
# ¡*Conspicuity* Update

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EASA
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# 2025 Top Priorities

## Safety Risk Management

Efficient SRM process that develops mitigations for the top safety issues through EPAS (focus on safety).

## Risk Based Oversight

DOA mechanism designed & endorsed. Principles for other organisations harmonised. Maturity model for NCAs.

## ATM & Aerodromes

Certification and oversight of ATM DPO, ATM/ADR ground equipment.

## Implement SMS & ISMS across Industry

Full integration into organisation oversight & standardisation. Competence building for NCA/EASA.

## Flightpath 2030+

Deliver Programme Objectives related to e-conspicuity and prevention of mid-air collision.

# SAFE

**Maintain a safe, resilient aviation ecosystem**

Ensure that European safety and oversight standards effectively mitigate all risks affecting safety.

Approve safe products that perform as expected in the system as part of a competitive industry.

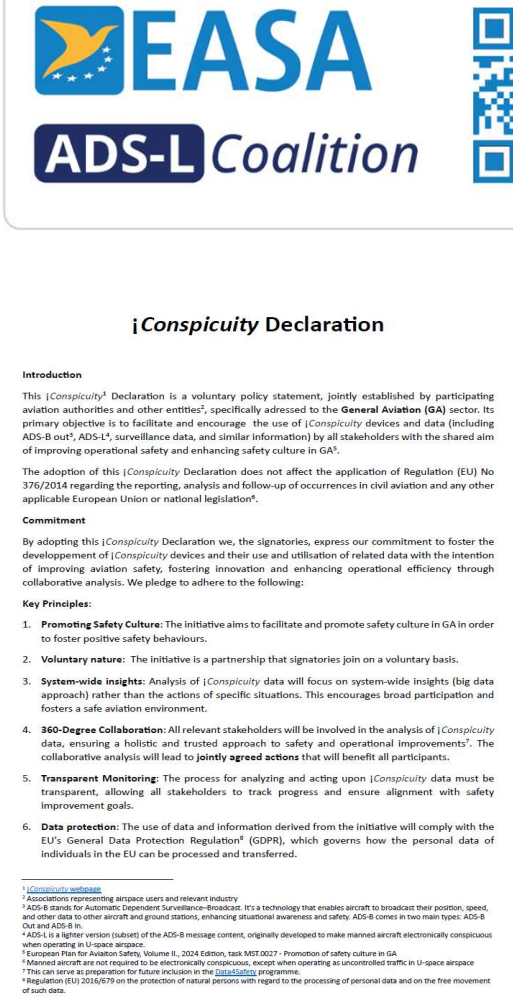
Promote a human-centered approach to maintaining safety.

# 2025 Key Achievements

- ✓ Sunny Swift - ADS-L: see and be seen
- ✓ ¡*Conspicuity* & ADS-L webpage
- ✓ EASA Conference @ AERO 2025
- ✓ ¡*Conspicuity* Declaration
- ✓ ADS-L *Coalition*
- ✓ SAFE360° Session
- Kick-off of ATM Research and Workshops
- → EASA Safety Conference 2025 Flash Talk
- Use-case detailed description documents

  (U-space & air-to-air traffic awareness)

EASA ADS-L Coalition



¡*Conspicuity* Declaration

**Introduction**

This ¡*Conspicuity*[1] Declaration is a voluntary policy statement, jointly established by participating aviation authorities and other entities[2], specifically adressed to the **General Aviation (GA)** sector. Its primary objective is to facilitate and encourage the use of ¡*Conspicuity* devices and data (including ADS-B out[3], ADS-L[4], surveillance data, and similar information) by all stakeholders with the shared aim of improving operational safety and enhancing safety culture in GA[5].

The adoption of this ¡*Conspicuity* Declaration does not affect the application of Regulation (EU) No 376/2014 regarding the reporting, analysis and follow-up of occurrences in civil aviation and any other applicable European Union or national legislation[6].

**Commitment**

By adopting this ¡*Conspicuity* Declaration we, the signatories, express our commitment to foster the developpement of ¡*Conspicuity* devices and their use and utilisation of related data with the intention of improving aviation safety, fostering innovation and enhancing operational efficiency through collaborative analysis. We pledge to adhere to the following:

**Key Principles:**

1. **Promoting Safety Culture:** The initiative aims to facilitate and promote safety culture in GA in order to foster positive safety behaviours.
2. **Voluntary nature:** The initiative is a partnership that signatories join on a voluntary basis.
3. **System-wide insights:** Analysis of ¡*Conspicuity* data will focus on system-wide insights (big data approach) rather than the actions of specific situations. This encourages broad participation and fosters a safe aviation environment.
4. **360-Degree Collaboration:** All relevant stakeholders will be involved in the analysis of ¡*Conspicuity* data, ensuring a holistic and trusted approach to safety and operational improvements[7]. The collaborative analysis will lead to **jointly agreed actions** that will benefit all participants.
5. **Transparent Monitoring:** The process for analyzing and acting upon ¡*Conspicuity* data must be transparent, allowing all stakeholders to track progress and ensure alignment with safety improvement goals.
6. **Data protection:** The use of data and information derived from the initiative will comply with the EU's General Data Protection Regulation[8] (GDPR), which governs how the personal data of individuals in the EU can be processed and transferred.

[1] ¡Conspicuity webpage
[2] Associations representing airspace users and relevant industry
[3] ADS-B stands for Automatic Dependent Surveillance–Broadcast. It's a technology that enables aircraft to broadcast their position, speed, and other data to other aircraft and ground stations, enhancing situational awareness and safety. ADS-B comes in two main types: ADS-B Out and ADS-B In.
[4] ADS-L is a lighter version (subset) of the ADS-B message content, originally developed to make manned aircraft electronically conspicuous when operating in U-space airspace.
[5] European Plan for Aviaiton Safety, Volume II., 2024 Edition, task MST.0027 - Promotion of safety culture in GA
[6] Manned aircraft are not required to be electronically conspicuous, except when operating as uncontrolled traffic in U-space airspace
[7] This can serve as preparation for future inclusion in the Data4Safety programme.
[8] Regulation (EU) 2016/679 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data.

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# Communication & Promotion


**Commitment to and support of the ADS-L protocol as an essential means of enhancing situational awareness and improving aviation safety.**

- → Full support and endorsement of the ADS-L standard as the future unified interoperable protocol for enhancing pilot situational awareness to complement See and Avoid in Europe.
- → Commitment to integrate ADS-L into current or future products in line with EASA strategic initiatives.
- → Encourage wide adoption of ADS-L to ensure consistency, interoperability and maximise safety benefits.
- → Actively support the evolution of the ADS-L protocol to incorporate further improvements.

EASA ADS-L Coalition

CAP Open Collision Avoidance Protocol

AIRMATE

Flying Neurons

AVIONIX engineering

air avionics

dronetag

FLARM

OGN glidernet.org

TALOSAVIONICS

SKYTRAXX

PilotAware

naviter

f.u.n.k.e. AVIONICS GMBH

SafeSky

XTRACER

NEW

GEO creotech

SKYRECON

UAVDACH ASSOCIATION FOR UNMANNED AVIATION

Zephyr Avionics

DRONE ALLIANCE EUROPE

IAOPA EUROPE

# ¡*Conspicuity* Declaration

**Commitment** to foster the development of ¡*Conspicuity* devices and their use and utilization of related data with the intention of improving aviation safety, fostering innovation and enhancing operational efficiency through collaborative analysis

# Authorities supporting the Declaration


EASA


Czech Republic


France


Greece


Latvia


Lithuania


Netherlands


Republic of North Macedonia


Romania


Slovenia


Spain

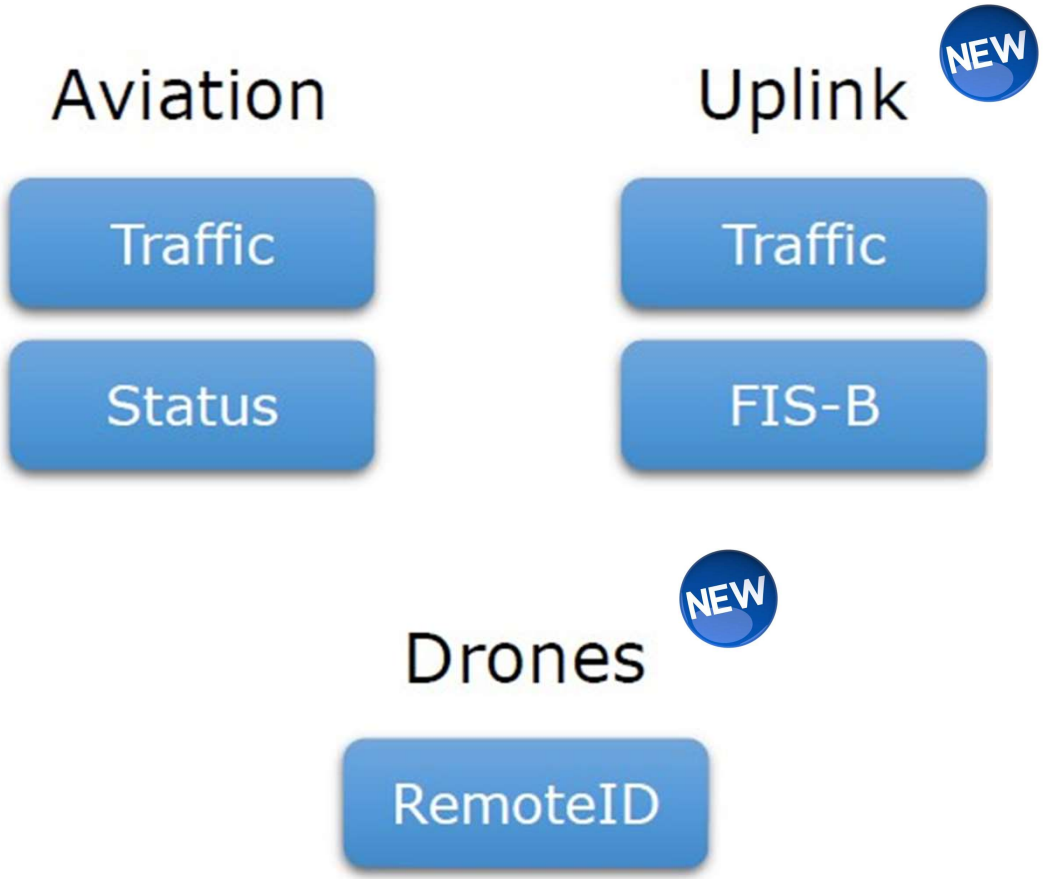

Switzerland

# ¡*Conspicuity* in ATM (Desktop Research)

- ✓ Kick-off Workshop on 25 February (100+ participants)
- ✓ FIS use case workshop on 2-3 July
- → SAR use case workshop on 21 November (ICAO Paris)
- → Other use cases in 2026
  *airside/runway safety, TMZ/RMZ, airspace infringements…*
- → Final dissemination workshop in mid-2026

# ADS-L 4 SRD 860 Issue 2*

# ADS-L




***Affordable***
***Interoperable***
***GNSS based***
***Privacy & Security***

EASA

* Final Draft ready for publication

# ADS-L 4 SRD860

**Issue 2 - Timeline**

- ✓ Final Draft completed (200+ comments)
- ✓ Focus on:
  U-space (A/G), FIS-B/TIS-B (G/A), Remote ID (A/G)
- → Expected publication in Q4 2025
- → *Work on Issue 3 (focus on A/A) started on 27 October*

# ADS-L 4 SRD860

**Issue 2 – New Content**

- ✓ Scope (Status payload, ICAO Address, FIS-B/TIS-B, Remote ID*)
- ✓ Qualification system (CE + DoC)
- ✓ Documentation
  - ✓ DoC with ADS-L 4 SRD860 & all relevant standards for obtaining CE label
  - ✓ Installation and User Manuals
- ✓ Performance supplemented
  - ✓ Target level of performance
  - ✓ Continuity, Position Accuracy, Latency, Error Control & FEC, Range
  - ✓ Minimum transmission power
- ✓ Corrections and clarifications

EASA

* A placeholder for future use by UAVs that makes a direct reference to the relevant EU standard

# WP4 – ADS-L 4 MOBILE

- ✓ LTE Task Force established
- → Concurrent work on ADS-L 4 MOBILE and C2 link MoC
- → Expected in 2026

# 2025 BIS Airborne Collision Risk - Update

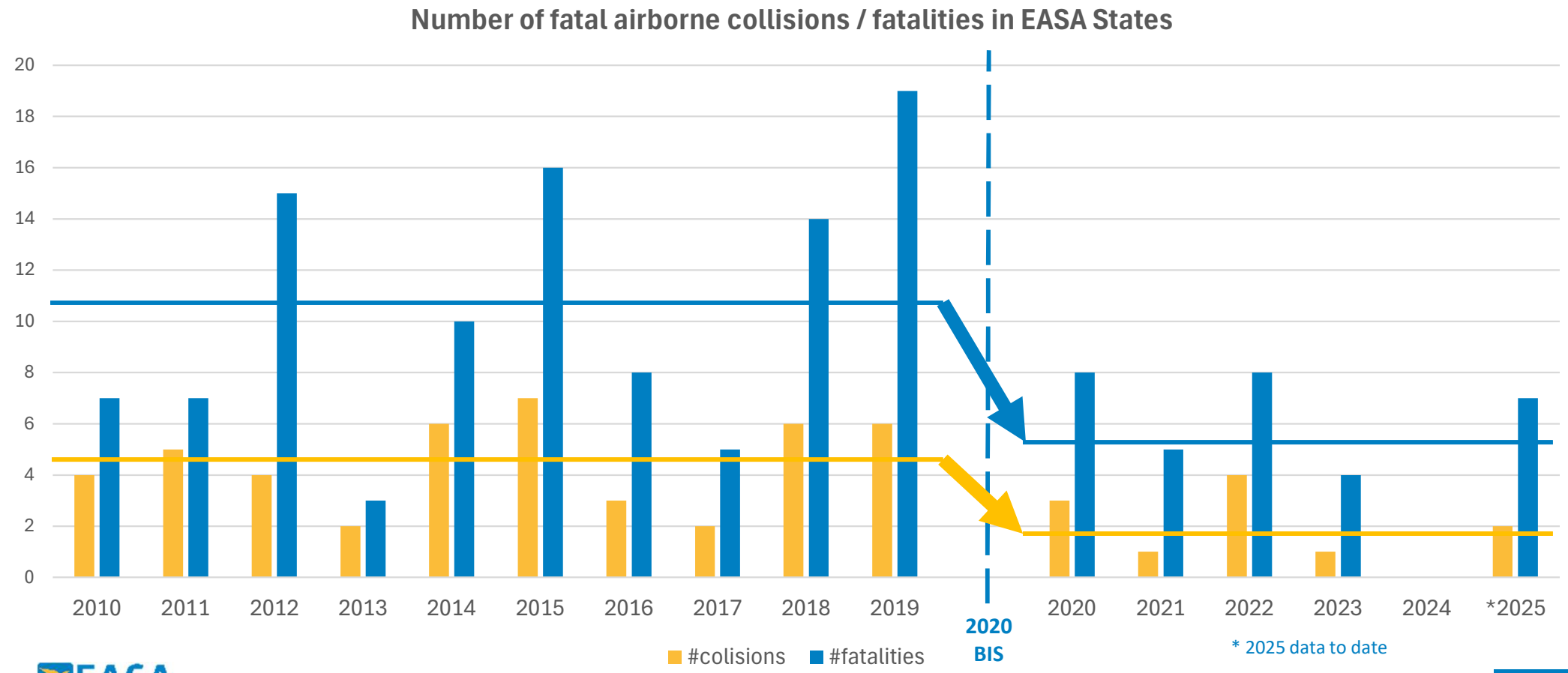
## Key Inputs

- BIS 2020 actions monitoring report
- Safety data 2020-2024
- SIA Airspace Infringements
- EASA-Eurocontrol joint Roadmap
- ¡*Conspicuity* Declaration & ADS-L *Coalition* initiatives

## Outcome

No additional actions are planned compared to the BIS 2020 version. The implementation and monitoring of existing actions will continue during the period 2026–2028. A new version of the BIS with relevant updates is expected in the future.

# Safety 2010 - 2025



# 2026 Project Objectives

- → Based on the outcomes of the Eurocontrol study on performance, propose adaptations to the regulatory framework to enable the implementation of ADS-L
- → Identify other incentives for GA to get equipped
- → Finalise the research on the use of e-conspicuity in ATM

# ADS-L for General Aviation and Drones