

Session: What U-space services are needed??

The future
of unmanned traffic
management,
applied today.

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Old vs New version of U-space draft regulation...

- *E-identification*
- *Geo-awareness*
- *Traffic information service*
- *Flight authorisation*



- E-identification
- Geo-awareness
- Traffic information service
- Flight authorisation

- **Tracking service**
- **Weather service**
- **Conformance monitoring service**
- **Other (as defined by the Member State)**

General remarks

- **U-space is everywhere except where it isn't....**
 - Why and how limit basic services to geographical boundaries...
 - Matching with already defined Open and Specific categories
 - Important to define which services can be operated by whom
 - Some essential services are lacking, which are mandatory or not
 - Has become a bit 'chaotic', definitions should be clear and services should follow a logical flow

Initial observations

- **E-identification**

- Scope goes further then in current regulation (implementing act)
- Mandatory in U-space only?
- Network based solution, connection to UTM
- Clarification on the definition is needed → E-identification is not tracking

- **Geo-awareness**

- Managed by authorities or mandated
- Is dynamic and related to a ***Flight Planning Service...***
- Implies the existence of a ***No-Drone zone management service***

- **Flight Authorization service**

- Automatically reply? Why and how?
- Mixing up services such as ***Deconfliction/Priority management and flight planning!***

Initial observations

- Traffic information service
 - Mandatory while tracking is optional?
- Tracking service
 - Encompasses 'flight plans'?
 - Clarify difference with E-identification..
- Weather information service
 - What's the goal of it?
 - Weather information from different stakeholders?
 - Sufficiently reliable?
- Conformance monitoring
 - Only possible when tracking is available
 - Flight planning service is need as wel to check against...

Thank you
for your
attention

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