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Contents

1. EPAS action categories

The European Plan for Aviation Safety (EPAS) Volume II is articulated around six different categories of actions, defined to maintain and further improve aviation safety, efficiency/proportionality, level playing field and environmental protection.

- Rulemaking tasks (RMTs)
- Implementation support tasks (ISTs)
- Safety promotion tasks (SPTs)
- Research projects (RES)
- Evaluation tasks (EVTs)
- Member State tasks (MSTs)

Rulemaking tasks (RMTs)

RMTs lead to new or amended regulatory material (proposals from EASA to the European Commission for amendments to the Basic Regulation and to the delegated and implementing acts to be adopted on the basis thereof, certification specifications or other detailed specifications, acceptable means of compliance (AMC), or guidance material (GM)), but the related work is usually not limited to rules drafting. Depending on the scope and issues addressed, a rulemaking project may also include implementation support activities, such as the organisation of conferences, workshops, roadshows, the creation of frequently asked questions (FAQs), etc. It is intended to extract these implementation support activities and create corresponding Implementation Support Tasks (IST - see below).

A RMT may also be supported by a dedicated safety promotion task (SPT) managed in accordance with EASA's Safety Promotion Strategy, or by a research action.

Regular-update tasks 'address miscellaneous issues of non-controversial nature' as described in Article 4 of MB Decision No 01/2022[1]. These tasks are programmed as and when subjects arise, and therefore do not follow a common timeline. Regular updates of the implementing rules and related AMC & GM are initiated when relevant data is available to support the need for an update, e.g. following a regular update of ICAO Standards and Recommended Practices (SARPs), updated industry standards, feedback from certification activities or to address minor issues raised by the stakeholders.

'Regular Update' RMTs for which the previous cycle is completed, and not enough candidates exist to initiate the next cycle, are not displayed. A list of those inactive RMTs is provided in Appendix C to EPAS Volume II.

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[1] [EASA MB Decision No 01-2022 on the Rulemaking Procedure, repealing MB Decision 18-2015 (by written procedure) | EASA (europa.eu)](europa.eu)

Implementation support tasks (ISTs)

ISTs are initiatives, owned either by EASA or co-owned by EASA and Member States, intended to specifically assist the aviation community with the implementation of new or amended EASA regulatory material, Safety Promotion deliverables or any other important projects that are considered in the EPAS. The main focus of ISTs will be on the roll-out of important rule changes, to support the aviation community with implementation before the related rule changes become fully applicable. ISTs may encompass different coordinated activities, such as, but not limited to workshops, conferences, roadshows, the development of guidelines, of frequently asked questions or training programme outlines. Priorities for implementation support, as well as the scope, contents and timeline of individual ISTs will be defined in close coordination with the Advisory Bodies.

Safety promotion tasks (SPTs)

SPTs involve creating safety training, awareness/education and marketing that material to further engage and interact with relevant aviation stakeholders in order to positively influence or change individual behaviour with the ultimate objective of achieving predetermined aviation safety objectives. It includes the promotion of safety topics, rulemaking and awareness, communicating about safety intelligence, priorities and actions and other tasks to raise awareness with individuals, as well as organisations. SPTs can involve a wide range of deliverables that include guides, videos, text for use in websites and printed media, social media and outreach activities.

EASA undertakes additional, regular or ad hoc implementation support/safety promotion activities, in the form of thematic workshops, roadshows, conferences and events. Furthermore, in certain cases, information needs to be disseminated quickly in reaction to a safety issue (e.g. publication of a Safety Information Bulletin (SIB)). While these activities support the EPAS objectives, not all of them qualify for a formal EPAS action. Where such an activity can be conducted as part of normal operational tasks, the EPAS prioritisation and consultation mechanisms do not apply.

Research actions (RES)

RES actions are innovation- and/or efficiency-related research projects to support the safe integration of new technologies and concepts, or to measure the improvement of the environmental performance of the aviation sector. RES actions may also be triggered by the need to better understand a safety issue in view of determining intervention strategies in the future, or to assess the effectiveness of existing regulations, as an alternative to evaluations. The research projects included in the EPAS derive from the list of prioritised research agenda topics, for which a funding source has been secured or where it is likely that the project will be funded by the start of the reference period of the given EPAS edition.

Evaluation tasks (EVTs)

EVTs are used to assess whether existing aviation regulations and related initiatives (e.g. ISTs, SPTs) are delivering the expected results at minimum cost. For further details, refer to supporting document **'How EPAS is developed'**, **Annex III.**

Member State tasks (MSTs)

MSTs are actions that are owned by Member States and that have to be considered for their State Plan for Aviation Safety (SPAS), together with the main risks identified in EPAS relevant for the State, as required by Article 8 of the Basic Regulation. MSTs may derive from systemic or operational safety issues. Systemic issues mainly relate to maintaining effective oversight capabilities as an integral part of the State Safety Programme, enhancing safety risk management and safety action planning at State level. Operational safety issues are identified through the European Safety Risk Management Process. MSTs may also address safety priorities identified in the Global Aviation Safety Plan (GASP) or through the EASA Standardisation process (hence supported by Standardisation data).

Related actions are defined in close collaboration with Member States, through the different Advisory Bodies. Many MSTs take the form of continuous actions to ensure continuous monitoring of the underlying safety risks and regular monitoring on progress of those Member State actions. Results of such monitoring are discussed with Member States during the regular Technical Body (TeB) meetings. EASA may further support the implementation of specific MSTs through thematic workshops, targeted implementation support actions, training sessions, etc. During such implementation support actions, different implementation approaches, difficulties or best practices are brought up and discussed to enhance collaboration amongst Member States and between Member States and EASA, as well as to further strengthen oversight capabilities and support State safety management. Activities to support the implementation of MSTs are not captured as distinct EPAS actions.

2. How individual actions are presented

EPAS action types are presented in accordance with the templates described in sections 2.1 (RMTs), 2.2 (ISTs), 2.3 (SPTs), 2.4 (RES), 2.5 (EVTs) and 2.6 (MSTs).

Some elements are common to all action types:

Action number: a three-letter code made up of the action category (RMT/IST/SPT/MST/RES/EVT) followed by an incremental four-digit number;

Title: a short statement defining the action in a clear and concise manner

Description: details on:
- the objectives of the action, its scope and rationale
- how it is structured (subtasks, deliverables)
- what is the latest update (what has been delivered, what is completed);

Status: one of the following values:
- New: when the action task appears for the first time in EPAS;
- Ongoing: when the action is active and being worked on;
- Completed: when the action is completed in the current edition of EPAS.
- On-hold: when there is currently no work envisaged for the action, e.g. where its scope, objective or priority status need to be reassessed.
- Merged: when the action is merged with another EPAS action – an indication of the action with which it is merged is provided.

Note: Actions that are new are identified by using red colour for the action number and by adding 'new' in the 'Status' field.

Safety Issues (SIs): The safety issue or issues that relate to the action , in accordance with the related safety risk portfolio (EPAS Volume III). This concerns safety issues in categories 'monitor' and 'mitigate'.

Safety Recommendations (SRs): safety recommendations that are relevant to the action

References/Other ref.: related actions in other plans (e.g. ATM Master Plan, Global Aviation Safety Plan) or other important reference documents.

Dependencies: list of other EPAS actions that enable or affect the implementation of this EPAS action. Such dependencies are not necessarily bi-directional;

Owner: the owner of the action. It can be:
- an EASA department, mentioned by its acronym and full name
- an external party (e.g. "Member State" in the case of MSTs)

Affected stakeholders: list of all stakeholders affected by the action, expressed as types of organisations, categories of personnel or more specific groups, in accordance with a standard list of EPAS stakeholders.

The following fields are specific to RMTs and SPTs:

Strategic level: an indication of the status of the action with regards to EPAS Vol. I 'Strategic priorities'

Strategic priority: where relevant, a reference to the related strategic priority.

Note: Additional fields specific to RMTs are listed in section 2.1.

The following field are used in ISTs, EVTs, MSTs and RES projects:

Deliverable(s): the description of the output (report, best practice, guidance material, study, etc.).

Timeline: the planning milestone by which the deliverable is expected.

2.1 EPAS template for RMTs

RMT.xxxx	Title

Description

Status	
SIs	
SRs	
ICAO ref.	
Other ref.	
Dependencies	

Affected stakeholders	
Affected regulation(s)	
Strategic level	**Strategic priority**
Harmonisation	

WORKING METHOD			
Owner			
SubT	**Development**	**Impact Assessment(s)**	**Consultation**

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	Commission IR	**Decision**

The following fields are specific to RMTs:

ICAO ref.: related actions in ICAO plans (e.g. GASP) or other important ICAO reference documents, where relevant

Affected regulation: list of regulation that is potentially updated by the action

Harmonisation: to indicate if the RMT is aimed at harmonising the rules with those of third countries, i.e. those with which the EU has concluded a bilateral aviation safety agreement (BASA) (currently: Brazil, Canada, China, Japan and USA), while ensuring an equivalent level of safety. Possible entries are:

- "Yes - intended"

- "Yes – ongoing"

- "No"

Note 1: An entry 'no' does not mean that EASA is not coordinating the activity with the third country.

Note 2: Alignment with ICAO SARPs is not indicated through the harmonisation field, but explained in the task description.

Subtask: an optional number / text referring to:
- a subtask in the case of single RMTs, where an RMT is subdivided in subtasks;
- a cycle in the case of a regular update RMT.

Development*: the method chosen to develop the (sub)task

The values can be:
- "by EASA"
- "By EASA with external support"
- "to be determined at a later stage"

Impact assessment*: the method chosen to evaluate the impact of the work.

The values can be:
- "Light"
- "Detailed"

- "to be determined at a later stage"

Consultation*: the method chosen to consult the relevant parties.

The values can be:
- "NPA - Public"
- "NPA - Focused"

- "Other (to be further specified)"

- "to be determined at a later stage"

Planning milestones*: the reference to the published deliverables or an indication of the planning.

This field can contain:
- A date in the future,
- A document reference and a publication date, when the deliverable was already published.

Rulemaking **deliverables*** are:

- for initiation: Terms of Reference ("ToR")
- for consultation: "Notice of Proposed Amendment" (NPA) or equivalent
- opinions
- legislative process deliverables
- EASA decisions

The *legislative process deliverable* is a Commission Implementing Rule (IR). IRs may take the form of delegated acts (DA) or implementing acts (IA), depending on the topic and domain.

For deliverables already published the document reference and the publication dates are provided in date format: dd/mm/yyyy.

For other deliverables the planned date for publication is provided in year or in year-quarter format (yyyy Qn). The quarter indication is only provided for deliverables expected in the first year of the new EPAS reference period.

* **Note:** In case a RMT has several subtasks (SubT) or cycles, the entries for development, impact assessment, consultation, as well as the planning milestones and deliverables are provided in separate rows for each .

2.2   EPAS template for ISTs

IST.xxxx	Title

Description

Status	
Sis	
SRs	
Reference(s)	
Dependencies	
Affected stakeholders	
Strategic level	**Strategic priority**
Owner	

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**

2.3   EPAS template for SPTs

SPT.XXXX	Title

Description

Status	
SIs	
SRs	
Reference(s)	
Dependencies	
Affected stakeholders	
Strategic level	**Strategic priority**
Owner	

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**

2.4   EPAS template for RES projects

RES.xxxx	Title

Description

Status	
SIs	
SRs	
Reference(s)	
Dependencies	
Affected stakeholders	
Owner	

PLANNING MILESTONES	
Deliverable(s)	**Timelines**

2.5   EPAS template for EVTs

EVT.xxxx	Title

Description

Status	
SIs	
SRs	
Reference(s)	
Dependencies	
Affected stakeholders	
Owner	

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**

2.6   EPAS template for MSTs

MST.xxxx	Title

Description

Status	
SIs	
SRs	
Reference(s)	
Dependencies	
Affected stakeholders	
Owner	

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**