



AME's European Drone Digest

*Almost everything you need to know about aerial mobility in Europe...
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2nd Issue - 3rd Quarter 2023

AME's Interview Corner



**[This Quarter's Conversation with: Jan-Eric
Putze - CEO of Droniq GmbH](#)**



Jan-Eric Putze is the CEO of Droniq GmbH, a joint venture between Deutsche Flugsicherung (DFS) and Deutsche Telekom. Next to his position as Droniq CEO, Jan-Eric is also president of the “Alliance for New Mobility Europe”. Jan-Eric is a trained banker, commercial pilot and flight instructor

1. What are the main strengths and weaknesses of the U-space regulation 664 and the AMC/GM from December 2022?

The greatest strength of the regulation is the actual project itself: The establishment of a uniform framework for the use of drones throughout Europe - both on an operational and legal level. If this project succeeds, it can advance the drone market immensely. Another positive aspect is that this approach will increase transparency in the airspace. All air traffic participants in U-space must make themselves visible, which also increases safety for everyone. This is exactly what is needed in view of the steadily increasing air traffic!

For regulation to develop its full potential, it must be implemented correctly. For this, safe and lean structures are needed so that flying in U-Space is not overly complicated. But this is not where we are yet. On the contrary, there are still many ambiguities in the topic of U-Space, which also result in a lot of uncertainty. This starts with the entire financing concept for a U-Space. What could a business model look like? What does it cost for users to fly in U-Space at all? Another challenge is the currently still too high market entry hurdles for setting up a U-Space in the first place. In addition, there are already tendencies

that countries are proceeding differently in the implementation of U-Spaces - for example, with regard to the responsibilities of CISP and USSP. This is precisely where EASA must intervene. It must ensure that there are uniform standards! At the same time, it is its responsibility to check that the defined standards are being adhered to.

2. What can be done in the short-term and in the longer-term to improve the state of the regulation and AMC/GM

The solution is "flying". We have to show how U-Spaces can be put into practice on the basis of existing regulation. In Germany, there are already a number of initiatives that are doing just that and which we as Droniq also support. These include, for example, the "AMIUS" project in Bavaria or the "U-Space R3" project in Aachen. These projects initially help to gather practical experience in the implementation of U-Spaces. What works well and where are still challenges to overcome? Furthermore, such projects also show where there are still gaps in the implementation of regulation and how these could be closed with regard to design. In this way, they also provide long-term added value for the future implementation of U-Spaces and regulation.

3. Do you expect any meaningful amounts of traffic flying in U-space under the current regulatory specifications in the next few years?

Generally speaking, the industry is already flying, and that even without U-Space. As soon as the regulation is implemented at national level, there will certainly be isolated U-Spaces. In view of the current state of implementation of the regulation, I do not expect a broad use of this instrument. In order to achieve this and to implement U-Spaces on a broad scale, the lean structures already mentioned are needed. Politics has a great responsibility here. They

must create the foundations so that the potential of the drone can unfold in the best possible way. I think the approach of regulating everything from the start is wrong.

Regulatory Developments & Curated Reads



Regulatory Developments

EASA publishes Easy Access Rules for AMC-20 Amendments 21 to 23

EASA has published Amendments 21, 22, and 23 of the [Easy Access Rules for Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances \(EAR for AMC-20\)](#).

- **Amendment 21** ([ED Decision 2021/006/R](#)) supports the implementation of the requirements on commercial operation of certain categories of aeroplanes without an ETOPS approval;
- **Amendment 22** incorporates [ED Decision 2021/007/R](#) on ageing aircraft structures; and

- **Amendment 23** ([ED Decision 2022/001/R](#)) introduces a regular update of AMC-20.

EASA Consultation on Means of Compliance with Light-UAS.2510

EASA [opened](#) a public consultation on the Means of Compliance with Light-UAS.2510. This MOC describes an accepted means for showing compliance with the requirements Light-UAS.2510(a) and Light-UAS.2510(b) of SC Light-UAS Medium Risk. These means are intended to supplement the engineering and operational judgement that should form the basis of any compliance demonstration.

The comments to the proposed Consultation Paper are to be filed through the EASA Comment Response Tool.

EASA workshop U-space implementation

EASA held on 22-23 June [a workshop on U-space](#) "*From the concept to the implementation*". The workshop took a deep dive in the U-space concept and AMC/GM to the U-space regulatory framework (EU)2021/664/665/666, especially the recently published [AMC and GM to Implementing Regulation \(EU\) 2021/664 — Issue 1](#). The USSP/S-CISP certification process and the outcome of the Member States Task force on the USSP/S-CISP certification harmonisation, has been presented.

This workshop was open to industry and authorities, and represented a unique opportunity to ask questions and provide feedback to whom has been directly involved in the development of U-space concept and regulatory framework, as well as the associated AMC/GM. The workshop went into all technical details necessary to run and operate in U-space. A particular point that was stressed by EASA was that EASA sees itself responsible for harmonization and industry for standardisation.

SESAR Governance Board Meeting

At the latest SESAR Governing Board in which AME took part as one of the members of SESAR3, important decisions were taken concerning the next upcoming calls and the administrative work of SESAR3. In particular, it was highlighted that since the inception of SESAR3 over 660mln € have been engaged, of which over 320 mln € have been co-funding from the EU.

Ingolstadt Meeting

On 27 June, a next meeting of the Ingolstadt UAM network took place at the TU Ingolstadt. By now a network with over 80 partners, number of projects have meanwhile been engaged or concluded on a broad range of topics. AME is part of the network since 2021.

EUREKA Kick-off

On 14 June, the kick-off of the EUREKA project took place at Rome Fiumicino airport. EUREKA is a Digital European Sky project co-funded under the latest SESAR3 call and aims to accommodate vertiport operations in the European airspace to enable Urban Air Mobility (UAM). A large consortium with 35 partners under the lead of Eurocontrol, the project has a total investment of some 12 mln € and will run until mid-2026. The project is supposed to do ground-breaking work on ambitious goals with four dedicated solutions on vertiport accommodation in U-space. You can find out more about EUREKA on [LinkedIn](#) and [Twitter](#).

EASA Artificial Intelligence Roadmap 2.0 published

The European Union Aviation Safety Agency (EASA) is pleased to announce the release of its [AI Roadmap 2.0](#), which aims at taking the human-centric approach to the integration of artificial intelligence (AI) in aviation one step further. The updated roadmap expands upon the initial proposal that was published in February 2020, drawing upon the experience gained from concrete

AI use cases involving stakeholders from the aviation industry, academia, and research centres. The document provides a comprehensive plan for the safe and trustworthy integration of AI in aviation, with a focus on safety, security, AI assurance, human-factors and ethical considerations. The development of the EASA AI Roadmap is part of the Agency's ongoing efforts to promote the safe integration of new and emerging technologies in aviation. You can find the document [here](#).

EASA guidelines on noise measurements for drones below 600 kg

EASA announced on 12 June the release of its guidelines to establish the noise levels of drones below 600 kg, which aim at providing harmonized procedures to measure the noise of drones used in the low and medium-risk operations of the 'specific' category. This release expands on the initial public consultation phase, after collecting around 90 comments from UAS manufacturers, operators, academia and national aviation authorities. In addition to the guidelines, EASA is also providing a template for a typical noise report that applicants or declarants can use to submit noise data, as well as a self-explanatory spreadsheet assisting the noise adjustment procedures.

Airspace Integration Congress, Madrid 25-28 September

[Airspace Integration Week](#) is a combined event that will be held on 25-28 September 2023, at IFEMA and Cuatro Vientos airport in Madrid, Spain. There are several events put together to get critical mass: Expodronica, ATCA's Airspace Integration, World space Summit. The four themes of the event are: Advanced Air Mobility/UAS/Drones; Civil-Military Cooperation; Commercial Space; Air Traffic Management. AME will be present with several members at the event.

ICAO workshop

ICAO held a webinar on 30 May, from 10:00-11:30 (Montreal Time) called "[UTM as an Enabler for Collaborative Operating Environments](#)" as part of a series of webinars for Drone Enable in December in Montreal. The webinar focused on the potential enabling aspects of advanced UTM capabilities and how these could support a collaborative operating environment. The speakers provided detailed examples of the UTM capabilities that could support the variety of operations conducted by existing users and new entrants, operating in shared airspace. AME's Secretary General Christoph Raab moderated the session.

EU Counter-UAS activities

As part of the Drone Strategy 2.0, the EU is about to start its “counter-drone package”. This has started with the EU Commission public consultation on the EU Counter Drone Package in March this year. This initiative aims to outline the EU’s policy on countering the threats posed by drones. It will also take stock of existing counter-drone support measures and present a strategic vision for further activities. Eventually, this will lead to a communication on counter-UAS in 2024. AME sees the development of an efficient counter-UAS regulatory framework as indispensable for a successful scaling of the EU drone market will actively contribute to its creation.

AME U-space implementation working group

In the context of the announced review of the [AMC and GM to Implementing Regulation \(EU\) 2021/664 — Issue 1](#), AME has created a dedicated working group to contribute to the review process ahead of EASA’s workshop in June on U-space implementation. Please find here AME [position paper](#) that was handed to EASA. The working group will continue to work on further aspects of U-space implementation. Please reach out to [us](#) if you would like to know more.

Worthwhile attending

- 25-28 September, [Airspace Integration Week](#)
 - 6 October, EASA [Workshop](#) on population density services for UAS operations
 - 10 October, SESAR JU annual conference
 - 27-30 November, SESAR [Innovation Days](#)
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Have Your Say: AME's Quarterly Poll



In this edition, we would like to ask you about Advanced Air Mobility and Innovative Air Mobility.

How will ATM need to be adapted to best fit the objectives of Advanced Air Mobility(AAM)/Innovative Air Mobility(IAM)?

- Adapt state of the art ATM
- Create new technologies from scratch
- A mix of both

You can access the poll and [answer it here.](#)

We will share the results in the next edition!

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