



COLLaborative network on unmanned **AeRI**al **S**ystems

D3.3 – National drone regulations

WP3 – Support for uptake of lessons learnt

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COLLARIS2 partner organizations:



About COLLARIS2

The EU-funded project COLLARIS2 is the successor to COLLARIS (COLLaborative network on unmanned AeRial Systems) and focuses on the use of UAS (e.g., drones) in the field of civil protection and disaster management. Building upon the results of the COLLARIS Network, this project aims to continue, expand and further develop the already established international network of crisis management and civil protection practitioners, research institutions and public administration. The members of the network collect and transfer knowledge, exchange experiences, skills, good practices and information on operational procedures for the optimal use of drones in crisis management and rescue missions.

To effectively promote the broader and more complex use of UAS, the project will

- facilitate sharing of lessons learnt from the adoption of innovative solutions and their absorption into operational practices,
- support the development of skills, knowledge and competences among people implementing them,
- deliver knowledge and recommendations supporting the development and implementation of systemic solutions which represent enablers for effective use of UAV/UAS, in particular related to air traffic management.

Outputs of the project will include an Open Online Course providing an introduction to the use of UAS in emergency management, two virtual simulation training scenarios for incident commanders and a curriculum for the course for Air Operation Coordinators, as well as several trials to demonstrate, experiment with, assess and validate different solutions and organizational arrangements for a variety of drone applications.

Project partners:

- Centrum Badań Kosmicznych Polskiej Akademii Nauk, CBK PAN (coordinator)
- Disaster Competence Network Austria (DCNA)
- KIOS – University of Cyprus
- Entente pour la Forêt Méditerranéenne (Valabre)
- Cyprus Civil Defence – Ministry of Interior
- Netherlands Institute of Public Safety (NIPV)
- Center for Security Studies (Kentro Meleton Asfaleias – KEMEA)
- University of Skövde

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1. Introduction

The use of drones becomes increasingly significant across civil protection services in Europe. Development is closely following technological advances. Their inclusion in rescue operations is often driven by enthusiasts, but also by research centres and industrial start-ups.

While the regulatory framework is largely harmonised for civilian and commercial drone operations, civil protection and other state authorities may operate under national exemptions or special authorisation, leading to notable differences in practical implementation between Member States.

Drones have become a key asset in many missions and play an active role in crisis resolution. The various associated tools improve the assessment of disasters and victims and significantly reduce the costs of crisis resolution.

Drones are replacing aerial resources in time-sensitive missions for reconnaissance, threat identification and emergency communication with victims. The overall plan of action can be defined more quickly, which significantly improves the response of rescue services.

Following the disparate development of drone use in European Union countries, the European Union Aviation Safety Agency (EASA) felt the need to define common regulations for European airspace.

New European regulations on drones have come into full effect on 31 December 2021, with the aim of facilitating the operation of drones under the same conditions across most of Europe. From now on, the unique registration identifier for drone operators, obtained in your country of residence, can be used on your drone in all EASA Member States.

Based on a common document (reference plan), CEREN/Entente sent a drafting plan to representatives of all EU Member States so that they could then compare them and extract the main common points.

DRONE REGULATIONS IN EUROPE

A COMPARATIVE FRAMEWORK USING OPERATIONAL AND LEGAL REQUIREMENTS

The **European Aviation Safety Agency (EASA)** is responsible for developing and implementing regulations, standards and procedures to ensure the safe operation of drones throughout the EU. Each EU Member State may have additional or complementary regulations specific to their jurisdiction, which must align with EASA regulations.

The following regulatory elements help to analyse how drones are classified, authorised, and monitored across Europe. By using this structure, common approaches, differences, and opportunities for harmonisation can be identified.

OPERATIONAL REQUIREMENTS

How drones may operate

CATEGORIES OF DRONES

Drones are often classified according to:

- Weight (e.g. <250 g, <2 kg, <25 kg, etc.)
- Use: recreational or professional
- Risk level: open, specific, certified operations



REGISTRATION AND IDENTIFICATION

In many countries:

- Users must register their drones above a certain weight (often 250 g)
- Some drones must be equipped with remote electronic identification ('Remote ID')



AIRSPACE RESTRICTIONS

These areas are often prohibited/regulated:

- Near airports and heliports
- Military zones
- Certain sensitive sites (e.g., power stations)
- Urban areas or flying over crowds (often prohibited without authorisation)



MAXIMUM ALTITUDE

The limit for drone flights is often 120 metres (400 ft) above ground level.



VISUAL LINE OF SIGHT (VLOS)

Almost universal rule:

- The pilot must keep the drone in direct sight ('VLOS')
- Flights beyond visual line of sight (BVLOS) require specific authorisations and enhanced safety measures



LEGAL REQUIREMENTS

Who may operate & under what conditions

INSURANCE & LIABILITY

Many countries require:

- Civil liability insurance for professional flights
- Sometimes for recreational flights as well



PRIVACY & FILMING

Regulations often cover:

- Capturing images or sound
- Respect for privacy and image rights
- The prohibition of filming certain sensitive sites



PILOT SKILLS & TRAINING

Depending on the type of drone and its use:

- Small recreational drones: simplified online training
- Heavier/professional drones:
 - o certificates, theory exams
 - o practical exams
 - o remote pilot registrations



USES SUBJECT TO AUTHORISATION

- Shows or professional filming
- Drone deliveries
- Operations in urban areas
- Flying over crowds
- Night flights
- Civil security missions - e.g., fighting wild fires



PENALTIES

In the event of a violation, countries provide for:

- Significant fines
- Confiscation of equipment
- Criminal penalties for endangering or illegally flying over sensitive areas



Overview as of January 2026.



Funded by
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2. Reference plan

Overview of national regulations on drones:

1. Categories of drones

Authorities often classify drones according to:

- Weight (e.g. <250 g, <2 kg, <25 kg, etc.)
- Use: recreational or professional
- Risk level: open, specific, certified operations

This classification determines the requirements for flying.

2. Registration and identification

In many countries:

- Users must register their drones above a certain weight (often 250 g).
- Some drones must be equipped with remote electronic identification ('Remote ID').

3. Airspace restrictions

The following areas are generally prohibited or regulated:

- Near airports and heliports
- Military zones
- Certain sensitive sites (power stations, prisons, official residences)
- Urban areas or flying over crowds (often prohibited without authorisation)

Official maps are often used to identify authorised flight zones.

4. Maximum altitude

The limit is often:

- 120 metres (400 ft) above ground level
- (standardised in many regions)

5. Visual line of sight (VLOS)

Almost universal rule:

- The pilot must keep the drone in direct sight ('VLOS').

Flights beyond visual line of sight (BVLOS) require specific authorisations and enhanced safety measures.

6. Insurance and liability

Many countries require:

- Civil liability insurance for professional flights
- Sometimes for recreational flights as well (e.g. in Europe)

7. Privacy and filming

Regulations often cover:

- The capture of images or sound
- Respect for privacy and image rights
- The prohibition of filming certain sensitive sites

8. Pilot skills and training

Depending on the type of drone and its use:

- For small recreational drones: simplified online training
- For heavier or professional drones:
 - o certificates, theory exams
 - o practical exams
 - o remote pilot registrations

9. Specific uses subject to authorisation

Certain activities require additional permits or declarations, for example:

- Shows or professional filming
- Drone deliveries
- Operations in urban areas
- Flying over crowds
- Night flights
- Civil security missions
 - o Fighting Forest fires
 - o Flood management
 - o Search and rescue after infrastructure collapse
 - o Search for missing persons
 - o Analysis in the event of a chemical or radiological incident
 - o ...

10. Penalties

In the event of a violation, countries provide for:

- Significant fines
- Confiscation of equipment
- Criminal penalties for endangering or illegally flying over sensitive areas

3. Comparison between member countries

Analysis of the available documents reveals that the regulation of drones (UAS) in the 27 EU Member States examined (Austria, Belgium, Bulgaria, Croatia, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom) is largely harmonised. Croatia, Denmark, Spain, Estonia, Finland, France, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovakia, Sweden, the Czech Republic) include notable national specificities, explained below.

a. Common Regulatory Framework (Harmonisation)

The basis for regulation in all countries is the European Aviation Safety Agency (EASA) Unified Regulation (EU 2019/947 and 2019/945).

- **Categories of Operation:** The classification is universal: Open, Specific, and Certified, based on risk.
- **Maximum Altitude:** The standard limit in the Open Category is 120 metres (AGL - above ground level).
- **Line of Sight (VLOS):** Maintaining Visual Line of Sight (VLOS) is mandatory in the Open Category.
- **Operator Registration:** This is mandatory for drones weighing 250 g or more, or if they are equipped with a camera/personal data sensor (except toys).
- **Pilot Training:** A1/A3 certification (online training and theory exam) is generally required for drones weighing more than 250 g.
- **Penalties:** All nations impose substantial fines and confiscation of equipment for non-compliance.

b. Key National Specificities and Differences

The differences mainly concern airspace restrictions (geo-zones), night flying, registration thresholds, and image capture requirements.

i. Operator Registration Threshold

- **Strictest Rule (Hungary):** The registration threshold is stricter than EASA, making it mandatory for all drones weighing 120 g or more, or if they are equipped with a data recorder.
- **Other Countries:** Estonia, Finland, France, Greece, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovakia, and Sweden apply the standard EASA threshold (any drone weighing 250 g or more or any drone equipped with a sensor). These registration thresholds primarily apply to civilian and commercial operators; public authorities conducting civil protection missions may be subject to different requirements under national permit systems.

ii. Airspace Restrictions and Proximity

All countries require consultation of an official geo-zone map prior to flight.

Country	Restriction Specifics
Malta	Flying strictly prohibited in built-up areas or on public roads without authorisation, even for drones weighing less than 250 g.
Germany	Prohibition on flying over private residences without consent.
Cyprus	Restriction of 500 m from buildings/people without consent.
Denmark	Requires 150 m from private property and major roads (outside built-up areas).
Hungary	Requires a Temporary Designated Airspace (T-DAS) application to fly in residential (populated) areas.
Latvia	A 50 m restriction may apply in towns/urban areas.
France	Specific requirements for flying in built-up areas and strict restrictions in general.
Slovakia	Flying is strictly prohibited in the Tatra National Park (TANAP) and other high-level nature reserves without a permit.
Poland	Mandatory check-in in the official geo-zone map (DroneTower). Flying is strictly prohibited in all nature reserves without a permit.

Country	Restriction Specifics
Portugal	For drones weighing less than 250g, the maximum altitude is sometimes cited as 30 metres.
Greece	Mandatory consultation of the official geo-zone map prior to flight via Drone Aware Greece (DAGR). UAS flights are not permitted in airport areas and in zones of critical infrastructure (e.g., energy facilities, telecommunications, ports, military installations, government buildings), as depicted/managed through published geographical zones and restrictions.

c. Night Flight (Open Category)

Category	Countries	Details
Authorised	Austria, Croatia	Permitted if equipped with appropriate lighting.
Authorised/Specific	Portugal, Poland	Permitted with a green flashing light (PT) or subject to specific requirements (PL).
Prohibited	France, Cyprus, Netherlands	Prohibited in the Open Category. Requires authorisation or is classified in the Specific Category in most other countries.

d. Image/Video Capture

It is prohibited to film or photograph people without their consent (respect for privacy), and to broadcast these images (unless they are not recognisable or are included unintentionally in a wide shot).

- **Portugal:** Strictest requirement. The National Aeronautical Authority (AAN) requires mandatory authorisation for capturing images and videos, regardless of the flight category.
- **Cyprus:** It is prohibited to film people without permission.
- **Croatia:** Authorisation from the SGA is often required for aerial imagery.
- **Greece:** No photos or videos without permission (as highlighted in HCAA consumer guidance)
- **Sweden:** In addition to privacy regulations, national security legislation requires that aerial images and video captured by aircraft (including drones) be reviewed by a

designated authority before dissemination, which can significantly delay or restrict sharing.

e. Penalties and Enforcement of the Law

Although all penalties are significant, some nations impose particularly severe measures:

France: Failure to comply with restricted areas/altitudes/VLOS may result in up to 6 months' imprisonment and a fine of €15,000 to €75,000, as well as confiscation of equipment.

Czech Republic: Significant fines are imposed for violations of civil aviation law (up to CZK 3,000,000 in administrative proceedings, or more than €120,000).

Lithuania: Authorities may shoot down drones in the event of serious violations of restricted airspace.

Poland: Dedicated service to report illegal flights: (CoTuLata app). Administrative fines apply depending on the infringement's severity, fines are cumulative and might result in up to €10,000, examples: failure to comply with restricted geo-zones / conditions (10,000 PLN); failure to register in ULC operators registry (10,000 PLN); failure to update personal data (500 PLN); a violation of the conditions for performing Open / Specific / Certified category operation (incl. failure to meet technical requirements) (4,000 / 10,000 / 15 000 PLN); violation of the conditions of the Open category / standard scenario (4,000 PLN per violation, cumulative); violation of the terms of the LUC certificate (12,000 PLN); failure to label the drone with a registration number (300 PLN). Abovementioned penalties result solely from non-compliance with aviation law; other penalties or further consequences may result from general regulations.

Romania: A law authorises the interception or destruction of drones violating its airspace.

Latvia: Foreign nationals may be deported and banned from entering the Schengen area if they fail to comply with the law.

Greece: Administrative fines (fines under Article 153 of the Code of Air Law, as applicable) apply depending on the infringement's severity; in serious cases the competent authority may suspend/withdraw the relevant authorisation/certificate. Sanctions do not exclude other (including criminal) liabilities, and fines may be appealed before the competent Administrative Court.

f. Competent Authorities

Each country has designated its own national authority to enforce the regulations.

EU Member States	National Civil Aviation Authority (NCAC)	Acronym
Germany	Federal Civil Aviation Authority	LBA (Luftfahrt-Bundesamt)
Austria	Supreme Civil Aviation Authority	BMK (supervising ministry: (Federal Ministry for Climate Protection, Environment, Energy, Mobility, Innovation and Technology)
Belgium	Directorate General of Air Transport	DGTA (Directoraat-Generaal Luchtvaart)
Bulgaria	Directorate General Civil Aviation Administration	DG CAA
Cyprus	Department of Civil Aviation	DCA
Croatia	Croatian Civil Aviation Agency	CCAA
Denmark	Danish Civil Aviation and Railway Authority	CAA-DK
Spain	Agencia Estatal de Seguridad Aérea	AESA (different from the EU's EASA)
Estonia	Estonian Transport Administration	Transpordiamet
Finland	Finnish Transport and Communications Agency	Traficom
France	Civil Aviation Authority	DGAC

Greece	Hellenic Civil Aviation Authority	YPA HCAA (EN version)
Hungary	Ministry of Construction and Transport	CAA-HU
Ireland	Irish Aviation Authority	IAA
Italia	Ente Nazionale per l'Aviazione Civile	ENAC
Latvia	Civil Aviation Agency	CAA-LV
Lithuania	Transport Competence Agency or Lithuanian Transport Safety Administration	TKA ou LTSA
Luxembourg	Directorat of Civil Aviation	DAC
Malta	Civil Aviation Directorat	CAD
Netherlands	Inspectie Leefomgeving en Transport (Under the Department of Infrastructure and Water Management)	ILT
Poland	Civil Aviation Authority (Urząd Lotnictwa Cywilnego) Polish Air Navigation Services Agency (Polska Agencja Żeglugi Powietrznej)	ULC / PANSA
Portugal	National Civil Aviation Authority	ANAC
Roumania	Romanian Civil Aeronautical Authority	AACR
Czech Republic	Civil Aviation Authority	UCL or CAA-CZ (in English)
Slovakia	Transport Authority	DU

Slovenia	Slovenian Civil Aviation Agency	CAA ou CASA (Civil Aviation Safety Agency)
Sweden	Swedish Transport Agency	STA ou TS

4. Specific features of civil protection

a. Croatia

For civil protection operations, the following applies:

- They are not subject to the categorization system (open/specific/certified)
- They are not required to register as operators or obtain pilot certificates
- They are not bound by standard airspace restrictions, altitude limits, or VLOS requirements
- They do not require civil liability insurance or authorizations for specific operations

Operational requirements for civil protection drone flights are limited to:

- Filing flight notifications through the AMC Portal (Croatian Air Navigation Services - HKZP)
- Maintaining coordination and communication with air traffic control during operations

b. France

As part of civil security missions, the airspace is open to emergency air resources. A 3D (3rd dimension) unit is on standby at the Command Post to coordinate between each resource.

With regard to drones, only registered UAS are authorised, and all teams are coordinated by a liaison officer dedicated to drone coordination, mission definitions and flight results.

c. Greece

In Greece, civil protection operations with drones are governed by specific national arrangements under the EU UAS framework. In practice, public-authority missions (e.g., Civil

Protection, Fire Service and other emergency services) may be conducted under operational exemptions/authorisations compared with standard “Open” operations, depending on the mission profile and airspace.

For civil protection missions, typical use cases include:

- Surveillance and mapping of wildfires
- Flood monitoring and damage assessment
- Search and rescue support
- Situational awareness and communication support in areas affected by infrastructure collapse

Operational coordination requirements typically include:

- Prior coordination/authorisation as required by the competent aviation authority (Hellenic Civil Aviation Authority – HCAA), depending on category/mission and airspace.
- Continuous coordination with Air Traffic Control (ATC) or relevant airspace authority when operating in controlled or restricted airspace.
- Cooperation between Civil Protection stakeholders and relevant national bodies (e.g., competent aviation authority and security/civil protection institutions) to establish procedures and operational protocols for drone deployment in emergencies.

d. Sweden

In Sweden, municipal and state-run civil protection organisations are legally classified as exempt activities, but drone operations are nevertheless regulated through special permits and exemption frameworks supervised by the Swedish Transport Agency. While national aviation regulations formally apply, these operators may operate outside the standard Open/Specific/Certified categorisation when authorised under these permits.

They can only operate by special permit given by the national transport agency. In theory, this gives them the possibility to fly higher than 120 meter or BVLOS, but it would require time and organization that very few, if any, fire and rescue services could afford. The Swedish police can operate at higher altitudes and BVLOS.

Even if they are not by this construction bound by the normal categorization system, most fire and rescue services have used the open category as a base for their operations, but with the exception that they can fly over populated areas and over people not involved in the operations. They can operate within otherwise restricted airspace when required for emergency response.

There is also a legislation in Sweden that mandates all images and videos captured from aircraft, including unmanned aircraft systems, are subject to screening by a designated national agency before being disseminated or shared. This process, intended to protect sensitive information and national security interests, can take several months and is often a hurdle and an obstacle for timely sharing of drone-derived data for training, research, or cooperation purposes.

The Greater Stockholm Fire Brigade illustrates how this is implemented in practice. Drone operations are based on lightweight systems below 2.1 kg and a nationally defined risk assessment framework developed with the Swedish Transport Agency, enabling routine operations in populated areas, over people, and in restricted airspace when required. The concept is supported by authority-approved training and clear operational procedures, as well as established coordination routines with the police and manned emergency aviation to ensure safe joint operations at incident scenes.

e. Poland

The State Fire Service (Państwowa Straż Pożarna – PSP) is the main organisation ensuring the functioning of the National Rescue and Firefighting System. The PSP, due to the variety of its tasks and number of its personnel, is the leading force in conducting and coordinating disaster response activities, along with the Police in regard to public security.

As far as the drone operations are concerned, according to internal PSP regulations two basic roles are defined and distinguished: Air Operations Coordinator (Koordynator Operacji Lotniczych – KOL) and Flight Manager (KL). The KOL's functions are related to the execution of service tasks. KL functions are limited to ensuring the safety of flight operations, with tasks being an analogy of the role of the flight director for an uncontrolled airport (more specifically, flights in the space assigned to him) strengthened by the issuance of approvals for the UAV missions.

The State Fire Service has access to an online service Dynamic Safety & Security System. It provides a digitalised, rapid (with maximum 2h processing time) capability to send ad-hoc airspace reservation requests for emergency response operations. The request is then processed by PANSA (Polish Air Navigation Service Provider), which negotiates the area and notifies other airspace users by means of a NOTAM message and adding a geo-zone to Updated Airspace Use Plan service.

The designation of a dedicated reserved (DRA-R or R) airspace allows for easy separation of civil users and the performance of activities that would not be possible in the Open category.

For other users not involved in emergency operations, special indicators for each zone have also been introduced, specifying on a three-point scale the probability of obtaining permission to perform their own flight.

Finally, the principle of utmost necessity in the fire service entitles the rescue operation commander (KDR) to deviate from safety regulations in justified cases, which applies also to the use of drones.

5. Conclusion

The EASA is responsible for developing and implementing regulations, standards and procedures to ensure the safe operation of drones throughout the European Union.

All EU Member States apply European regulations, although there are some minor differences. Some countries, such as Sweden, have implemented stringent regulations that protect property and people when drones fly overhead, slowing down their use. Moreover, Sweden is perfectly within the rules of the European Union.

The European regulations on drones, which were due to come into full effect (including the end of certain transitional provisions) on 31 December 2021, are mainly:

1. Commission Implementing Regulation (EU) 2019/947 of 24 May 2019 on rules and procedures for the operation of unmanned aircraft systems (UAS).
2. Commission Delegated Regulation (EU) 2019/945 of 12 March 2019 on unmanned aircraft systems and third-country UAS operators.

Since then, information (on remote pilots, drones, etc.) has been provided to EASA by the relevant national aviation authority (NAA).

The basic principles are:

- European regulations do not distinguish between different types of operations based on their purpose.
- The rules are the same whether you are a remote pilot of a recreational drone or a professional drone.
- The conditions and level of risk of the operation define the applicable level of requirement:
 - ✓ in direct view/out of sight
 - ✓ close to/far from people

- ✓ at low altitude or not
- ✓ etc...

Apart from a few differences, common regulations greatly facilitate the interoperability of operational resources.

The next step should be to organise a European exercise to verify the various implementations and validate a common procedure.

Annex 1 : Sources

Country	Civil aviation authority	Link	Validated by national expert ¹
Austria	Supreme Civil Aviation Authority	Supreme Civil Aviation Authority https://www.droniste.info/	Yes
Belgium	Directorate General of Air Transport	Aviation Mobilité Comprendre la Législation sur l'usage du drone en Belgique : Guide complet pour les utilisateurs https://www.droniste.info/	No
Bulgaria	Directorate General Civil Aviation Administration	Législation Direction générale « Administration de l'aviation civile » https://www.droniste.info/	No
Croatia	Croatian Civil Aviation Agency	CCAA - Opérations de vol avec systèmes d'aéronefs sans pilote https://www.droniste.info/	Yes
Cyprus	Department of Civil Aviation	Department of Civil Aviation Unmanned Aircraft Cyprus CYPRUS – UAS Cyprus https://www.droniste.info/	Yes
Denmark	Danish Civil and Railway Authority	Loi consolidée sur l'enregistrement des droits sur les aéronefs https://www.droniste.info/	No
Estonia	Estonian Transport Administration	Drones volants en Estonie Transpordiamet https://www.droniste.info/	No
Finland	Finnish Transport and Communications Agency	Regulations Traficom https://www.droniste.info/	No

¹ Information for countries represented in the project consortium was validated by national experts from the partner organisations. For other countries, validation by national authorities or experts was sought where possible, but could not be ensured for all elements.

France	Civil Aviation Authority	Exploitation de drones en catégorie ouverte Ministères Aménagement du territoire Transition écologique https://www.droniste.info/	Yes
Germany	Federal Civil Aviation Authority	Luftfahrt Bundesamt - LBA https://www.droniste.info/	No
Greece	Hellenic Civil Aviation Authority	Aviation générale et drones AUTORITÉ DE L'AVIATION CIVILE HELLÉNIQUE - HCAA https://www.droniste.info/	No
Hungary	Ministry of Construction and Transport	Drone Hongrie : règles pour le faire voler https://www.droniste.info/	No
Ireland	Irish Aviation Authority	Drones https://www.droniste.info/	No
Italia	Ente Nazionale per l'Aviazione Civile	Sécurité aérienne - Autorité italienne de l'aviation civile https://www.droniste.info/	No
Latvia	Civil Aviation Agency	https://www.droniste.info/	No
Lithuania	Transport Competence Agency or Lithuanian Transport Safety Administration	Drones Archives - TKA interneto svetainė https://www.droniste.info/	No
Luxembourg	Directorat of Civil Aviation	Nouveau cadre réglementaire national concernant l'utilisation des drones - Direction de l'aviation civile - Le gouvernement luxembourgeois https://www.droniste.info/	No
Malta	Civil Aviation Directorate	Drones - Transport Malta https://www.droniste.info/	No
Netherlands	Inspectie Leefomgeving en Transport (Under the Department of Infrastructure and Water Management)	Drones (UAS) en modelvliegtuigen Inspectie Leefomgeving en Transport (ILT) https://www.droniste.info/	Yes

Poland	Urząd Lotnictwa Cywilnego	Avant de décoller avec un drone, vérifiez où vous pouvez voler - Civil Aviation Authority https://www.droniste.info/	No
Portugal	National Civil Aviation Authority	Avions civils télépilotes https://www.droniste.info/	Yes
Roumania	Romanian Civil Aeronautical Authority	Romanian CAA https://www.droniste.info/	No
Czech Republic	Civil Aviation Authority	Aéronefs sans pilote - Autorité de l'aviation civile de la République tchèque https://www.droniste.info/	No
Slovakia	Transport Authority	DOCUMENTS Dopravný úrad https://www.droniste.info/	No
Slovenia	Slovenian Civil Aviation Agency	https://www.caa.si/en/legislation.html	No
Spain	Agencia Estatal de Seguridad Aérea	UAS/drones regulations AESA- Agencia Estatal de Seguridad Aérea - MTMS	No
Sweden	Swedish Transport Agency	Services électroniques pour l'aviation - Transportstyrelsen	Yes