



# Alliance for New Mobility Europe

## AME's European Drone Digest

*Almost everything you need to know about aerial mobility in Europe...  
For the rest, join AME!*

**1<sup>st</sup> Issue - 1st Quarter 2023**

### AME's Interview Corner



**This Quarter's Conversation with:**  
**Member of the European Parliament Jan-**  
**Christoph Oetjen**



Jan-Christoph Oetjen MEP is Vice-Chair of the European Parliament's Committee on Transport and Tourism and closely involved with European aviation and drone regulatory matters.

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***Drone regulation in the EU is going on at high speed since 2018. How do you see the progress in creating the necessary rules for a full-fledged European Drone Market in the coming years? And how do you see the role of the European Parliament in this process?***

In my opinion, Europe should be the pioneer and standard-setter in the market. The competition overseas and in the Middle East never sleeps, which makes it even more important that the legal framework in the European Union is comprehensible, predictable and non-discriminatory for all market participants. The speed of implementation in the member states varies, starting with the designation of U-Space or with the designation and certification of CISP(s). A fully functioning European drone ecosystem can only be effective if users, regulators, and the public are involved. The role of the Parliament consists especially in being in dialogue with the citizens, to grasp the advantages of the technology, to remove obstacles and deal with concerns such as security and safety and to pay attention to the regulatory framework in the legislative process.

***In October 2022, you have organised a seminar on the implementation of U-space including a state of play from different EU Member States. What is your sentiment on U-space after this event and will you organize further such events?***

The event, which was attended by stakeholders, USSPs, ANSPs and drone operators and the European Commission, was very successful, but it can only have been a start. It has become very clear that there are different ideas about what conditions are needed to ensure fair and effective competition in this

market. The question also arises as to how the provision of CIS should be regulated, for instance if a entity simultaneously offers U-space, CIS and air traffic control services. As shadow rapporteur on SES2+ it is very important to set clear price and data release rules for CIS. Economic calculations require knowledge of costs; a structural copy of ANSP's monopoly structure would have negative consequences for pricing on the market and could prevent companies from entering the market due to a lack of competition.

***4 years ago, EASA has received the mandate to create the regulatory body to allow drones to fly safely and efficiently in Europe. On the one hand, regulation in the sky is extremely complex and for very good reasons very strict. At the same time, drones, their related services and air taxis promise a great market potential and several world regions are competing strongly who will finish a full set of rules first. What is your advice how the EU with all its different levels of regulators working on this should go about this competing set of goals?***

Safety is the number one priority in aviation and nothing will change that. The EASA study on the acceptance of urban air mobility has been important to obtain important information about this new market from the point of view of the general public. This can now be considered in the design of the rules. Given the competitive pressure from the USA and China, speed should not take precedence over safety. Otherwise, people's trust in the new aviation technology will be lost.

***How do you evaluate the recently proposed Drone Strategy 2.0 and by when do you expect U-spaces across all of the EU up and running, so that we can see scalable drone business taking off?***

I very much welcome the Drone Strategy 2.0 presented at the end of November

as part of the EU Drone Days. In my closing speech at the Drone Days I outlined the challenges and expectations of the key players and I will measure those against them in the future.

It is clear to me that the U-Space regulation must be implemented in the member states as quickly as possible. The implementation must create structures for USSPs and CISPs that encourage competition and reward innovation. A fragmentation in the Member States must be avoided. All this can only be successful if authorities, cities, the industry and the relevant stakeholders support the implementation. The Alliance of New Mobility of Europe will continuously play an important role in this process. The European Commission can facilitate with best practices and guidance. At the same time one must look into the future and further develop the regulatory framework based on the real necessities.

***In the wider public, drones don't have the best image and many people are reserved about the idea of widespread introduction of drones and air taxis into our lives. How do you as a Liberal see this and what do you propose to create a dialogue with the general public?***

Public expectations are high and a sense of security is key in getting people to use drone services. The full automation of the car and the control of the journey via artificial intelligence is comparable to the developments. The users were gradually introduced to new solutions of this technology and will learn how they fulfil their desires and needs. Reliable applications (such as drone food delivery in rural areas or traffic accident reconnaissance drones) do have a business case, there is added value for users, and the market will be able to expand. Citizens need to be able to see and experience drones and aerial vehicles in action, developing a feeling for them. Demonstrations and dialogue are beneficial and authorities should be supported in setting up and implementing new mobility concepts that include drones and air mobility services.

***And last but not least, do you have a specific expectation to the drone industry in playing its part of creating a globally leading drone market in Europe?***

Innovation is key and I would firstly recommend to invest in innovation without putting safety at risk. It is therefore vital that the industry's operations are accompanied by proper communication. As I already mentioned above, creating trust and showing real use cases and their benefits, will be crucial for gaining acceptance among citizens and potential users. Furthermore, access to drone operations must be made easier. Training measures and courses for remote pilots and pilots of VTOL aircraft would help here. The industry needs to create new applications that can be standardized and scaled-up in the respective application area.

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## Regulatory Developments & Curated Reads



### [Regulatory Developments](#)

***Informal Drone Expert Group***

At the December meeting of the Informal Drone Expert Group, DG MOVE presented details of the Drone Strategy 2.0 and the related Action Plan. There was a need for a new strategy since the actions defined in the 2015 aviation strategy have been worked down. Key areas of the strategy are: filling gaps in the ongoing regulatory process, strengthening funding for European drone companies and developing civil-military synergies.

The 19 flagship actions are intended to address specific recognized issues that stand in the way or slow down reaping the full benefits of developing drone technologies and a European drone market. On the development of the European Trusted Drone label, there will be cooperation with industry on the development of appropriate criteria.

DG MOVE also stressed that the U-space regulatory framework can be expected to be further evolved as the drone sector matures.

### ***NPA parachute***

EASA has issued last year a MoC for a first phase of consultation, the MoC on Parachute Rescue Systems and on Light UAS.2512 “mitigation means”. This MoC describes requirements for parachutes as a flight termination system. Among others, it indicates several, alternative criteria to be fulfilled in the mid-risk section and a different set of alternative criteria to be fulfilled in the high-risk section. A critical factor integrated into this risk-reduction calculation is wind and the exact formulas may make it very difficult to fulfil the requirements. The version for public consultation is under elaboration in cooperation with NAAs and should be published in February.

### ***EASA task force on U-space implementation***

In the context of the AMC/GM for the U-space regulation, EASA had created last year a Task Force with EU Member States. This Task Force continues to operate and will contribute to a smooth implementation of the regulation in the different Member States.

### ***JARUS consultation "SORA Version 2.5 package"***

The new risk assessment for drones, [SORA 2.5](#), has been published for public consultation. The deadline for comments is 6 March 2023. This version was developed with the support of EU aviation authorities and EASA. It will provide further flexibility and simplifications for the benefit of drone operators. It will fix most of the issues that operators have encountered so far and it will include a quantitative assessment of the ground risk. The document is complemented by an explanatory note describing the major changes and providing a proposal for an additional simplification in the format of SORA that may be included in the final version. This final version is supposed to be published by JARUS, after addressing all comments, in summer 2023. EASA plans to implement it in the EU regulatory framework soon after.

EASA will host a SORA workshop, free of charge, on 9-10 February 2023, in hybrid format to help stakeholders to provide informed comments. You can register to the workshop [here](#). You can also find a video [here](#) explaining the main changes in the SORA 2.5 version.

### **Curated Reads**

#### ***AME-CANSO partnership***

AME and CANSO have signed a cooperation agreement to better coordinate their respective activities and to increase their impact on drone regulation going forward. The partnership has been officially announced during the EU Drone Days on 30 November. You can find [here](#) AME's LinkedIn post on it. The key goal of the cooperation is a systematic dialogue between drone and ANSP stakeholders, cooperation and better alignment of positions between the two organisations.

## ***EU Drone Days***

- ***EU Drone Strategy 2.0***

On 30 November , the European Commission adopted the [European Drone Strategy 2.0](#). The Strategy sets out a vision for the further **development of the European drone market**. It builds on the EU's safety framework for operating and setting the technical requirements of drones, which is the world's most advanced. The new Strategy lays out how Europe can pursue **large-scale commercial drone operations** while offering new opportunities in the sector.

- ***SESAR Show Days***

On 29 and 30 November 2022, the European Commission together with SESAR 3 JU organised an event to launch its Drone 2.0 strategy, the EU Drone Days. The EU Drone Days accompanied the launch of the forward-looking European Drone Strategy 2.0, intended to foster the uptake of drone technology, while ensuring safety, security and social acceptance. Panel discussions with industry and policy experts examined in detail the areas covered by the Strategy, including innovative air mobility and aerial services, and strengthening European civil, security and defence industry capabilities.

- ***EU Parliament Hearing on Drones***

On 30 November the European Parliament hosted the hearing “Safe and Efficient Development of a Drone Ecosystem in the EU”. The participants highlighted the potential of drones in the innovation of mobility, also concerning decarbonization and digitalization. Speakers also focused on the need of a sound policy framework for the development of the drone ecosystem. Please find [here](#) the relevant documents from the event



(event's programme and participants' presentations) and you can find [here](#) the recording of the event, it starts at minute 11:08.

### ***EU Drone Stakeholder Network Meeting, Helsinki***

On 26 January, the EU Drone Stakeholder Network held its latest meeting in Helsinki in close cooperation with the Finnish VTT and Fintraffic. Some 150 participants on site and around 400 online discussed on the EU Drone Strategy 2.0, U-space implementation and various other aspects of drone regulation. The Network has been created by the European Commission and Eurocontrol and is organising several meetings per year in Brussels and other relevant locations around Europe.

## **Have Your Say: AME's Quarterly Poll**



In this edition, we would like to ask you about U-space implementation.

***“Scaled commercial drone operations in Europe: by when we will see it in more than few countries?”***

- 2024

- 2025
- 2026
- Even further down the road

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

We will share the results in the next edition!

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