



ECHO Workshop 2 Conclusions

European Concept for Higher Airspace Operations (ECHO)
Workshop 2, Brussels, 20 04 2022

Use Case and Demand Scenario Conclusions

The use cases are confirmed as being (sufficiently) complete, but:

- Non-cooperative (military) use-cases should be considered
- Consider to include vehicle mass (including payload mass)
- Better explain the time scale incorporating far out operations

Demand scenarios are sufficiently realistic, good basis for developing the ConOps, even if:

- It is not a forecast and for the ConOps there is no need to cover all regional scenarios
- A European model is needed but regional implementation requirements need to be taken into account

Airspace organization and Management

- Avoid fragmentation of HA
- Defer work on definition of new class of airspace until new type of services are proven in operations and demand reaches required magnitude (but as a principle it was consider a very probable/needed development in the future)
- Fair and equitable access – consistent plan over network for all airspace users; include HAO and deploy available tool; build on existing planning processes to ensure execution is monitored and impact analysis is effected; include all airspace users in the process of planning

ATM- STM interface

- For launch/re-entry - planning process for airspace utilization needs to include all actors (space and aviation); use existing processes to the largest extent possible and adapt when necessary
- Further coordination is required to ensure ATM-STM operational interfaces are build on existing capabilities
- All future developments need to have a global perspective (ref. contingency management with operations from other regions) with clear responsibilities at national, regional, global level

Type of services plus demand

- accommodate, converge, integrate
- Minimum set of requirements needed to ensure interoperability (e.g. transponder codes)
- innovative solutions to be tested as early as possible, e.g. ensuring the protection of operating areas for HAPS (e.g. use of dynamic airspace configurations)
- Enhanced planning and sharing of trajectory is essential to enable strategic de-confliction

Driven by the full
scope demand
scenarios

Seamless
integration, scalable

- Space/air space

TBO based

- 4D trajectories
- 4D operating zones