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WALK.RIDE.DRIVE.FLY

CIVITAS

Sustainable and smart mobility for all

Why should cities and regions consider their engagement and skills development in the emerging sector of IAS/UAM* ?

**Innovative Aerial Services (IAS) / Urban Air Mobility (UAM)*

ERTICO

CITY MOONSHOT

Webinar with focus on Urban Air Mobility

23 Feb 2024

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UIC2 Leader (EU's CIVITAS Initiative)

Head of EU Public Co-Creation & Ecosystem Outreach (AIRBUS Urban Mobility)

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Urban Air Mobility Initiative Cities Community

The voice of cities and regions in urban air mobility

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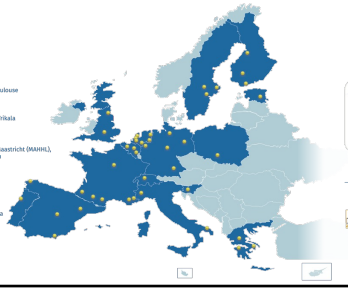
Sustainable and smart mobility for all

DRIVING THE SUSTAINABLE & RESPONSIBLE TRANSITION OF URBAN MOBILITY TO THE 3RD DIMENSION

City & Region Members

- Antwerp, Hasselt & Liege (MAHHL)
- Tartu
- Helsinki, Oulu, Tampere
- Aix-Marseille, Albi, Ile de France, Region N. Aquitaine, Region Sud, Toulouse
- Aachen (MAHHL), Berlin, Hamburg, Ingolstadt, Region Northern Hesse
- Egaleo, Region of Western Greece, Trikala
- Bari, Turin
- Amsterdam, Enschede, Heerlen & Maastricht (MAHHL), Province Noord-Holland, Rotterdam
- Metropolia GZM
- Porto
- Ljubljana
- La Coruna, Madrid, Malaga, Zaragoza
- Norrkoping, Region Örebro County, Stockholm
- Canton of Geneva
- Durham, Oxfordshire County



International City & Region Partners

- Mie Prefecture
- Commonwealth of Massachusetts

Knowledge Partners

JUTM, UTA, ERTICO, POLIS, CEIA, AEC, FIA, CANSO

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Mobility solutions in smart cities

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Sustainable and smart mobility for all

Motto of UAM initiative:

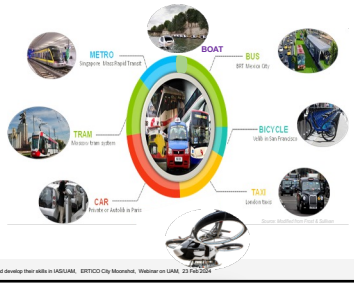
Smart mobility in smart cities:

WALK.

RIDE.

DRIVE.

FLY.



Typical multimodal mobility solutions in smart cities/regions **do not consider air mobility**

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Urban Air Mobility (UAM)

Examples of emerging questions from the citizens and local authorities viewpoints

Source: NASA, 2022

… in which way can urban aviation help mobility systems and city operations?

Free Photo by Unknown Author is licensed under C.C. BY

… how safe is it to fly at low altitudes above people?

Source: https://ipaself.com.au/, 2019

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EU's Regulatory Framework for U-Space: Article 18(f)

Entry into force of the U-space regulatory framework by the EU's Member States on 26th Jan 2023

Extract from the Commission Implementing Regulation (EU) 2021/664 of 22 April 2021 on a regulatory framework for the U-space

Article 18

Tasks of the competent authorities

The designated competent authorities shall:

(a) establish, maintain and make available a registration system for certified U-space service providers and single common information service providers;

(b) determine what traffic data, whether live or recorded, U-space service providers, single common information service providers and air traffic service providers are to make available to authorised natural and legal persons, including the required frequency and the quality level of data, without prejudice to personal data protection regulations;

(c) determine the level of access to the information for different users of the common information, and ensure it is made available in accordance with Annex II;

(d) ensure that data exchanges between air traffic service providers and U-space service providers are made in accordance with Annex V;

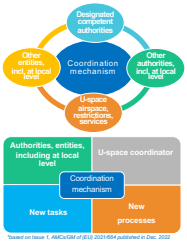
(e) define the manner for natural and legal persons to apply for a U-space service provider or single common information service provider certification in accordance with Chapter V;

(f) establish a mechanism to coordinate with other authorities and entities, including at local level, the designation of U-space airspace, the establishment of airspace restrictions for UAS within the U-space airspace and the differentiation of the U-space services to be provided in the U-space airspace;

(g) establish a certification and continuous risk-based oversight programme, including the monitoring of the operational and financial performance, commensurate with the risk associated with the services being provided by the U-space service providers and single common information service providers under their oversight responsibility;

(h) require the providers of common information and U-space service providers to make available all necessary information to ensure that the provision of U-space services contribute to safe operations of aircraft;

A novel approach to build up the coordination mechanism*



*based on Issue 1, AMC/GM of (EU) 2021/664 published in Dec. 2022

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EU's Drone Strategy 2.0

Extract from the EU Drone Strategy 2.0, (Nov. 2022)

52. Local communities, cities, regions have a deciding role for ensuring the alignment of Innovative Aerial Services with the needs and preferences of their citizens. They have a key role in deciding to what extent drone operations can be conducted in their territories. For example, they are in a good position to assess which critical infrastructure should be protected, whether operations should be allowed in day or night-time, what should the measures in place be in terms of noise and visual abatements. Many Europeans cities are already global frontrunners when it comes to transport innovation involving drones and the implementation of ambitious climate and mobility targets. Tools such as the Sustainable Urban Mobility Plans (SUMPS)[47] should be leveraged by Member States as a mechanism to integrate alternative delivery solutions offered by Urban Air Mobility in urban mobility

[47] Regulation (EC) No 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community, OJ L 293, 31.10.2008, p.3

[48] https://www.eaae-europe.eu/wp-content/uploads/Files-file/sump-full-report.pdf
COM(2013) 913 final/ANNEX 11 of 17.12.2013

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Local communities, cities, regions have a deciding role for ensuring the alignment of Innovative Aerial Services with the needs and preferences of their citizens. They have a key role in deciding to what extent drone operations can be conducted in their territories. For example, they are in a good position to assess which critical infrastructure should be protected, whether operations should be allowed in day or night-time, what should the measures in place be in terms of noise and visual abatements

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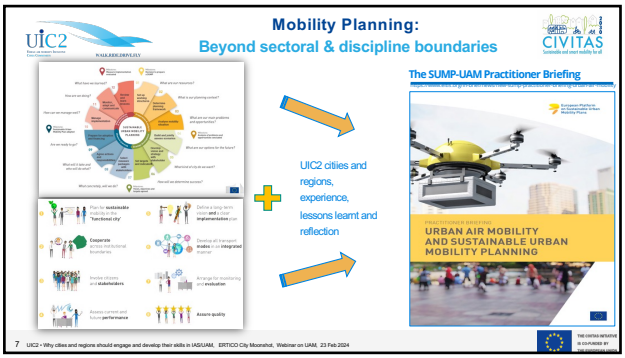
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Mobility Planning:
Beyond sectoral & discipline boundaries
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Sustainable and smart mobility for all
UIC2 cities and regions, experience, lessons learnt and reflection
The SUMP-UAM Practitioner Briefing
URBAN AIR MOBILITY AND SUSTAINABLE URBAN MOBILITY PLANNING
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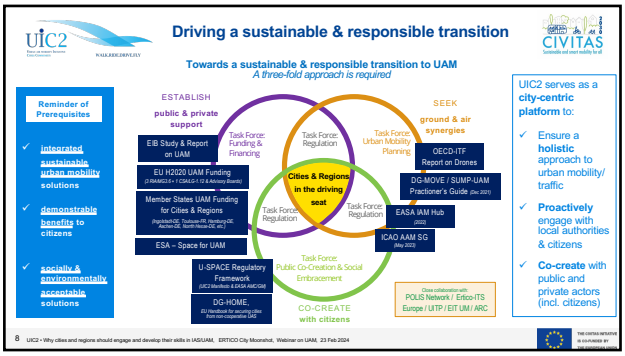
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Driving a sustainable & responsible transition
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Sustainable and smart mobility for all
Towards a sustainable & responsible transition to UAM
A three-fold approach is required
Reminder of Prerequisites
✓ integrated sustainable urban mobility solutions
✓ demonstrable benefits to citizens
✓ socially & environmentally acceptable solutions
ESTABLISH
public & private support
EIB Study & Report on UAM
EU H2020 UAM Funding
Member States UAM Funding for Cities & Regions
ESA – Space for UAM
U-SPACE Regulatory Framework
DG-HOME,
Task Force: Funding & Financing
Task Force: Regulation
Task Force: Urban Mobility Planning
Task Force: Public Co-Creation & Social Embracement
Cities & Regions in the driving seat
SEEK
ground & air synergies
OECD-ITF Report on Drones
DG-MOVE / SUMP-UAM Practioner's Guide
EASA IAM Hub
ICAO AAM SG
CO-CREATE with citizens
Close collaboration with:
POLIS Network / Ertico-ITS Europe / UITP / EIT UM / ARC
UIC2 serves as a city-centric platform to:
✓ Ensure a holistic approach to urban mobility/ traffic
✓ Proactively engage with local authorities & citizens
✓ Co-create with public and private actors (incl. citizens)
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It is all about a Socio-Political Business Ecosystem
i.e. it's not about what technology can do for us but what we want technology to do for us!
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Thank you!
contact: uam@civitas.eu
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