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Bureau of Air Accident Investigation (BAAI)  
**Frank Zammit**  
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233, Republic Street, Valletta,  
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Cologne, Germany

**Subject:** Safety recommendation related to the event involving the Boeing 737 registered EI DHW and the Boeing 737 registered TC-JHM, on 17/01/2019, at LMML (MLA), Malta

Dear Mr Zammit,

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,



Pierluca Satriano

Copy: Air Operations & Aerodromes Department  
Certification Director  
Flight Standards Director  
Safety Management, Sustainability and Global Outreach Director

**Subject:** Boeing 737 registered EI DHW and the Boeing 737 registered TC-JHM, on 17/01/2019, at LMML (MLA), Malta

**Reply to Safety Recommendation MALT-2019-002 received on 10/10/2019**

<p><b>Safety Recommendation:</b></p>	<p>It is recommended that the FAA and EASA reassess the need for mandatory winglet tip proximity warnings (for B737-800 comparable winglets), together with additional pilot aids and anti-collision aids on the ground.</p> <p>[Your reference number: unknown]</p>
<p><b>Intermediate response:</b></p>	<p>On 28 April 2026, the European Union Aviation Safety Agency (EASA) published Notice of Proposed Amendment (NPA) 2026-01 related to rulemaking task (RMT) 0746 ‘Regular update of the aerodrome rules for the transposition of ICAO SARPs amendments’. This is available on the EASA Website at <a href="https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2026-01">https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2026-01</a>.</p> <p>Amongst other improvements, NPA 2026-01 proposes amendments to the acceptable means of compliance (AMC) and guidance material (GM) of Commission Implementing Regulation (EU) No 139/2014 (Aerodromes) which aim to <b>mitigate the risk associated with ground collision during aircraft taxiing</b>.</p> <p>These proposed amendments directly address Safety Recommendation MALT-2019-002 through the following:</p> <ul style="list-style-type: none"> <li>▪ <b>AMC1 ADR.OPS.B.030(a):</b> proposes new provisions for the aerodrome operator to identify restrictions on the movement area, develop appropriate mitigation measures, and coordinate these actions with the air navigation service providers; and</li> <li>▪ <b>GM1 ADR.OPS.B.030(a):</b> proposes supplemental guidance material and practical examples of where restrictions may be necessary. <b>This includes scenarios—such as the one identified in MALT-2019-002—where an aircraft at a runway holding position does not leave sufficient clearance for other aircraft to taxi behind it.</b> Proposed mitigations include additional visual aids (signs and intermediate holding position markings), the establishment of intermediate holding positions, or alternative routing.</li> </ul> <p>These specific proposed amendments can be found in Part C of NPA 2026-01 ‘Proposed amendments to the AMC and GM to Commission Implementing Regulation (EU) No 139/2014, Commission</p>

	<p>Implementing Regulation (EU) 2017/373 and Commission Regulation (EU) No 965/2012’.</p> <p>NPA 2026-01 is currently open for public consultation until 23 June 2026. Following the consultation period, EASA will review the comments received and prepare the Opinion which will be submitted to the European Commission for adoption along with the related Decisions.</p> <p>The planning milestones for RMT.0746 are provided in the European Plan for Aviation Safety (EPAS) 2026, Volume II, which is published on the EASA Website at <a href="https://www.easa.europa.eu/en/document-library/general-publications/european-plan-aviation-safety-epas-2026">https://www.easa.europa.eu/en/document-library/general-publications/european-plan-aviation-safety-epas-2026</a>.</p>
<b>EASA Status:</b>	Open