Contents

1. EPAS action types

The European Plan for Aviation Safety (EPAS) is articulated around five different types of actions, defined to improve aviation safety, efficiency/proportionality, address the level playing field and environmental protection.

The five actions types are reflected in the EPAS and its related supporting documents with specific icons, as follows:

rulemaking tasks (RMTs)

safety promotion tasks (SPTs)

research actions (RES)

evaluation tasks (EVTs)

Member State tasks (MSTs)

Rulemaking tasks (RMTs)

RMTs lead to new or amended regulatory material (implementing rules, 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.

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 3 of MB Decision No 18/2015[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.

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

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[1]   http://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure

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 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 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. SPTs) are delivering the expected results at minimum cost. For further details, refer to supporting document '**How EPAS is developed**', **Paragraph 3.7.**

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

2.1 Each of the five existing EPAS action types is presented using one of the following templates. EPAS action template for RMT actions

RMT.XXXX	Title			
(1) text				

Status	*(2) text*			
SIs/SRs	*(3) text*			
Reference(s)	*(4) text*			
Dependencies	*(5) text*			

Affected stakeholders	*(6) text*			
Owner	*(7) text*			
Priority	*(8) text*	**RM Procedure** *(9) acronym*	**Harmonisation**	*(10) Yes/No*

PLANNING MILESTONES				
SubT **ToR**	**NPA**	**Opinion**	**Commission IR**	**Decision**
1-n *(11) date/reference or year/quarter*	*(11) date/reference or year/quarter*	*(11) date/reference or year/quarter*	*(11) date/reference or year/quarter*	*(11) date/reference or year/quarter*

CHANGES SINCE LAST EDITION
(12) text

For each RMT action, a unique reference and title are provided. Tasks newly added are identified by using red colour in the action number and by adding 'new' in the status field (2).

For RMTs, the following information is provided:

'HF/HP' will be added below the 'Main driver' icon to indicate that the action has a strong human factors/human performancecomponent.

(1) 'Action description': issue, objective and scope, rationale.

(2) 'Status': new, ongoing, completed, not started, on-hold, merged, etc.

(3) 'SIs/SRs': the safety issue or issues that this action aims to address, in accordance with the related safety risk portfolio (EPAS Volume III) and/or safety recommendations that are relevant to the action.

(4) 'Reference(s)': related actions in other plans (e.g. ATM Master Plan, GASP) or other important reference documents, where relevant.

(5) 'Dependencies': other EPAS actions that enable or affect the implementation of this EPAS action. Note that such dependencies are not necessarily bi-directional.

(6) 'Affected stakeholders': list of all stakeholders affected by the action, in terms of types of organisation or categories of personnel.

(7) 'Owner of the action': EASA department (acronym and full name).

(8) 'Priority': YES or NO, on the basis of the strategic priorities defined in **EPAS Volume I Chapter** 3.

(9) 'RM Procedure': the applicable rulemaking (RM) procedure in accordance with EASA MB Decision No 18/2015 'Rulemaking Procedure'. Possible entries are:

— DP: Direct publication: Article 15 of the Rulemaking Procedure;

— AP: Accelerated procedure: Article 16 of the Rulemaking Procedure; or

— ST: Standard procedure.

(10) 'Harmonisation': an indication as to whether the RMT is aimed at harmonising the rules with those of third countries[2], in order to alleviate differences between EASA and other aviation authorities, in particular 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/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.

(11) 'Planning milestones': date/reference (for published deliverables) or year/quarter (for deliverables still to be published). The *rulemaking process deliverables* are:
- Terms of Reference (ToR),
- Notice of Proposed Amendment (NPA),
- Opinion, and
- Decision.
The *legislative process deliverable* is the Commission Implementing Rule (IR). IRs may take the form of delegated acts (DA) or implementing acts (IA), depending on the topic and domain.

— Where the documents are already delivered, the document reference and the publication date are provided in date format: dd/mm/yyyy.

— For documents yet to be delivered, the planned date for publication is provided in year or in year-quarter format (yyyy Qn). The latter is only used for deliverables expected in the first year of the new EPAS reference period.

— In case an RMT has several subtasks (SubT), a separate line will provide deliverables and planning milestones for each subtask (1-n), and where different, the applicable RM procedure will be indicated next to the SubT reference number .

(12) 'Changes since last edition': Any changes in the objectives or scope of the given task since the previous EPAS edition. If not applicable or for tasks newly added for this edition, 'n/a' is indicated. Changes in timelines are not included.

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[2] The intention of harmonising rules can materialise in common rulemaking activities with bilateral partners developing the same or similar rule text, in EASA developing a rule harmonised with a rule that already exists within the regulatory framework of a bilateral partner, or in close cooperation with the bilateral partners.

2.2   EPAS action template SPT actions

SPT.XXXX	Title
(1) text	

Status	*(2) text*
SIs /SRs	*(3) text*
Reference(s)	*(4) text*
Dependencies	*(5) text*

Affected stakeholders	*(6) text*
Owner	*(7) text*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
(8) text	*(9) date/reference or year/quarter*

CHANGES SINCE LAST EDITION
(10) text

For each SPT action, a unique reference and title are provided. Tasks newly added are identified by using red colour in the action number and by adding 'new' in the status field (2) .

For SPTs, the following information is provided:

(1) 'Action description': issue, objective and rationale.

(2) 'Status': new, ongoing, completed, on-hold, merged, etc.

(3) 'SIs/SRs': the safety issue or issues that this action aims to address, in accordance with the related safety risk portfolio and/or safety recommendations that are relevant to the action.

(4) 'Reference(s)': related actions in other plans (e.g. ATM Master Plan, GASP) or other important reference documents.

(5) 'Dependencies': other EPAS actions that enable or affect the implementation of this EPAS action. Note that such dependencies are not necessarily bi-directional.

(6) 'Affected stakeholders': list of all stakeholders affected by the action, in terms of types of organisation or categories of personnel.

(7) 'Owner of the action': e.g. EASA department (acronym and full name); Safety Promotion Network (SPN), etc..

(8) 'Deliverable(s)': type of deliverable (report, best practice, guidance material, study, etc.).

(9) 'Timeline': planning milestone for the deliverable:

— Where the deliverable is already published/available, the date is provided in date format: dd/mm/yyyy.

— For deliverables yet to be published/made available, the planned date for completion is provided in year and quarter format: yyyy Qn (n = 1-2-3-4).

— In case an action has several subtasks, a separate line will provide deliverables and planning milestones for each subtask (1-n).

(10) 'Changes since last edition': Any changes in the scope of the given task since the previous EPAS edition. If no such changes are made or for tasks newly added for this edition, 'n/a' is indicated. Changes in timelines are not included.

2.3   EPAS action template for RES actions

RES.XXXX	Title	
(1) text		

Status	*(2) text*	
SIs /SRs	*(3) text*	
Reference(s)	*(4) text*	
Dependencies	*(5) text*	
Affected stakeholders	*(6) text*	
Owner	*(7) text*	
PLANNING MILESTONES		
Starting date	**Interim Report**	**Final Report**
(8) year/quarter	*(8) year/quarter*	*(8) year/quarter*
CHANGES SINCE LAST EDITION		
(9) text		

For each RES action, a unique reference and title are provided. Actions newly added are identified by using red colour in the action number and by adding 'new' in the status field (2).

For RES, the following information is provided:

(1) 'Action description': issue, objective and rationale.

(2) 'Status': new, ongoing, completed, not started, on-hold, merged, etc.

(3) 'SIs/SRs': the safety issue or issues that this action aims to address, in accordance with the related safety risk portfolio and/or safety recommendations that are relevant to the action.

(4) 'Reference(s)': related actions in other plans (e.g. ATM Master Plan, GASP) or other important reference documents.

(5) 'Dependencies': other EPAS actions that enable or affect the implementation of this EPAS action. Note that such dependencies are not necessarily bi-directional.

(6) 'Affected stakeholders': list of all stakeholders affected by the action, in terms of types of organisation or categories of personnel.

(7) 'Owner of the action': e.g. EASA department (acronym and full name); European Commission (H2020 programme); SESAR.

(8) 'Planning milestones': The planned date for the start of the research project, the interim report and final report is provided in year 'yyyy' or year and quarter format: 'yyyy Qn' (n = 1-2-3-4), depending on the project.

(9) 'Changes since last edition': Any changes in the scope of the given task since the previous EPAS edition. If not applicable or for tasks newly added for this edition, 'n/a' is indicated. Changes in timelines are not included.

2.4   EPAS action template for EVT actions

EVT.XXXX	Title
(1) text	

Status	*(2) text*
SIs /SRs	*(3) text*
Reference(s)	*(4) text*
Dependencies	*(5) text*

Affected stakeholders	*(6) text*	
Owner	*(7) text*	

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
(8) text	*(9) date/reference or year/quarter*

CHANGES SINCE LAST EDITION
(10) text

For each EVT action, a unique reference and title are provided. Tasks newly added are identified by using red colour in the action number and by adding 'new' in the status field (2) .

For EVTs, the following information is provided:

(1) 'Action description': issue, objective and rationale.

(2) 'Status': new, ongoing, completed, on-hold, de-prioritised, merged, etc.

(3) 'SIs/SRs': the safety issue or issues that this action aims to address, in accordance with the related safety risk portfolio and/or safety recommendations that are relevant to the action.

(4) 'Reference(s)': related actions in other plans (e.g. ATM Master Plan, GASP) or other important reference documents.

(5) 'Dependencies': other EPAS actions that enable or affect the implementation of this EPAS action. Note that such dependencies are not necessarily bi-directional.

(6) 'Affected stakeholders': list of all stakeholders affected by the action, in terms of types of organisation or categories of personnel.

(7) 'Owner of the action': EASA department (acronym and full name) .

(8) 'Deliverable(s)': type of deliverable (report, best practice, guidance material, study, etc.).

(9) 'Timeline': planning milestone for the deliverable:

—   Where the deliverable is already published/available, the date is provided in date format: dd/mm/yyyy.

—   For deliverables yet to be published/made available, the planned date for completion is provided in year and quarter format: yyyy Qn (n = 1-2-3-4).

— In case an action has several subtasks, a separate line will provide deliverables and planning milestones for each subtask (1-n).

(10) 'Changes since last edition': Any changes in the scope of the given task since the previous EPAS edition. If no such changes are made or for tasks newly added for this edition, 'n/a' is indicated. Changes in timelines are not included.

2.5   EPAS action template for MST actions

MST.XXXX	Title
(1) text	

Status	*(2) text*
SIs /SRs	*(3) text*
Reference(s)	*(4) text*
Dependencies	*(5) text*

Affected stakeholders	*(6) text*
Owner	*(7) text*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
(8) text	*(9) date/reference or year/quarter*

CHANGES SINCE LAST EDITION
(10) text

For each MST action, a unique reference and title are provided. Tasks newly added are identified by using red colour in the action number and by adding 'new' in the status field (2).

For MSTs, the following information is provided:

(1) 'Action description': issue, objective and rationale.

(2) 'Status': new, ongoing, completed, on-hold, merged, etc.

(3) 'SIs/SRs': the safety issue or issues that this action aims to address, in accordance with the related safety risk portfolio and/or safety recommendations that are relevant to the action.

(4) 'Reference(s)': related actions in other plans (e.g. ATM Master Plan, GASP) or other important reference documents.

(5) 'Dependencies': other EPAS actions that enable or affect the implementation of this EPAS action. Note that such dependencies are not necessarily bi-directional.

(6) 'Affected stakeholders': list of all stakeholders affected by the action, in terms of types of organisation or categories of personnel.

(7) 'Owner of the action': Member States.

(8) 'Deliverable(s)': type of deliverable (report, best practice, guidance material, study, etc.).

(9) 'Timeline': planning milestone for the deliverable:

— For MSTs other than continuous actions the planned date for completion is provided in year 'yyyy' or in year and quarter format: 'yyyy Qn' (n = 1-2-3-4), depending on the type of action.

— In case an action has several subtasks, a separate line will provide deliverables and planning milestones for each subtask (1-n).

(10) 'Changes since last edition': Any changes in the scope of the given task since the previous EPAS edition. If no such changes are made or for tasks newly added for this edition, 'n/a' is indicated. Changes in timelines are not included.