

U-space draft regulation

AW-Drones Workshop

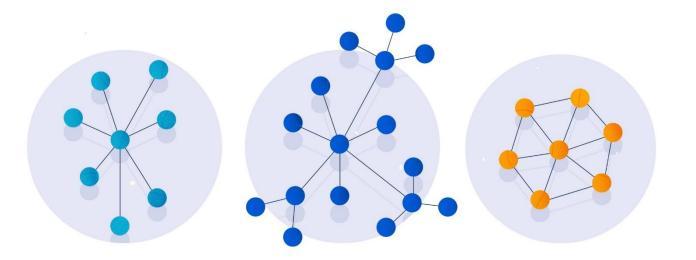
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U-space

- UAS Traffic Management
- Based on connectivity and Internet services, IoT, V2V comms...
- Blooming area
 - Pioneer implementations
 - Ongoing R&D
- Minimal regulatory framework being developed – technology neutral



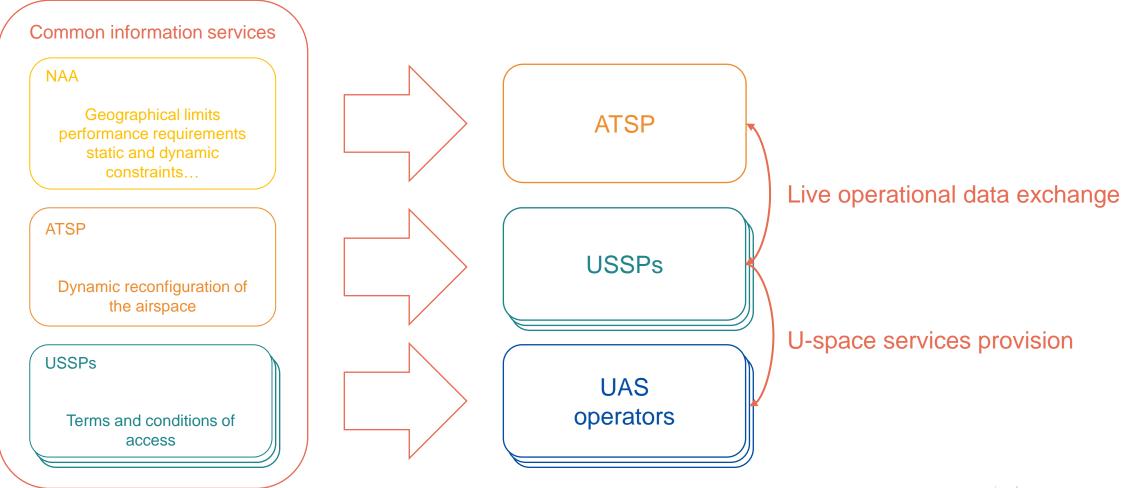


Common Information Services

- No compelling safety argument for a single, centralised, monopolistic service provider
- ANSPs and USSPs will provide (part of) the common information and are already certified
- MS and authorities will provide the rest of the common information and do not need to be certified



Common Information Services





Required U-space services

- Resulting from the airspace risk assessment
- Could the minimum be only Network Identification?

- U-space assumed to be created where there is a need for traffic management
- Need for a certain level of harmonisation to support free movement of UAS operators and USSPs
- Harmonisation also supports safety

- Proposed to keep the following minimum:
 - Network id
 - Geo-awareness
 - Flight authorisation
 - Traffic information



Impact on Manned Aviation

- UAS operators will subscribe – and pay – for U-space services
- Commercial aviation continue to pay for air traffic services
- Separation between account for CIS and accounts for any other activities (incl. separation of accounts for ANSP providing CIS) – see SES2+ recast
- Electronic conspicuity a necessary condition for the safe access to U-space airspace in uncontrolled airspace



Annexes

- Annex I Criteria for the definition of capabilities, performance requirements, operational conditions and airspace constraints
- 2. Annex II Publication of the information
- 3. Annex III data quality requirements
- 4. Annex IV UAS flight authorization request
- 5. Annex V exchange of information
- 6. Annex VI Template for certificate



Thank you



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Slide 2&4: Delair DT26, source: delair.aero; slides 2&3: Lilium regional air mobility vehicle, lilium.com

