

The Swedish Transport Agency has, through analysis of recent events, decided to issue the following safety recommendation to the operators concerned.

All Swedish AOCs have a system for managing risks according to ORO.GEN.200(a)(3) with recently clarified requirements in ED 2025/001/R AMC2 ORO.GEN.200(a)(3) (only applicable for aeroplanes). In this system, all risks shall be identified, risk analysed and risk reduced in an appropriate manner. Flights to/from/over or in the vicinity of risk areas shall be managed in daily operations by the relevant AOC, which is responsible for ensuring that this is implemented.

Link to current CZIB number:

No specific CZIB for drone activities at this time.

Information regarding EASA conflict zones and other areas affected by ongoing conflicts can be obtained through the European Information Sharing and Cooperation Platform on Conflict Zones. The Swedish Transport Agency advises all operators to register their interest with EASA to receive this information.

[European Information Sharing and Cooperation Platform on Conflict Zones | EASA](#)

Event / Information from TS

Safety recommendation is based on:

Information from:

- **European Information Sharing and Cooperation Platform on Conflict Zones (latest 2025-10-06).**
- **Open sources**
- **Occurrence reports**

In recent weeks, illegal drone activity has occurred nearby or in controlled airspace, leading to closed airspace and the resulting problems for air traffic. Simultaneous observations at several airports and sensitive military installations (in Denmark, etc.) indicate an organisation or state with high capacity to coordinate several drone activities in time and space.

The level it has today is mainly the use of drones at lower altitudes below about 5000' during the dark part of the day, most reports indicate that drones use some type of lighting that can be turn off and on, to be detected, which seems to be the purpose as of today.

The use of darkness and controlled lighting makes it more difficult to determine the drone's type and point of origin. It is most likely drones with a long range and endurance that are used, i.e. fixed wing drones (approx 1-3m wingspan). However, it should not be ruled out that smaller rotor drones are used.

There are also reports during the day at altitudes below FL200, although these reports are partly a little unconfirmed as to what it is that has been observed. The assessment is that this, just as CZIB writes, will continue.

Airspace intrusions do not currently appear to be predictable geographically, but can occur in any area based on the events that have occurred so far. Therefore, it is important to plan for conflicts with drones to occur for every flight, regardless of the area.

Safety recommendation from the Swedish Transport Agency

The Swedish Transport Agency recommends:

The operators to ensure drone activities is taken into account when doing risk analyses within planning for their daily operation.

The following are only examples of what you as an operator can include in your risk assessment and examples of mitigations that may be used when an operator-specific analyses has been conducted and you have concluded that they are necessary for your specific operation. They are not requirements from the Swedish Transport Agency.

Info to crew/OCC

1. BEFORE FLIGHT

- Review all relevant NOTAM & possibly AIP SUP and Company Bulletins.
- Plan extra fuel & alternate airport if necessary to mitigate risk to an acceptable level.
- Crew briefing: Who flies, TEM (Crew coordination).
- Maintain sterile flight deck and enhanced procedures during flight to a higher altitude than normal FL100.
- Determine when and where non-essential tasks (crew meals, lavatory breaks, etc.) should be performed to maintain maximum vigilance during critical phases of flight.

2. DURING DEPARTURE AND APPROACH

- Increased vigilance below 5000 ft in TMA and up to FL200, and generally over high seas over the Baltic Sea.
- Sterile cockpit – minimize distractions.
- Include TEM and speed management in approach briefings; consider reduced approach speed to enhance visual scanning and situational awareness.

3. WHEN OBSERVED

- Fly the aircraft – maintain course/altitude if not immediate risk, or climb out of the conflicting area depending on your own risk assessment of your operation.
- Report to ATC: position, altitude, distance and bearing/altitude/range.
- Only minor course/altitude change if necessary.
- Initiate a go-around or reject take-off if a drone poses a risk on short final or during the take-off roll.

4. COMMUNICATION

- To ATC: “UAS/DRONE activity observed, [bearing/altitude/range].”
- To cabin crew: Provide concise information, manage passenger anxiety, and prepare for a possible return or diversion.

5. AFTER THE INCIDENT

- Submit mandatory occurrence report (ASR). Send copy directly to your Principal Inspector
- Debriefing with crew