



Towards U-space: an Authority's perspective

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Competent authority for civil aviation in Belgium:

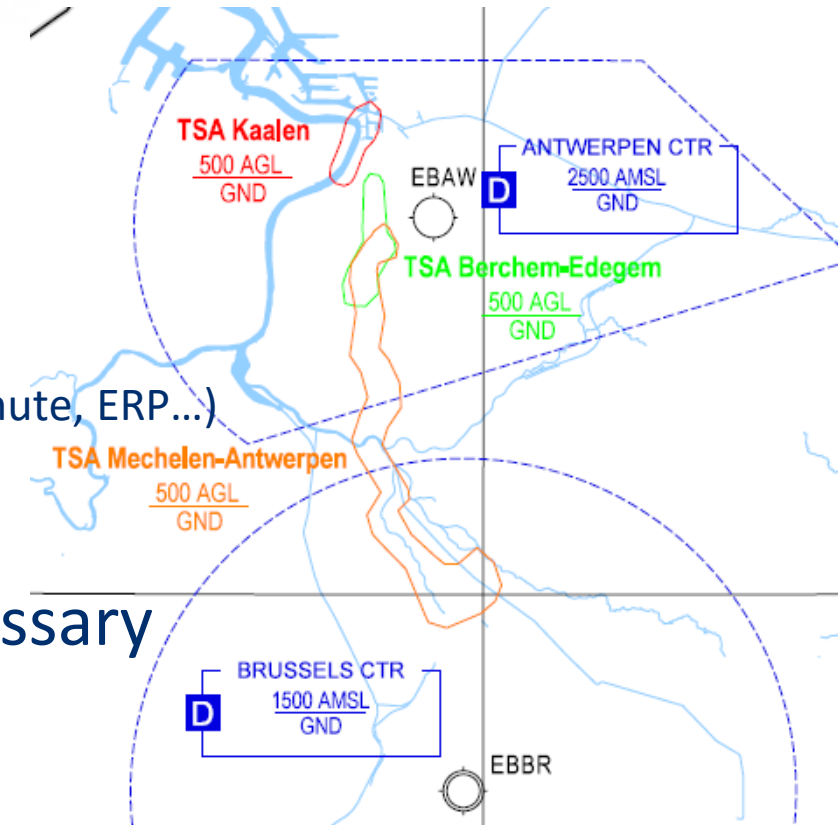
- Airspace & ATM/ANS
- Airports & airfields
- A wide range of air operators
- Licences (pilots a.o.)
- Training organisations
- Airworthiness and maintenance
- UAS
- ...



Role of the Belgian Civil Aviation Authority in SAFIR-MED



- Evaluate requests for UAS operations
 - Authorisations based on EU Regulation 2019/947
 - Specific operations – VLOS, EVLOS or BVLOS
 - According to PDRA-S01 (VLOS) or SORA
 - Considering ground risk and air risk, as well as mitigations (parachute, ERP...)
 - Supporting stakeholders in search of solutions
 - e.g. alternate trajectories
- Establish airspace restrictions (TSA) where necessary
 - BVLOS in segregated (atypical) airspace
- Learn from experience of demonstrators



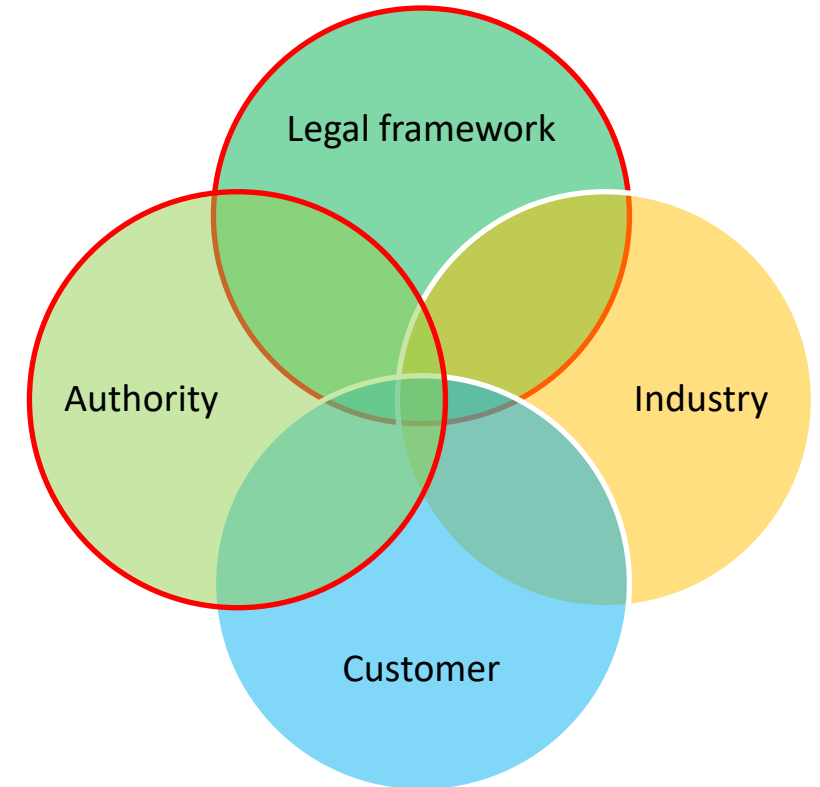
How the Belgian Civil Aviation Authority prepares for U-space

Project to implement U-Space in Belgium

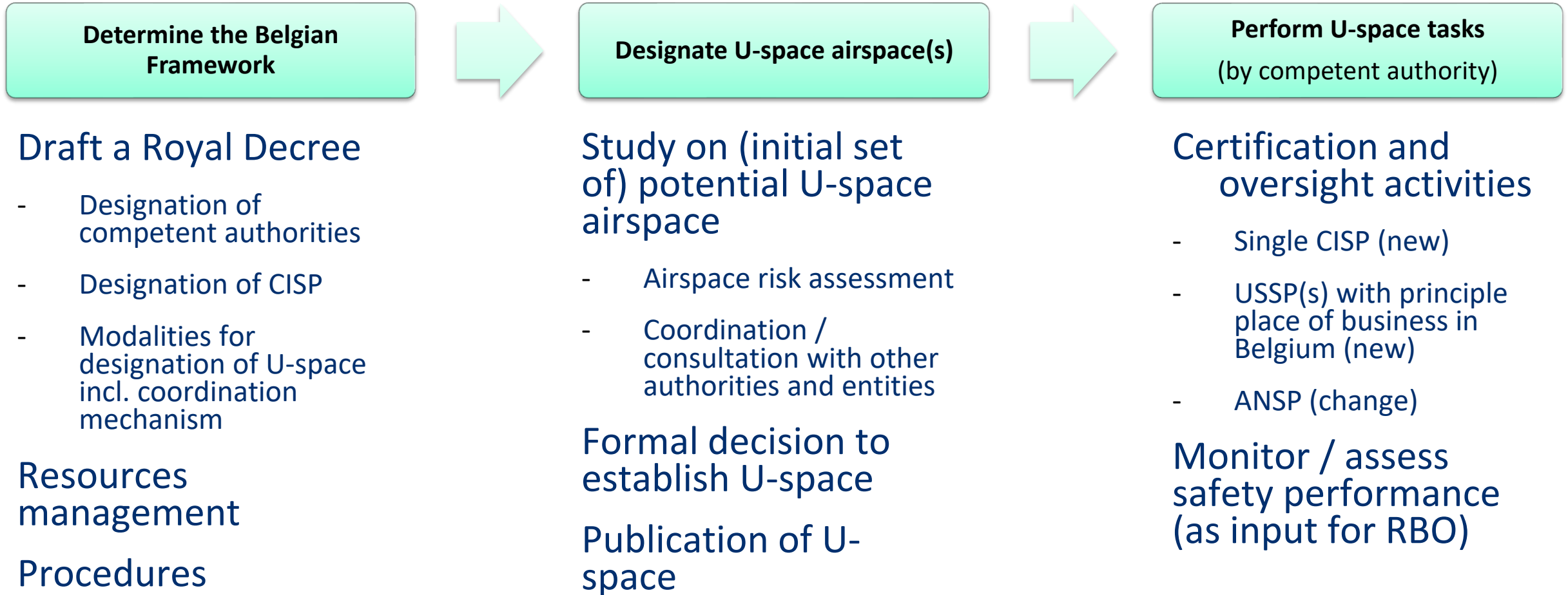
- From a State and competent authority perspective
- For an initial set of U-space airspace(s)
- In close collaboration with keyes

Regulations on U-space:

- applicable from 26/01/2023
- State decision to designate airspace as U-space (no obligation)
- EASA NPA 2021-14 with draft AMC/GM available
- SES2+ discussions ongoing (pricing and costs of CISP)



How the Belgian Civil Aviation Authority prepares for U-space



THANK YOU FOR
YOUR ATTENTION