

CORUS five

Airspace Organisation and Management in the Short Term Horizon

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CORUS five 3rd Workshop – Vienna (Austria)



Co-funded by
the European Union



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Short-Term Horizon The first generation of U-space

Key Features for Airspace Organisation



Limited geographical deployment



A single "class" of airspace



UAS Geo Zones

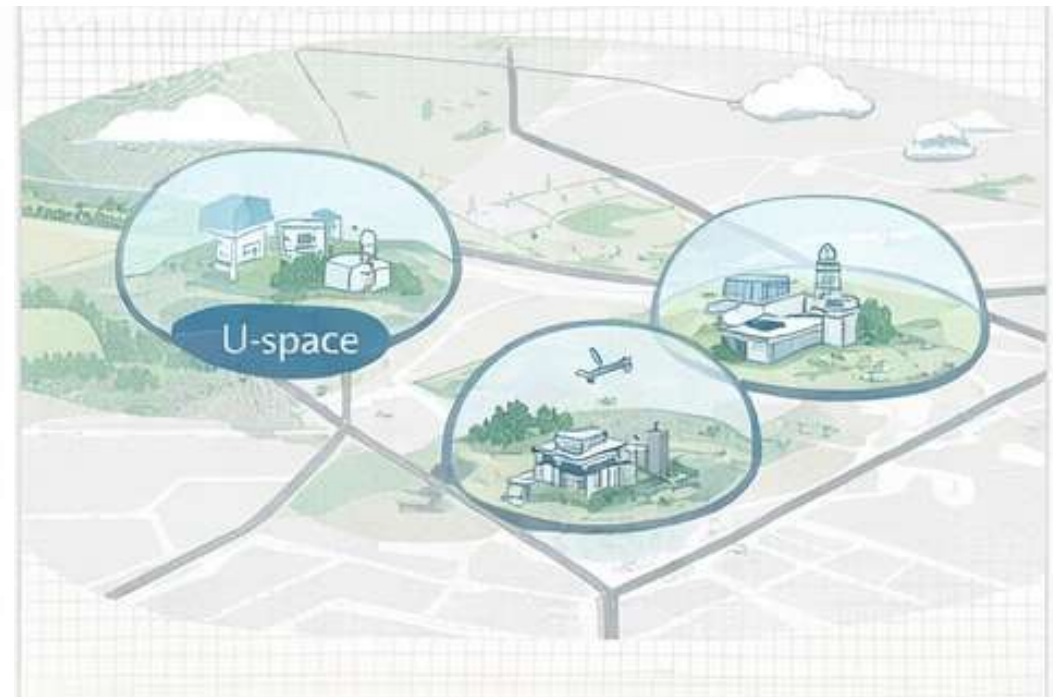


Multiple Service Providers



Limited geographical
deployment

- Areas of high demand for BVLOS;
- Distant from aerodromes (could be in CTRs);
- Generally not adjacent to each other;
- VLL and at a sufficient distance from known VFR routes.



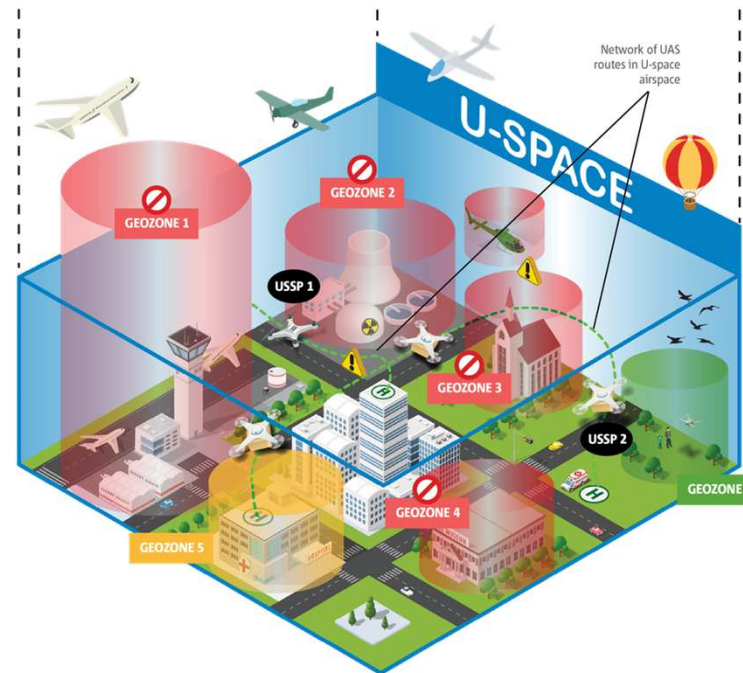


A single “class” of airspace



UAS Geo Zones

U-space airspaces are envisaged, as stated in Regulation (EU) 2021/664, to be supported by the provision of CIS and the four baseline mandatory U-space services.



Internal structure relies on **UAS Geographical Zones**:

- Localised operational constraints or conditions - altitude limits, speed restrictions, local prohibitions or mandatory equipment levels;
- An individual U-space airspace may contain several UAS Geo Zones;
- Fine-tune management of safety, security, privacy and environmental risks.

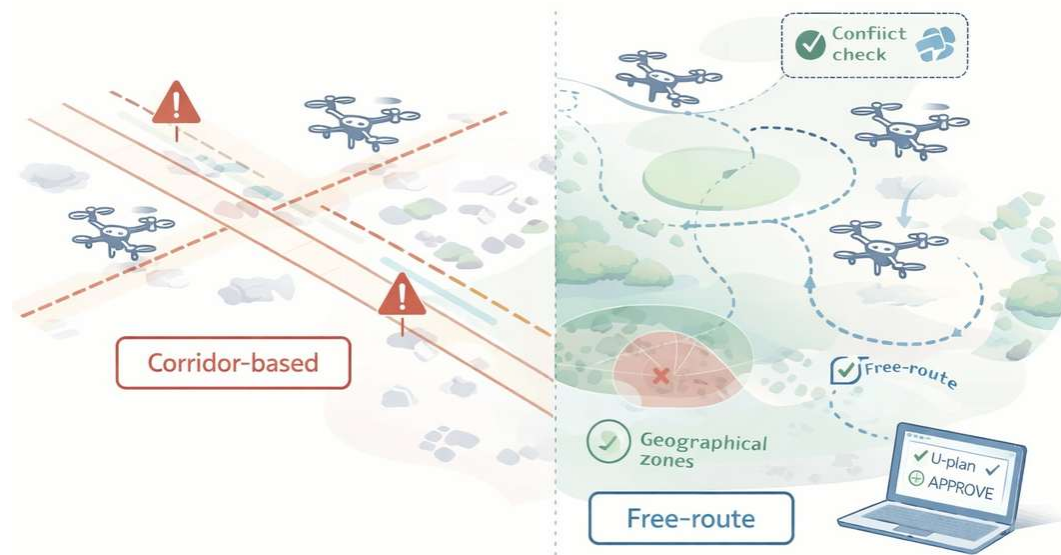
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Even in early deployments, service provision is expected to involve multiple service providers, including multiple USSPs, one or more CISPs, and possibly even ATSPs.

Quality of service provision is ensured through certification and common standards.



Not structured routes, but **dynamic, free-route UAS trajectories**, with strategic conflict management ensured through the UAS Flight Authorisation service.



Multiple Service Providers

•  **Digital Airspace Management**
Airspace managed through services



Restricted, digitally supported environment.

Conditional access upon requirements:

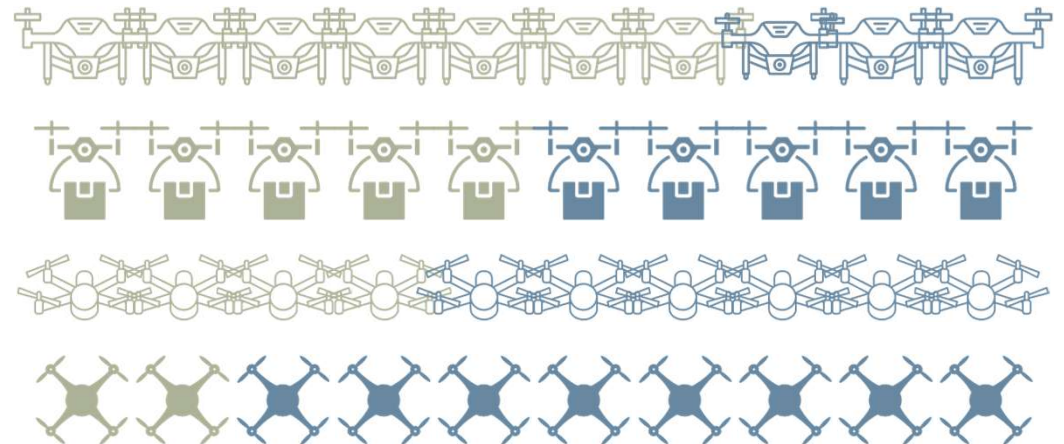
- Operational,
- Performance,
- Capability.

ACCES CONDITIONS

Specific conditions apply.

UAS operator must:

- Submit a U-plan,
- receive U-space services from a USSP, and
- comply with the capability, performance and operational limitations defined for that airspace.

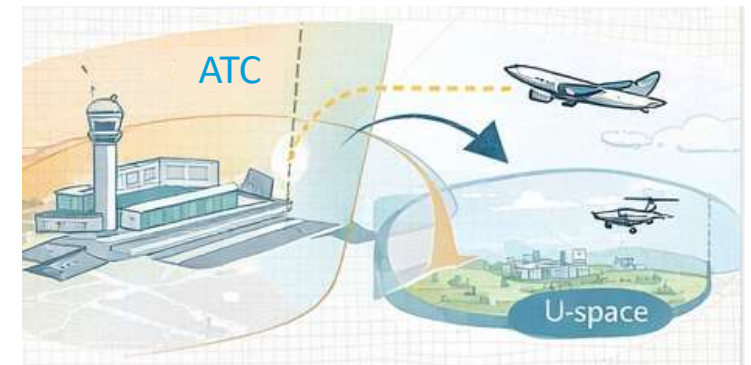
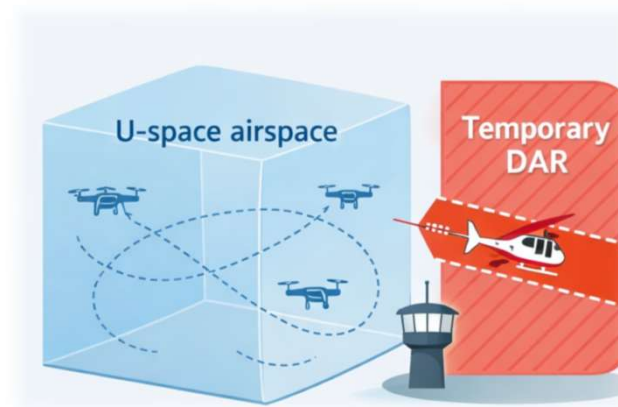
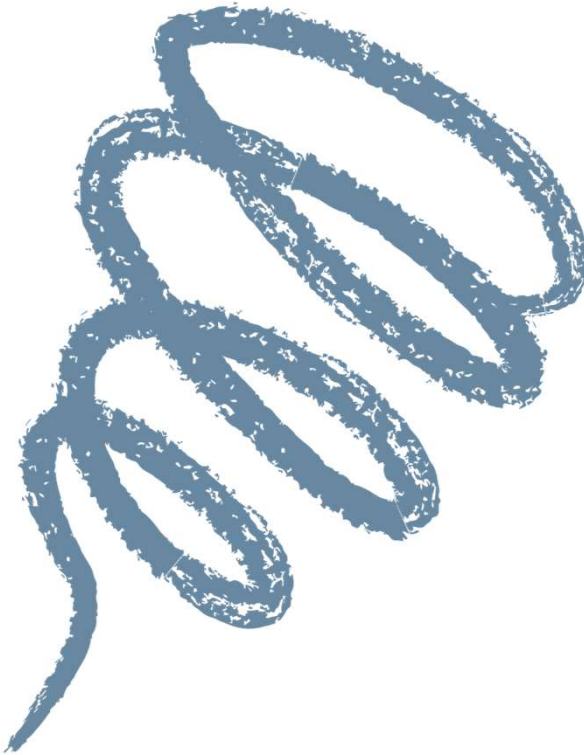


Manned aircraft not receiving ATC services may only enter if they are electronically conspicuous

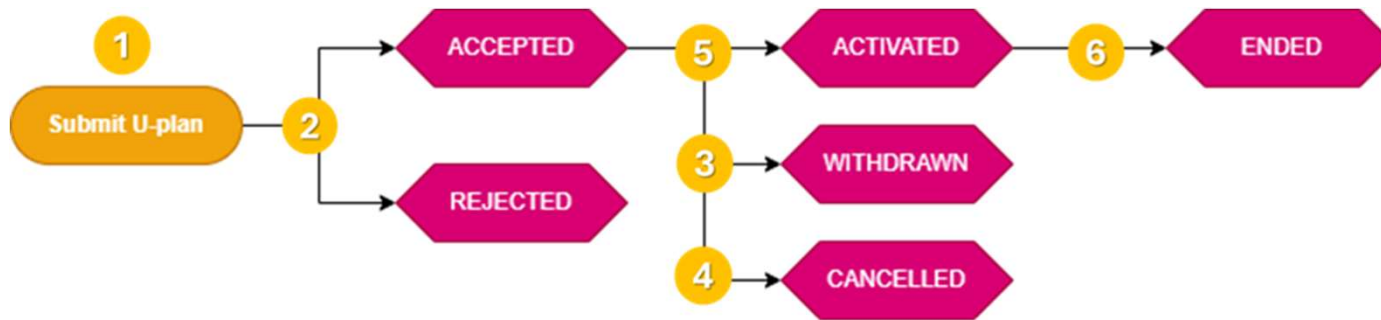


Dynamic Airspace Reconfiguration (DAR)

DAR temporarily modifies the boundaries of U-space airspace to ensure segregation between UAS operations and manned aircraft receiving ATC service.



The U-plan



The U-plan is not merely an expression of flight intent but the mechanism through which access to U-space airspace is:



Requested

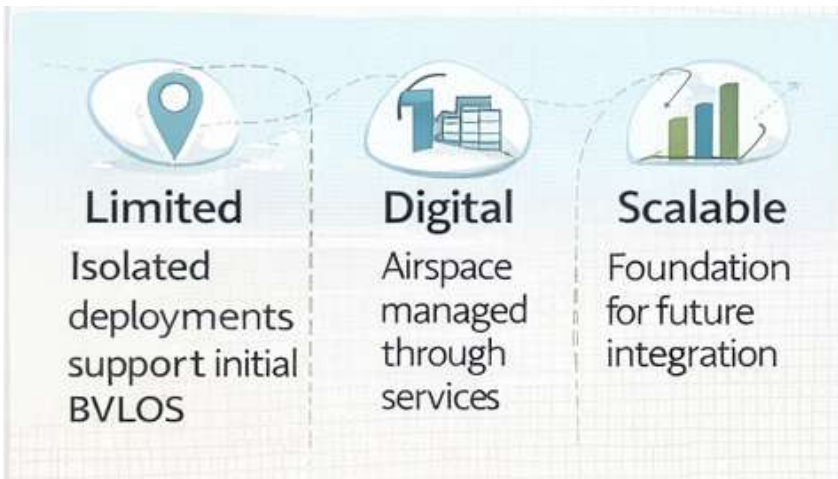


Evaluated



Authorised

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DANKE!
THANK YOU!
MERCİ!
GRAZIE!
GRACIAS!
DANK JE WEL!
ありがとうございます

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