



**The new Urban
Air Mobility will
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the current aviation
industry & become
part of a smart
mobility chain
within smart cities**

02 What services in an Urban Air Mobility context?

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In a not so far future, say 2030, UTM should bring aviation to each house. This means moving from the current VLOS operations and simple BVLOS operations towards urban air mobility. This future of urban air mobility can become reality in a few years time, at least if aviation is able to electrify and become part of a smart mobility chain within smart cities. It is imperative that society accepts this new mode of transport and new vehicle of service delivery – gathering data that can be analysed and improve the quality and competitiveness of a whole range of industries.

These smart services are, ultimately, the digitalization of current ATM processes, with high levels of automation. ANSPs are building expertise, e.g. in air taxi operations. In order to move fast, existing infrastructure must be leveraged. ATM equipment is completed by satellite and above all the telecom infrastructure, that already is omnipresent in an urban context. Therefore pragmatic steps and standards need to bridge the gap between the telecom offering and the specific aviation needs.

The new urban air mobility will revolutionize the current aviation industry that has to evolve from producing a limited number of high value aircraft that operate from a limited number of airports, to producing a high number of small aircraft that are able to operate in a city context where each bigger platform can become an airport and where running and maintenance activities will have a much more local footprint. Logistical chains need a thorough review.

The NASA presentation, together with the speakers' information of this "UTM services for UAM – Technical and Operational perspectives" webinar, can be found [▶ here](#). GUTMA Members can access the recordings of the webinars [▶ here](#) and the other presentations [▶ here](#).