

Space-Aviation Interface Thematic Discussion

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Addressing received comments:

- Involvement of space operators, spaceport- and stratoport operators
 - Via consortium members involved e.g. in stratoport definitions and descriptions
 - Via members of the Advisory Board (ESA)
 - Via ECHO workshops that included space stakeholders
- Different requirements for different geographical European regions
 - ConOps accommodates different categories of HA vehicles operations and infrastructures
 - ConOps is adaptable and scalable based on demand and specific mission requirements
- Legal and regulatory implications and relationship with EASA HAO TF
 - ECHO ConOps addresses operations related to airspace integration → is input to EASA HAO TF that addresses regulatory framework (see also day 2 presentation)

Addressing received comments:

- ConOps elements like 4D operating zones may require decision makers („trusted agents“) that might be in contradiction with national responsibilities.
 - „Trusted agent“ mentioned regarding civil-military coordination
 - While state sovereignty over airspace remains valid, EU regulations on airspace already do apply in member states
 - Interstate and pan-European coordination needed due to nature of several HAO operations
- 4D operating zones, launch trajectories and related data sharing
 - Technical challenges are recognized and will need to be addressed
 - Future validation process will have to address how technological challenges can successfully be overcome

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Does the ConOps miss any crucial elements of the operational space – aviation interface?

What are the operational roadblocks to overcome?

How do you see the interface with global space activities?

