



FPS MOBILITY AND TRANSPORT
BELGIAN CIVIL AVIATION AUTHORITY

19 Maart 2026

Centre d'Etude de Droit militaire et de Droit de la Guerre

Drone handhavings- en vervolgingsbeleid



Lode Ketele, Directeur Luchtvaart, FOD Mobiliteit en Vervoer, DG Luchtvaart (DGLV)





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

GEVOELIG NIET-GECLASSIFICEERD (KB 20.12.2024):

Artikel 113 van het KB van 20 december 2024 tot uitvoering van de wet van 11 december 1998 betreffende de classificatie, de veiligheidsmachtigingen, de veiligheidsadviezen en de publiek gereguleerde dienst beperkt het verspreiden van documenten met de vermelding "GEVOELIG NIET-GECLASSIFICEERD (KB20.12.2024)" tot die personen die bevoegd zijn om er kennis van te nemen. Deze documenten of hun inhoud kunnen enkel aangewend worden voor andere doeleinden mits voorafgaande toestemming van de originele auteur.

SENSIBLE NON CLASSIFIE (AR 20.12.2024):

L'article 113 de l'AR du 20 décembre 2024 portant exécution de la Loi du 11 décembre 1998 relative à la classification aux habilitations de sécurité, aux avis de sécurité et aux service public réglementé limite la diffusion des documents revêtus de la mention "SENSIBLE NON CLASSIFIE (AR 20.12.2024)" aux personnes qui sont compétentes pour en prendre connaissance. Ces documents ou leur contenu ne peuvent être utilisés à d'autres fins que moyennant l'autorisation préalable de l'auteur original.

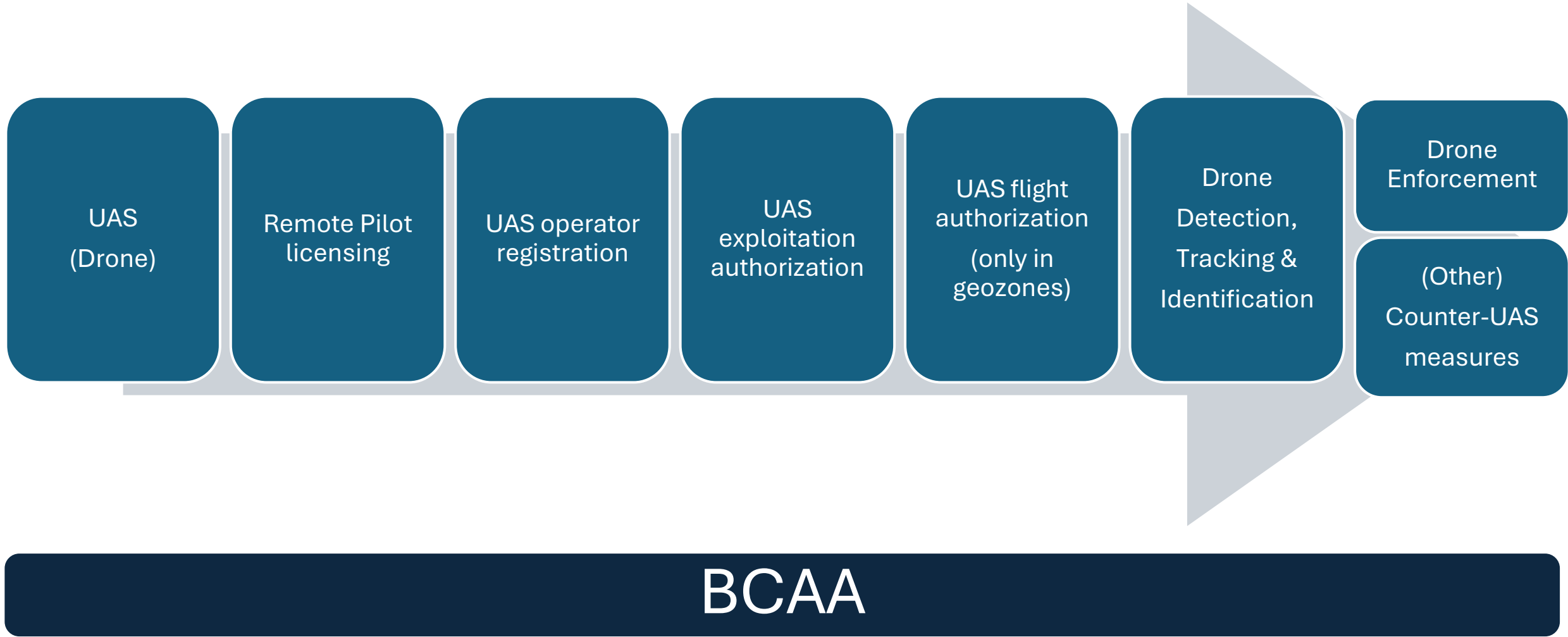
SENSITIVE NON-CLASSIFIED (RD 20.12.2024)

Article 113 of the Royal Decree of 20 December 2000 implementing the Act of 11 December 1998 on security classification, security clearances, security advisory notices and the public regulated service limits the distribution of documents marked "SENSITIVE NON-CLASSIFIED (RD 20.12.2024)" to the persons entitled to be informed of their content.

These documents or their content may be used for other purposes only with the prior permission of the original author.



BCAA as competent authority





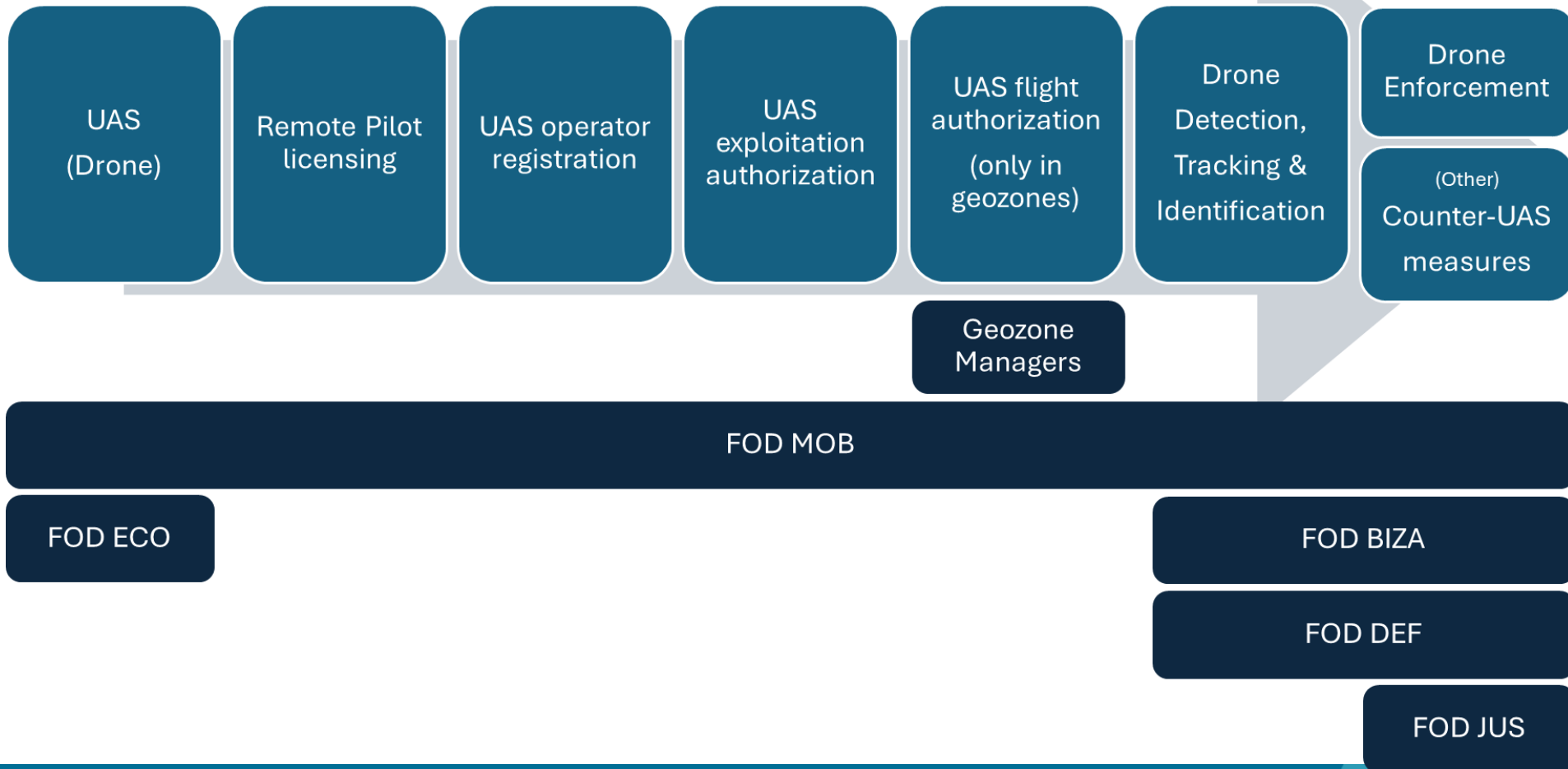
Context: Growing Challenge (1/4)

- Exponential growth in UAS use
- Increasing number of (minor but also criminal) incidents and police calls (mostly noise & privacy related)
- Drones can operate almost anywhere, limiting proactive oversight and inspections
- Users often unaware of regulations and risks (Crazy, Clueless, Careless, Criminal)
- Complex EU legislation for the general public and the police
- Basic aviation law dated from 1937 is focused on manned aviation



Context: Growing Challenge (2/4)

Dynamic environment involving numerous official authorities





Context: Growing Challenge (3/4)

Need for efficient cooperation and coordination

BCAA

- UAS exploitation authorizations
- Pilot training and certifications
- Operator registration
- U-Space, CISP and USSP certification
- Airspace management
- On-site inspections & Fining offenders

BiZa

- Police enforcement on-site
- Fining offenders

DEF

- Protection of the territory and military zones
- Geozone manager military airspace



Context: Growing Challenge (4/4)

Need for efficient cooperation and coordination

JUS

- Prosecution

ECO

- Market regulator Cx labeling of drones

Skeyes

- sCISP
- CTR geozone manager

Geozones managers

- Managing access to geozone

Regions and other government services

- Requests to fly as state operator



Multiple participants...

UAS markt in België

UAS-exploitanten
in categorie CERTIFIED



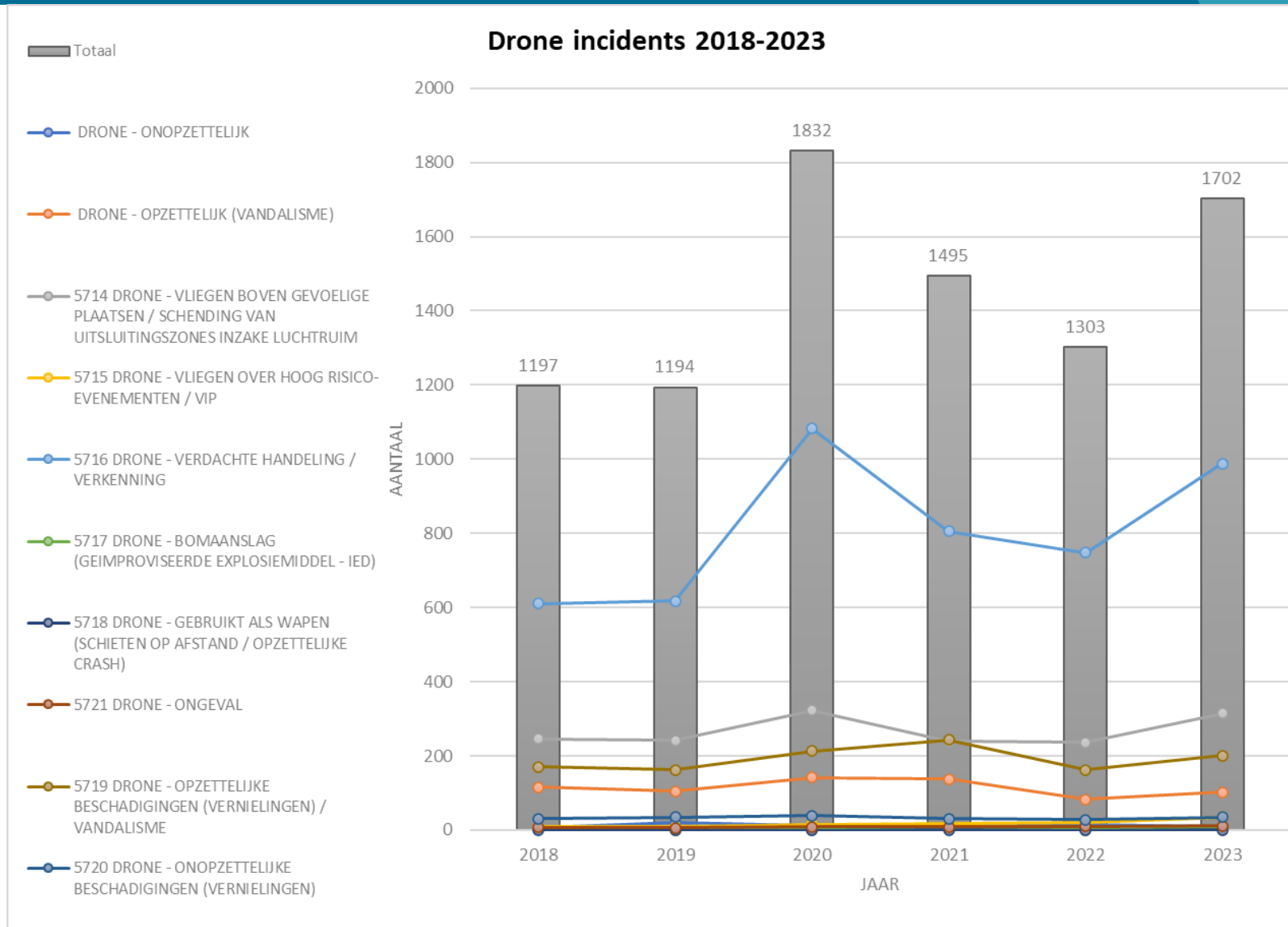
- Vrije verkoop van UAS,
- Geen registratie van UAS,
- Registratieplicht voor meerderheid van piloten op afstand,

MAAR:

grote discrepantie tussen aantal UAS
<-> aantal geregistreerde piloten op afstand

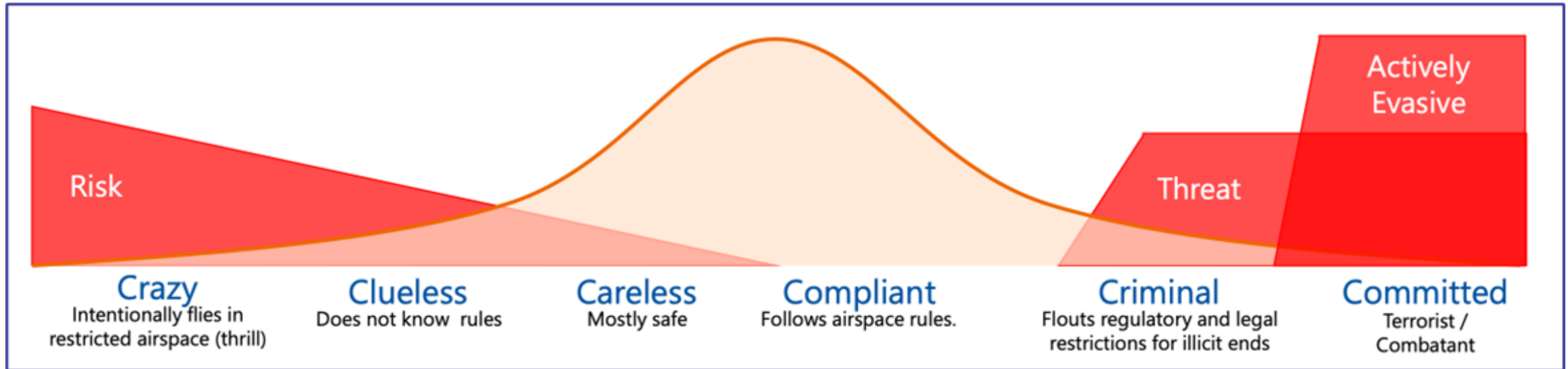


Multiple infractions...





Multiple offenders...





BCAA's Role in Drone Enforcement

- Competent Belgian aviation authority
- Investigations and inspections carried out by BCAA inspectorate
 - Mandated Aviation Inspectors
- Administrative fines can be imposed
 - Complex and time-consuming procedure
- Part of a wider enforcement chain involving police, prosecutors,...



Current Enforcement Measures (1/5)





Current Enforcement Measures (2/5)

Cooperation & Procedures

- BCAA frequently consulted as the competent authority
- Deliver authorization for drone operations in 'High Visibility events'
 - Tomorrowland, GP Franchorchamps, Pukkelpop, Ronde van Vlaanderen, Rally van Ieper, Rock Werchter, Lokerse Feesten, ...
- Ad hoc cooperation with police, prosecutors and BCAA
 - Prison protection, papal visit 2023, events



Current Enforcement Measures (3/5)

Cooperation & Procedures

- Event risk management
 - Airspace coordination
 - Conditions for organizers
- Pilot project Tomorrowland
 - Efficient multidisciplinary collaboration
 - Experienced “Aviation coordinator” in Ops/Crisis center



Current Enforcement Measures (4/5)

Supervision & Enforcement

- Inspections and investigations by BCAA Inspectorate
- Follow up PV police & BCAA
 - 60 PV/year
- Administrative fines based on risk priorities:
 - Safety of manned aviation
 - Critical infrastructures & airports
 - Temporary geozones at high-visibility events
 - Interference with emergency services
 - Special cases (e.g. drone show)

2022: 8 fines
2023: 12 fines
2024: 22 fines
2025: 30 fines

Limiting factor:
#BCAA Staff



Current Enforcement Measures (5/5)

Awareness about enforcement

- Annual awareness mailings before summer events
- Planned press release (2026) with results of 2025 enforcement for events



Drone Law Enforcement – Concept Note (1/3)

Work in progress

- Tripartite Drone Working Group (public prosecutor, police & BCAA)
- Concept note: shared vision & policy preparation
 - Approved by FOD Mobility & Transport and 'College Procureurs Generaal' and Federal Police
- Towards an integrated enforcement & prosecution framework

Three pillars

- Immediate collection (“Onmiddellijke Inning”) by police for minor & objectively verifiable infringements
- Administrative fines imposed by BCAA
- Criminal prosecution by public prosecutor

Concept note to be translated into law in 2026 !



Key Principles

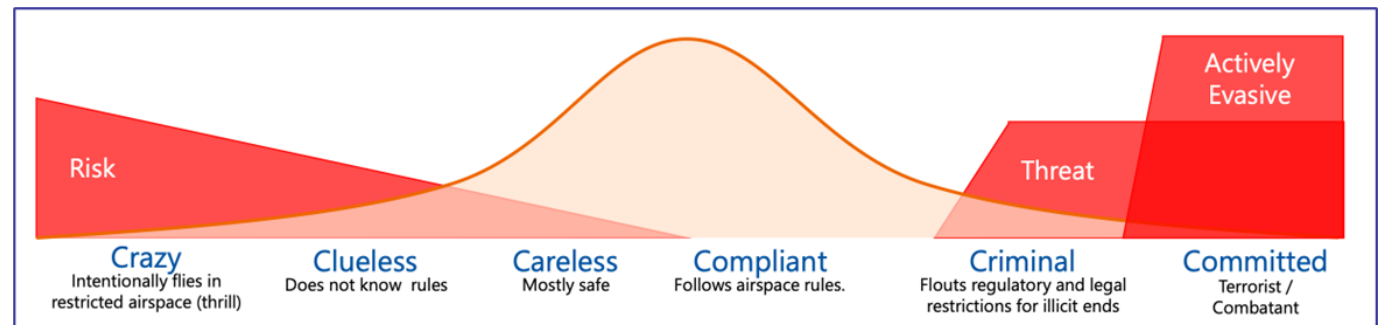
- Graduated penalties for repeat offenders
- Infringement categories aligned with traffic law analogy:
 - Immediate collection (“Onmiddellijke Inning”) (minor)
 - Administrative fine (medium)
 - Criminal prosecution (severe)
- Police reports = special evidentiary value
- Police court as first instance, appeal at correctional court



Drone Law Enforcement – Concept Note (3/3)

Key Principles

- Simple enforcement measures as incentive for compliance
- Clear guidelines for police
- Focus on safety, security & criminal misuse of drones (not environment/privacy)
- User-profile approach:





BCAA : Way forward

Need for a national, integrated action plan

- Coordinated activities
- Increase efficiency & effectiveness
- Reduce costs
- Make optimal use of investments



BCAA : Way forward

BCAA identified 3 main topics that require close cooperation & thorough consultation to succeed

Integrated drone detection system on national scale

Registry to identify the responsible UAS operator

National legislation on enforcement & state operators



Integrated drone detection system on national scale

Why on a national scale?

- High speed of drones
- Reaction time is crucial
- Fragmentation creates blind spots
- Nationwide coverage provides early warning



BCAA: Way forward

Integrated drone detection system on national scale

TRIPLE USE

Use of a single integrated national drone detection system for

- Aviation safety (DGLV, Skeyes, Defense,...) and scaling up BVLOS drone operations and state flights
- Civil security (police, NCCN, critical infrastructures,...)
- Military security



BCAA: Way forward

Registry to identify responsible UAS operator

- Detecting the drone is only step 1
 - => **Need for link between drone and responsible person**
- **UAS operator is responsible**
 - Not necessarily linked to ownership of UAS nor to remote pilot
- **Obligation to register as UAS operator already exists**
 - However, not every UAS operator registers



BCAA: Way forward

Registry to identify responsible UAS operator

- **Remote ID**

- Physically capturing the UAS is not practical
 - => UAS needs to send out its identification via Remote ID
- However
 - EU legislation does not require all UAS to send out remote ID
 - Remote IDs are not always active



BCAA: Way forward

Registry to identify responsible UAS operator

PROPOSED SOLUTION: EU legislation adaptation

- Obligation for all UAS to emit Remote ID
 - Obligation that UAS cannot take off as long as
 - UAS operator number is not included in Remote ID and
 - Remote ID is not active
- > Technical UAS update



BCAA: Way forward

Registry to identify responsible UAS operator

Link between emitted UAS operator number & UAS operator data via BCAA central database



Thanks for your attention
Questions ?



Lode Ketele

Directeur Luchtvaart

Verantwoordelijk voor Luchtvaart-Beveiliging, -Veiligheid en -CrisisManagement

FOD Mobiliteit en Vervoer

DG Luchtvaart

6A10 CITY ATRIUM

Vooruitgangstraat 56

1210 Brussel

Lode.ketele@mobiliteit.fgov.be

