



# The Sky is the Limit

*The future use of urban airspace*

PIRE UAV Workshop  
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June 10th, 2021



Bundesministerium  
für Bildung  
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# Sky Limits

Exploratory research project at intersection of acceptance research & social science mobility research

Focus on civil drones as a means of transportation **parcel & passenger delivery**

Investigating the **opportunities & risks** of urban airspace usage as a new layer for transportation

Forming a knowledge base to initiate a public debate & to provide **recommendations for policy making and planning** (in Germany)

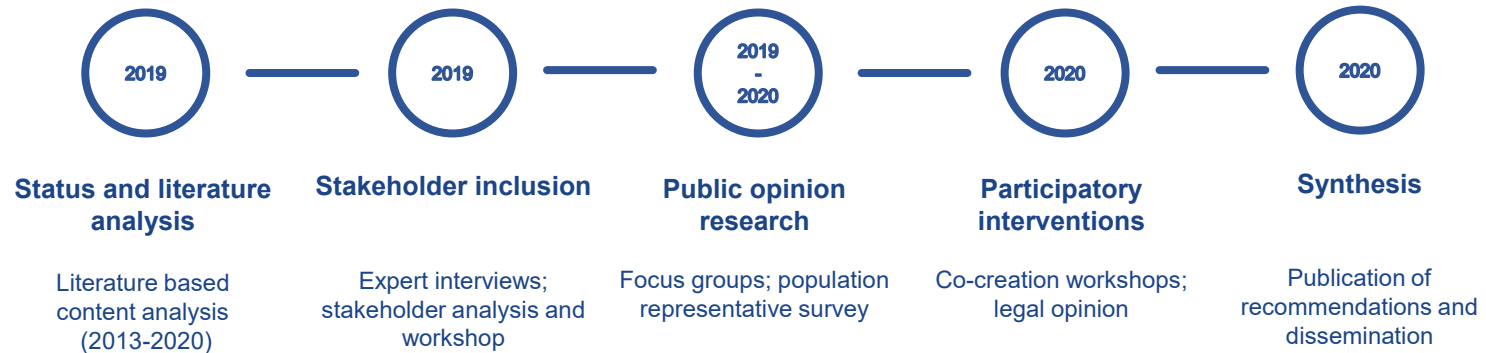


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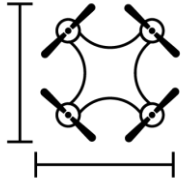
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# Research agenda

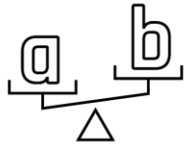


# Recommendations for action



1. The debate about the use of drones for deliveries and individual transport must become more objective and more detailed.

# Recommendations for action



2. The competing images of the future must be considered and negotiations must pay attention to these diverging images of the use of delivery drones and air taxis.

# Recommendations for action



3. The debate must be widened out to take in society as a whole because drone flights are always *public*.

# Recommendations for action

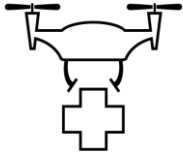


4. The inclusion of the population must be formalised, for example by convening citizens' assemblies.

# Recommendations for action



5. It must be recognised that, at present, the population is not in favour of the introduction of delivery drones and air taxis to deliver consumer goods and transport people.



6. It must be appreciated that, currently, the implementation of drone technology is only acceptable in medical emergencies.



# Recommendations for action



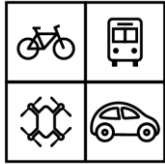
7. The real added value of delivery drones and air taxis must be made more plausible for the population and the development of the technology must be guided by the needs of the population.

# Recommendations for action



8. Continuing in-depth technology assessment must be carried out on the potential use of delivery drones and air taxis.

# Recommendations for action



9. A conceptual guiding principle must be agreed which embeds the use of delivery drones and air taxis within a paradigm of sustainable and integrated transport.

# Recommendations for action



10. Policy-making must be proactive and promote the development of clear air traffic management rules before drone technology is introduced.

# Recommendations for action



11. Local authorities must be alerted to the issue and equipped with greater structuring and management abilities for a potential introduction of delivery drones and air taxis.

# Recommendations for action



12. A German drone charter must be drafted to ensure that the use of airspace by delivery drones and air taxis is guided by the common good.



## Many thanks for your attention

### Further Information

[www.skylimits.info](http://www.skylimits.info) for publications and further information

[tobias.biehle@tu-berlin.de](mailto:tobias.biehle@tu-berlin.de) for connecting to the speaker

### Project team:

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