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Department

Mr Stephan Berndsen,  
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Dutch Safety Board (DSB)  
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NETHERLANDS

MCO/SSH/SM1.2  
Cologne, Germany

**Subject:** Safety recommendation related to the event to the DORNIER - 228 registered D-IROL, on 01/08/2015 in the Netherlands

Dear Mr Berndsen,

Please find enclosed the European Union Aviation Safety Agency's response with reference to the Safety Recommendation addressed to the Agency following the event mentioned above.

Yours sincerely,



Erick Ferrandez

Copy: Executive Directorate (Air Traffic Department)  
Certification Director  
Flight Standards Director  
Strategy & Safety Management Director



**Subject:** DORNIER - 228 registered D-IROL, on 01/08/2015 in the Netherlands

**Reply to Safety Recommendation NETH-2018-003 received on 17/09/2018**

<p><b>Safety Recommendation:</b></p>	<p>It is recommended to EASA to: Introduce, as a matter of priority, requirements for commercial air transport aircraft other than with a MCTOM in excess of 5,700 kg or a MOPSC in excess of 19 seats to be equipped with aircraft collision avoidance systems.</p>
<p><b>Final response:</b></p>	<p>Based on the outcome of the Best Information Strategy (BIS) report on Airborne Collision, the European Plan for Aviation Safety (EPAS) 2021-2025 deleted rulemaking task (RMT) RMT.0376 on anti-collision and traffic awareness systems for aircraft with a maximum take-off mass less than 5700 kg or carrying less than 19 passengers. The BIS considers a different approach instead, through which the European Union Aviation Safety Agency (EASA) intends to undertake a set of actions that are deemed to be more effective in reducing the risk of airborne collisions.</p> <p>The BIS concluded that a broader use of iConspicuity solutions and improvement of their interoperability together with a better airspace utilisation and design, while ensuring compatibility with the U-space regulatory framework established under Implementing Regulation (EU) 2021/664, should be at the heart of the future actions.</p> <p>iConspicuity (or in-flight electronic conspicuity plus) means in-flight capability to transmit position of aircraft and/or to receive, process and display positions of other aircraft in a real time with the objective to enhance pilots' situational awareness about surrounding traffic. It is an umbrella term for a range of technologies and solutions, regardless whether airborne or on the ground, which can help airspace users and other affected stakeholders to be more aware of other aircraft in their vicinity or in a given airspace.</p> <p>Additional justifications of the new approach are provided in the BIS report, which describes a detailed review and assessment of the airborne collision risk, and whose outcome was validated through a survey and a stakeholders' consultation. The new approach results in a strategy composed of a set of EPAS tasks compounded of existing rulemaking tasks which will be implemented together with new safety promotion (SPT), research (RES) and member state tasks (MST). The best safety benefits are expected to be achieved through synergies of all actions, while utilising the U-space regulatory framework as a catalyst for safety improvements.</p>

	<p>The following bullet points summarize the collective actions which are planned to be implemented for anti-collision and traffic awareness systems for aircraft with maximum take-off mass less than 5700 kg or carrying less than 19 passengers:</p> <ul style="list-style-type: none"> <li>• EASA, with support of technical partners, to demonstrate and validate feasibility of achieving interoperability of different iConspicuity devices/systems through network of stations while respecting data privacy requirements.</li> <li>• EASA to analyse 'Net Safety Benefit' and 'Operational Safety Assessment' concepts for the use of iConspicuity devices/systems in Flight Information Services.</li> <li>• EASA to facilitate installation of iConspicuity devices in all EASA certified aircraft types and promote their use by airspace users at user affordable cost.</li> <li>• EASA to actively support initiatives enhancing interoperability of iConspicuity devices/systems.</li> <li>• EASA to promote good practices in airspace design that reduce 'airspace complexity' and 'traffic congestion' with the aim to reduce the risk of collisions involving uncontrolled traffic.</li> <li>• Member States to consider 'airspace complexity' and 'traffic congestion' as safety relevant factors in airspace changes affecting uncontrolled traffic, including the changes along international borders.</li> <li>• EASA to ensure technical and operational compatibility of U-space and iConspicuity solutions.</li> <li>• EASA to conduct a Safety Issue Assessment (SIA) of airspace infringements.</li> <li>• EASA to explore the use of iConspicuity data for enhanced safety monitoring of Airborne Collision Risk.</li> </ul> <p>Collectively, the aforementioned EASA actions serve as a multi-pronged final strategy in response to airborne collision risks. This strategy will be reviewed at regular intervals.</p>
<b>EASA Status:</b>	Closed – Partial agreement