



FPS **MOBILITY AND TRANSPORT**  
**BELGIAN CIVIL AVIATION AUTHORITY**



# UAS operations in Belgium

## BELANC 2/2/2026

Patricia Van Acker, Head F-UAS Department





# UAS @BCAA

## F-UAS

Remote Pilot

Training Entities

UAS Operator

UAS

UAS Operations

Drone Enforcement

National Drone  
Detection Plan

## C-INS

UAS  
Inspections

## I-UTM

Geozones

U-space

USSP  
certification

CISP  
certification



# **Status UAS operations in Belgium**



# Basic principle: right of way

Manned aviation always has priority over unmanned aviation

- **Responsibility of remote pilot to avoid collisions**
- **Evaluation of risk of collision & take appropriate action**
- VLOS: see & avoid – BVLOS: detect & avoid
- Safely and immediately land the drone
- Avoid sudden movements
  - Move away from aircraft's path in a controlled way
  - Downward & to the side
  - Keep UAS in area away from other aircraft (not less than 500m).



# Height

## Below 120m AGL

- Where possible: UAS flight close to obstacles
- Manned aviation encounter rate is low
- SERA 5005(f)

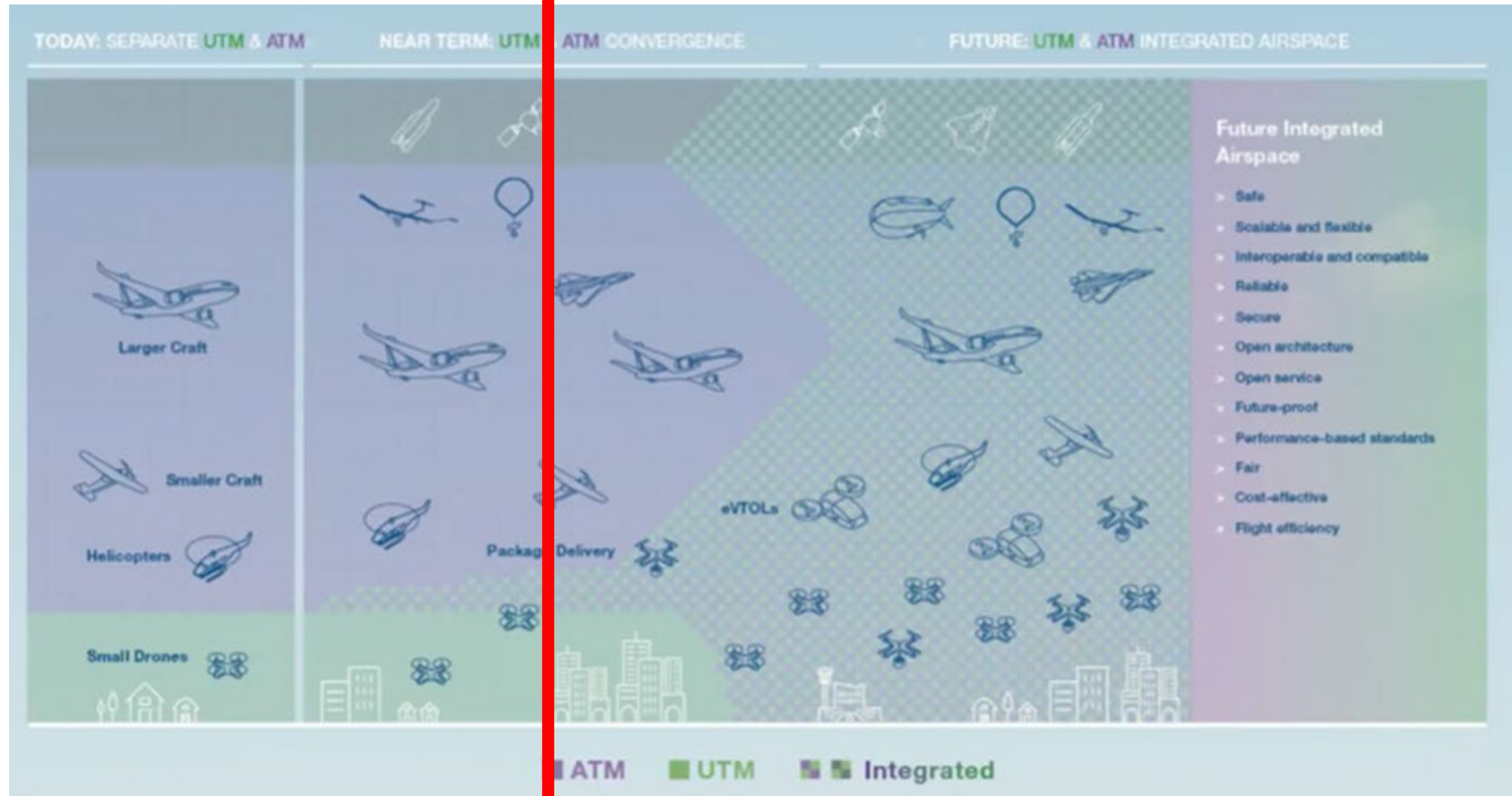
Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown:

**(1)** over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than **300 m (1 000 ft)** above the highest obstacle within a radius of **600 m** from the aircraft;

**(2)** elsewhere than as specified in (1), at a height less than **150 m (500 ft)** above the ground or water, or **150 m (500 ft)** above the highest obstacle within a radius of **150 m (500 ft)** from the aircraft.



# End goal: full integration





# End goal: full integration

- Certified drones
- No corridors / segregation of airspace
- No privatization of airspace
- No commercialization of airspace



# UAS Operations: VLOS vs BVLOS

UAS operators  
in category CERTIFIED

3 LUC

11 BVLOS UAS  
operators

30 SORA/PDRA  
UAS operators

600 UAS operators  
in category SPECIFIC

41.343 UAS operators

Unregistered UAS operators ?  
(e500.000 UAS in Belgium)





# UAS Operations - VLOS

- VLOS
  - always & continuously see the drone
  - without any visual aid (such as binoculars)
  - scan the airspace for other aircraft, people, or obstacles
- This allows the remote pilot to control the flight path of the drone in relation to other aircrafts, people and obstacles to avoid collisions.
- **VLOS range depends on the size of the UAS and the environment**



# UAS Operation - BVLOS

## Remote Pilot

- Remote pilot qualifications – BVLOS
  - EU-STS-02
  - Specific endorsement module BVLOS

## UAS Operation

- UAS Operation in category SPECIFIC
    - EU-STS-02 Declaration
    - LUC/SORA/PDRA Authorization
- => Audit by BCAA



# LUC/SORA/PDRA Authorization



Air Risk



Ground Risk



# Air risk

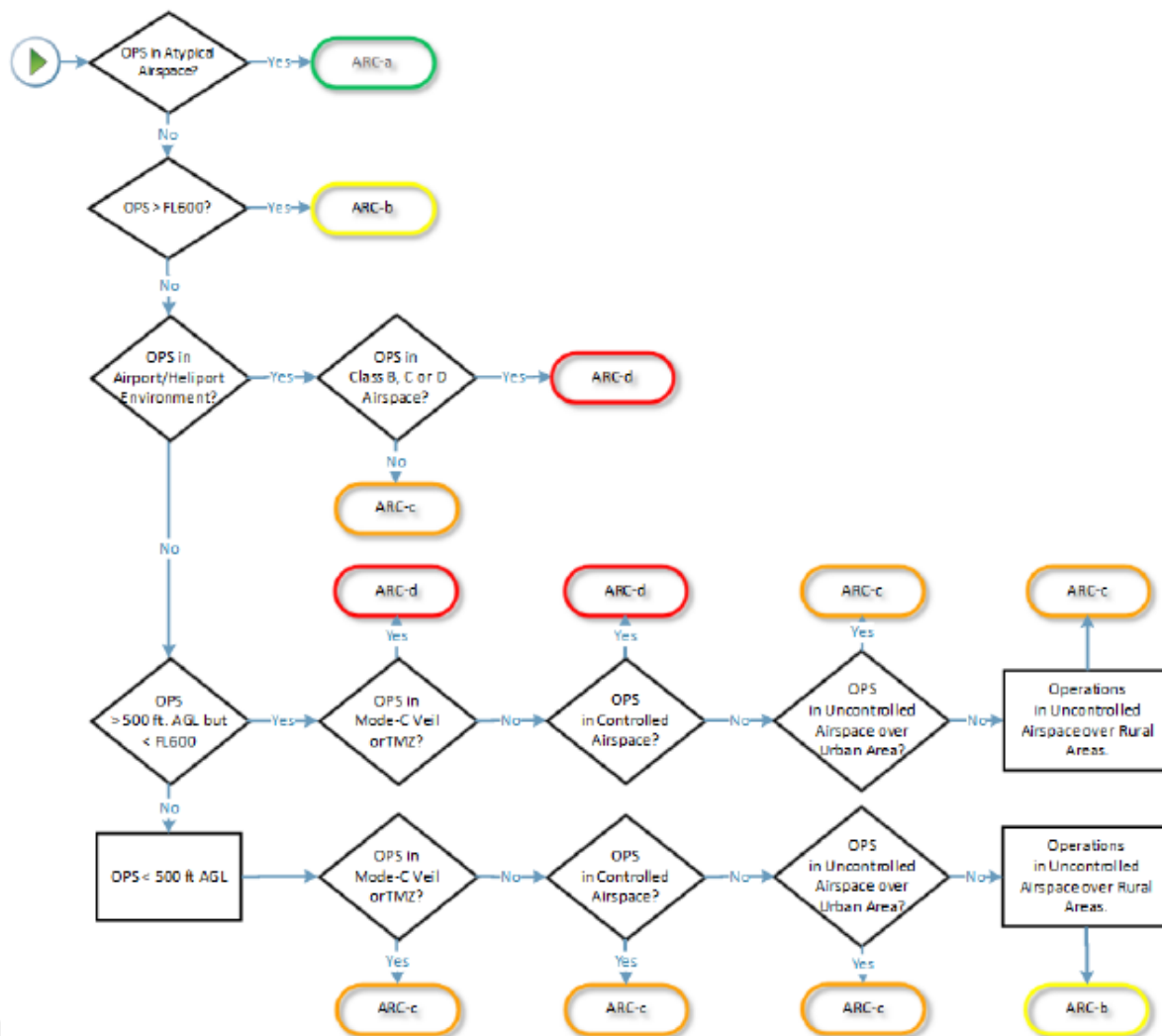


Figure 4 — ARC assignment process

Source: Easy Access Rules for Unmanned Aircraft Systems



# Air Risk

## Strategic air risk mitigations

- Increased air risk buffers
- Time / exposure limitations
- Active deconfliction
  - Common structures & rules
  - Future: Use of U-space



## Tactical air risk mitigations - BVLOS

- **DETECT & AVOID**
- TIS - Traffic Information Service
  - ADSB
  - Mode S
  - Flarm
  - ADS-L
- Future: sensors - AI



# e-Conspicuity



# WHAT: e-Conspicuity

- Electronic conspicuity
  - Broadcasting your position electronically so other can detect you



# GA Flightpath 2030+



## Safety

Enhancing safety culture

## Sustainability

Enabling sustainable growth

## Digitalization

Embracing a digital future to maximize the benefits of technology

## Inclusiveness

Encouraging wider participation and accessibility

# iConspicuity

## JOINT HIGH-LEVEL ROADMAP





# WHY

- Safety

# Safety manned vs manned aviation

## Reduce collisions

and other airborne hazards by **enhancing situational awareness** of their surroundings



# Access to U-space

## Access U-space

through **affordable and interoperable electronic conspicuity** for manned aircraft operating without ATC services



## Conspicuity of manned aircraft in U-space (no ATC)

U-space regulations, SERA.6005(c):  
All manned aircraft not subject to air traffic control to be continuously electronically conspicuous (e-conspicuity) to U-space service providers (USSPs)

# Upscaling of BVLOS operations

## Detect & Avoid



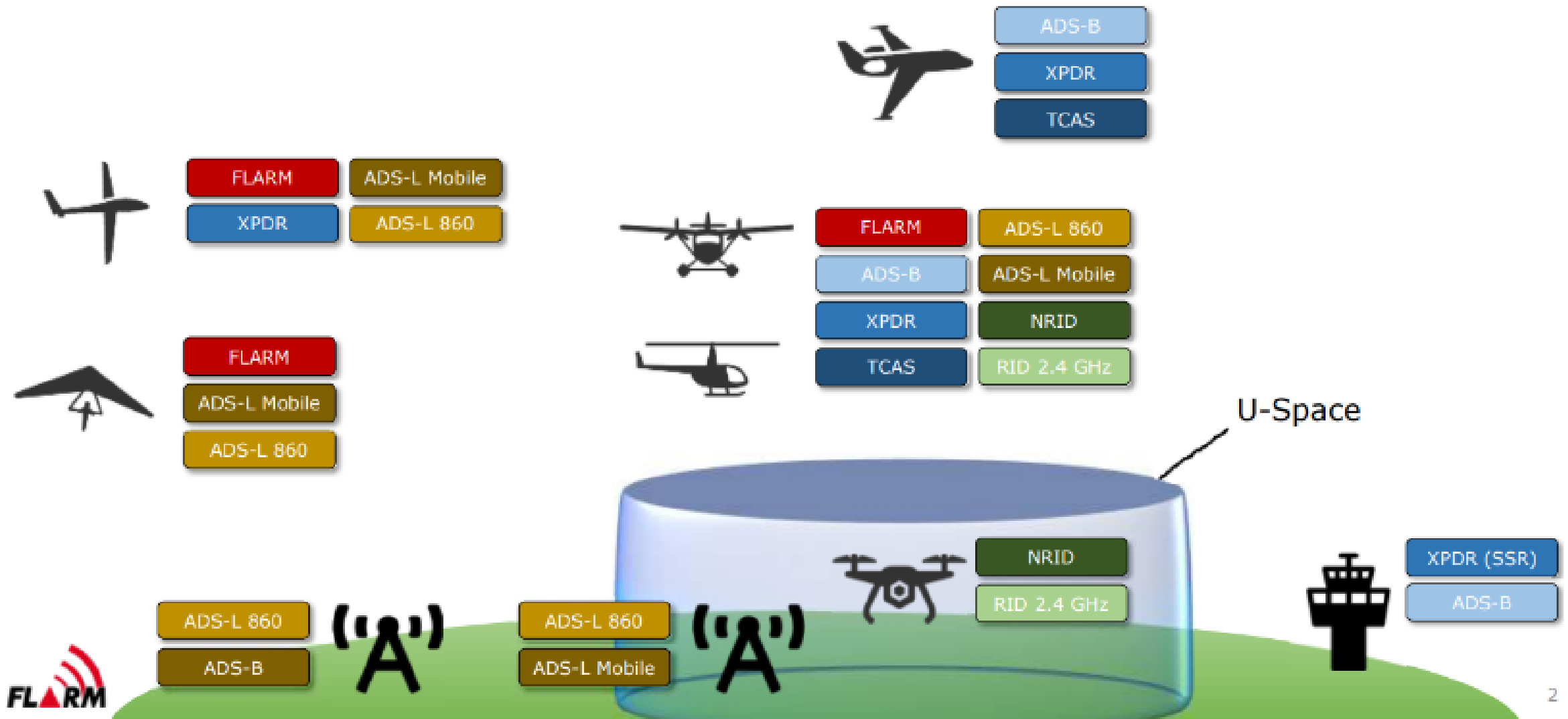
## Conspicuity

- Manned aviation
- Unmanned aviation



# HOW?

# The Landscape of eC Systems







# The Goal : one language

One Language ✓

# ADS-L

*Affordable  
Interoperable  
GNSS based  
Privacy & Security*





# Today

- ADS-L 4 SRD-860



- **Non-certified devices** transmitting at low power on the licence-free band SRD-860, in compliance with ADS-L specifications



- ADS-L 4 MOBILE (telephony)



- **Mobile telephony application** transmitting in compliance with ADS-L specifications





# Conclusion

- The goal in BE is to have everyone equipped (crewed and uncrewed)
- It's for everyone's safety !
- It will also serve security purposes
- It's not for checking airspace offences.
- ADS-L is a low cost investment



# **e-Conspicuity in Belgium**

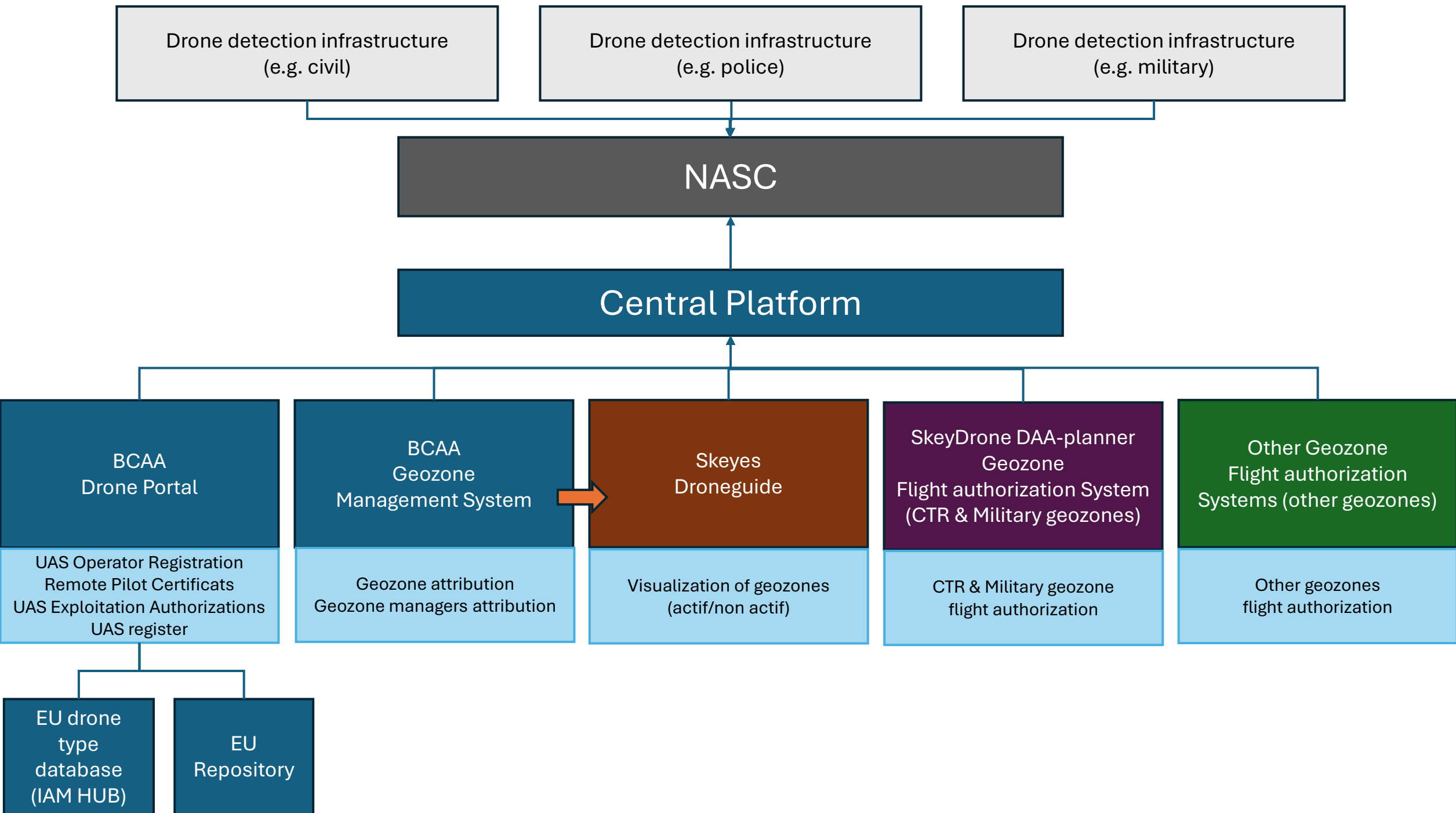


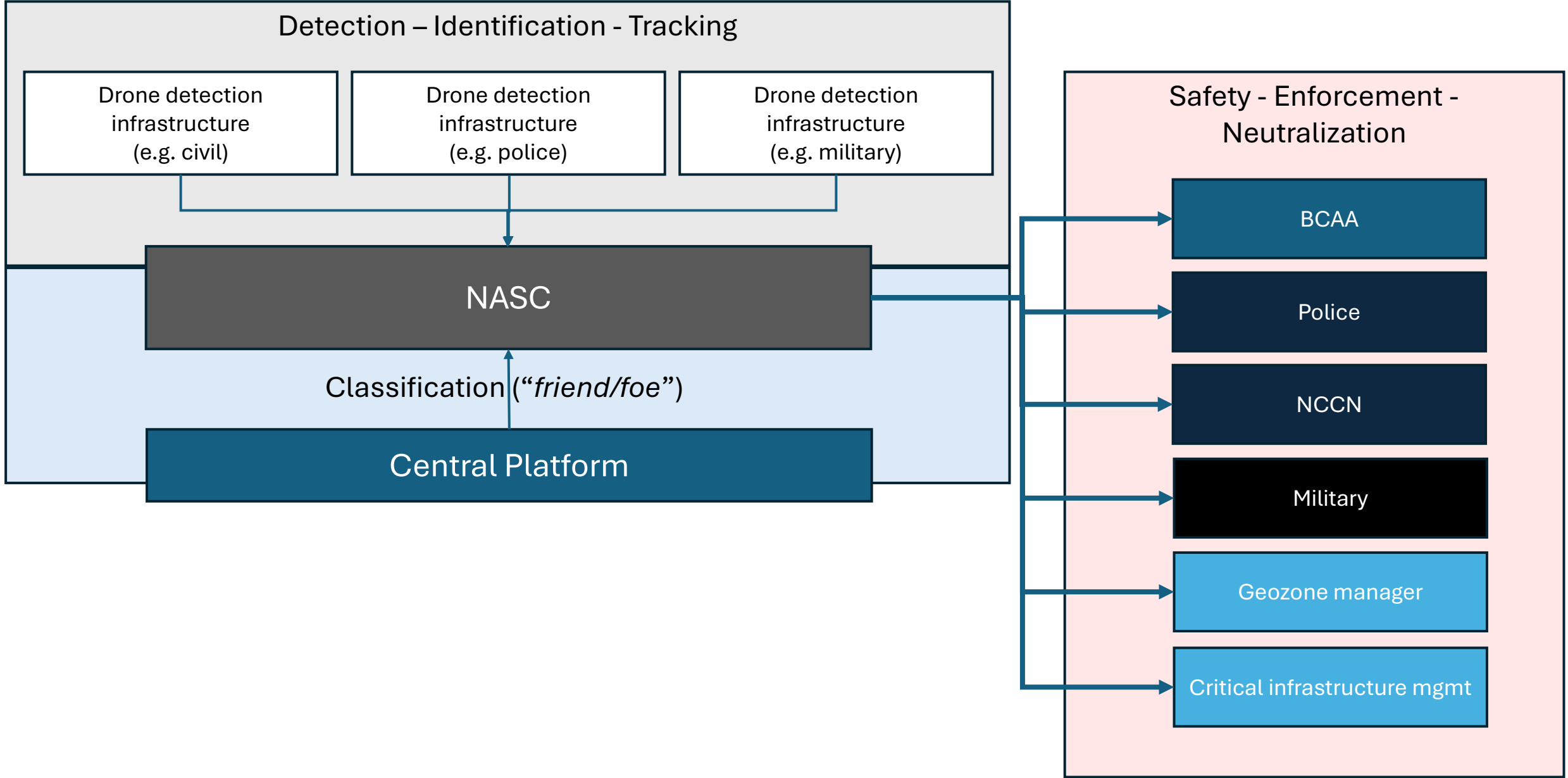
# e-Conspicuity in Belgium – manned aviation

- Recommendation
- Current situation mapping
  - Aircrafts immatriculated in Belgium: survey
  - Non-OO aircrafts flying in Belgium: support by federations⇒ Gap analysis
- Proposal – Belgian roadmap
  - U-space
  - eConspicuity below 500ft & outside of airfields/airport environment?
- End goal = full eConspicuity



- UAS operator register
  - Drone register (critical/sensitive infrastructure)
- Active remote ID
- National drone detection plan

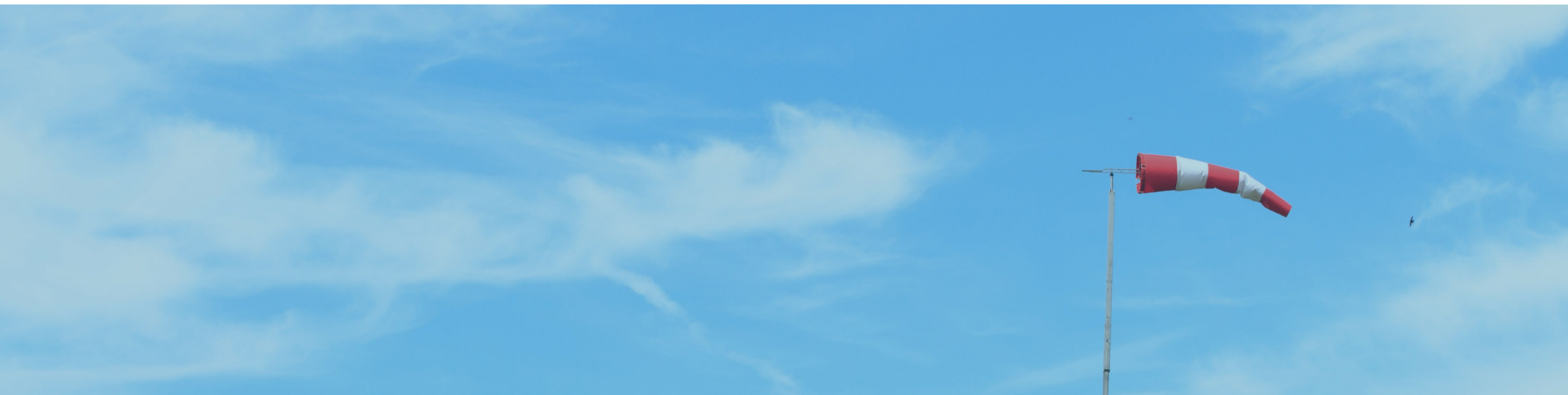








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