

<b>Safety Recommendation Number:</b>	IRLD2014017
<b>AAIU Event Reference:</b>	IRL00913037
<b>AAIU Report Number:</b>	2014-005
<b>Date of Publication of Safety Recommendation:</b>	10 June 2014
<b>Safety Recommendation Status:</b>	Partially accepted, closed

**Safety Recommendation:**

The European Aviation Safety Agency (EASA) should consider a requirement for calibration aircraft operating in Europe to be fitted with TCAS.

**Response:**

August 2014

EASA have advised the AAIU by letter dated 01 August 2014 that:

EASA current 2014-2017 rulemaking programme includes rulemaking task RMT.0376 'Carriage of ACAS II equipment on aircraft other than aeroplanes in A of 5700kg or 19 Pax'.

This task envisages amendments to regulation 1332/2011 and regulation 962/2012 as last amended, in particular Part-NCC (non-commercial operations with complex motor-powered aircraft), Part-NCO (non-commercial operations with other-than complex motor-powered aircraft) and Part -SPO (specialised operations).

The intent of this safety recommendation will be considered within the framework of the above rulemaking task.

January 2017

In an update received from EASA on 19 January 2017 the AAIU was advised that - The ToR (terms of reference) for Rule Making Task RMT.0376 is due to be developed in the first quarter of 2017”.

August 2017

EASA responded further to the AAIU on 31 August 2017 by letter advising:

EASA Rulemaking Task RMT.0376 'Carriage of ACASII equipment on aircraft other than aeroplanes in excess of 5700 kg or 19 Pax' is included in the Rulemaking programme 2017-2021 to ensure alignment with other on- going developments within the Agency, namely the efforts to find a solution for cost-effective collision avoidance equipment for General Aviation aircraft.

This task will also include a thorough impact assessment aimed at evaluating the cost-benefit of ACAS II equipment anti-collision systems carriage.

The publication of the associated terms of reference (ToR) for the rulemaking task RMT.0376, is planned to be published in the second quarter of 2018.

December 2021

EASA responded further to the AAIU on 02 December 2021 by email advising:

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.

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.

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.

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.

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:

- 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.
- EASA to analyse 'Net Safety Benefit' and 'Operational Safety Assessment' concepts for the use of iConspicuity devices/systems in Flight Information Services.
- EASA to facilitate installation of iConspicuity devices in all EASA certified aircraft types and promote their use by airspace users at user affordable cost.

- EASA to actively support initiatives enhancing interoperability of iConspicuity devices/systems.
- 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.
- 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.
- EASA to ensure technical and operational compatibility of U-space and iConspicuity solutions.
- EASA to conduct a Safety Issue Assessment (SIA) of airspace infringements.
- EASA to explore the use of iConspicuity data for enhanced safety monitoring of Airborne Collision Risk.

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.

**AAIU Comment:**

The AAIU considers the status of this safety recommendation 'Partially accepted, closed'