



skeyes

Role in handling drones in U-space

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Historical role of skeyes ?

❖ **skeyes, the Belgian “air services provider”**

- Provision of Air traffic services within controlled airspaces managed by skeyes to manned aircraft
- Support the safe and secure handling of other airspace users, including newcomers like drones through elaboration of operational solutions limited by the current regulation

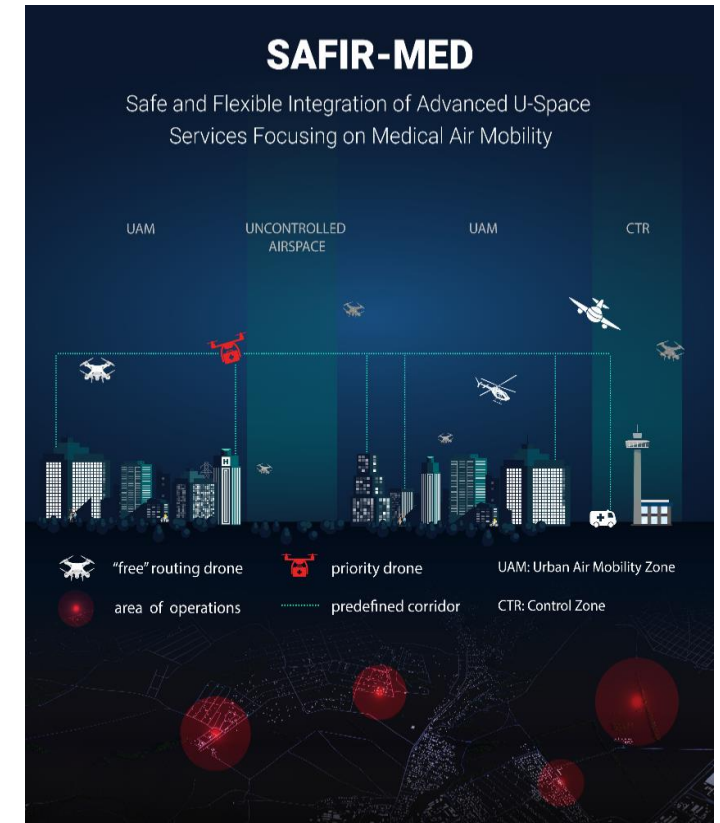
❖ **skeyes general vision in handling drones is**

- Serve all airspace users
- Support the safe and secure handling of drones in Belgian airspace, and
- foster the positive economic, societal and environmental aspects of drone activity development

New concepts developed within SAFIR-Med

❖ **Airspace management concept established with all stakeholders, especially in UAM context**

- ***In controlled airspace managed by skeys***
 - *Free routing and drone operations areas authorised by USSP in coordination with ATS unit → automation as far as practical*
 - *Priorities management (drone operation with high priority) facilitated via activation of pre-defined corridors established in coordination with ATS unit*
- ***In uncontrolled airspace***
 - *Free routing and drone operations areas authorised by USSP within dedicated U-space airspace*
 - *Priorities management (drone operation with high priority) facilitated via activation of pre-defined corridors already known/avoided by manned aviation*

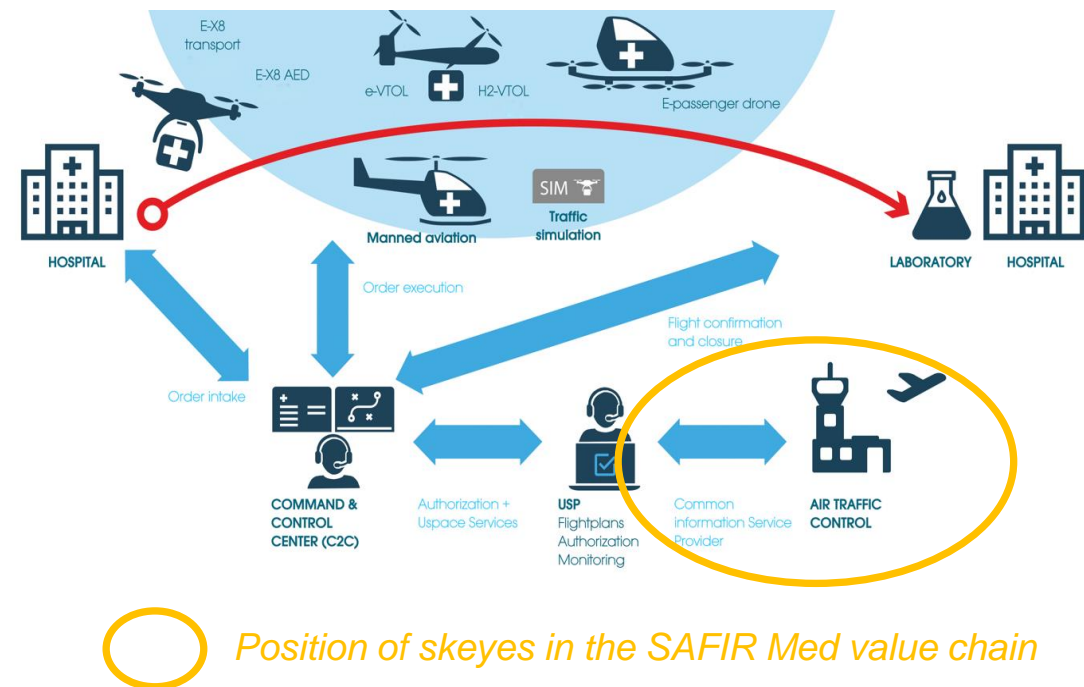


SAFIR-Med concept of operation

New concepts developed within SAFIR-Med

❖ New roles and new actions to be performed by skeyes in U-space context and in controlled airspaces

- **Provision of Common Information Services (CIS)**
 - Data exchanges with USSP
 - Potential new role of skeyes as CIS Provider (CISP)
- **Management of manned aircraft and drones**
 - ATS unit provide services to manned aviation
 - Ensure safe “integration” of drone activities in ATM system via Dynamic U-space airspace reconfiguration



❖ Supporting execution of demonstrations

- **Prepare safe and efficient demonstrations**
 - *Supporting de-risking activities in DronePort*
 - *Ensuring safe integration within current ATM environment in coordination with BCAA and Dutch & German CAA (adapted airspace structure when needed)*
 - *Preserving airport capacity in EBAW during demonstrations*
- **Define realistic scenarios**
 - *Taking into account first points*
 - *Preparing the next step with U-space implementation*

Activities within SAFIR Med

❖ **skeyes** is already preparing operational next step with partners



❖ **Considering outcomes of demonstrations in EBAW, prepare U-space regulation implementation**

- *Working in cooperation with BCAA to prepare future U-space airspace implementation from “legal” perspective, in parallel of operational projects*
- *Identifying potential harmonisation/standardisation domains to be developed for future project going further in the U-space implementation → need help/support from SJU & EAS*

THANK YOU FOR
YOUR ATTENTION