1. **What is the U-space and what is the objective of the Regulation?**

Main points discussed:
- The EC policy is to develop a strong EU drone services market;
- Definition of U-space: indication of composing elements such as airspace vs services, automation, digitalisation and interaction with ATM/ANS;
- Need for a separation between ATM and U-space;
- Member States prerogatives on designation of airspace;
- Need for a separate airspace classification for U-space;
- List with examples of types of service to be provided in the U-space;
- Clear definition of roles and responsibilities, accountability of U-space actors;
- Responsibilities of cities, municipalities, local authorities.

**SUMMARY OF CONCLUSIONS:**
- EC’s main objective is to develop drone services market;
- The operations must remain safe, secure, green and respect privacy;
- U-space is the enabler of the drone service market;
- U-space is a set of services in a volume of airspace provided by a digital system;
- U-space is characterised by its high degree of automation and digital connectivity;
- U-space needs to take into account the way cities can take a leading role in U-space (e.g. in view of speed of innovation and local needs).

2. **Why a separate U-space regulation and not use existing rules?**

Main points discussed:
- Airspace and designation of U-space;
- Current ATM not adapted for managing UAS traffic, therefore U-space needed;
- Drone services market is the goal by enabling services;
- Full list of services not defined, not mature today. List of services not completed;
- Role of the authorities, in particular cities;
- Definition in relation to other documents (like the SESAR blueprint);
- Integration between ATM and U-space framework.

**CONCLUSIONS**
- There is a need for a separate U-space regulation to reflect the innovative character and the paradigm shift, distinct from, yet building on other aviation safety regulations; e.g. ATM present regulatory framework;
- There is a regulatory need to define:
  - flight rules and airspace where U-space services will apply;
  - roles and responsibilities of the actors, what applies and who is affected.
3. How can U-space be established?

Main points discussed:
- Manned vs unmanned operations – level of integration;
- Coordination, interface, interaction between ATM and U-space;
- U-space services in the cities: applicability of the existing flight rules and SERA;
- Geographical scope of the regulation and airspace classification;
- Different approach below and above VLL to be applied;
- Use of technologies, infrastructure.

CONCLUSIONS:
- Member States have sovereign powers to designate the volumes of airspace where U-space services will be available/provided;
- Member States to decide where services will be provided based on traffic complexity;
- Need to define performance requirements when establishing the U-space;
- Member States to decide who will act as authority at national, regional, local level;
- Cities to have a complementary role to address societal concerns;
- Unless segregation-like approach is applied, the same flight rules should apply in the same airspace for all airspace users;
- The draft regulation needs to be technology neutral; open standards to be applied (source may come from industry standards);
- The draft regulation should ideally contain an airspace classification for U-space;
- ICAO framework should not to be ignored when establishing U-space regulatory framework.

4. What is the relation between U-space and ATM?

Main points discussed:
- Robust interface is crucial;
- Role of ATCO;
- VLOS, BVLOS;
- CTR traffic is complex, involvement of drone operators still needed;
- Reliability of data.

CONCLUSIONS
- ATM and U-space are distinct but complementary frameworks;
- The traditional human centric ATM/ANS is not always suitable for data driven drone operations (small and medium-sized drones);
- ATCO additional workload to be avoided;
- Imperative to have clear rules on the interaction between U-space and ATM.
5. **What are the U-space services that need regulation?**

**Main points discussed:**
- Performance of services;
- Criteria to establish services, classification of services;
- Common information service/function;
- Geo-awareness and airspace authorisation;
- Take into consideration State operations;
- Common altitude reference system;
- CORUS proposes extensive list of services and airspace classification to be considered.

**Conclusions:**
- There is a regulatory need for a list of basic services in the regulation, in order to make clear what is being regulated;
- The minimum list of services needed depends on traffic complexity in that airspace and its environment;
- A short list would be sufficient as it can always be extended later;
- Identification, airspace authorisation and geo-awareness are seen as crucial services;
- Leave flexibility to the authorities.

6. **What organisations may become U-space service providers?**

**Main points discussed:**
- Interface with ATM;
- U-space architecture centralised vs de-centralised;
- Certification/approval of U-space service providers;
- Types of services to be provided;
- Service level agreements.

**Conclusions:**
- Need to introduce competition;
- Those organisations meeting the requirements to qualify as U-space services can provide U-space services across the EU (mutual recognition of U-space services providers certificates is one of the main benefit of the U-space regulation);
- Need to establish service level agreements, in particular for non-regulated services to meet the required performance level for the UAS operations.
7. WHAT ARE THE BASIC RULES THAT WOULD APPLY IN THE U-SPACE?

Main points discussed:
- Need for specific rules for U-space;
- Applicability of SERA regulation;
- Need to establish priority rule on air traffic or flight rules for UAS operations;
- Need for other airspace classification specific for U-space.

CONCLUSIONS:
- SERA not suitable for UAS operations in the U-space;
- U-space flight rules may be built on SERA but need to be adapted to drone operations;
- Ideally flight rules specific for UAS operations in the U-space should be developed (however this requires more time for demonstration);
- Unclear at this stage if new classifications of airspace will be required.

8. HOW IS U-SPACE EXPECTED TO BE FINANCED?

Main points discussed:
- U-space needs to be beneficial for all citizens (value chain);
- Protection of the general public must be ensured;
- How to ensure financial level playing field;
- Consideration of costs for ANSP;
- Costs of critical and/or centralised infrastructures;
- Costs to be covered by tax payers such as for road traffic.

CONCLUSIONS:
- Agreement on the user-pays principle;
- Need to develop EU market to scale operations;
- Effective competition will reduce the costs.