

Extending Digital Mobility Management into the Lower Airspace

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11th of March 2026



Redefining
solutions

The Marathon that stopped at 0 meters

The Marathon that stopped at 0 meters

Traffic
Circulation
Plans

Inform
Navigation
Service
Providers



Design and
activate traffic
scenarios

Temporary
access and
restrictions

Why is mobility management vertically fragmented?



The responsibilities continue,
but the means come to a halt

**This is not a technology gap,
it's a governance gap**

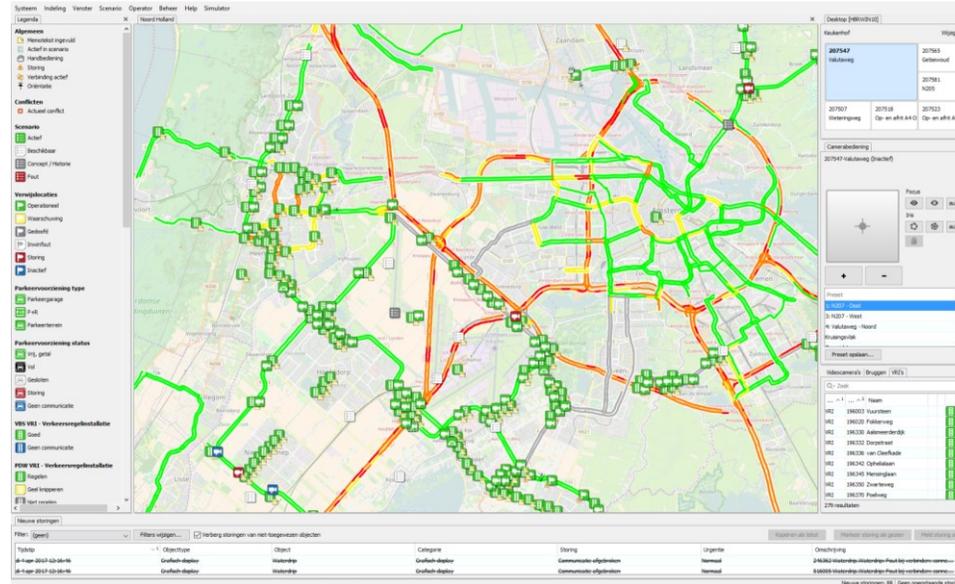
Why are we working on this?



Technolution
Move



Job Spoelstra
Innovation manager
Technolution



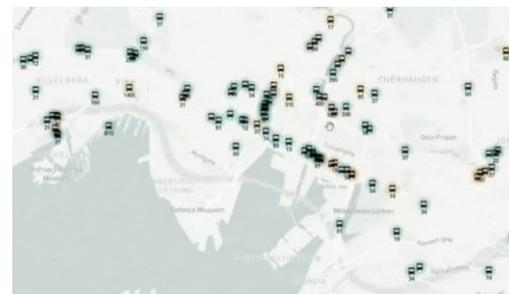
Network Traffic Management



Power grid modelling & EV charging



Computer vision &
Vision AI



Dynamic priority &
C-ITS



River Information Services
& Maritime

Why are we working on this?



Jop Spoelstra
Innovation manager
Technolution



Medical transport



Search & Rescue



Supervision and Enforcement



Asset Inspection

Towards an 'integrated airspace'

Towards an 'integrated airspace'

- EU U-Space regulation



Source: EASA

Towards an 'integrated airspace'

- EU U-Space regulation
- Local authorities



Source: EASA

Towards an ‘integrated airspace’

- EU U-Space regulation
- Local authorities
- Digital flight authorization
- Pre-flight and real-time deconfliction
- Geo-awareness

Article 18 — Tasks of the competent authorities

Implementing Regulation (EU) 2023/203

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 certificate 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 that U-space airspace and the determination of the U-space services to be provided in the U-space airspace;

Source: EASA

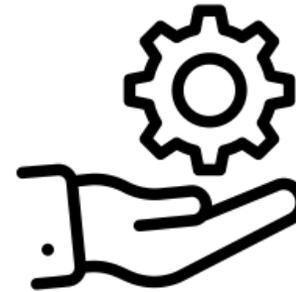
The case of geozones



Local authority



National Access Point (NAP)



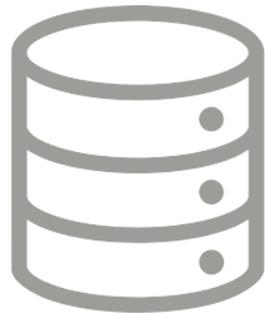
Navigation service provider



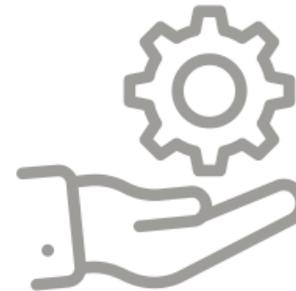
End-user



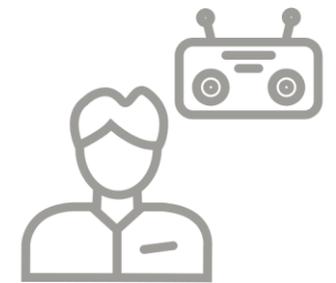
Local authority?



Common Information
Service (CIS)



U-Space Service
Provider (USSP)



Operator

Does this all sound familiar?

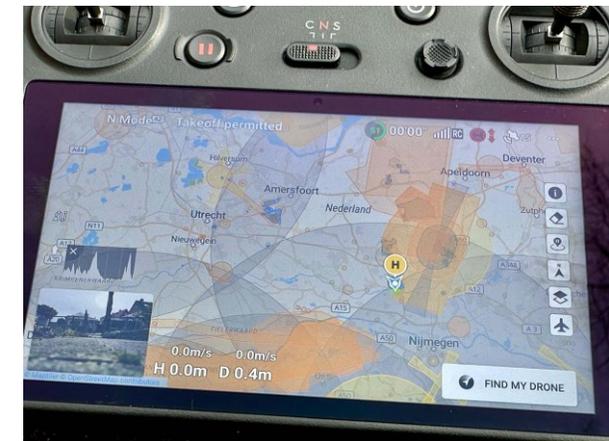
- Drone Airspace management
 - Safety and Efficiency
 - New forms of collaboration
 - Dynamic Airspace management
 - U-Space service provider
 - Autonomous drones & BVLOS
- Traffic Management
 - Safety and Efficiency
 - Public - Private collaboration (TM2.0)
 - Geofencing
 - Service providers & OEMs
 - ADAS / Autonomous vehicles

A parallel evolution...

**What if local digital traffic
management extended vertically?**

What if local digital traffic policies extended vertically?

- Same policy logic and governance
- Comparable digital infrastructure
- Comparable operational center
- Extended vertically



Source: dronewatch.nl

It's about integration, not fragmentation

- Aviation safety remains national / EASA domain
- Local authorities define contextual constraints
- Digital integration enables coordination

Core questions remain:

- How are local authorities involved in the U-space ecosystem?
- How would 'Dynamic policy' work for drone operators?
- How to deal with detection and enforcement?
- How to deal with unforeseen events?

Let's jump towards that future

Geozones Manage areas 8

Drones Active tracking 35

Events Alerts & history



IDENTITY

UAS ID EU-NLD-INS-000DECB198

OPERATOR / FLEET HavenInspectie

MISSION TYPE Inspection PRIORITY Routine

ENERGY

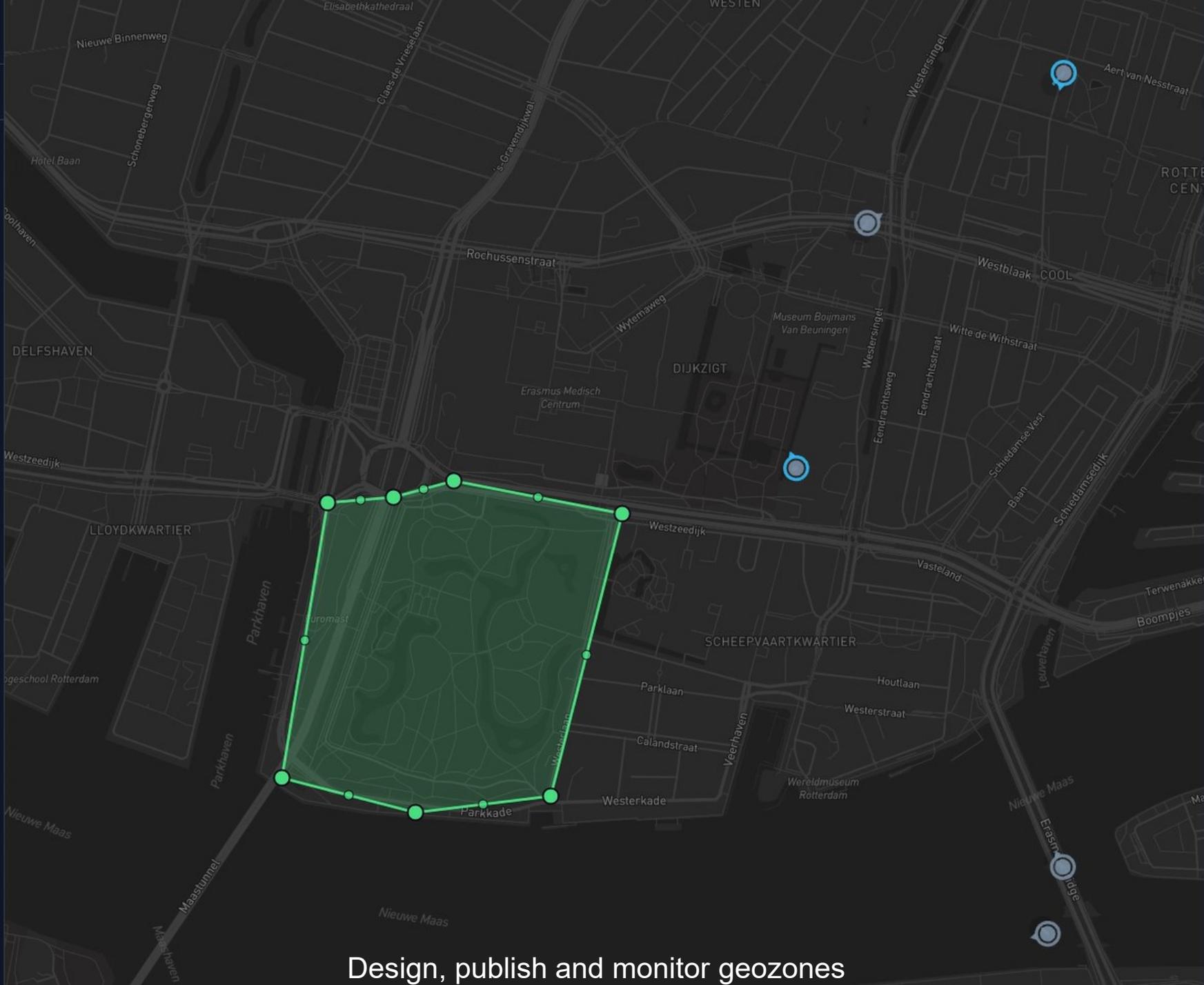
BATTERY 86%

FLIGHT TIME LEFT 39 min ENERGY RESERVE Normal

Back to geozones

CREATE NEW GEOZONE

- Create Polygon Geozone
Draw a custom polygon area
- Create Circular Geozone
Draw a circular area



Name Your Zone
POLYGON COMPLETE

ZONE NAME
Park InSpe

ZONE GEOMETRY

BOUNDARY POINTS (7)

- 1 51.98767, 4.46634
- 2 51.98848, 4.46746
- 3 51.98964, 4.47181

SCHEDULE

Temporary Zone

TARGETED DRONES

- Routine
- Public Service
- Urgent
- Emergency

Unchecked levels can ignore this zone

Cancel Save Zone

Design, publish and monitor geozones

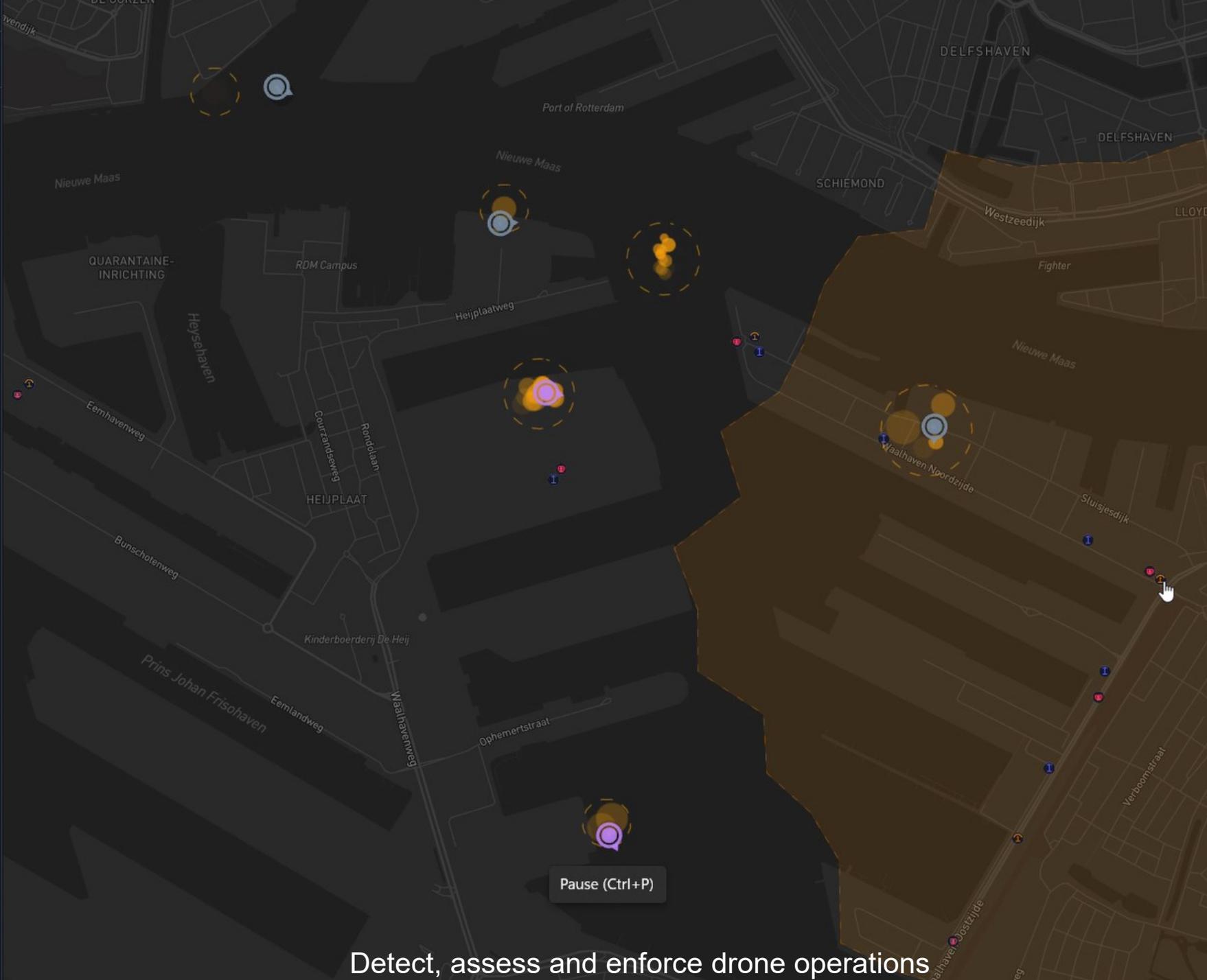
< Back to menu

GEOZONES 2

+ Create New Geozone
Choose geozone type

Park Inspection
No collisions

Trainstation No Fly
No collisions



Pause (Ctrl+P)

SENSOR INFO

SENSOR TYPE
Radar

SENSOR ID
radar-02

SOURCE TRUST
Sovereign Certified

RANGE	COVERAGE
1500m	360°

RECENT DETECTIONS

UNIDENTIFIED CONTACTS 2
In last 10s

COVERAGE

Show All Coverage

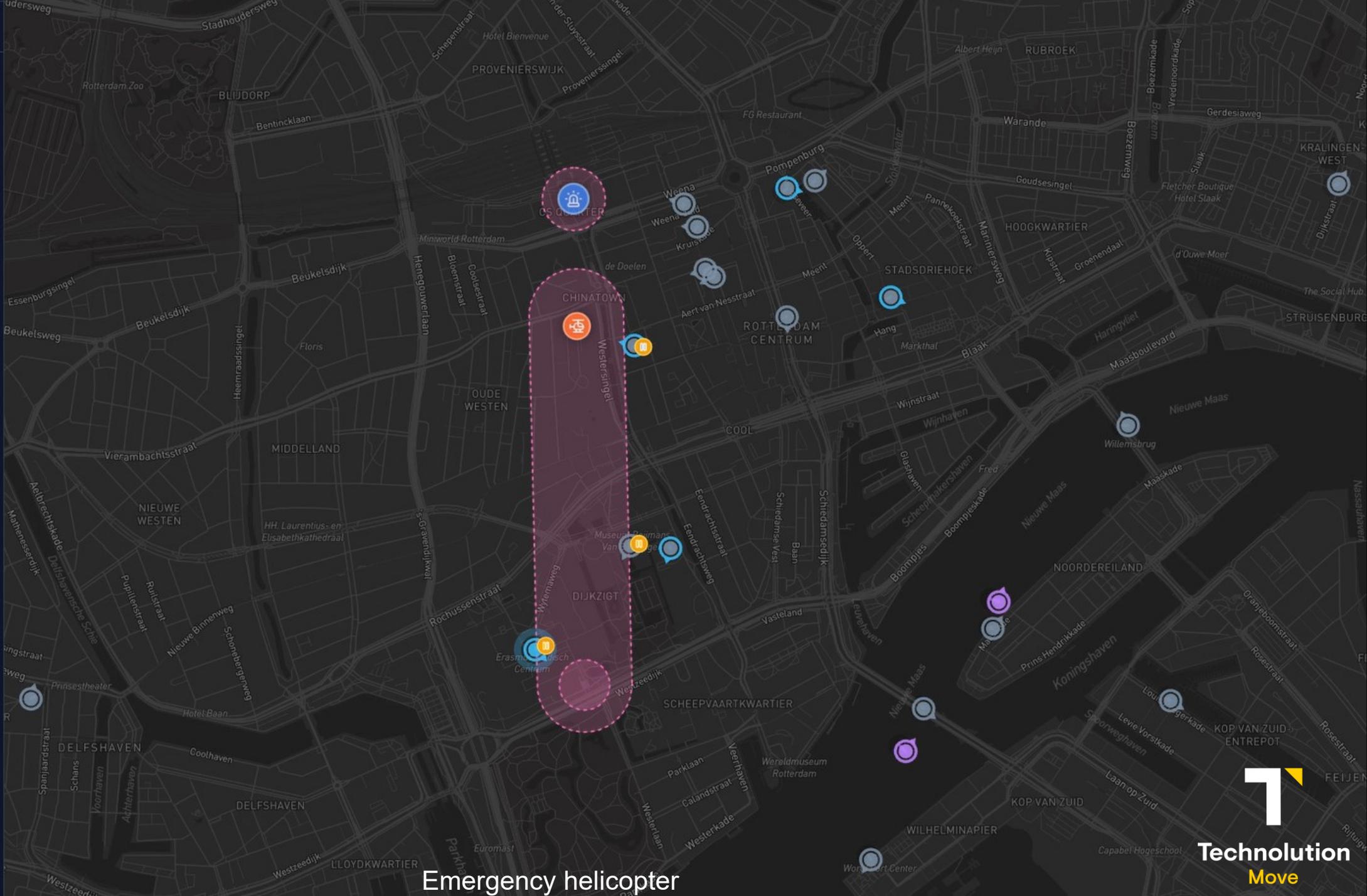
POSITION

51.893648, 4.461627



GEOZONES 3

- Create New Geozone**
Choose geozone type
- Erasmus MC - Helipad Z...**
No collisions
- Helicopter Flight Corridor**
0 active, 2 potential
- Rotterdam CS - No-Fly Z...**
0 active, 2 potential



Emergency helicopter

Back to menu

GEOZONES 5

Create New Geozone
Choose geozone type

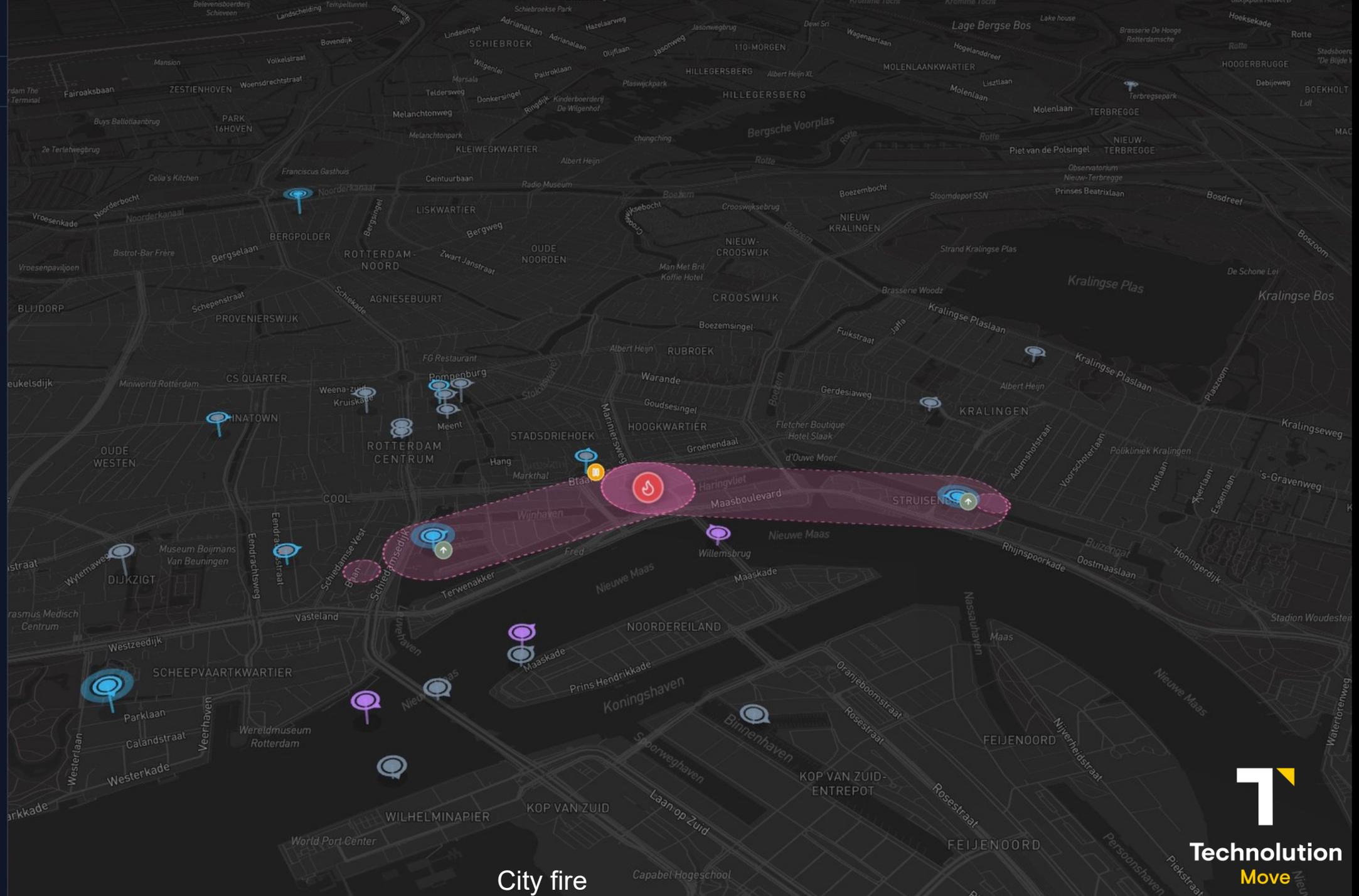
Baan Drone Flight Corri...
0 active, 2 potential

Bosland Drone Flight Co...
0 active, 3 potential

Brandweer kazerne Baa...
No collisions

Brandweerkazerne Bosl...
No collisions

Fire Location - Emergen...
0 active, 2 potential



City fire



We need you in shaping this future

Experience our Airspace Management Platform

- Live demo on the Next Mobility Square (11.510B)
- Traffic Management platform on the Connekt Pavillion (02.210)



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www.technolution.com



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