

Answers to questions asked during the 14th International FISO Seminar concerning the presentation: [Update from EASA](#) from Jouko Ranta - Senior Inspector (ATM/ANS)

Q: Why is low-powered ADS-B not allowed for e-conspicuity in Europe?

A: Low power ADS-B out uses licensed and protected aviation spectrum at 1090 MHz. So, it has to be used with certified ETSO equipment that meets the ICAO standards. There aren't any standards available or in development at the moment. If we want to do something different, we'll need to get all the Member States on board and submit a difference to ICAO. There are other reasons too, like uncertainty about the possible impact on 1090 MHz saturation, especially in certain areas in Europe, which could affect the performance of ATIS surveillance and ACAS. EASA and Eurocontrol have agreed to look into using electronic conspicuity to improve FIS and SAR. We're looking to get around the obstacles by adopting the ICAO specs for lower-power ADS-B transmission. This should remove the need for a difference to ICAO and open the door for the equipment to get an ETSO certificate.

But there's another issue that still needs to be resolved: the high cost of acquiring and operating certified equipment. That's why we're also looking at non-certified devices that are already in use and could be adopted for this purpose.

The attached roadmap and presentations provide more details about the agreed approach. In addition, there's a related EPAS research task that is about to start still during 2024 - RES.0032 Use of iConspicuity devices/systems in flight information services.

Q: Is there any progress at EU/EASA level wrt. level 3 medical certificate to facilitate those suffering from diabetes to benefit from the new types of treatments?

A: We have an ongoing study on diabetes covering both pilots and ATCOs which is due end of 2025. Subject to the results we will make a decision on what changes can be made to the current requirements.

For info about the study please refer to EASA website : [Diabetes mellitus \(DM\) | EASA \(europa.eu\)](#).

Q: Which country is participating as an observer in the Remote tower expert group?

A: Canada, and the organisation is NAV CANADA.

Q: Why is language proficiency level 6 no longer valid for life but expires in 9 years? Is this the same for pilots?

A: We have experienced that their validity is still valid for life.

It was an initiative in the ATCO domain at the time, to react to an identified issue with persons getting with level 6 proficiency but not meeting the expectations.

So the ATCO licensing experts proposed to change unlimited and introduce 9 years validity for level 6. That rulemaking only affected the ATCO domain.