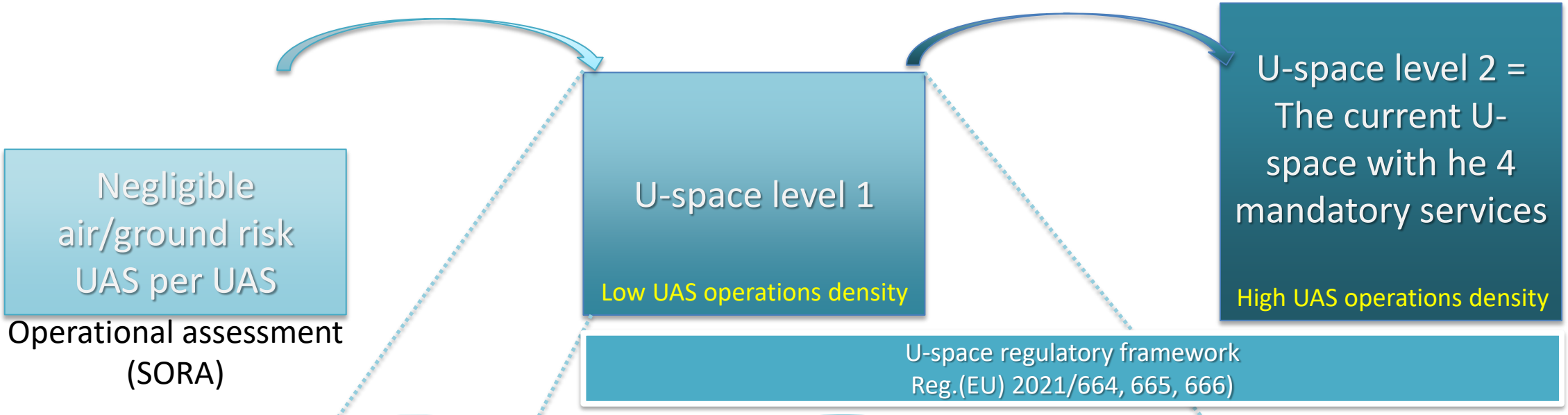
- → UAS operators have tremendous difficulties to find data to characterize the airspace
- → Operations are assessed individually; and must be repeated when:
  - → The same operator wants to conduct the same operation in a different airspace
  - → A different operator wants to conduct the same operation under the same conditions
- → SORA still not address the drone to drone collision risk
- → The variability induces long approval delay and global loss of efficiency for the whole eco-system

How to relieve the UAS Operators, and enable an easier and predictable access to airspace ?

EASA

After 5 years U-space airspaces are not available yet

Summary of the ‘U-space Level 1’ proposal



Possible choices for the MS to authorise BVLOS operations

- → Accept mitigations based on Regulation (EU) 2019/947 (e.g. SORA)
  - → Current authorisations are still valid
- → Establish U-space level 1 in areas with lower risk
  - → outside of controlled airspace;
  - → below the minimum heights for VFR flights specified in SERA;
  - → where the risk on ground resulting from the collision between unmanned aircraft is low
    - → no large number of UAS operations over highly populated areas are expected;
    - → with a low number of manned and unmanned aircraft such that can be safely separated in space or time;
- → Establish U-space level 2 in areas with higher risk

MS may decide to reject an authorisation providing a justification based on the nature and viability of the UAS operations

Benefits for UAS operators in U-space level 1 or 2

- → UAS operators not required to conduct the SORA air risk assessment step (step 4 and 5 may be skip)
  - → UAS operators are still required to conduct the other SORA steps and receive an operational authorisation
- → U-space will classify the airspace as ARC b
- → Some tactical mitigations required by SORA step 5 may be complied by using the U-space services (e.g. Detect, feedback loop)
- → No additional NAA involvement in the cross border operation
- → If the operations is covered by STS-02, the operator may just declare the operation

Simplification of remote pilot certificates







One single



5 levels:

- A1/A3
- A2
- STS theoretical knowledge
- STS VLOS
- STS BVLOS

New

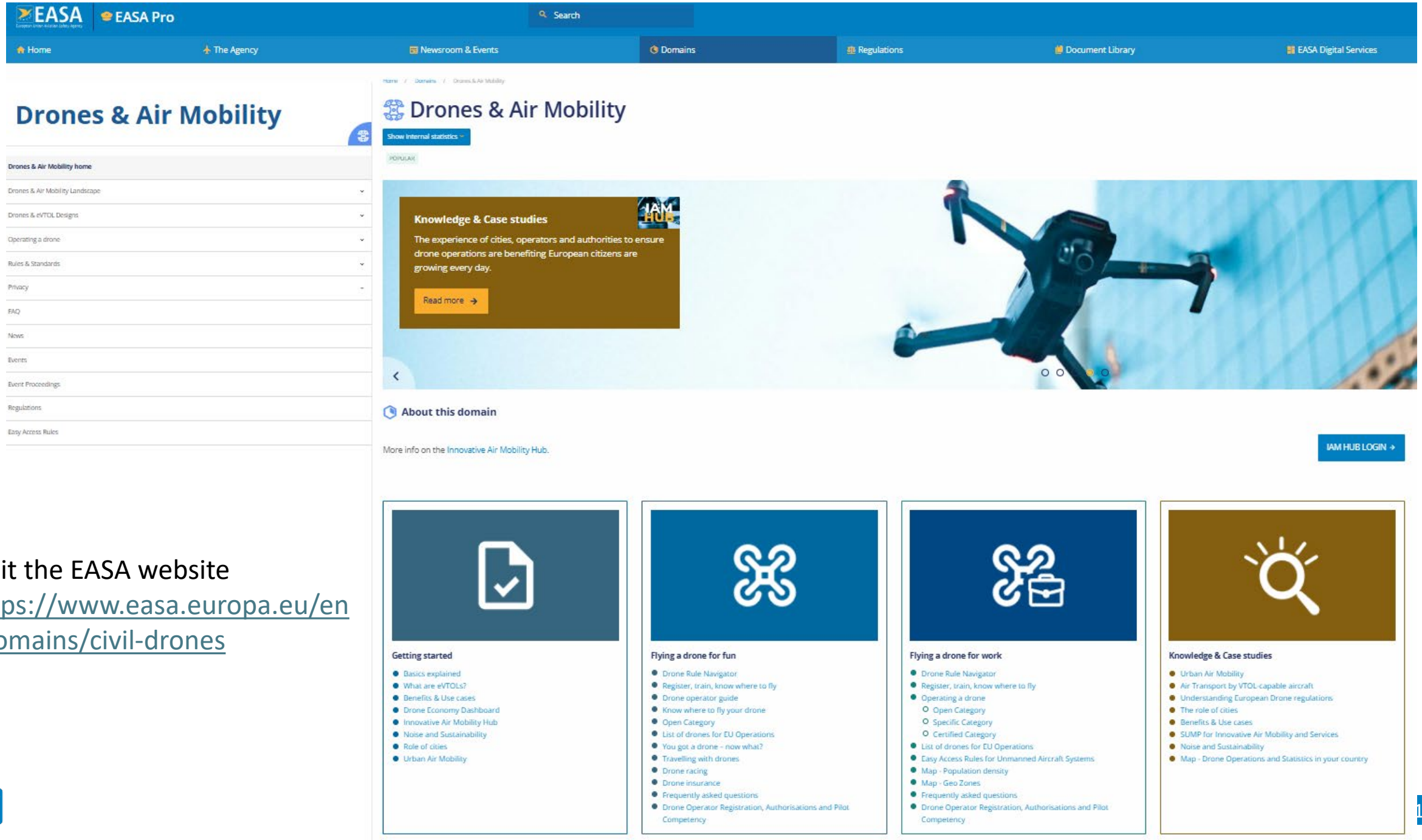
Single expiration: when a new level is achieved the 5 years validity restart

Timeline

- → **17 November**: draft opinion will be sent to the MAB for 2 weeks consultation period
- → Based on the MAB feedback, by end of 2026 publication of Opinion package with or without U-space amendments.
- → **February 2027**: First discussion at EASA committee
- → **Q3 or 4 2027**: adoption
- → Entry into force 12 months after

Applicability of new STS

- New STS applicable from 1 year after entry into force (e.g. Q3 2028)
  - With new C5, C6 and C7 as per STS limitations
  - With legacy C5 and C6
    - STS 1, VLOS up to 5000 people per km^2
    - STS 2, BVLOS up to 500 people per km^2
    - STS 3, no further limitations
  - Remote pilot to conduct delta theoretical training



Visit the EASA website
https://www.easa.europa.eu/en/domains/civil-drones

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