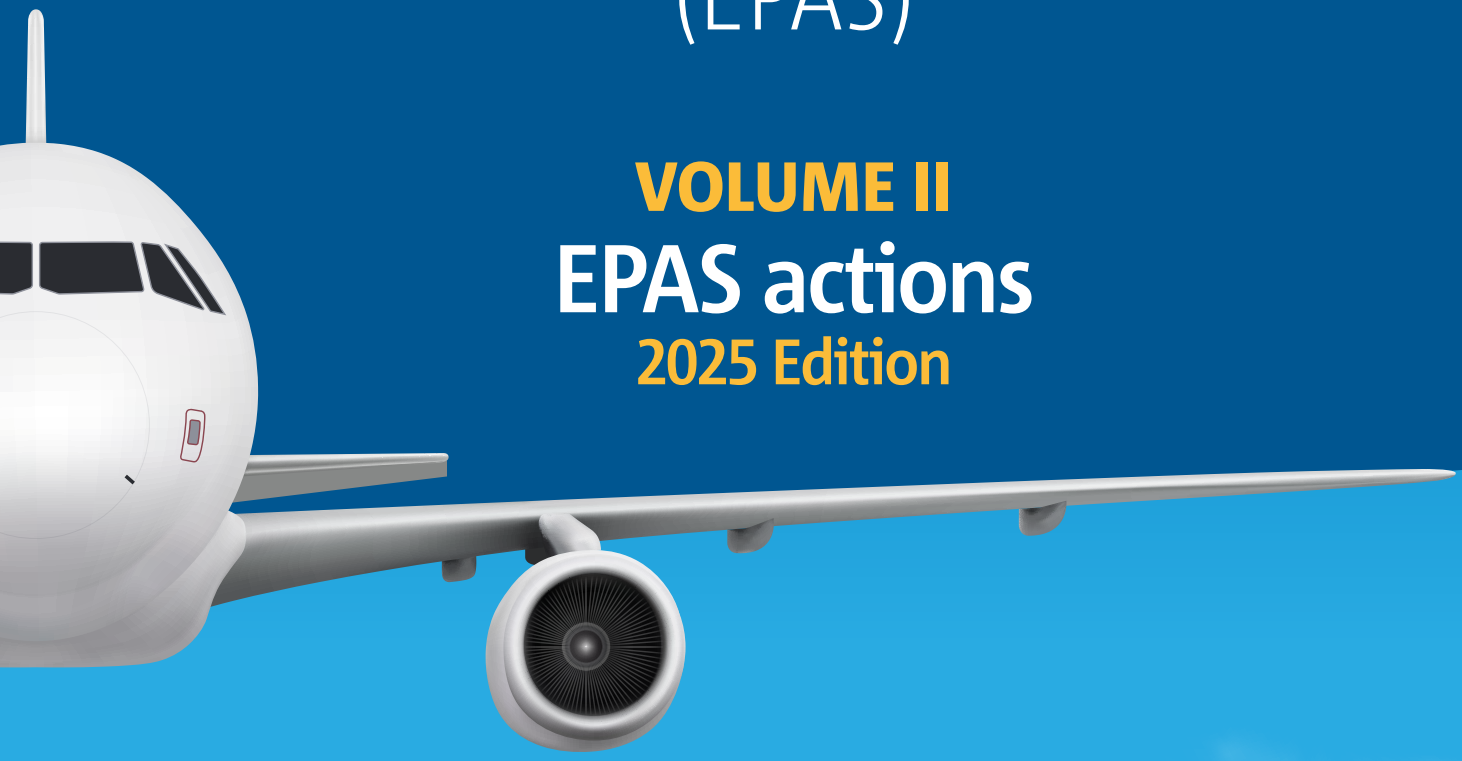
EASA
European Union Aviation Safety Agency

EUROPEAN PLAN FOR AVIATION SAFETY (EPAS)



VOLUME II
EPAS actions
2025 Edition

European Union Aviation Safety Agency

Contents

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Introduction

General

This EPAS Volume II edition provides an update of the detailed list and description of EPAS actions, in evolution of the Volume II edition of the previous year. It builds upon the strategic priorities defined in EPAS Volume I 2023-2025.

EPAS Safety Priorities 2023-2025 (by domain)

Airworthiness (initial, continuing and environmental certification)

A growing number of design applications relate to innovative projects. In terms of product-specific trends, while an overall decrease in comparison to 2019 has been observed for large aeroplanes, ETSOs and propulsion (engines and propellers), an overall increasing trend in the number of VTOL-capable and GA aircraft applications has been recorded. The number of active production organisation approval (POA) holders remained stable. The demand for maintenance and continuing airworthiness management organisation (CAMO) services is linked to the in-service aircraft fleets worldwide. Aircraft maintenance activities are therefore expected to grow in the coming years. This positive trend is leading existing actors to expand their activities and new actors, such as manufacturers, to enter the maintenance business.

The growth trend is expected to have large geographical variations, with the Asia-Pacific region recovering faster due to lower labour costs and fleets being larger in number and older on average compared to other regions. Certain types of maintenance activities are flourishing. The aircraft dismantling activity poses new challenges for safety, in particular how used parts re-enter into service.

In the maintenance and continuing airworthiness management domain some regulatory developments are shaping how industry and competent authorities will work in the years to come, such as the introduction of safety management within Part-145 organisations and the One-CAMO concept for continuing airworthiness management in a single air carrier business grouping.

Air operations & flight crew licensing

In the domain of commercial air transport, airlines have been experiencing staff shortages. Staff turnover is highly dependent on the time it takes to qualify new staff considering the regulatory prerequisites in terms of education, training, qualifications and experience. Coupled to this, reduced incomes combined with the need to maintain staff qualifications and invest in new technologies to respond to environmental challenges are increasing the financial pressure on airlines. These challenges lead airlines to phase out the older share of their fleets faster than previously anticipated.

Orders for new helicopters and deliveries are increasing compared to previous years. The current geopolitical context with high oil and gas prices and initiatives to invest in sustainable energy sources, such as offshore wind farms, may have a positive effect on helicopter offshore operations. Flagship measures in this segment are set out in the Rotorcraft Safety Roadmap.

In the domain of non-commercial operations with complex motor-powered aircraft, the outlook is positive with some uncertainties caused by historic high fuel prices, interruptions in the supply chain and limited availability of qualified aviation personnel. The general aviation and UAS segments act as catalysts for innovation, and further synergies are expected to be created between these two segments in the coming years. Flagship measures in this segment are set out in the Flightpath 2030+ Roadmap. For example, the ¡Conspicuity concept, which aims to reduce mid-air collisions, and the Aeroplane Point-in-Space (PinS) concept, which aims to reduce GA accidents primarily caused by loss of control or controlled flight into terrain, are particularly promising.

The availability of competent and well-trained aviation personnel is essential to cope with the increased complexity of the aviation system. The shift from traditional, prescriptive task-based training to competency-based training and assessment (CBTA) holds the potential for both safety benefits and operational efficiency gains. This cross-domain strategic priority aims at the successful implementation of CBTA for all licences and ratings, allowing adequate supply of instructors, as well as ensuring the availability of competent personnel in NCAs, taking advantage of new technology and an increasingly data-driven approach to training. In accordance with the future framework of ICAO Annex 1, EASA will adopt a phased approach initially addressing pilots, through training organisations and operators. In parallel there is a need to ensure the availability of adequate FSTDs as well as training devices which make use of the latest technological solutions (e.g. virtual reality, augmented reality).

In addition, the World Health Organization suggests that the incidence of mental health conditions has increased. Measures should be considered to reduce mental health risk factors (such as stress and fatigue) as well as organisational and socio-economic factors (such as commercial pressure, job insecurity, and working conditions), in a context of limited availability of medical professionals (AMEs, AeMCs and NCA medical assessors).

Air traffic management/air navigation services (ATM/ANS)

The key objective is to enable the safe, interoperable and efficient provision of ATM/ANS. At equipment level this requires a more effective and efficient introduction of new technologies, accompanying the move towards increased reliance on digital technologies and automation. Through the introduction of common specifications and streamlined attestation processes for ground-based equipment, the overall compliance with safety elements will be guaranteed at equipment level.

This strategic priority has been established in light of the evolution of the European ATM landscape to converge air traffic control (ATC) training and ATCOs performance. In the short to medium term, both the future ATM performance needs and the ongoing transition towards a digital ATM environment call for a more comprehensive approach to ATCO training standards, taking full advantage of the possibilities offered by synthetic training devices and new technologies.

The SESAR programme aims to improve the overall performance of the European ATM system and support the digital transformation of the single European sky. To ensure consistent and coordinated actions, the EU regulatory framework has extended EASA's role to the development and deployment phases of the programme. Regarding deployment, the priority is to implement the regulatory standards in support of the programme's Strategic Deployment Objectives.

The safe integration of the systemic changes in this domain represents a considerable long-term challenge for the Agency, national competent authorities and industry.

Aerodromes & ground handling

New technologies and new types of operations, for example UAS (drones), VTOL-capable aircraft operations and urban air mobility (UAM), will affect airport operations in terms of design and operations. The increasing need for aerodromes to cope with developments such as sustainable aviation fuels (SAF) and electric or hydrogen aircraft also poses new challenges for infrastructure investments. This is relevant for the aerodrome domain in general, including ground handling and rescue and firefighting services.

Safety-related aerodrome equipment should be suitable for use and should not impair flight safety. EASA will establish the regulatory framework for safety-related aerodrome equipment to ensure compliance with the essential requirements, whenever a certificate or declaration is required.

Staffing levels in the ground handling segment are under pressure. There are currently no specific SARPS in the ICAO Annexes dedicated to ground handling services and providers of these services. The aim of creating a common regulatory framework for ground handling service providers is to increase the overall safety level of

the aviation system, reduce the damage to aircraft and vehicles recorded yearly, and ensure a level playing field in the EU by establishing a safety baseline for the provision of ground handling services.

Unmanned aircraft systems (drones) and VTOL-capable aircraft

The EU drone market continues to grow rapidly, with drone services and operations materialising in numerous use cases. The implementation of U-space continues steadily through the development and testing of the required services in scenarios of growing complexity. Several conceptual frameworks, platform architectures, methodologies and practical demonstrators continue to be developed at high pace across the EU.

EASA, contributing to the EU Drone Strategy 2.0, will continue to enable a drone ecosystem in Europe by supporting Member States with the implementation of the common operations-centric, risk-based regulatory framework that addresses environmental protection, safety and cybersecurity. Applicable standards in this segment need to cover initial and continuing airworthiness, aircraft operations, aircrew licensing, ATM/ANS and rules of the air.

EASA is planning regulatory adjustments to meet industry needs and planned operational capabilities. The deployment of additional operational capabilities will have to be supported by the availability of key technological enablers and appropriate technical standards.

Updates in the 2025 edition of EPAS Volume II

With the 2025 edition EASA included 2 new specific RMTs, 3 new regular update RMTs (related to newly adopted Regulations to address in the future, whenever necessary, non-controversial, non-complex amendments resulting, for instance, from lessons learnt from their implementation), 1 reactivated RMT, and 1 new IST. The most important new actions are as follows:

- Systemic safety and resilience
  - RES.0749 Regular update of Reg. (EU) 2023/2117 (repository of civil-aviation-related information);
  - RES.0753 Regular update of Reg. (EU) 2023/203 and 2022/1645 (Part-IS) and associated AMC & GM;
- Rotorcraft
  - RMT.0752 Continued integrity verification programme (CIVP);
- Aerodromes and ground handling
  - RMT.0751 Protection of aerodrome surroundings;
  - IST. 0004 Support the implementation of the ground handling regulation
- New technologies and operational concepts
  - RMT.0750 Regular update of the use of airspace and requirements on aircraft equipment;
- Environmental protection
  - RMT.0733 Environmental protection requirements for products not covered by ICAO Annex 16;

At the same time 2 RMTs and 13 RES projects were completed throughout 2024, 2 RMTs were put on hold and 2 RMTs removed.

Overall, this edition now includes 150 active EPAS actions, with 63 Rulemaking Tasks (RMTs), 31 Safety Promotion Tasks (SPTs), 21 Member State Tasks (MSTs), 30 Research projects (RES), 1 Evaluation Task (EVT) and 4 Implementation Support Tasks (ISTs). In addition to that, 8 actions are on hold and 13 regular update tasks are inactive.

How Volume II is structured

The structure of Volume II reflects the various domains defined within the European SRM process to provide a link with the corresponding safety data portfolios included in the Annual Safety Review (ASR) and the Safety Risk Portfolios in Volume III:

- All actions to enhance systemic safety and resilience are grouped within **Chapter 1** which is further subdivided to address the various action areas.
- All actions related to competence of personnel are included in a separate **Chapter 2**.
- All actions other than those related to systemic safety and competence of personnel, corresponding to the drivers 'safety', 'level playing field' and/or 'efficiency/proportionality' are grouped per **domain** (see **Chapters 3** to **11**).
- All actions corresponding to the driver 'environment' are included in **Chapter 12**.

The table below provides an overview of the structure of Volume II:

EPAS Volume II 2025 edition	Title
1	Systemic safety and resilience
2	Competence of personnel
3	Flight operations — aeroplanes
4	Rotorcraft
5	General Aviation
6	Design and production
7	Maintenance and continuing airworthiness management
8	Air traffic management/air navigation services (ATM/ANS)
9	Aerodromes and ground handling
10	Unmanned aircraft systems and manned VTOL-capable aircraft
11	New technologies and concepts
12	Environmental protection

Within each chapter/section, actions are grouped per EPAS action type (RMT, IST, SPT, RES, EVT, MST) and within each action type, they are listed in ascending order of the unique EPAS action reference number.

More information on the types of EPAS actions and the corresponding action templates can be found at https://www.easa.europa.eu/en/downloads/139314/en

Where an action is relevant to more than one domain, its full description is included in the main domain chapter, and a reference to it is added in the other domain chapter(s).

Example:

An action for flight crew training in the rotorcraft domain is included with its full description in Chapter 2 'Competence of personnel'. In addition, a reference to it is provided in Chapter 4 'Rotorcraft'.

References to the safety issues in EPAS Volume III are included at action level, where relevant.

Appendices to Volume II

EPAS Volume II is complemented by six appendices with additional information in support of or for easy access to the information provided in Volumes I, II and III:

- Appendix A: Rulemaking and safety promotion deliverables published in 2024
- Appendix B: Rulemaking deliverables planned for 2025
- Appendix C: Overview of new actions, actions deleted, put on hold or completed in 2024
- Appendix D: Overview of the Strategic Priorities (in accordance with EPAS Volume I 2023-2025 edition)
- Appendix E: Key indicators in terms of EPAS actions
- Appendix F: Overview of Best Intervention Strategies
- Appendix G: Index of all EPAS actions in Volume II

EPAS supporting documents

EPAS Volume II is complemented by the following supporting documents:

- Information on the different types of actions and related templates is available under https://www.easa.europa.eu/downloads/134924/en
- A list of EPAS acronyms & definitions is available under https://www.easa.europa.eu/sites/default/files/dfu/list_of_epas_acronyms_and_definitions.pdf
- An overview of ICAO SARPS amendments with details on their transposition into EU rules, organised by ICAO Annexes, is available under Transposition table of ICAO SARPs | EASA (europa.eu)
- A short description of the working groups and bodies having a role in EPAS is available under https://www.easa.europa.eu/en/downloads/139315/en
- Supporting information on how the EPAS is developed is available under https://www.easa.europa.eu/en/downloads/137472/en

1. Systemic safety and resilience

1. Systemic safety and resilience

This area addresses system-wide issues that affect aviation as a whole and may have a negative impact on safety: security risks, human factors and human performance, socio-economic factors, or deficiencies in organisational processes and procedures at authority or industry level.

1.1 Risk interdependencies

Refer to EPAS Volume I Section 3.1.1 Manage risk interdependencies

1.1.1 Management of information security risks

Issue / rationale

The management of information security risks that have an impact on safety is a strategic priority.

The global civil aviation system accelerates towards more digitalisation. This implies that any exchange of information within any digital workflow of the aviation community needs to be resilient to information security (cybersecurity) threats which have far-reaching consequences, such as on flight safety or the availability of airspace.

The safety actions in this area are aimed at mitigating the information-security-related safety risks.

What we want to achieve

Increase aviation safety by managing the impact of information security risks on safety and mitigating the related safety risks.

How we monitor improvement

Continuous assessment of the safety-related cybersecurity posture and mitigation of information security risks.

How we want to achieve it: actions

RMT.0753 Regular update of Regulations (EU) 2023/203 and 2022/1645 and associated AMC&GM

This task concerns the maintenance of Regulations (EU) 2023/203 and 2022/1645 (Part-IS) on the management of information security risks in aviation safety. There are several reasons for regular updates, including:

- Return from operations: As the aviation industry starts applying these regulations, practical issues and operational data may emerge.
- Evolution of industry standards: AMC and GM will remain aligned with these evolving standards to ensure interoperability, security and safety.
- Evolution of aviation domains: Growth and changes in the scope of approved organisations necessitates the periodic review of regulatory coverage to ensure that all aspects of aviation safety, including cybersecurity, are addressed effectively.

This RMT aims at ensuring that new domains, operational feedback, and evolving industry standards are considered.

Status	**New**		
SIs	SI-5017 - Cyberattacks		
SRs	n/a		
ICAO ref.			
Other ref.			
Dependencies	n/a		
Affected stakeholders			
Affected regulation(s)	n/a		
Strategic level		**Strategic priority**	
Harmonisation			

WORKING METHOD			
Owner	SM.1 - Safety Intelligence & Performance department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	by EASA	Light	NPA - Focused

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	2025-Q1	<tbd>	<tbd>	<tbd>	<tbd>

IST.0001 Supporting the implementation of the IS management system (ISMS) by industry and NCAs

Following the adoption of the Part-IS regulation (Commission Delegated Regulation (EU) 2022/1645 and Commission Implementing Regulation (EU) 2023/203) and the publication of related AMC and GM, a number of activities are planned to support the implementation of the new regulatory framework, including but not limited to:

- defining competence objectives for the different roles involved in the implementation of the ISMS and its oversight; and
- launching pilot projects with volunteer organisations to implement Part-IS ahead of the applicability date.

Furthermore, aviation stakeholders will be encouraged invest in cybersecurity resources by:

- maintaining a high level of awareness through information-sharing;
- promoting the reporting of information security events, collecting and analysing them following the methodology established pursuant to Regulation (EU) No 376/2014 (pending the amendment of its Annex I) and Commission Implementing Regulation 2015/1018, to include details for this type of occurrences; and
- managing an 'EASA Cybersecurity Lab' to identify/test threat scenarios and demonstrate them in a contained environment.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	n/a
Dependencies	RMT.0720
Affected stakeholders	DOA holders, POA holders, AeMCs, FSTD operators, U-space service providers and single common information service providers, apron management service providers, AOC holders (CAT), aircraft operators (NCC), MOs (Part-145), CAMOs, training organisations, ATM/ANS providers, ADR operators, Member States
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce ISMS training objectives, pilot projects (task IST.0001)	2026
Setup EASA Cybersecurity Lab	continuous

RES.0033 Aviation resilience - cybersecurity threat landscape

Assess the safety impact of cybersecurity threats to aviation users, support the development of mitigation actions and specific training actions, identify and mitigate the vulnerabilities of aviation products and identify the required changes to aviation standards.

Status	Ongoing
Sls	SI-5017 - Cyberattacks
SRs	n/a
Reference(s)	Aviation resilience to threats to GNSS - DG DEFIS - Defence industry and Space call for tender (cf. tender notice https://ted.europa.eu/udl?uri=TED:NOTICE:369183-2020:TEXT:EN:HTML)
Dependencies	RES.0048
Affected stakeholders	Pilots, aircraft operators, NCAs, ANSPs, industry (e.g. avionics and ATM systems manufacturers)
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2026

1.1.2 Management of security risks that have an impact on aviation safety

Issue/rationale

The Basic Regulation addresses some of the interdependencies between safety and security in civil aviation and requires the Commission, the Agency and the Member States to cooperate on security matters where interdependencies between civil aviation safety and security exist.

The implementation of aviation security measures can have a direct impact on the safety aspects of aerodrome or aircraft operations. Airport, aircraft or in-flight security are the areas where the interdependencies are highly visible and where any security requirements should also consider possible potential impacts on aviation safety.

What we want to achieve

Increase safety by managing the impact of security measures on safety, avoiding risk transfer and mitigating related safety risks. Encourage an integrated approach to management of safety and security risks across the spectrum of aviation activities.

How we monitor improvement

Continuous assessment and mitigation of aviation security risks with a negative impact on safety.

How we want to achieve it: actions

MST.0040 Safety and security reporting coordination mechanism

Without prejudice to the obligations stemming from Regulation (EU) No 376/2014, Member States shall ensure that appropriate coordination mechanisms are established between safety and security reporting systems in order to allow for an integrated approach to the management of risks.

Note: This MST was expected to be completed in 2023. It will be formally closed and removed from the EPAS once sufficient feedback on implementation is collected by the Agency.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	n/a
Dependencies	RMT.0720
Affected stakeholders	All
Owner	Member States

EXPECTED OUTPUT

Deliverable(s)	Timeline
Provide feedback on implementation of MST.0040	2025

RES.0048 Impact of security measures on safety

Assess the impact of security measures implemented on the ground and in flight on operational safety and performance.

Assess the preparedness of aviation personnel and flight crews to cope with potential conflicting security and safety measures.

Assess safety risk management techniques that can be applied to the security domain in order to produce harmonised risk assessment and support integrated policy and decision-making processes at national and EU level.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	All
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES

Starting date	Interim report	Final report
		2025

1.1.3 Management of the risks arising from conflict zones

Issue/rationale

Managing the risks arising from conflict zones is a strategic priority.

There is a need to provide information on conflict zones developments and resulting risks to air operators so that they are able to conduct an informed risk assessment in order to mitigate the risks and threats posed by flying over or in the vicinity of zones where armed conflicts exist.

What we want to achieve

Enable effective information-sharing about risks and possible threats in conflict zones. Manage the safety risks arising from conflict zones.

How we monitor improvement

Continuous assessment and mitigation of conflict zones risks by air operators.

How we want to achieve it: actions

SPT.0078	Dissemination of information on conflict zones

In 2021 the European Information Sharing and Cooperation Platform on Conflict Zones (the Platform) was launched by EASA to support the EU CZ Alerting System. After a trial period, the Platform was established for long-term operation as of 2022. The Platform is a voluntary, cooperative partnership for the European aviation community that is designed to assist institutions and air operators conducting risk assessments in a timely manner in particular by providing information on conflict zones. The membership is open to eligible EU institutions, EASA Member States, as well their national commercial air carriers.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	Aircraft operators - all, NCAs
Strategic level	Strategic
Strategic priority	EPAS Volume I §3.1.1.3
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Provide information to Member States, share information and setup a Cooperation Platform on Conflict Zones (task SPT.0078)	continuous

1.1.4 Management of the safety risks arising from socio-economic factors

Issue/rationale

Article 89 of the Basic Regulation formally requires the Commission, the Agency, other Union institutions bodies, offices and agencies and the Member States, within their respective fields of competence, to cooperate with a view to ensuring that interdependencies between civil aviation safety and related socio-economic factors are taken into account including in regulatory procedures, oversight and implementation of just culture as defined in Article 2 of Regulation (EU) No 376/2014, to address socio-economic risks to aviation safety.

What we want to achieve

Enable a better understanding of the possible safety risks arising from socio-economic factors and manage them.

How we monitor improvement

Continuous assessment and mitigation of the safety risks arising from socio-economic factors.

How we want to achieve it: actions

MST.0042 Assessment of safety culture at air operators

A strong safety and reporting culture is an essential enabler of an effective management system. This task aims to improve the Member States' capacity to assess the safety culture of air operators involved in CAT operations, and complements EPAS action RES.0053 'Mapping the socio-economic impact on aviation safety'.

In a first phase (ending 2024-Q1), in order to support national competent authorities (NCAs), EASA will develop guidance and practical tools to measure safety culture of air operators. As soon as finalised, such guidance and tools will be made available to the Member States. This phase will be an interactive phase where contributions/feedback from Member States and industry stakeholders will be sought.

In the second phase (2024-2025), the task for Member States consists in including in their oversight programmes the assessment of safety culture of air operators with the support of the EASA guidance and practical tools.

Status	Ongoing
SIs	SI-0041 - Effectiveness of safety management
SRs	n/a
Reference(s)	EASA Article 89 Report Edition 2021 Regulation (EU) No 376/2014 SMICG Industry Safety Culture Evaluation Tool and Guidance
Dependencies	MST.0026
Affected stakeholders	AOC holders (CAT)
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Ensure the oversight programme for air operators includes the assessment of safety culture (task MST.0042)	2025

RES.0053 Mapping the socio-economic impact on aviation safety

The objective of this project is to map the impact of socio-economic factors on aviation safety for all safety-critical personnel, including an assessment of the adequacy of the current data collection process to identify socio-economic risks.

One of the main discussions on socio-economic factors is currently focused on the employment and working conditions of pilots. Several EU-wide studies suggest that there may be concerns about the possible impact of the working conditions on aviation safety, in particular on safety culture and safety reporting (data for other safety-critical personnel is limited). However, these studies, and data used by the Agency, fail to establish a correlation between employment and working conditions and level of safety.

The absence of an established correlation could also be due to the lack of adequate data and the lack of reporting from safety-critical personnel but also due to the fact that the current measures in place in the EU aviation safety system (safety management system, human factors, safety promotion, just culture, oversight by the competent authorities, etc.) already provide for adequate mitigation.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	EASA Article 89 Report Edition 2021
Dependencies	n/a
Affected stakeholders	All
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

1.1.5 Manage public and aviation health safety (AHS) risks

Issue/rationale

The COVID-19 pandemic demonstrated that public health emergencies may severely impact the entire aviation environment and in particular crew members and passengers. The objective is to minimise the impact of health safety threats on CAT. It is crucial to continue supporting the European aviation industry competitiveness by offering the safest aircraft interior environment to reduce the risk of disease transmission between continents and States, maintain public trust and facilitate future responses to events similar to the COVID-19 pandemic.

Key areas for short-term development include the assessment of passive and active disinfection means, validation of new materials and air filtering technologies. Risks associated with various disinfection and cleaning methods implemented by operators is a growing concern to aircraft manufacturers. For example, the risks of material degradation and potentially reduced fire resistance under prolonged exposure to ultraviolet light or aggressive chemicals should be assessed. Many other parameters remain unquantified and will need an in-depth assessment, not only for initial airworthiness aspects, but also for continuing airworthiness and maintenance.

What we want to achieve

Reduce the risk of disease transmission during the travel experience without negative impact on safety, maintain public trust and facilitate future responses to public health emergencies.

How we monitor improvement

Regular assessment of preventive measures used onboard aircraft while at the same time monitoring the emerging public health threats.

How we want to achieve it: actions

RES.0057 New health safety measures in aircraft

The objective of the project is to investigate the possibilities to further reduce the spread of a series of airborne infectious agents (viruses, bacteria, fungi) within the aircraft environment by improving filtration systems, recirculation systems and cabin airflow, including individual air supply nozzles, in order to ensure that passengers are not adversely affected during the flight.

This research project is expected to analyse scientifically proven solutions to reduce the spread of airborne infectious agents within the aircraft environment. In addition, risks associated with various disinfection and cleaning methods implemented by operators is a growing concern to aircraft manufacturers, and many other parameters remain unquantified and will need an in-depth assessment, not only for initial airworthiness aspects but also for continuing airworthiness and maintenance.

The project is expected to provide scientific evidence to support regulatory decision-making, as well as an implementation roadmap for the Agency and industry. The project shall take into consideration retrofit solutions, as well as solutions applicable to new aircraft cabin design.

This project is funded by Horizon Europe under the 3rd Contribution Agreement with the European Commission.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	https://www.easa.europa.eu/en/research-projects/health
Dependencies	n/a
Affected stakeholders	DOA holders, aircraft operators – CAT, MOs (Part-145), NCAs
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

1.1.6 Manage the impact of climate change on aviation safety

Issue/rationale

Managing the impact of climate change on aviation safety is one of the strategic goals for the Agency (refer to Volume I of the EPAS). Climate change is likely to affect the frequency and the intensity of hazardous weather phenomena, but also where and at what time of the year such phenomena tend to occur.

Examples of hazardous weather phenomena are severe airborne icing, severe turbulence, low-level windshear, hail encounters, lightning strikes, etc.

Although the effects of climate change on hazardous weather phenomena are rather long-term, they should be considered to ensure that safety risk assessments and risk mitigation measures are sustainable.

Better understanding these effects of climate change is beneficial for all types of aircraft operations. However, the initial focus is on commercial air transport operations with aeroplanes, as they make most of flying passengers and large aeroplanes are potentially exposed to a great variety of atmospheric conditions and weather hazards during the flight.

What we want to achieve

Collect scientific knowledge on the effects of climate change on weather phenomena that are sources of hazards for commercial air transport with large aeroplanes.

How we monitor improvement

The annual report of the EASA Scientific Committee contains the scientific knowledge collected through this task. This knowledge basis is consolidated with each new edition of that report.

How we want to achieve it: actions

RES.0059 Impact of climate change on commercial air transport with aeroplanes - review of scientific works

Review scientific works on the past and future trends regarding weather-related hazards for commercial air transport aeroplanes, and on the impact of climate change on these trends. Provide advice to EASA.

This task is funded by EASA.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	EASA's Scientific Committee - webpage
Dependencies	n/a
Affected stakeholders	Aircraft operators - CAT - aeroplanes , ADR operators, ATM/ANS providers, DOA holders, organisations involved in the design, production and maintenance of safety-related aerodrome equipment used or intended for use at aerodromes, organisations involved in the design, production or maintenance of ATM/ANS systems and ATM/ANS constituents
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

1.2 Safety management

Refer to EPAS Volume I Section 3.1.2 Improve safety by improving safety management

Issue/rationale

The proactive implementation of safety management considering all known safety data and information has proven essential for the ability of the aviation system to deal with safety issues, including new items coming from disruptive events or from a crisis (recovery). Both the SSP and SMS are increasingly instrumental within the EU aviation safety management system, not only in ensuring that safety issues are addressed at the right level, but also in guaranteeing the availability of the required data and safety intelligence to support the timely identification of safety risks and issues.

What we want to achieve

Improve the level of safety through the effective implementation of safety management by authorities and organisations.

How we monitor improvement

Organisations and authorities shall demonstrate compliance with applicable regulations and their effective implementation, in order to maintain and further improve safety performance. For ATM/ANS, this will be monitored as part of the ATM Performance and Charging Scheme.

How we want to achieve it: actions

RMT.0251 Embodiment of safety management system requirements into Commission Regulations (EU) Nos 1321/2014 and 748/2012

With reference to ICAO Annex 19, the objective is to establish a framework for safety management in the initial and continuing airworthiness domains.

There is still one active Subtask:

Subtask 3: Changes to the AMC and GM to Part-145: Consultation of the SMS Industry International Standard SM-0001 as an acceptable means of compliance (AMC) to Part-145

Status	Ongoing
SIs	SI-0041 - Effectiveness of safety management SI-3004 - Integration of practical HF/HP principles into the organisation's management system
SRs	UNKG-2010-072 UNKG-2011-018 UNKG-2015-001
ICAO ref.	ICAO Annex 19
Other ref.	n/a
Dependencies	RMT.0681 RMT.0720
Affected stakeholders	CAMOs, AMOs (Part-145), POA holders, DOA holders, ETSOA holders, NCAs
Affected regulation(s)	Commission Regulation (EU) No 1321/2014 Commission Regulation (EU) No 748/2012
Strategic level	Strategic
Strategic priority	EPAS Volume I Section 3.1.2
Harmonisation	No

WORKING METHOD			
Owner	FS.0 - Flight Standards Director's office		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
3	by EASA	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
3		<tbd>	<tbd>	n/a	n/a

RMT.0681 Alignment of the IRs of the EASA Basic Regulation and of the associated acceptable means of compliance (AMC) and guidance material (GM) with Regulation (EU) No 376/2014

Note: NPA 2016-19 will not be followed by a stand-alone Opinion; instead, regulatory changes are being implemented as part of existing RMTs. CRD 2016-19 was published on 24/05/2019.

Overview of RMTs through which amendments were/are being made:

1. Part 21 through RMT.0251 Phase II, completed - see Commission Implementing Regulation (EU) 2022/203;
2. Part-M, Part-ML, Part-CAO and Part-CAMO through RMT.0278 and RMT.0521 - in progress;
3. Part-145 through RMT.0251 Phase II, completed - see Regulation (EU) 2021/1963;
4. Part-ARA / Part-ORA (Aircrew) through RMT.0599, completed - see Regulation (EU) 2020/2193;
5. Part-ARO / Part-ORO (Air Operations) through RMT.0392 - in progress;
6. Part-ADR-AR / Part-ADR-OR through RMT.0591 - in progress;
7. Part-ATM/ANS.AR / Part-ATM/ANS.OR through RMT.0719 (Part-MET), completed - see Regulation (EU) 2021/1338;
8. Part ATCO-AR / Part ATCO-OR through RMT.0668 - not yet started; and
9. AMC 20-8 through RMT.0643, completed - see EDD 2020/010/R of 23/07/2020.

Status	Ongoing		
SIs	SI-0041 - Effectiveness of safety management		
SRs	n/a		
ICAO ref.	ICAO Annex 19 Chapter 5 and Appendix 3		
Other ref.	n/a		
Dependencies	RMT.0278 RMT.0392 RMT.0521 RMT.0591 RMT.0668		
Affected stakeholders	Air operators - All , aircrew, MOs (Part-145), ATOs, production organisations, CAMOs, ADR operators, ATM/ANS providers, ATCO TOs		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	
Harmonisation	No		

WORKING METHOD			
Owner	SM.1 - Safety Intelligence & Performance department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	by EASA	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	ToR RMT.0681 2015-09-30	NPA 2016-19 2016-12-19	n/a	n/a	n/a

RMT.0706 Update of the authority and organisation requirements

Address relevant elements of ICAO Annex 19 considering the latest revision status of the document and ensure appropriate horizontal harmonisation of the requirements across different domains taking on board lessons learned.

This first cycle will propose changes to the implementing and delegated acts in all domains where EU rules mandate a management system (SMS), to assess and implement changes to ICAO Annex 19 Third edition, expected to become applicable in 2026.

Status	Ongoing		
SIs	SI-0041 - Effectiveness of safety management SI-3004 - Integration of practical HF/HP principles into the organisation's management system		
SRs	n/a		
ICAO ref.	ICAO Annex 19 ICAO State Letter AN 8/3-23/18		
Other ref.	EASA BIS 'Safety Management'		
Dependencies	n/a		
Affected stakeholders	NCAs, national supervisory authorities (NSAs), air operators - all, flight crews, MOs, ATOs, POA holders, CAMOs, ADR operators, ATM/ANS providers, ATCO TOs		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	
Harmonisation	No		

WORKING METHOD			
Owner	FS.0 - Flight Standards Director's office		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	To be determined at a later stage	To be determined at a later stage	To be determined at a later stage

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	<tbd>	<tbd>	<tbd>	<tbd>	<tbd>

SPT.0057 Safety management implementation and international cooperation

Promote a common understanding of safety management and human factors/human performance principles within and outside Europe, share lessons learned and encourage progress and harmonisation, through active participation in the Safety Management International Collaboration Group (SMICG) and dissemination of safety promotion material to support effective safety management system (SMS) and state safety programme (SSP) implementation, including, but not limited to, the below deliverables and material addressing the EU context.

The latest SMICG deliverables include:

- Safety Manager's Role In SMS & brochure
- 2022 Industry Day on "SMS and resilience"
- 2023 Industry Day on "Benefits and challenges of SMS assessments"
- Change Management at the State Level & brochure
- SMS Factsheet for Design, Manufacturing, and Production Organizations (brochure)
- SSP Factsheet: Planning and Conducting Surveillance Based on Risk Profiling and Performance Monitoring
- Risk-Based and Performance-Based Oversight Guidance
- Safety Oversight Following the Implementation of SMS
- SSP Assessment tool – 2nd Edition, revision 1 (June 2023)

Forthcoming SMICG material:

- SSP and SMS Interfaces
- Tool and Guidance for Evaluating Inspector SMS Competency
- Guidance for Implementing or Improving Voluntary Reporting at State Level

Latest EASA material:

2023 EASA safety week: recordings and material at https://www.easa.europa.eu/community/topics/safety-week-2023-summary

SIB 2023-05 'Risks Emerging During Summer 2023' at https://ad.easa.europa.eu/ad/2023-05 and https://www.easa.europa.eu/community/topics/summer-2023

Updated EASA Management System assessment tool including Part-CAMO, Part-145 and Part 21: https://www.easa.europa.eu/document-library/general-publications/management-system-assessment-tool

Status	Ongoing
SIs	SI-0041 - Effectiveness of safety management SI-3001 - Senior management lacking competence and/or commitment to HF/HP principles SI-3002 - Lack of evaluation of adverse impact of culture on human performance SI-9003 - Insufficient consideration of flight crew human factors in the continued airworthiness process of the type design
SRs	n/a
Reference(s)	EASA BIS 'Safety Management'
Dependencies	MST.0001 MST.0002 MST.0028 RMT.0251
Affected stakeholders	All
Strategic level	Strategic
Strategic priority	EPAS Volume I §3.1.2
Owner	FS.0 - Flight Standards Director's office

SPT.0057 Safety management implementation and international cooperation

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Guidance / training material / best practices (task SPT.0057)	continuous

SPT.0126 Integrating the flight data monitoring (FDM) programme with safety risk management (SRM)

Produce good practice for integrating the FDM programme with the operator's SRM, with a focus on risk assessment and on supporting flight crew training.

Status	Completed
SIs	SI-0041 - Effectiveness of safety management
SRs	n/a
Reference(s)	GASP SEIs (industry) - Mitigate contributing factors to CFIT, LOC-I, MAC, RE, and RI accidents and incidents
Dependencies	MST.0003
Affected stakeholders	Aircraft operators - CAT - aeroplanes, aircraft operators - CAT - helicopters - offshore
Strategic level	Strategic
Strategic priority	EPAS Volume I §3.1.2
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Update EOFDM document 'Breaking the silos' (task SPT.0126)	completed

MST.0001 Member States to give priority to the work on SSPs

As regards the implementation and maintenance of the SSP, MSs shall in particular:

- ensure the effective implementation of the authority requirements and address deficiencies in oversight capabilities, as a prerequisite for the effective SSP implementation;
- ensure the effective coordination among State authorities that have a role to play in safety management;
- ensure that inspectors have the appropriate competencies to support the evolution towards risk- and performance-based oversight;
- ensure that policies and procedures are in place for risk- and performance-based oversight, including a description of how an SMS is accepted and regularly monitored;
- consider civil-military coordination aspects where relevant for State safety management activities, with a view to identifying where civil-military coordination and cooperation will need to be enhanced to meet the SSP objectives;
- establish policies and procedures for safety data collection, analysis, exchange and protection, in accordance with Regulation (EU) No 376/2014;
- establish a process to determine SPIs at State level addressing outcomes and processes;
- ensure that an approved SSP document is made available and shared with the other MSs and EASA;
- ensure that the SSP is regularly reviewed and that its effectiveness is regularly assessed.

Status	Ongoing
SIs	SI-0041 - Effectiveness of safety management
SRs	n/a
Reference(s)	n/a
Dependencies	MST.0028
Affected stakeholders	All
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Implement SSP (task MST.0001)	2025

MST.0002 Promotion of SMS

Member States are encouraged to support the implementation of effective management systems by small operators with the following indicative scope:

- harmonise practices, provide examples of how to organise the implementation of the management system in a proportionate way by small operators, including management of changes, risk assessment, examples of KPIs, etc.;
- harmonise/promote good practices in performing integrated audits by the NCAs for small operators, considering the versatility of the operations;
- discuss and develop best practices for audit frequency and scopes, considering a risk-based approach;
- harmonise the approach as regards how changes that require/do not require prior approval by the AOC holder are treated;
- develop a checklist in relation to how an operator verifies the validity of a certificate/approval of the certified subcontractors and complies with the requirements.

Member States should encourage the dissemination and implementation of safety promotion material developed by the European Safety Promotion Network, the SMICG and other relevant sources of information as regards safety management.

The latest SMICG deliverables include:

- Safety Manager's Role In SMS & brochure
- 2022 Industry Day on 'SMS and resilience'
- 2023 Industry Day on 'Benefits and challenges of SMS assessments'
- Change Management at the State Level & brochure
- SMS Factsheet for Design, Manufacturing, and Production Organizations (brochure)
- SSP Factsheet: Planning and Conducting Surveillance Based on Risk Profiling and Performance Monitoring
- Risk-Based and Performance-Based Oversight Guidance
- Safety Oversight Following the Implementation of SMS
- SSP Assessment tool - 2nd Edition, revision 1 (June 2023)

Forthcoming SMICG material:

- SSP and SMS Interfaces
- Tool and Guidance for Evaluating Inspector SMS Competency
- Guidance for Implementing or Improving Voluntary Reporting at State Level

Latest EASA material:

- 2023 EASA safety week: recordings and material at https://www.easa.europa.eu/community/topics/safety-week-2023-summary
- SIB 2023-05 'Risks Emerging During Summer 2023' at https://ad.easa.europa.eu/ad/2023-05 and https://www.easa.europa.eu/community/topics/summer-2023
- Updated EASA Management System assessment tool including Part-CAMO, Part-145 and Part 21: https://www.easa.europa.eu/document-library/general-publications/management-system-assessment-tool

MST.0002	Promotion of SMS
Status	Ongoing
SIs	SI-0041 - Effectiveness of safety management SI-8044 - Ineffective safety management systems
SRs	n/a
Reference(s)	n/a
Dependencies	MST.0001 SPT.0057
Affected stakeholders	All
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Guidance / training material / best practices (task MST.0002)	continuous

MST.0003 Member States should maintain a regular dialogue with their national aircraft operators on flight data monitoring (FDM) programmes

The objectives of the task are:

(a) Making the professionals concerned aware of the European Operators FDM Forum (EOFDM):

Member States shall publish on their websites, as part of the SMS-related information, general information on the EOFDM activities.

(b) Promoting FDM good practices

Member States that have 10 or more operators running an FDM programme should organise a workshop (physical meeting or teleconference) dedicated to the EOFDM good practice documents with the FDM specialists at these operators. This workshop does not need to be repeated.

Status	Ongoing
SIs	SI-0041 - Effectiveness of safety management
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	Aircraft operators - CAT - aeroplanes, aircraft operators - CAT - helicopters - offshore
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Publish information on the EOFDM in the SMS section of the MSs' websites (task MST.0003)	2025
Produce Detailed report of the workshop (task MST.0003)	2025

MST.0026 SMS assessment

Without affecting any of the obligations stemming from the SES ATM Performance Scheme, Member States should make use of the EASA management system assessment tool to support risk- and performance-based oversight. Member States should provide feedback to EASA on how the tool is used for the purpose of standardisation and continuous improvement of the assessment tool.

Member States should regularly inform EASA about the status of their compliance with the SMS requirements and about the SMS performance of their industry.

Note 1: The new version of the EASA management system assessment tool was published in 2023 and includes Part-CAMO, Part 21 and Part-145; an editable version will follow.

Note 2: The use of the tool and the need for updates are discussed with the SM TeB.

Status	Ongoing
SIs	SI-0041 - Effectiveness of safety management
SRs	n/a
Reference(s)	EASA Management system assessment tool EASA BIS 'Safety Management'
Dependencies	MST.0001 MST.0032
Affected stakeholders	Air operators - CAT and NCC, CAMOs, ATOs, AeMCs, ADR operators, MOs (Part-145), DOA holders, POA holders
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Provide feedback on the use of the management system assessment tool and on the status of MS (SMS) compliance (task MST.0026)	Continuous with annual reporting

MST.0028 Member States to establish and maintain a State Plan for Aviation Safety

Member States shall ensure that a State Plan for Aviation Safety (SPAS) is maintained and regularly reviewed. The SPAS shall:

- describe how the plan is developed and endorsed, including collaboration with different entities within the State, with industry and other stakeholders*,
- include safety objectives, goals and indicators*, and
- reflect the EPAS actions as applicable to the State.

** unless these elements are described/included in the SSP document*

Member States

- shall ensure that their SPAS is made available to the relevant stakeholders, and
- are encouraged to share their SPAS with the other Member States and with EASA.

State safety risk management (SRM):

As part of their State SRM process Member States shall identify the main safety risks affecting their national civil aviation safety system and define the necessary actions to mitigate those risks. In doing so, Member States shall consider the results of the European SRM process for the various aviation domains considered within their State SRM process. Member States shall document the main safety risks and actions in their SPAS. In addition, the SPAS shall consider how to measure the effectiveness of the risk mitigation actions.

Results of the European SRM process to be considered in the State SRM:

The European top key risk areas are identified in the EASA Annual Safety Review, per domain. The top safety issues are identified in the European domain Safety Risk Portfolios, included in EPAS Volume III.

Member States shall review those key risk areas and safety issues to determine which ones are relevant to their aviation safety system. Such review shall be performed at least annually. The results of such review shall be documented to show how these were used within the State SRM and justify where key risks and top safety issues identified as part of the EU SRM were not considered relevant within the State SRM.

Status	Ongoing
SIs	SI-0041 - Effectiveness of safety management
SRs	n/a
Reference(s)	ICAO Annex 19 and GASP 2023-2025 Goal 3 ‘Implement effective State Safety Programmes’ ICAO Doc. 10161 Appendix A ‘ORG Roadmap’: • GASP SEI-11 (States) - Strategic collaboration with key aviation stakeholders to enhance safety in a coordinated manner • GASP SEI-18 (States) - Availability of safety data and safety information to support safety management activities at the national level • GASP SEI-19 (States) - Acquisition of resources to increase the proactive use of risk modelling capabilities • GASP SEI-20 (States) - Strategic collaboration with key aviation stakeholders to support the proactive use of risk modelling capabilities • GASP SEI-21 (States) - Advancement of safety risk management at the national level • The latest EASA Annual Safety Review • EPAS Volume III latest edition
Dependencies	MST.0001

MST.0028 Member States to establish and maintain a State Plan for Aviation Safety

Affected stakeholders	All
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Review SPAS i.a.w. the latest edition of EPAS Vol. II (task MST.0028)	2025

MST.0043 Improvement of data quality in occurrence reporting

The objective of the task is to help Member States and the Agency in data-driven decision-making to improve aviation safety.

To this end, Member States should promote the benefits of good data quality in occurrence reports. They should also organise workshops or similar events with the industry and the general aviation community, so that they understand better what information is required by the national aviation authorities for the analysis of occurrence reports. For this the already published ECCAIRS coding guidance Chapter 2 should be used as a reference.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	EASA, NCAs, industry
Dependencies	n/a
Affected stakeholders	EASA, National Competent Authorities, Industry
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Review SPAS i.a.w. EPAS Vol. II 2023 edition (task MST.0028)	2025
Promoting good data quality in occurrence reports through safety campaigns, leaflets, circulars (task MST.0043)	2026
Organise workshops or similar events to interact directly with the stakeholders regarding data quality in occurrence reports (task MST.0043)	2026

1.3 Human factors and human performance

Issue/rationale

Refer to EPAS Volume I Section 3.1.3 'Manage human factors and human performance'

Human factors and human performance are strategic priorities. As new technologies and concepts of operations emerge on the market and the complexity of the aviation system continuously increases, it is of key importance to properly address human factors and human performance in terms of both limitations and their contribution to delivering safety, as part of the safety management implementation.

The health, well-being and fitness of aviation personnel are intrinsically linked to the resilience of the aviation system. Risks in the area of medical fitness increased during the COVID-19 pandemic. Those risks have an impact on the performance of key personnel in the aviation system due to their effect on mental or physical state, which are influenced by multiple factors.

What we want to achieve

Ensure continuous improvement in safety management activities as related to human factors and human performance.

Exploit new advances in medicines and health monitoring.

Harmonise MED and FTL requirements where this ensures fair competition or facilitates the free movement of goods, persons and services.

How we monitor improvement

Feedback from the ABs and the Human Factors Collaborative Analysis Group (HF CAG).

How we want to achieve it: actions

1.3.1 General

SPT.0115	Provide Member States with a basis for training their staff in human factors

The task involves expanding the scope of the existing human factors competency framework for inspectors to cover all categories of regulatory staff. This competency framework will then be promoted to Member States.

The task mitigates the risks incurred through the inadequate understanding, regulation and oversight of human factors.

Status	Ongoing
SIs	SI-3003 - Human factors competence for regulatory staff
SRs	n/a
Reference(s)	ICAO Human Performance Manual (ICAO Doc 10151) ICAO Safety Management Manual (ICAO Doc 9859) EASA BIS 'Human Factors competence for regulatory staff'
Dependencies	MST.0037
Affected stakeholders	NCAs
Strategic level	Strategic
Strategic priority	EPAS Volume I §3.1.3
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Safety promotion material (task SPT.0115)	2025

SPT.0129 Review and recommend methods of design and management of procedures

The objective of this task is to improve the design and use of procedures, ensuring safe, technically correct and standardised work throughout the aviation system. The technical content will be a review of currently available methods of design and management of procedures. This will produce recommendations on which methods to use and in which organisational and operational contexts. This content will then be converted into safety promotion material for EASA stakeholders, taking a layered approach to build on the basic techniques and tailoring these to different audiences.

Status	Ongoing
SIs	SI-3007 - Design and use of procedures
SRs	n/a
Reference(s)	Air operators - all, ATOs (aircrew), FSTD operators, MOs (Part-145 & Part-CAO), CAMOs, MTOs (Part-147), ATM/ANS providers, U-space service providers, ADR operators, GHSPs, NCAs
Dependencies	n/a
Affected stakeholders	AOP - all, ATOs (Aircrew), FSTD operators, MOs (Part-145 & Part-CAO), CAMOs, MTOs (Part-147), ATM/ANS providers, U-space service providers, ADR operators, GHSPs, NCAs
Strategic level	Strategic
Strategic priority	
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Checklists, articles, social media promotion (task SPT.0129)	2025

SPT.0130 Facilitate the production of learning material to effectively inform audiences that following a procedure does not automatically equate to safety

The objective of this task is to produce learning material to effectively inform audiences that following a procedure does not automatically equate to safety. Safety emerges from systematic interactions (people, artefacts, training, etc.) and consequently increased focus should be aimed at adaptation skills and defensive operating techniques, ultimately fostering team resilience. To prevent over-reliance on procedures, it is important to stimulate the industry to focus on increasing human and systematic resilience. This means that training regarding human performance variabilities in complex operational conditions must go beyond procedural compliance.

Status	Ongoing
SIs	SI-3007 - Design and use of procedures
SRs	n/a
Reference(s)	ICAO Human Performance Manual (ICAO Doc 10151) ICAO Safety Management Manual (ICAO Doc 9859) EASA BIS 'Design and Use of Procedures'
Dependencies	SPT.0129
Affected stakeholders	Air operators - all, ATOs (aircrew), FSTD operators, MOs (Part-145 & Part-CAO), CAMOs, MTOs (Part-147), ATM/ANS providers, U-space service providers, ADR operators, GHSPs, NCAs
Strategic level	Strategic
Strategic priority	EPAS Volume I §3.1.3
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT

Deliverable(s)	Timeline
Produce learning package, podcast/ videocast, article, social media promotion (task SPT.0130)	2025

SPT.0131 Undertake a project to identify better applied root cause analysis for organisations conducting investigations into procedural non-compliance

To reduce procedural non-compliances, the objective of this action is to provide technical guidance for organisations investigating occurrences. The task deliverables should help users to ask more and better questions related to procedural non-compliance. The root cause analysis results should make it easier for industry safety practitioners to effectively identify causes of procedural non-compliance and rapidly implement solutions. Most importantly, the deliverables must include useable tools and procedures that can empower organisations to identify and address the cultural issues that affect procedural non-compliance.

Status	Ongoing
SIs	SI-3007 - Design and use of procedures
SRs	n/a
Reference(s)	ICAO Human Performance Manual (ICAO Doc 10151) ICAO Safety Management Manual (ICAO Doc 9859) EASA BIS 'Design and Use of Procedures'
Dependencies	SPT.0057
Affected stakeholders	Air operators - all, ATOs (aircrew), FSTD operators, MOs (Part-145 & Part-CAO), CAMOs, MTOs (Part-147), ATM/ANS providers, U-space service providers, ADR operators, GHSPs, NCAs
Strategic level	Strategic
Strategic priority	EPAS Volume I §3.1.3
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT

Deliverable(s)	Timeline
Produce podcasts/videocasts, articles, social media promotion (task SPT.0131)	2025

MST.0037 Foster a common understanding and oversight of human factors

The task includes some preparatory activities which will be performed by EASA with the support of the Human Factors Collaborative Analysis Group (HF CAG) as regards the:

- development of guidance and tools for the assessment of competence of regulatory staff before and after training;
- guidance for the appropriate level of human factors competence for human factors trainers;
- development of promotion material to be provided as guidance to Member States and encourage its implementation.

Such guidance and tools will be provided to the Member States' NCAs to support the implementation of the competence framework, and plan and deliver the training to the regulatory staff concerned.

Status	Ongoing
SIs	SI-3003 - Human factors competence for regulatory staff SI-3004 - Integration of practical HF/HP principles into the organisation's management system
SRs	n/a
Reference(s)	ICAO Human Performance Manual (ICAO Doc 10151) ICAO Safety Management Manual (ICAO Doc 9859) EASA BIS 'Human Factors competence for regulatory staff'
Dependencies	SPT.0115
Affected stakeholders	NCAs
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce guidance for assessing the competence of regulatory staff, and guidance for assessing the competence of trainers (task MST.0037)	2025

1.3.2 Flight time limitations

RMT.0492	Development of FTL rules for CAT operations of emergency medical services by aeroplanes (AEMS)

This task includes one active work package:

Subtask 1, dedicated to the development of harmonised and state-of-the-art rules for AEMS.

Subtask 2, dedicated to reflecting the recommendations from the 2019 report on the 'Effectiveness of Flight Time Limitation (FTL)' in the provisions applicable to FTL for CAT operations, was completed with the publication of ED Decision 2023/023/R on 19/12/2023.

Status	Ongoing		
SIs	SI-0039 - Fatigue		
SRs	FRAN-2013-053		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Air operators - CAT aeroplane, flight crews		
Affected regulation(s)	Commission Regulation (EU) No 965/2012		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.1.3
Harmonisation	No		

WORKING METHOD			
Owner	FS.2 - Air Operations & Aerodromes department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA with external support	Detailed	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR OPS.071(a) - RMT.0346 and RMT.0492 2012-04-18	NPA 2017-17 2017-10-30 NPA 2024-106 2024-09-29 NPA 2024-108 2024-11-25	2025-Q3	2026	2026

RMT.0493 Update and harmonisation of the FTL rules for CAT by aeroplanes for air taxi and single-pilot operations

Develop harmonised and state-of-the-art-rules for air taxi and single-pilot operations taking into account operational experience and recent scientific evidence.

Status	Ongoing
SIs	SI-0039 - Fatigue
SRs	n/a
ICAO ref.	n/a
Other ref.	n/a
Dependencies	n/a
Affected stakeholders	Air operators - CAT - aeroplane, flight crews
Affected regulation(s)	Commission Regulation (EU) No 965/2012
Strategic level	Strategic
Strategic priority	EPAS Volume I Section 3.1.3
Harmonisation	No

WORKING METHOD

Owner	FS.2 - Air Operations & Aerodromes department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA with external support	Detailed	

PLANNING MILESTONES

SubT	Initiation	Consultation	Opinion	Commission IR	Decision
	ToR OPS.071(b) - RMT.0429 and RMT.0493 2012-08-21	NPA 2017-17 2017-10-30 NPA 2024-106 2024-09-29	2025-Q3	2026	2026

RMT.0494 FTL rules for helicopter commercial operations

Establish harmonised and state-of-the-art rules for helicopter commercial air transport operations (CAT) and commercial specialised operations (SPO).

Status	On hold		
SIs	SI-8016 - Pilot fatigue		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	EASA research project on FRMS in commercial helicopter operations (CAT, SPO)		
Dependencies	n/a		
Affected stakeholders	Air operators - CAT, commercial SPO helicopter operators, flight crews		
Affected regulation(s)	Commission Regulation (EU) No 965/2012		
Strategic level	Standard	**Strategic priority**	
Harmonisation	No		

WORKING METHOD			
Owner	FS.2 - Air Operations & Aerodromes department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA with external support	Light	

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	<tbd>	<tbd>	<tbd>	<tbd>	<tbd>

RMT.0495 FTL rules for aeroplane commercial operations other than CAT

Establish harmonised and state-of-the-art rules for aeroplane commercial operations other than CAT.

The RMT is subject to further assessment of the issue and its impacts, therefore its status is 'on hold'.

Status	On hold		
SIs	SI-3005 - Fatigue and quality sleep		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Commercial SPO operators with aeroplanes, flight crews		
Affected regulation(s)	Commission Regulation (EU) No 965/2012		
Strategic level	Standard	**Strategic priority**	
Harmonisation	No		

WORKING METHOD			
Owner	FS.2 - Air Operations & Aerodromes department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	To be determined at a later stage	To be determined at a later stage	To be determined at a later stage

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	<tbd>	<tbd>	<tbd>	<tbd>	<tbd>

SPT.0116 Webinar/roadshow dedicated to FRM

Supporting the implementation of appropriate fatigue risk management (FRM) or a fatigue risk management system (FRMS) by operators and their oversight by competent authorities through the organisation of webinars/workshops/conferences on specific topics to share information and best practices.

In March 2021, the first webinar on FRMS in cargo operations was organised. Refer to 1st Webinar on Fatigue Risk Management in Cargo and On-Demand Operations - Virtual Event via Webex | EASA.

A Conference on Fatigue Risk Management (FRM), organised jointly by EASA and Austrocontrol, took place in January 2024. Refer to https://www.easa.europa.eu/en/newsroom-and-events/events/fatigue-risk-management-frm-conference.

Another conference is planned for 2025-Q1.

Status	Ongoing
SIs	SI-0039 - Fatigue
SRs	n/a
Reference(s)	EASA BIS 'Aircrew Fatigue'
Dependencies	SPT.0117 SPT.0118
Affected stakeholders	FTL/FRM inspectors at NCAs, operators' FRM/rostering personnel and aircrew
Strategic level	Standard
Strategic priority	
Owner	FS.2 - Air Operations & Aerodromes department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Organise conference	2025

SPT.0117 Assist NCAs in developing competences for FTL/FRM oversight

EASA conducts visits to the requesting Member State and meets with the responsible personnel from the NCA and from the operators under their oversight to determine the status of the FTL/FRM implementation and the necessary improvements.

Status	Ongoing
Sls	SI-0039 - Fatigue
SRs	n/a
Reference(s)	EASA BIS 'Aircrew Fatigue'
Dependencies	SPT.0116 SPT.0118
Affected stakeholders	FTL/FRM inspectors at NCAs, operators' FRM/rostering personnel and aircrew
Strategic level	Standard
Strategic priority	
Owner	FS.2 - Air Operations & Aerodromes department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Organise EASA missions to Member States (task SPT.0117)	continuous

SPT.0118 Develop practical guides, promotion material and e-learning content on aircrew fatigue

Development of written and video material containing explanatory material, examples, FAQs and recommendations. Delivered so far:

- IFTSS (individual flight time specification scheme) Evaluation Form in 2018;
- FTL/FRM Inspector's checklists (1st and 2nd part) in 2019;
- FTL/FRM Practical Guide Issue 1 in 2019;
- FTL/FRM inspector's checklists (3rd part) in 2022.

Status	Ongoing
SIs	SI-0039 - Fatigue
SRs	n/a
Reference(s)	EASA BIS 'Aircrew Fatigue'
Dependencies	SPT.0116 SPT.0117
Affected stakeholders	FTL/FRM inspectors at NCAs, operators' FRM/rostering personnel and aircrew
Strategic level	Standard
Strategic priority	
Owner	FS.2 - Air Operations & Aerodromes department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce FTL/FRM practical guide Issue 2 (task SPT.0118)	2025

MST.0034 Oversight capabilities / focus area: flight time specification schemes

Member States shall ensure that NCAs have the required competence to approve and oversee the operators' flight time specification schemes; in particular, those that include fatigue risk management. NCAs should focus on the verification of the effective implementation of processes established to meet the requirements on operators' responsibilities and to ensure the adequate management of fatigue risks. NCAs should consider the latter when performing audits of the operators' management systems.

Feedback from Member States on the implementation of this action is normally obtained via EASA standardisation activities.

Status	Ongoing
SIs	SI-0039 - Fatigue
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	AOC holders (CAT), aircrew
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Feedback on actions implemented to foster NCA's oversight capabilities	2025

RES.0006 Effectiveness of the FTL rules

Collection, analysis and processing of historical and in-flight crew fatigue data for the purpose of supporting the continuous review of the effectiveness of the provisions concerning flight and duty time limitations and rest requirements as laid down in Regulation (EU) No 965/2012, and in particular for the second phase of the assessment:

- duties of more than 13 hours at the most favourable time of the day;
- duties of more than 11 hours for crew members in an unknown state of acclimatisation;
- duties including a high level of sectors (more than 6); and
- on-call duties such as standby or reserve followed by flight duties.

The first phase of the assessment for this RES action was completed (report published on 28/02/2019).

The second phase initially started with the publication of a call for tender on 04/10/2019. Due to the COVID-19 pandemic the actual start of the project was delayed to 2024-Q1, to ensure that the data collection campaign will reflect a 'normal' period for airline operations.

Status	Ongoing
SIs	SI-0039 - Fatigue
SRs	n/a
Reference(s)	https://www.easa.europa.eu/document-library/general-publications/effectiveness-flight-time-limitation-ftl-report https://www.easa.europa.eu/en/research-projects/effectiveness-flight-time-limitations-ftl
Dependencies	SPT.0116 SPT.0117 SPT.0118
Affected stakeholders	AOC holders (CAT), aircrew
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

1.3.3 Medical fitness

RMT.0287	Regular update of Part-MED, of Part-ARA Subpart ARA.AeMC and ARA.MED, and of Part-ORA Subpart ORA.AeMC, as well as of the related AMC and GM

The objectives of RMT.0287 are to resolve consistency issues, fill regulatory gaps identified through implementation, as well as keep the requirements up to date with the new developments in the field of medicine in order to ensure that they are fit for purpose and can be implemented.

To facilitate the rulemaking process and to collect implementation feedback regarding the authority requirements, RMT.0287 is split in two active subtasks:

Subtask 2a aims to update the medically relevant subparts of Part-ARA and Part-ORA;

Subtask 2b aims to address the numerous exemptions related to increasing the pilot age limit from 60 to 65 years for single-pilot commercial air transport operations in HEMS. The rulemaking task will explore the opportunity for raising the pilot age limit for single-pilot CAT operations applying a gradual approach, starting with HEMS. It also takes into account the EASA study on age limitations for commercial air transport pilots.

Status	Ongoing		
SIs	SI-0049 - Flight crew incapacitation		
SRs	HUNG-2019-003		
ICAO ref.	n/a		
Other ref.	EASA BIS 'Flight Crew Licences', subtask 'Pilot age' EASA Study 'Age limitations for commercial air transport pilots' EASA report: 'Effects on shift work and fatigue of HEMS pilots aged 60-65' EASA report: 'Extending age limits of HEMS pilots to 65 years – mental health and cognitive screening'		
Dependencies	n/a		
Affected stakeholders	Pilots, AOC holders (aeroplane and helicopter), AeMCs, AMEs, NCAs		
Affected regulation(s)	Commission Regulation (EU) No 1178/2011		
Strategic level	Standard	**Strategic priority**	
Harmonisation	No		

WORKING METHOD			
Owner	FS.3 - Aircrew & Medical department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2a	By EASA	Light	NPA - Public
2b	By EASA	Detailed	NPA - Focused

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2a		NPA 2017-22 2017-12-21	Opinion No 05/2023 2023-10-13	2025-Q1	2025-Q1
2b		NPA 2017-22 2017-12-21	Opinion No 05/2023 2023-10-13	2025-Q1	2025-Q1

RMT.0424 Regular update of Part-MED

The objective of this rulemaking task is to regularly address miscellaneous issues in the medically relevant requirements of Commission Regulation (EU) No 1178/2011 and Commission Regulation (EU) 2015/340 to ensure that the requirements are fit for purpose, evidence-based, cost-effective, can be implemented, and are in line with the latest ICAO SARPs. In particular, regular updates are used to address non-complex and non-controversial issues raised by stakeholders.

Merging the requirements of Annex IV (Part ATCO.MED) to Regulation (EU) 2015/340 and other parts of that Regulation which are relevant to the medical certification process in accordance with Annex IV (Part-MED) and Annex VI (Part-ARA) to Regulation (EU) No 1178/2011 have been moved, at the request of the stakeholders during the Medical Experts' Group, to the original RMT.0707.

The first subtask of RMT.0424 will include an update to the mental health requirements considering the deliverables of the MESAFE study and the outcomes of the MESAFE conference, as well as updates of general and non-controversial nature.

Subtask 2 is foreseen to update the cardiovascular and metabolic requirements in accordance with the evidence provided by the studies on cardiovascular disease and diabetes mellitus initiated by EASA.

Subtask 3 is foreseen to update the colour vision requirements in accordance with the evidence provided by the study on colour vision initiated by EASA.

Status	Ongoing		
SIs	SI-0049 - Flight crew incapacitation		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Pilots, ATCOs, AeMCs, AMEs, NCAs		
Affected regulation(s)	Commission Regulation (EU) 2015/340 Commission Regulation (EU) No 1178/2011		
Strategic level	Standard	**Strategic priority**	
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	FS.3 - Aircrew & Medical department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA with external support	Light	NPA - Public
2		Light	NPA - Public
3	By EASA with external support	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0424 2017-10-09	2026-Q1	2026-Q3	2027	2027-Q1
2		2027-Q1	2027	2028	2028
3		n/a	n/a	n/a	n/a

RMT.0707 Medical regulation - combination of Part-MED (Annex IV) of Commission Regulation (EU) No 1178/2011 and Part ATCO MED (Annex IX) of Commission Regulation (EU) 2015/340

RMT.0707 was deprioritised in EPAS 2019-2023 and the topic was added to the regular-update task RMT.0424. However, following the discussion with the Medical Expert Group (MEG), the medical assessors of the national competent authorities (NCAs) of the Member States and the industry medical representatives in the MEG consider that it is not appropriate to merge the requirements of Annex IV (Part ATCO.MED) to Regulation (EU) 2015/340 and other parts of that Regulation which are relevant to the medical certification process in accordance with Annex IV (Part-MED), Annex VI (Part-ARA) and Annex VII(Part-ORA) to Regulation (EU) No 1178/2011 under the RMT.0424, as it is not a regular update. The MEG suggested to reprioritise the original RMT.0707.

The main benefits are that medical assessors within the authorities, aero-medical examiners (AMEs) and aero-medical centres (AeMCs) only need to use one common regulatory document, encouraging harmonisation and removing duplication between Part-MED and Part ATCO.MED.

Following the update of Part-MED, many stakeholders are questioning EASA on why the ATCO relevant requirements are not aligned with the Part-MED requirements. Furthermore, with the pending update of subparts ARA.MED and ORA.AeMC of Annex VI (Part-ARA) and Annex VII(Part-ORA) to Regulation (EU) No 1178/2011, several authority requirements will be applicable only for the Aircrew aero-medical certification system and not for the ATCO aero-medical certification system. Moreover, currently AMEs and AeMCs require duplicate certifications on both Part-MED and Part ATCO.MED, which require a higher workload from the NCAs and additional burden on the AMEs and AeMCs.

Consequently, having all requirements in one place will be easier to implement and keep up to date.

Status	Ongoing		
SIs	SI-0049 - Flight crew incapacitation		
SRs	n/a		
ICAO ref.			
Other ref.			
Dependencies	n/a		
Affected stakeholders	NCAs, AMEs, AeMCs, aircrew and ATCOs		
Affected regulation(s)	Commission Regulation (EU) 2015/340 Commission Regulation (EU) No 1178/2011		
Strategic level	Standard	**Strategic priority**	
Harmonisation	Yes - intended		

WORKING METHOD

Owner	FS.3 - Aircrew & Medical department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	By EASA	Light	NPA - Focused

PLANNING MILESTONES

SubT	Initiation	Consultation	Opinion	Commission IR	Decision
2	ToR RMT.0707 Issue 2 2024-04-04	2025-Q2	2025-Q4	2026	2026

RES.0058 Colour vision requirements in the new full glass cockpit environment and modern ATCO consoles

The project aims to assess the suitability of current colour vision requirements for pilots and air traffic controllers (ATCOs) in modern working environments and will deliver two key outputs based on testing and measurements in the working environment:

- Assessment of the colour vision performance required to safely perform pilot and ATCO professional duties: the project will conduct a comprehensive assessment of the colour vision requirements for pilots and ATCOs in modern working environments. This assessment will consider the latest advancements in aviation technology, including full glass cockpit and ATM consoles. The assessment will identify the specific colour vision performance that is required for pilots and ATCOs to safely perform their professional duties.
- Identification of suitable testing methods and thresholds for the pilots and ATCOs: The project will also identify suitable testing methods and thresholds for the colour vision assessment of pilots and ATCOs. This will involve evaluating the effectiveness of existing testing methods and thresholds, and identifying any potential changes that may be required to ensure that they are suitable for modern working environments.

Through these outputs, the project will help to ensure that the colour vision assessment of pilots and ATCOs is based on the latest scientific evidence and that it is effective in identifying individuals who may have colour vision deficiencies that could impact their professional duties.

Overall, the required output of the project will be a comprehensive assessment of the colour vision requirements for pilots and ATCOs in modern working environments, as well as the identification of suitable testing methods and thresholds for colour vision assessment.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	https://www.easa.europa.eu/en/research-projects/vision
Dependencies	n/a
Affected stakeholders	Pilots, ATCOs, AMEs, NCAs
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2027

RES.0060 Pilot and ATCO aero-medical fitness - Cardiology

New treatments and diagnostic measures for cardiovascular diseases - Pilots and ATCOs Cardiovascular evaluation (CaVD-PACE)

The expected outcomes of this research project are:

- evidence-based recommendations for updating the cardiovascular requirements in line with the latest medical developments;
- an impact assessment of the recommended amendments to the cardiovascular requirements;
- guidance material for aero-medical examiners and medical assessors on the updates to the fitness assessment of applicants;
- material (e.g. presentation of the results obtained under this project and training material for professional audiences) to support the management of the proposed amendments; and
- risk management promotion material for aero-medical certificate holders to allow them to early detect and self-manage their cardiovascular risk factors (CVRFs).

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	https://www.easa.europa.eu/en/research-projects/new-treatments-and-diagnostic-measures-cardiovascular-diseases-pilots-and-atcos
Dependencies	n/a
Affected stakeholders	NCAs, AeMCs, AMEs, pilots, ATCOs
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

RES.0061 Pilot and ATCO aero-medical fitness - Diabetes mellitus

The expected outcomes of this research project are:

- evidence-based recommendations for updating the requirements related to diabetes mellitus in line with the latest medical developments;
- an impact assessment of the recommended amendments;
- guidance material for aero-medical examiners and medical assessors on the updates to the fitness assessment of applicants;
- material, e.g. presentation of the results obtained under this project and training material for professional audiences, to support the management of the proposed amendments; and
- risk management promotion material for aero-medical certificate holders to allow them to early detect and self-manage their metabolic risk factors.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	https://www.easa.europa.eu/en/research-projects/diabetes-mellitus-dm
Dependencies	n/a
Affected stakeholders	NCAs, AeMCs, AMEs, pilots, ATCOs
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

1.4 Oversight capabilities

Refer to EPAS Volume I Section 3.1.6.1 'Address deficiencies identified through standardisation'

The safety actions in this area aim to address issues that emerge from standardisation activities, with focus on the safety oversight capabilities of the Member States. The lack of effective oversight remains an issue, as shown by the number of standardisation findings related to the NCAs' performance as regards certification and oversight tasks. The magnitude of the issue varies across the technical domains, with the most relevant being air operations, flight crew licensing, ATM/ANS and aerodromes, airworthiness (production and maintenance). The difficulties experienced by several authorities in properly discharging their oversight responsibilities in these domains is a concern also in the light of the size, scope and complexity of the aviation industry that some of them oversee.

Furthermore, while several NCAs have reached an appropriate and stable level of maturity, certain others continue to underperform and/or struggle in achieving sustainable improvements. Most notably, while progress has been made in the implementation of the authorities' management systems, the lack of effective oversight of (safety) management systems' undertakings, continues to be an area of concern in several domains.

Issue/rationale

The authority requirements, established following the first and second extension of EASA's scope, define what Member States are expected to implement when performing oversight of the organisations under their responsibility. In particular, they introduced the concept of risk-based oversight with the objective of addressing safety issues while taking efficiency into account.

The following elements are considered enablers of a robust safety oversight system, expected to be in place according to the applicable requirements:

- ability and determination to perform effective oversight;
- ability to identify risks through a data collection and analysis process;
- ability to mitigate the identified risks in an effective way, implying measurement of performance which would in turn lead to continuous improvement;
- willingness and possibility to cooperate and exchange information with other NCAs;
- ability to ensure the availability of adequate personnel, where 'adequate' includes the notion of sufficiently trained and properly qualified personnel; and
- focus on the effective implementation of management systems in industry.

What we want to achieve

A robust system across Europe for capable and streamlined oversight, where each NCA has the capacity to properly discharge its oversight responsibilities, with particular focus on the management of safety risks, exchange of information and cooperation with other NCAs. To that end, the implementation of management systems by all organisations, as well as ensuring the availability of adequate personnel in NCAs, is an essential enabler.

How we monitor improvement

The elements above are constantly monitored during the standardisation activities performed by the Agency. In addition, Member States' oversight capabilities are monitored on the basis of standardisation ratings.

How we want to achieve it: actions

MST.0032 Oversight capabilities / focus areas

(a) Availability of adequate personnel in NCAs

Member States shall ensure that adequate personnel are available to discharge their safety oversight responsibilities.

(b) Cooperative oversight in all sectors

Member States shall ensure that the applicable authority requirements are adhered to in all sectors. The objective is to ensure that each organisation's activities are duly assessed, known to the relevant authorities and that those activities are adequately overseen, either with or without an agreed transfer of oversight tasks.

Note: EASA will continue to support NCAs in the practical implementation of cooperative oversight, e.g. benefitting from the outcome of the trial projects conducted between the United Kingdom, Norway, France and the Czech Republic, as well as with exchanges of best practices and guidance.

(c) Organisations' management system in all sectors

Member States shall foster the ability of NCAs to assess and oversee the organisations' management system in all sectors. This shall focus in particular on safety culture, the governance structure of the organisation, the interaction between the risk identification/assessment process and the organisation's monitoring process, the use of inspection findings and safety information such as occurrences, incidents and accidents and, where applicable, flight data monitoring (FDM). This should lead NCAs to adapt and improve their oversight system.

Status	Ongoing
SIs	SI-3001 - Senior management lacking competence and/or commitment to HF/HP principles SI-3004 - Integration of practical HF/HP principles into the organisation's management system SI-3011 - Training effectiveness and competence
SRs	n/a
Reference(s)	EASA Aviation Inspector Competencies Report (https://www.easa.europa.eu/en/document-library/general-publications/easa-aviation-inspector-competencies-report)
Dependencies	n/a
Affected stakeholders	All
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Review SPAS (task MST.0032)	2025

In addition to the above, the following action is also relevant to oversight:

RMT.0588 Aircraft continuing airworthiness monitoring — review of key risk elements

The full description of this action is included in **Section 7.1**.

1.5 Repository of Information

Issue/rationale

Refer to EPAS Volume I Section 3.4.2 'Digitalisation in Aviation Programme'

Article 74 of the Basic Regulation requires EASA to establish and manage a repository of civil-aviation-related information intended to facilitate the exchange of information between NCAs, the European Commission and EASA.

What we want to achieve

To establish a manageable and functional data repository encouraging the concept of cooperative oversight in the EU. To that end, it is important to manage the expectations, clarify the roles and responsibilities and foster the uniform implementation of Regulation (EU) 2023/2117 by all NCAs, the European Commission and EASA through a robust set of AMC and GM.

The new governance process established a Repository Steering Board (RSB) which will report to a Repository Steering Committee (RSC). These bodies will be consulted when EASA takes any decision regarding the operational management of the repository. The same bodies will be involved in the focused consultation of the draft AMC and GM.

How we monitor improvement

The active use of the repository will be monitored through usage statistics, whereas the governance bodies will be consulted on the added benefit of the information exchanged within the EU through the repository.

How we want to achieve it: actions

RMT.0732 Repository of aviation-related information (Article 74 of the Basic Regulation) - AMC and GM to support the establishment and management of the repository

Article 74 of the Basic Regulation requires the Agency, in cooperation with the Commission and the NCAs, to establish and manage a repository of aviation-related information necessary to ensure effective cooperation between EASA and the NCAs concerning the exercise of their tasks relating to certification, oversight and enforcement under this Regulation.

Considering the huge quantity and complexity of information as well as the obligation to comply with data protection requirements, the EASA Management Board decided to set up a dedicated Task Force which falls under the Member States Advisory Body (MAB). The Task Force will focus on specifications per domain, the global architecture and the governance of the future platform.

Subtask 2 involves the development of the associated AMC and GM supporting the application of Regulation (EU) 2023/2117.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Member States, European Commission, accident/incident investigation authorities		
Affected regulation(s)	n/a		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.1.1.
Harmonisation	No		

WORKING METHOD			
Owner	SM.0.1 - Strategy & Safety Management director's office		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	By EASA with external support	Light	NPA - Focused

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2		2025-Q2	n/a	n/a	2025-Q3

RMT.0749 Regular update of Regulation (EU) 2023/2117 (Repository of civil-aviation-related information)

This task concerns the maintenance of Regulation (EU) 2023/2117 which lays down the necessary rules and detailed requirements for the functioning and management of a repository of civil-aviation-related information. Considering the huge quantity and complexity of information that is expected to be managed and disseminated to the repository by the Agency and national authorities in the coming years, there is a need to update this Regulation, in particular with regard to the list of information objects provided in Annex I to the Regulation. The objective of this RMT is therefore to regularly address issues requiring frequent updates.

Cycle #2 aims at amending the Member States' deadlines provided in Article 18, as well as further amending Annex 1.

Status	**New**		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Member States, European Commission, accident/incident investigation authorities		
Affected regulation(s)	Commission Implementing Regulation (EU) 2023/2117		
Strategic level	Strategic	**Strategic priority**	n/a
Harmonisation	No		

WORKING METHOD			
Owner	SM.0.1 - Strategy & Safety Management director's office		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA	Light	NPA - Focused
2	By EASA with external support	To be determined at a later stage	NPA - Focused

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0749 2024-06-20	NPA 2024-103 2024-07-12	Opinion No 07/2024 2024-10-29	2025-Q1	<tbd>
2		2025-Q2	2025-Q4	2026	n/a

2. Competence of personnel

2. Competence of personnel

Issue/rationale

The availability of well-trained and competent aviation personnel is paramount to the safety and resilience of the aviation industry. Therefore, 'competence of personnel' is strategic priority.

Refer to EPAS Volume I Section 3.2 'Competence of personnel' for details.

What we want to achieve

Ensure the continuous improvement of all aviation personnel competence by modernising the related regulatory framework, also with the introduction of new state-of-the-art training and assessment methodologies (e.g. CBTA).

How we monitor improvement

Measurable improvements of aviation personnel competence at all levels through the collection of feedback from industry, NCAs and EASA standardisation.

2.1 General

2.1.1 Career opportunities

Issue/rationale

The aviation industry's ability to deliver safe and effective operations relies on having enough competent people who are operationally ready and fit for duty. The shortage of operational and technical staff has been identified as a safety issue in the EPAS Volume III as SI-5018. With many other industries seeking good quality staff, the problem requires action to ensure that we can attract new staff and retain the staff that are already working in the industry. For the latter, it is important that the industry creates organisations that staff want to work for and which manage their psychological safety and well-being. To attract new staff, it is important to promote the full range of careers to influence the future decisions of children and young people while also ensuring the widest possible diversity, equity and inclusion in the industry.

What we want to achieve

To ensure that the industry has a long-term supply of competent staff who are operationally ready and fit for duty while also ensuring stability in the workforce to retain experience over time.

How we monitor improvement

Feedback from industry through the EASA Advisory Bodies and aviation colleges/universities and training organisations through surveys and questionnaires.

How we want to achieve it: action

SPT.0107 Promotion of the full range of careers and opportunities in the European aviation industry

Help to address the potential shortage of aviation professionals for the future European aviation system by promoting the full range of career opportunities that are available and by supporting the improvement of diversity and inclusion across the aviation community.

This covers the full range of aviation activities both on the ground and in the air.

Specific focus is needed to address already identified shortages in areas such as AMEs, instructors, flight examiners, maintenance, and ground personnel. However, an industry-wide approach is needed to promote careers within the entire aviation industry and to help portray aviation as a progressive industry seeking to attract and retain talent.

This task also supports some of the European aspects of the ICAO Next Generation of Aviation Professionals (NGAP) programme.

Status	Ongoing
Sls	n/a
SRs	n/a
Reference(s)	ICAO NGAP Programme
Dependencies	n/a
Affected stakeholders	All
Strategic level	Standard
Strategic priority	
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce online material and social media promotion (task SPT.0107)	continuous

2.1.2 Language proficiency

Issue/rationale

EASA considers language proficiency as an important aviation safety element and joins efforts with ICAO to streamline and harmonise language proficiency requirements (LPR)-related activities, as well as to optimise the support provided to Member States and the industry. LPRs are important not just for pilots and ATCOs but also for certain aerodrome personnel such as vehicle drivers, and this requirement has been reflected in the amendment of the Aerodrome Regulation with Regulation (EU) 2020/2148 on runway safety.

Building on the successful joint endeavours, ICAO and EASA conduct in close coordination a joint activity on LPR implementation.

The following additional points have been brought to the attention of EASA (some came directly from industry):

- The lack of standardisation in the assessment of language proficiency and the lack of standardisation in the outcome of the testing is an area of concern, such that the stated level of an English language proficiency endorsement might not always be a reliable indicator of the holder's actual ability.
- Raw safety data shows only a very low number of incidents related to the lack of language proficiency, whilst a significant number of incidents are related to the lack of situational awareness because the radio communications were only in the local language.
- GA pilot organisations claim that the language proficiency tests are too demanding and not adapted to the GA environment.

What we want to achieve

To increase safety by reducing the risk of ineffective communication or even miscommunication when pilots and/or ATCOs are faced with an unexpected situation and need to use plain language.

In response to the above, EASA:

- intends to promote the use of the English language during pilot training for IR, CPL and ATPL, for ATCOs and for staff that operate at aerodromes;
- has initiated an analysis of the raw data to ensure that not only those incidents that are directly related to language proficiency are considered, but also those that show the lack of language proficiency in the chain of events;
- through NCA standardisation and with the feedback on performance provided by the technical Advisory Bodies (ABs), has started examining closely the tests that are provided in the different Member States; after a thorough analysis, EASA plans to promote selected best practices with a view to harmonising language proficiency testing methods;
- will support implementation of the LPRs for certain aerodrome personnel, i.e. persons intending to drive a vehicle on the manoeuvring area, to whom the LPRs in Regulation (EU) 2020/2148 apply.

EASA encourages Member States through safety promotion measures to make use of ICAO Doc 9835 'Manual on the Implementation of ICAO Language Proficiency Requirements'.

How we want to achieve it: actions

SPT.0105 Language proficiency requirements - raise awareness on language proficiency requirements implementation, together with ICAO, the industry and the Member States

Subtask 1:

Raise awareness on LPR implementation (LPRI), establish good practices and facilitate proportionate LPRI, based on the operational needs, together with ICAO, the industry and the Member States for pilots (commercial and also in GA), ATCOs and aerodrome staff.

All relevant stakeholders and Member States to work together on the maintenance, monitoring and revision of LPRI; to promote a common understanding of LPRI as a safety issue, linked to human factors principles; share lessons learned; encourage progress and harmonisation and develop a good practice document to cope with operational, safety and standardisation needs.

Subtask 2:

Use of the English language during pilot training for IR, CPL and ATPL.

Develop promotional material to encourage ATOs to conduct pilot training for CPL, ATPL and IR mainly in English language and/or English language training delivered in parallel with CPL, ATPL and IR training courses.

Status	Ongoing
SIs	SI-0054 - Poor language proficiency causing communication breakdown
SRs	n /a
Reference(s)	n/a
Dependencies	MST.0033
Affected stakeholders	Member States, ANSPs, ATCOs, TOs, ADR operators, GHSPs, pilot licence holders and students
Strategic level	Standard
Strategic priority	
Owner	FS.3 - Aircrew & Medical department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Guidance material (task SPT.0105-1)	2025
Guidance/good practices article, posters and video (task SPT.0105-2)	2025

MST.0033	Language proficiency requirements - share best practices, to identify areas for improvement for the uniform and harmonised language proficiency requirements implementation

Member States should provide feedback to EASA on how the LPRI takes place, including that ATOs deliver training in English, for the purpose of harmonisation and uniform implementation.

Note: EASA will collect such feedback at the opportunity of the various standardisation activities.

Status	Ongoing
SIs	SI-0054 - Poor language proficiency causing communication breakdown
SRs	n/a
Reference(s)	n/a
Dependencies	SPT.0105
Affected stakeholders	Member States, ANSPs, ATCOs, TOs, pilot licence holders and students
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Provide Feedback on the implementation status (task MST.0033)	continuous

In addition to the above, the following RMTs are also relevant to language proficiency:

RMT.0194	Modernisation and simplification of the European pilot licensing and training system and improvement of the supply of competent flight instructors

RMT.0678	Simpler, lighter and better flight crew licensing requirements for general aviation

The full description of these RMTs is included in Section 2.2.

2.2 Flight crews

Issue/rationale

New technologies and increasing automation are changing training needs for flight crews and new training devices are emerging. New aircraft types and technological advancements in virtual reality/artificial intelligence are revolutionising pilot training. Some of the new methods to optimise learning and recurrent training cannot be implemented in the context of the existing prescriptive regulatory framework.

What we want to achieve

Modernise the pilot training regulatory framework by:

- extending the use of EBT to other parts of the operator's training (or to training that directly affects the operator) and to other aircraft types (e.g. helicopters, business jets) allowing for a single training philosophy across the industry;
- implementing CBTA for all flight crew licences and ratings, allowing adequate supply of instructors, as well as ensuring the availability of competent personnel in NCAs, taking advantage of new technology and an increasingly data-driven approach to training;
- updating the FSTD qualification and oversight framework, thus giving more options to training organisations and air operators for selecting the most effective and efficient FSTD (i.e. matching the training task to the proper training device);
- establishing simpler and lighter flight crew licensing requirements for general aviation.

How we monitor improvement

Measurable improvements of flight crew initial and recurrent training through the collection of feedback from pilot training organisations, air operators, NCAs and EASA standardisation.

RMT.0190 Requirements for relief pilots

The objective of this RMT is to review and, where necessary, revise the requirements related to experience, training, checking and CRM for cruise relief pilots and cruise relief co-pilots.

Status	Ongoing		
SIs	n/a		
SRs	FRAN-2011-010		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Pilots, ATOs, AOC holders (CAT)		
Affected regulation(s)	Commission Regulation (EU) No 1178/2011 Commission Regulation (EU) No 965/2012		
Strategic level	Standard	**Strategic priority**	
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	EASA FS.3 - Aircrew & Medical department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA with external support	Detailed	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	ToR RMT.0190 2012-11-02	NPA 2014-25 2014-11-04	Opinion No 05/2023 2023-10-13	2025-Q1	2025-Q1

RMT.0194 Modernisation and simplification of the European pilot licensing and training system and improvement of the supply of competent flight instructors

Subtask 1:

The objectives of Subtask 1 are to improve the regulatory framework for instructors (Part-FCL Subpart J) as well as the supply of competent flight instructors, mainly in the General Aviation domain, by performing the following activities:

- review and revision of the CPL learning objectives (to make the CPL theory, a prerequisite for PPL flight instructors, more proportionate);
- comprehensive revision of Part-FCL Subpart J, including the introduction of CBTA methodologies in instructor training.

Subtask 2:

The objectives for Subtask 2 are to modernise and simplify the pilot licensing and training system by:

- considering the recommendations from the ex post evaluation under EVT.0006 and the associated BIS;
- introducing/incorporating the latest ICAO Annex 1 and associated ICAO documents on the CBTA concept for the appropriate licences and ratings in the EU regulatory framework.

In the context of CBTA for instructors, Subtask 1 will develop the updates to authority and training organisation requirements, as necessary for the implementation of CBTA (with Subtask 1 for instructors and, subsequently, Subtask 2 for pilot licences and ratings). To ensure alignment with the ICAO regulatory framework for CBTA, the progress and finalisation of the deliverables of RMT.0194 (particularly the NPAs) will depend on the ongoing work in the ICAO Personnel Training and Licensing Panel (PTLP).

Status	Ongoing		
SIs	SI-0009 - Crew resource management SI-3011 - Training effectiveness and competence SI-8027 - Inadequate handling of simulated technical failures and abnormal procedures during (a) training flight(s)		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	EASA BIS 'Flight Crew Licences', subtask flight instructors		
Dependencies	RMT.0587 RMT.0599 RMT.0678		
Affected stakeholders	Pilots, flight instructors, flight examiners, ATOs, DTOs, air operators		
Affected regulation(s)	Commission Regulation (EU) No 1178/2011		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.2
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	FS.3 - Aircrew & Medical department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA with external support	Light	NPA - Public
2	By EASA with external support	Detailed	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0194 2020-02-28	2026-Q1	2026	2027	2027
2		2026	2027	2028	2028

RMT.0196 Update of the flight simulation training device requirements

The main objective of this rulemaking task is to include in the European provisions elements from ICAO Doc 9625 regarding the use of FSTDs in flight training, and thus enhance harmonisation with ICAO. The task will also address three SRs and aims to include the results and findings from the loss of control avoidance and recovery training (LOCART) and RMT.0581 working group. Harmonisation with the FAA should be considered.

Subtask 2 (Work Package 2): the main objective of this subtask is the review of the technical requirements for training devices in order to:

- reflect their actual capability and technology advancements in support of introducing the 'task to tool' concept for aeroplanes and helicopters; and
- enable special conditions for other categories of aircraft.

Subtask 3: The main objective of this subtask is to enable the crediting of training for flight crews by using innovative training technologies, such as virtual reality. Additionally, it is aimed at developing more proportionate requirements for FSTD operators that operate only flight navigation and procedures trainers (FNPTs) and other simulation training tools, and at reviewing the initial qualification process of these FNPTs to transfer the responsibility to the training device manufacturer. Finally, the intention is to develop appropriate standards for new technologies, such as off-board instructor operating stations and secondary motion systems, also considering any special conditions developed in parallel with the rulemaking activity.

Status	Ongoing		
SIs	SI-0001 - Ice in flight SI-0002 - Icing on ground SI-0012 - Wake vortex encounter SI-0018 - Clear air turbulence and mountain waves SI-3011 - Training effectiveness and competence SI-8027 - Inadequate handling of simulated technical failures and abnormal procedures during (a) training flight(s)		
SRs	AUST-2017-001 FRAN-2012-045 FRAN-2016-006 RUSF-2013-002 SPAN-2011-020		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	RMT.0194 RMT.0230 RMT.0587 RMT.0599 RMT.0678		
Affected stakeholders	AOC holders (CAT), ATOs, DTOs, FSTD operators and manufacturers, pilots, instructors, flight examiners, NCAs		
Affected regulation(s)	Commission Regulation (EU) No 1178/2011		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.2
Harmonisation	Yes - ongoing		

RMT.0196 Update of the flight simulation training device requirements

WORKING METHOD			
Owner	FS.3 - Aircrew & Medical department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	By EASA with external support	Detailed	NPA - Public
3	By EASA with external support	To be determined at a later stage	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2		NPA 2020-15 2020-12-16 NPA 2024-101 2024-06-07 NPA 2024-102 2024-07-09	2025-Q1	2026	2026
3		2028	2029	2030	2030

RMT.0587 Regular update of regulations regarding pilot training, testing and checking and the related oversight

A standing task that allows the Agency to table non-controversial issues identified by industry and Member States which should be corrected or clarified in Parts FCL, ORA and ARA of the Aircrew Regulation and in Subpart FC of Part-ORO of the Air Operations Regulation.

Subtask 3 (current) deals with a limited number of other non-controversial recommendations stemming from the GA and the Rotorcraft Safety Roadmaps and the EASA Sustainable Aviation Programme (ESAP) in consultation with the EASA ABs.

Subtask 4 (next): Regular update of Part-FCL, Part-ARA, Part-ORA and Part-DTO and of the associated AMC and GM to meet new needs taking into account new input from Member States, stakeholders and SRs.

Status	Ongoing		
SIs	SI-3011 - Training effectiveness and competence SI-8027 - Inadequate handling of simulated technical failures and abnormal procedures during (a) training flight(s)		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	RMT.0194 RMT.0196 RMT.0392 RMT.0599 RMT.0678 RMT.0727 RMT.0735		
Affected stakeholders	Pilots, instructors, examiners, ATOs		
Affected regulation(s)	Commission Delegated Regulation (EU) 2020/723 Commission Implementing Regulation (EU) 2018/1976 Commission Regulation (EU) No 1178/2011 Commission Regulation (EU) No 965/2012 Commission Regulation (EU) 2018/395		
Strategic level	Standard	**Strategic priority**	
Harmonisation	No		

WORKING METHOD

Owner	FS.3 - Aircrew & Medical department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
3	By EASA	Light	NPA - Focused
4	To be determined at a later stage	To be determined at a later stage	To be determined at a later stage

PLANNING MILESTONES

SubT	Initiation	Consultation	Opinion	Commission IR	Decision
3		NPA 2023-104 2023-04-14 NPA 2024-104 2024-08-28	Opinion No 05/2023 2023-10-13	2024/2076 2024-07-25	2025-Q1
4		<tbd>	<tbd>	<tbd>	<tbd>

RMT.0599 Update of Subpart FC of Part-ORO (evidence-based training)

The objective of this task is the complete review of the provisions contained in Subpart FC of Part-ORO of the Air Operations Regulation whilst ensuring alignment between the Aircrew and the Air Operations Regulations as regards flight crew training requirements.

Subtask 1 was initiated in 2020 and completed 2022.

Subtask 2 'Competence of personnel' is an important enabler of systemic safety & resilience through the implementation of competency-based training and assessment (CBTA) across domains and the promotion of a more evidence-based, data-driven approach to aviation training and testing.

In today's EU regulatory framework for flight crew licensing (FCL) and operator training, CBTA is implemented only for the multi-crew pilot licence (Part-FCL, Subpart E) and as a substitute to recurrent training and checking (evidence-based training (EBT) – Part-ORO, Subpart FC, ORO.FC.231).

Subtask 2 of RMT.0599 will extend CBTA to other parts of the operator's training and to training that directly affects the operator (e.g. operator conversion course, command course, type rating training course), allowing for a single consistent training philosophy within the operator. Consequently, CBTA should be extended beyond the revalidation and renewal of type ratings (Appendix 10 – Part-FCL for EBT), and be applied as well to type rating training per Part-FCL, Subpart H. Similarly, operator training should be led by CBTA principles beyond the implemented evidence-based recurrent training (ORO.FC.231) to other cases of operator training.

A guiding objective for RMT.0599 is the review and, when appropriate, transposition of the latest developments at ICAO level about CBTA and EBT, in particular Annex 1 and Doc 9868 - Procedures for Air Navigation Services-Training (PANS-TRG). The current ICAO PTLP is working on implementing CBTA as an alternative path to all licensing- and operator- training for aeroplane and helicopter pilots. In addition, RMT.0599 will additionally consider the latest version of ICAO Doc 9995 and other possible new concepts from ICAO or the industry such as 'competency to tool', etc.

RMT.0599 Subtask 2 will therefore have also the objective to review existing rules for EBT and/or CBTA operator training (i.e. ORO.FC.231, ORO.FC.232, ORO.FC.A.245, etc) and to harmonise them with this new approach and with the provisions of ICAO.

A further objective is to ensure that the complexity of training analysis, training design and training implementation is kept as low as possible, while at the same time fulfilling all dimensions of CBTA. This is to allow industry-wide acceptance of the new regulatory framework while ensuring an effective and efficient implementation of CBTA.

Subtask 3 will extend EBT to other aircraft types (e.g. helicopters, business jets) allowing for a single training philosophy across the industry. In addition, it will tackle other implementation issues of the training-related requirements brought to the attention of EASA.

Status	Ongoing
SIs	SI-0009 - Crew resource management SI-0012 - Wake vortex encounter SI-0019 - Handling and execution of go-arounds SI-0024 - Windshear SI-3011 - Training effectiveness and competence SI-8027 - Inadequate handling of simulated technical failures and abnormal procedures during (a) training flight(s) SI-8051 - Inadvertent flight into IMC
SRs	FRAN-2009-007 FRAN-2013-017 FRAN-2013-018 FRAN-2013-022 FRAN-2013-032 FRAN-2013-033 FRAN-2013-035 FRAN-2013-052 FRAN-2014-005

RMT.0599	Update of Subpart FC of Part-ORO (evidence-based training)		
	FRAN-2015-062 GERF-2009-02 GERF-2009-025 IRLD-2014-003 SPAN-2004-030 SPAN-2012-066 SWED-2011-004 SWED-2012-006 UNKG-2006-102		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	RMT.0196 RMT.0681		
Affected stakeholders	Pilots, flight instructors, flight examiners, ATOs, air operators		
Affected regulation(s)	Commission Regulation (EU) No 1178/2011 Commission Regulation (EU) No 965/2012		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.2
Harmonisation	No		

WORKING METHOD			
Owner	FS.3 - Aircrew & Medical department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	To be determined at a later stage	To be determined at a later stage	NPA - Public
3	To be determined at a later stage	To be determined at a later stage	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2	2025-Q1	2027	2029	2030	2030
3		n/a	n/a	n/a	n/a

RMT.0678 Simpler, lighter and better flight crew licensing requirements for general aviation

Review the different requirements which have been identified by the GA Roadmap to cause problems for GA.

This task is divided into three subtasks:

Subtask 1 (Modular LAPL) was completed with the publication of Regulation (EU) 2019/430 of 19/03/2019.

Subtask 2: topics deemed to be a priority, covering:

- new technologies used for training and certification requirements (i.e. electric propulsion);
- certain LAPL and PPL requirements, including provisions on touring motor glider (TMG), requirements on PPL(A) revalidation training flight, and alignment of helicopter type rating revalidation requirements in the context of PPL(H).

Subtask 3: miscellaneous topics, such as:

- mountain rating for helicopters;
- development of a 'light aircraft flight instructor (LAFI)' for LAPL training only;
- examiner's vested interests in the context of GA;
- review of class & type ratings requirements;
- further review of different LAPL and PPL requirements; and
- language proficiency requirements for GA pilots.

Status	Ongoing		
SIs	n/a		
SRs	ITAL-2020-001		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	RMT.0194 RMT.0196 RMT.0230 RMT.0587 RMT.0731		
Affected stakeholders	Pilots, flight examiners, NCAs, ATOs, DTOs		
Affected regulation(s)	Commission Regulation (EU) No 1178/2011		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.2
Harmonisation	No		

WORKING METHOD			
Owner	FS.3 - Aircrew & Medical department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	By EASA	Light	NPA - Public
3	To be determined at a later stage	To be determined at a later stage	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2		NPA 2020-14 2020-12-14	Opinion No 05/2023 2023-10-13	2024/2076 2024-07-25	2025-Q1
3		<tbd>	<tbd>	<tbd>	<tbd>

SPT.0111 Flight examiner manual

Enhance among the examiners certified in the EASA Member States the application and harmonisation of standards and best practices to ensure that an applicant is qualified by a comparable level of competence, including knowledge, skills and attitude.

Through reliable and objective testing and checking guidance, foster the achievement of optimal outcomes in the interest of effectiveness, efficiency, fairness and transparency.

Foster the development of a common training programme for the standardisation of examiners among all EASA Member States' NCAs.

This SPT is intended to:

- maintain the EASA flight examiner manual (FEM), which provides guidelines for flight examiners on the conduct of examinations with a view to improving examiner standardisation and fairness at EU level;
- provide recommendations to NCAs on the usefulness of using common, standardised forms and common notification procedure(s) for examiners with a Part-FCL examiner certificate conducting a test, check or assessment of competence of a Part-FCL licence holder whose licence has been issued by an NCA other than their own.

Status	Ongoing
SIs	SI-3011 - Training effectiveness and competence
SRs	n/a
Reference(s)	Evaluation report on the implementation of the Aircrew Regulation, Part-FCL Subpart K (requirements for Examiners involved in pilot testing and checking)
Dependencies	SPT.0110
Affected stakeholders	NCAs, flight examiners
Strategic level	Standard
Strategic priority	
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Recommendations to NCAs (Task SPT.0111)	continuous
Produce EASA Flight Examiner Manual (FEM) Update 2 (sailplanes and balloons) (task SPT.0111)	2025

MST.0036 PPL/LAPL learning objectives in the 'Meteorological Information' part of the PPL/LAPL syllabus

Member States should develop proportionate learning objectives in the 'Meteorological Information' part of the PPL/LAPL syllabus.

Such learning objectives should be of a basic, non-academic nature and address key learning objectives in relation to:

- practical interpretation of ground-based weather radar, strengths and weaknesses;
- practical interpretation of meteorological satellite imagery, strengths and weaknesses;
- forecasts from numerical weather prediction models, strengths and weaknesses.

Note: This MST was expected to be completed in 2023. It will be formally closed and removed from the EPAS once sufficient feedback on the implementation is collected by the Agency.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	EASA BIS 'Weather Information to Pilots (GA and Rotorcraft) EASA 'Weather Information to Pilots' Strategy Paper
Dependencies	n/a
Affected stakeholders	NCAs, PPL/LAPL holders, ATOs
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Learning objectives, with related question bank (task MST.0036)	2025
Provide feedback on implementation of MST.0036	2025

RES.0055 Training media allocation: Simulator versus actual flying

The expected outcome of the project is to provide evidence to support a potential update of the initial pilot training requirements towards a safer, more efficient and more sustainable regulatory framework, considering the ICAO and EASA dimensions.

The research is expected to provide an evaluation of the existing initial flight training requirements (as per Regulation (EU) No 1178/2011), ab initio to the commercial pilot licence to identify whether certain training objectives, which today are addressed on the aircraft, can be met via the use of an FSTD with an equivalent or better training output.

The research project will also feed future streams of RMT.0196 on the update of the regulatory provisions for FSTD qualification and their use.

This project is funded by Horizon Europe under the 3rd Contribution Agreement with the European Commission.

Status	Ongoing
SIs	SI-3011 - Training effectiveness and competence SI-8027 - Inadequate handling of simulated technical failures and abnormal procedures during (a) training flight(s)
SRs	n/a
Reference(s)	https://www.easa.europa.eu/en/research-projects/train
Dependencies	n/a
Affected stakeholders	Pilots, ATOs, authorities
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2026

2.3 Cabin crew

This section is maintained as a placeholder for future actions.

2.4 Aviation maintenance personnel (Part-147)

Issue/rationale

Until the publication of Regulation (EU) 2023/989, the use of distance learning by Part-147 organisations for the purpose of basic knowledge and aircraft type training was not possible as the training locations are part of the approval. This Regulation introduced clear and rational paths for expanding the licence categories of Part-66 licence holders. Part-147 needs to be revised to align with the new provisions in Part-66 introduced with Regulation (EU) 2023/989 and to improve its structure and readability.

What we want to achieve

Ensure the continuous improvement of all aviation maintenance personnel competence.

Part-147: The introduction of new methods and technologies will lead to a level playing field and will improve the efficiency, quality and safety of maintenance training. Additionally, this way, the training provided by approved maintenance training organisations will be at a similar level and the examinations will be better controlled. Moreover, it may result in an increased number of young people choosing to embark on maintenance careers, which may help tackle the expected shortage of aviation maintenance personnel in the near future.

How we monitor improvement

The EASA ABs regularly provide feedback on the effectiveness of the actions in terms of efficiency/proportionality and level playing field.

How we want to achieve it: actions

RMT.0544 Review of Part-147

Complete review of Part-147 (not performed since its first issue in 2003) and resolution of the areas of special interest identified in EVT.0002:

- Optimisation of the structure of the basic knowledge syllabus and its impact on the training courses and examinations;
- Language proficiency for students in training courses ;
- Mechanisms to eliminate or reduce the examination cheating and fraud/conflict of interest within Part-147 organisations; in particular, a final assessment performed by the NCA.

This task will also address new training/teaching technologies for aviation maintenance personnel staff as relevant to Part-147, to set up the framework for:

- e-learning and distance learning;
- simulation devices or STDs;
- specialised training such as HF, FTS, continuation training; and
- blended teaching methods.

Status	Ongoing		
SIs	SI-3008 - Knowledge development and sharing SI-3011 - Training effectiveness and competence		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	EVT.0002 Evaluation report related to the EASA maintenance licensing system and maintenance training organisations (02/03/2018)		
Dependencies	RMT.0255		
Affected stakeholders	AMTOs (Part-147), AML applicants and holders, NCAs		
Affected regulation(s)	Commission Regulation (EU) No 1321/2014		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.2.4
Harmonisation	No		

WORKING METHOD			
Owner	FS.1 - Maintenance & Production department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA with external support	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	ToR RMT.0544 2019-08-14	NPA 2023-10 2023-12-04	2025-Q2	2026	2026

MST.0035 Oversight capabilities / focus area: fraud cases in Part-147

Member States should focus on the risk of fraud in examinations, including by adding specific items in audit checklists and collecting data on the actual cases of fraud. They may exchange and share information as part of collaborative oversight.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	EVT.0002 Evaluation report related to the EASA maintenance licensing system and maintenance training organisations (02/03/2018)
Dependencies	SPT.0106
Affected stakeholders	AMTOs (Part-147), NCAs
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Provide feedback on the implementation status (task MST.0035)	continuous

2.5 Personnel involved in ATM/ANS

Issue/rationale

In addition to maintaining efforts to update training and qualification requirements in line with scientific and technological advancements, it is essential to enhance and simplify the ATCO licensing system.

What we want to achieve

The purpose is to achieve greater performance and resilience while ensuring the flexibility needed to adapt to emerging technologies and evolving operational demands. This includes the following:

- further harmonising the output of initial training qualification,
- equipping personnel to effectively manage complex and dense air traffic,
- strengthening the qualification requirements for instructors and assessors by setting performance standards based on the principles of competency-based training and assessment (CBTA),
- aligning with ICAO's preferred approach for the licensing of aviation personnel,
- enabling the use of virtual training methods,
- completing the implementation of the common European ATCO licensing system by including the acceptance of military and third-country certification.

How we monitor improvement

Through regular standardisation activities and feedback on the effectiveness of the activities provided by the EASA ABs.

How we want to achieve it: actions

RMT.0668 Regular update of air traffic controller licensing rules (IRs and AMC and GM)

This task concerns the maintenance of Regulation (EU) 2015/340, which comprehensively addresses different areas of the ATCO licensing system. Besides the constant endeavour to update the training and qualification requirements considering the scientific and technological progress, there is a need for enhancement and simplification of the ATCO licensing system identified by several EU initiatives targeting better performance and resilience, and providing flexibility to respond to new technological developments and operational needs. This RMT is also intended to complete the implementation of the common European ATCO licensing system to include the acceptance of military and third-country certification.

In response to those needs, the planned activities are grouped in the following subtasks:

Subtask 3: under this Subtask, EASA will introduce a mechanism for the recognition of third-country ATCO licences under Regulation (EU) 2015/340.

Subtask 4: under this Subtask, EASA will:

- harmonise the initial training qualification output to handle complex and dense air traffic situations and to enhance the qualification requirements for instructors and assessors by setting the required performance standards using the principles of competency-based training and assessment (CBTA), which is also the ICAO preferred route to the licensing of all aviation personnel;
- enable the utilisation of virtual training proposals stemming from the COVID-19 RNO project.

Status	Ongoing		
SIs	SI-3011 - Training effectiveness and competence		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	RMT.0681		
Affected stakeholders	ATM/ANS service providers, NCAs, ATCOs, ATCO TOs, AMEs, AeMCs		
Affected regulation(s)	Commission Regulation (EU) 2015/340		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.2.3
Harmonisation	No		

WORKING METHOD

Owner	ED.4 - Air Traffic department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
3	By EASA with external support	Light	NPA - Public
4	By EASA with external support	Light	NPA - Public

PLANNING MILESTONES

SubT	Initiation	Consultation	Opinion	Commission IR	Decision
3		NPA 2023-02 2023-05-02	Opinion No 06/2024 2024-10-11	2025-Q3	2026
4		NPA 2023-02 2023-05-02	Opinion No 06/2024 2024-10-11	2025-Q3	2026

RMT.0738 Next generation of air traffic controller licensing rules (IRs and AMC & GM)

This task aims to respond to the strategic priority to converge the training and performance of ATCOs to respond to the evolution of the European ATM landscape with dynamic cross-flight information region (FIR) operations, standardised operational procedures and technological convergence.

Its objective will be to adapt the competence and training scheme to emerging technological advances. The deliverables of the SESAR Joint Undertaking (JU), the recommendations of the Wise Persons Group on the future of the Single European Sky, the proposal for the future architecture of the European airspace, and the ATCO fatigue study among others, will serve as sources of inspiration. The harmonisation of ATC systems which is expected to be achieved by the introduction of the new framework on the ATM Ground System will also contribute to that respect.

This task separates strategic initiatives from implementation activities and from scientific and technology-based updates regarding Regulation (EU) 2015/340.

The system-based, non-geographical ATCO qualification path may be created as an additional element of the current licensing scheme, which shall focus on the systems' capabilities and user requirements. Regulatory adaptations may be required to the current licensing scheme, including its training aspects, to transition towards a system-based approach.

While having identified the potential need for regulatory action, the exact scope and content of the rulemaking task requires further considerations. The task is therefore put on hold and the potential subtasks will be defined at a later stage.

Status	On hold		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	RMT.0681		
Affected stakeholders	ATM/ANS providers, NCAs, ATCOs, ATCO TOs, AMEs, AeMCs		
Affected regulation(s)	Commission Regulation (EU) 2015/340		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.2.3
Harmonisation	No		

WORKING METHOD			
Owner	ED.4 - Air Traffic department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	To be determined at a later stage	To be determined at a later stage	To be determined at a later stage

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	<tbd>	<tbd>	<tbd>	<tbd>	<tbd>

3. Flight operations - aeroplanes

3. Flight operations — aeroplanes

Refer to EPAS Volume I Section 3.3.1 'Ensure operational safety in Commercial air transport (CAT) aeroplane operations (airlines and air taxi passenger/cargo) and NCC aeroplane operations' and to EPAS Volume III Chapter 4 'Commercial air transport – aeroplanes – CAT A'

This chapter groups all the actions in the area of airline and air taxi passenger and cargo operations of EASA AOC holders with aeroplanes of a maximum take-off mass above 5 700 kg, with EASA-MS-registered complex aeroplanes conducting non-commercial operations (NCC), as well as specialised operations (SPO) involving aeroplanes of all mass categories.

3.1 CAT and NCC operations

3.1.1 Safety

Issue/rationale

The higher-risk key risk areas (KRAs) for CAT and NCC operations in terms of aggregated ERCS score are airborne collision, collision on runway, aircraft upset and runway excursion (Refer to Appendix 2 of EASA ASR 2024 for more details).

The associated safety issues are described in the corresponding Safety Risk Portfolio (refer to EPAS Volume III, in particular Chapter 4).

What we want to achieve

Increase safety by continuously assessing and improving risk controls to mitigate the risks in CAT and NCC operations.

How we monitor improvement

Continuous monitoring of the safety issues identified in the relevant Safety Risk Portfolios.

How we want to achieve it: actions

SPT.0097 Promotion of the new European provisions on fuel/energy planning and management

The objective is to complement the new regulatory package on fuel/energy planning and management (RMT.0573 — completed) with relevant safety promotion material.

The three main tasks are the following:

- EASA fuel scheme manual,
- workshop and events,
- safety promotion leaflets, online material and videos.

Further information and material produced under this task can be found here: https://www.easa.europa.eu/community/topics/fuel-management-new-rules

Status	Ongoing
SIs	SI-0025 - Inadequate fuel management
SRs	FRAN-2012-026 SPAN-2017-005
Reference(s)	https://www.easa.europa.eu/community/topics/fuel-management-new-rules
Dependencies	RMT.0573
Affected stakeholders	AOC holders (CAT)
Strategic level	Standard
Strategic priority	
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Safety promotion material (task SPT.0097)	2025

SPT.0101 Development of new safety promotion material for high-profile safety issues in commercial air operations

Develop new safety promotion material on high-profile safety issues in commercial air operations. Such high-profile safety issues are to be determined from important risks identified through the SRM process, accidents/serious incidents, rulemaking tasks where support is needed to help industry with implementation, and additional input from EASA stakeholders.

Status	Ongoing
SIs	SI-0015 - Entry of aircraft performance data SI-0042 - Emergency evacuation SI-4010 - Airborne separation
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	AOC holders (CAT)
Strategic level	Standard
Strategic priority	
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Safety promotion material (task SPT.0101)	continuous

MST.0019 Better understanding of the operators' governance structure

Member States' NCAs should foster a thorough understanding of the operators' governance structure. This should particularly apply in the area of group operations.

Aspects to be considered include:

- the extensive use of outsourcing;
- the influence of financial stakeholders; and
- controlling management personnel, where such personnel are outside the scope of approval.

EASA supported this MST with the publication of 'Guidance for the oversight of group operations' in June 2022, and an updated version in February 2024.

Member States are requested to implement the guidance to strengthen the standardised approach to the implementation of group operations.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	Guidance for the oversight of group operations: https://www.easa.europa.eu/document-library/general-publications/guidance-oversight-group-operations
Dependencies	n/a
Affected stakeholders	AOC holders (CAT)
Owner	Member States

EXPECTED OUTPUT

Deliverable(s)	Timeline
Member States implement the EASA Guidance to strengthen the standardised approach to the implementation of group operations.	2025

MST.0024 'Due regard' for the safety of civil traffic

Member States must have due regard for the safety of civil aircraft and must have established respective regulations for national State aircraft.

Several EU Member States have reported an increase in incidents involving close encounters between civil and military aircraft, and more particularly an increase in non-cooperative international military traffic.

Considering such a situation and the possible hazard to civil aviation safety, the European Commission mandated EASA to perform a technical analysis of the reported occurrences. The technical analysis resulted in the issue of a number of recommendations for the Member States:

- fully apply the ICAO Manual on Civil-Military Cooperation in Air Traffic Management (Doc 10088);
- closely coordinate to develop, harmonise and publish operational requirements and instructions for State aircraft to ensure that 'due regard' for civil aircraft is always maintained;
- support the development and harmonisation of civil-military coordination procedures for ATM at EU level and beyond if possible;
- report relevant occurrences to EASA; and
- facilitate/make primary surveillance radar data available in military ATC centres to civil ATC units; the objective of this action is to ensure that Member States follow up on the recommendations and provide feedback on the implementation.

EASA continues to monitor occurrences reported by Member States, with a view to considering the development of specific actions (e.g. Conflict zone SIB).

In addition, the military invasion by the Russian Federation into the territory of Ukraine triggered aviation safety risks affecting commercial aviation.

Member States should also encourage organisations under their oversight to assess the relevance of the safety issues listed in this safety risk portfolio to their own operations and, where appropriate, capture them in their management systems so that any associated risks can be mitigated effectively.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	Safety Risk Portfolio - Review of Aviation Safety Issues arising from the war in Ukraine (EASA, Version 1 - April 2022)
Dependencies	MST.0001
Affected stakeholders	AOC holders (CAT), aircraft operators (NCC), ATC providers
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Report to EASA on related incidents and actions taken (task MST.0024)	continuous

RES.0016 Fire risks caused by portable electronic devices on board aircraft

Research work aimed at the full characterisation of the fire risks associated with the presence of portable electronic devices (PEDs) in in checked-in luggage stored in Class C cargo compartments of large aeroplanes; this encompasses theoretical and experimental work to deepen the knowledge related to the inception and propagation of PED-originated fire as well as cargo fires involving PEDs, including the evaluation of efficient and cost-effective means for cargo fire suppression.

Status	Ongoing
SIs	SI-0027 - Carriage and transport of lithium batteries
SRs	n/a
Reference(s)	https://www.easa.europa.eu/en/research-projects/fire-risks-caused-peds-board-aircraft
Dependencies	n/a
Affected stakeholders	DOA holders, aircraft operators, NCAs, accident investigation boards
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

RES.0030 Cabin air quality - chronic exposure to contamination events

Investigation of the potential health risks (notably for flight and cabin crews) that might evolve from long-term exposure to low-dose cabin air contamination events and their possible mitigation; this should encompass the collection and analysis of combined samples of contaminants cocktails and ultra-fine particles and the evaluation of their effects by comparison with epidemiological data; aggregation with currently ongoing and past research work towards a more comprehensive, robust and validated picture of the correlation between levels of contamination of cabin air and potential health impacts.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	CENT/TC 436 Cabin Air Quality on commercial aircraft (https://www.easa.europa.eu/en/research-projects/cabin-air-quality-assessment-long-term-effects-contaminants)
Dependencies	n/a
Affected stakeholders	AOC holders (CAT), aircrew
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

RES.0044 PEDs - lithium battery fire/smoke risk in the aircraft cabin

Identify, determine and assess through tests the risks related to the carriage of PEDs carried by passengers and crew in the aircraft cabin.

Provide experimental evidence for the establishment of limits (power output and quantity) to the transport of PEDs and study the effects of an increase/decrease in the risks.

Reduce the consequences of events caused by PEDs by better understanding the causes and consequences and developing patterns.

Determine cabin and cockpit tolerances and identify solutions both at aircraft and battery level. Develop new and improve existing emergency procedures for cabin crews. Identify needs for safety promotion for passengers and ways to support operators in assessing the related risks.

Status	Ongoing
SIs	SI-0027 - Carriage and transport of lithium batteries
SRs	n/a
Reference(s)	LOKI-PED - Lithium Batteries Fire/Smoke Risks in Cabin (https://www.easa.europa.eu/en/research-projects/loki-ped-lithium-batteries-firesmoke-risks-cabin)
Dependencies	n/a
Affected stakeholders	AOC holders (CAT), ADR operators, GHSPs, NCAs
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

RES.0054 Detection of lithium batteries using airport security screening equipment

The main objective of the project is to evaluate the feasibility of the detection of lithium batteries transported as checked baggage using the security screening equipment and processes in operation at airports. The project should investigate what are technical, operational and regulatory solutions to support safety-related requirements without affecting the performance of security operations as well as identify the main limitations, constraints and financial cost elements for their implementation at European airports. The project shall also study potential developments of technology and solutions for application to other transport scenarios (e.g. cargo, cabin baggage).

This project is funded by Horizon Europe under the 2nd Contribution Agreement with the European Commission.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	https://www.easa.europa.eu/en/research-projects/detection-lithium-batteries-using-security-screening-equipment
Dependencies	n/a
Affected stakeholders	ADR operators, GHSPs, NCAs
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

EVT.0013	Evaluation of the rules for commercial, small-size aeroplane operators under Part-CAT and Part-SPO

Based on stakeholder request made through the EASA candidate issue register, an evaluation task on the analysis of the proportionality of the rules for commercial, small-size aeroplane operators under Part-CAT and Part-SPO is proposed. The objective of the task is to analyse the proportionality of the rules for small-size aeroplane operators and the potential administrative burden and inefficiencies they cause.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	Air operators - CAT and SPO
Owner	FS.2 - Air Operations & Aerodromes department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Evaluation report (task EVT.0013)	2026

In addition to the above, the following actions are relevant for the safety of CAT and NCC operations with aeroplanes:

RES.0010	Ice detection

The full description of these actions is included in Chapter 6.

SPT.0103	Development of new safety promotion material on high-profile air traffic management safety issues

Refer to Chapter 8 for the detailed description of this action.

RMT.0722	Provision of digital aeronautical data by aerodrome operators

The full description of these actions is included in Section 9.1.

3.1.2 Level playing field

Issue/rationale

The applicable provisions may need to be harmonised within the EU as well as with the main international trading partners to ensure fair competition and/or facilitate the free movement of goods, persons and services.

What we want to achieve

Harmonise the applicable requirements where this would ensure fair competition and/or would facilitate the free movement of goods, persons and services without degrading the level of safety.

Remove obstacles for a well-functioning single market.

How we monitor improvement

Through feedback on the effectiveness of the activities provided regularly by the EASA ABs.

How we want to achieve it: actions

The section is included as a placeholder for future actions.

3.1.3 Efficiency/proportionality

Issue/rationale

Passenger and cargo air transport generates producer, consumer and wider economic benefits. However, regulatory and administrative burden can diminish these benefits and should therefore be implemented only when the corresponding safety and/or environmental protection benefits.

What we want to achieve

Ensure an efficient regulatory framework for airlines.

How we monitor improvement

Through feedback on the effectiveness of the activities provided regularly by the EASA ABs and CAT CAG.

How we want to achieve it: actions

RMT.0392 Regular update of the air operations rules

Seek the necessary updates to reflect technological and market developments, incorporate lessons learned from Air OPS standardisation inspections, and transpose the latest amendments to ICAO Annex 6 Parts I, II and III, as well as to ICAO Annex 18 and other relevant ICAO documents.

This task includes several work packages, covering different topics.

Subtask 1a covers the following topics:

- Alignment of extended diversion time operations (EDTO) (former RMT.0577) with the ICAO SARPs related to EDTOs, and modernisation of the EASA ETOPS rules
- Review of some helicopter requirements in Part-SPA and other subparts in various annexes to Regulation (EU) No 965/2012
- Review of the authority requirements based on feedback from standardisation inspections
- Changes stemming from RMT.0681 regarding the alignment of the EASA Basic Regulation implementing rules, and of the acceptable means of compliance & guidance material, with Regulation (EU) No 376/2014 on occurrence reporting.

Subtask 1b covers the training of operations control personnel (flight operations officers/flight dispatchers), considering the transposition of the related ICAO SARPs. This subtask is being developed with the support of a group of experts nominated by industry and Member States.

Subtask 1c deferred the applicability date of the requirements for locating an aircraft in distress in point CAT.GEN.MPA.210, following the deferral of the mandate in ICAO Annex 6. This subtask was completed with the publication of Commission Implementing Regulation (EU) 2022/2203 on 11/11/2022.

Subtask 1d transposed Amendment 17 to Annex 14 Volume I and Amendment 40 to Annex 6 Part II to enable GA aircraft to land at aerodromes without rescue and firefighting services. This subtask was completed with the publication of EASA Decision 2023/004/R of 28/03/2023.

Subtask 1e covers flight data monitoring (FDM) programme performance, as well as some further amendments resulting from feedback with the implementation of the Air OPS requirements.

Subtask 1f covers some minor amendments to the AMC and GM to Regulation (EU) No 965/2012 to improve harmonisation with ICAO SARPS and related documentation.

Subtask 2 will address the following topics:

- Operational requirements for flights related to design and production ('manufacturer flights') (former RMT.0348)
- Review of the definition of 'complex motor-powered aircraft' (CMPA)
- Review of the requirements for aircraft weighing to consider allowing alternative means to actual weighing
- General amendments

Subtask 3 will address the following topics:

- Review of the requirements applicable to group operations
- Requirements for maintenance check flights
- Operations and equipment for 'high-performance aeroplanes' (HPA) (former RMT.0414)
- Transposition of several amended ICAO SARPs, namely regarding the 'erase' function of cockpit voice recorders (CVR) and airborne image recorders (AIR)
- General amendments

This RMT may propose changes at rule and AMC and GM level.

RMT.0392	Regular update of the air operations rules
Status	Ongoing
SIs	SI-9003 - Insufficient consideration of flight crew human factors in the continued airworthiness process of the type design
SRs	AAIB 2020-007 FRAN-2009-021 UNKG-2020-001
ICAO ref.	SL AN 11/1.3.32-18/12 (EASA reference: SL 2018/12) issued by ICAO on 29 March 2018. SL AN 11/6.3.30-18/13 (EASA reference: SL 2018/13) issued by ICAO on 29 March 2018. SL AN 11/32.3.14-18/14 (EASA reference: SL 2018/14) issued by ICAO on 29 March 2018. SL AN 11/1.3.32-20/18 (EASA reference: SL 018e) issued by ICAO on 7 April 2020 introducing Amendment 44 to Annex 6 Part I. SL AN 11/6.3.31-20/31 (EASA reference: SL 031e) issued by ICAO on 8 April 2020 introducing Amendment 37 to Annex 6 Part II. SL AN 11/32.3.15-20/32 (EASA reference: SL 032e) issued by ICAO on 7 April 2020 introducing Amendment 23 to Annex 6 Part III. AN 11/6.3.33-22/16 (EASA reference: SL 016e) issued by ICAO on 31 March 2022 introducing Amendment 40 to Annex 6 Part II. SL AN 11/32.3.16-22/13 (EASA reference: SL 013e) issued by ICAO on 31 March 2022 introducing Amendment 24 to Annex 6 Part III.
Other ref.	n/a
Dependencies	RMT.0230 RMT.0492 RMT.0587 RMT.0599 RMT.0681 RMT.0727 RMT.0728 RMT.0731 RMT.0735
Affected stakeholders	Aircraft operators - All, DOA holders, POA holders, NCAs
Affected regulation(s)	Commission Implementing Regulation (EU) 2018/1976 Commission Regulation (EU) No 452/2014 Commission Regulation (EU) No 965/2012 Commission Regulation (EU) 2018/395
Strategic level	Strategic **Strategic priority**
Harmonisation	Yes - ongoing

WORKING METHOD			
Owner	FS.2 - Air Operations & Aerodromes department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1a	By EASA with external support	Light	NPA - Public
1b	By EASA with external support	Light	NPA - Public
1e	By EASA with external support	Light	NPA - Public
1f	By EASA	Light	NPA - Focused
2	By EASA with external support	Light	NPA - Public
3	By EASA with external support	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1a	ToR RMT.0392 2020-10-07	NPA 2022-11 2022-12-20 NPA 2023-03 2023-05-12	2025-Q3	2026	2026
1b		NPA 2023-01 2023-04-24	2025-Q3	2026	2026
1e		NPA 2024-02 2024-03-22	2025-Q3	2026	2026
1f		NPA 2024-105 2024-09-10	n/a	n/a	2025-Q1
2		2026	2027	2028	2028
3		2027	2028	2029	2029

In addition to the above, the following action is relevant to efficiency/proportionality as regards CAT operations with aeroplanes and NCC operations:

RMT.0499	Regular update of CS-MMEL

The full description of these actions is included in Chapter 6.

3.2 Specialised operations aeroplanes

Note: For specialised operations helicopters, please refer to Chapter 4.

Issue/rationale

Operators other than CAT or NCC (e.g. operators that conduct specialised operations with aeroplanes either under Part-SPO1 or Part-NCO2) make an important contribution to the aviation's overall role in modern economies. There is thus a need for an efficient regulatory framework.

According to EASA ASR 2024, the cumulated number of fatal accidents, non-fatal accidents, and serious incidents in 2023 remained below the average of the preceding decade for each occurrence class. Out of the three fatal accidents in 2023, two occurred during parachuting operations, the third one was a loss of control at low altitude during crop spraying. In 2023, four out of eight non-fatal accidents resulted in runway excursions, one in the loss of control during a turn after take-off while towing a glider, one in an engine power loss in flight, one in collision with terrain following a wing strike during agricultural works, and another one in collision with a cable. The numbers of fatalities and serious injuries in 2023 were close to the minimum values of the preceding decade.

The main KRAs for specialised operations aeroplanes that involve aeroplanes were terrain collision (with the highest risk contributors being altitude deviation and windshear/microburst encounters), aircraft upset and collision on runway. Refer to Appendix 2 of EASA ASR 2024 for more details.

What we want to achieve

Increase safety by continuously assessing and improving risk controls to mitigate the key risks.

How we monitor improvement

Continuous monitoring of the safety issues identified in the data portfolio and related Safety Risk Portfolio for specialised operations with aeroplanes.

How we want to achieve it: actions

1 Annex VIII to Commission Regulation (EU) No 965/2012.

2 Annex VII to Commission Regulation (EU) No 965/2012.

SPT.0121 Improving the safety of parachuting operations

Create and deliver safety promotion material to improve the safety of parachuting aircraft operations by both highlighting the most common causes of accidents in this domain and providing good practices/operational procedures that can help to mitigate the most important risks.

Status	Ongoing
SIs	SI-4023 - Risks associated with parachuting operations
SRs	n/a
Reference(s)	BIS 'Parachuting Operations'
Dependencies	n/a
Affected stakeholders	NCAs, SPO/NCO operators engaged in parachuting operations, skydiving centres and air sport federations (skydiving), ATOs, DTOs, pilot licence holders and student pilots, ANSPs, ATCOs
Strategic level	Standard
Strategic priority	
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Safety promotion material (task SPT.0121)	2025

4. Rotorcraft

4. Rotorcraft

Refer to EPAS Volume I Section 3.3.2 'Ensure operational safety in rotorcraft operations' and to EPAS Volume III Chapter 5 'Rotorcraft – RTR'

This chapter groups all the actions in the area of rotorcraft operations and provides links to rotorcraft-related actions in the domains of crew training, design, manufacture and maintenance, in line with EASA's **Rotorcraft Safety Roadmap**[3].

Issue/rationale

The Rotorcraft Safety Roadmap aims to significantly reduce the number of rotorcraft accidents and incidents, and focuses on traditional/conventional rotorcraft including GA rotorcraft where the number of accidents is recognised to be higher. It focuses on safety and transversal issues that need to be tackled through actions in various domains, including training, operations, initial and continuing airworthiness, environment and facilitation of innovation.

Helicopter operators perform a wide range of highly specialised operations that are important for the European economy and the citizens. There is a need to further develop an efficient regulatory framework, considering technological advancements.

This area includes three types of operations that involve certified helicopters:

- CAT flights conducted by EASA AOC holders with certified or validated helicopters. This section brings together CAT helicopter operations for both onshore flights (including HEMS, air ambulance, air taxi or sightseeing) and those flights to offshore oil, gas and renewable energy installations;
- SPO flights with certified or validated helicopters, such as sling load, advertisement and photography with an EASA Member State as the State of operator or State of registry; and
- Non-commercial operations with certified or validated helicopters, with an EASA Member State as the State of operator or State of registry. This section includes particularly training flights.

3 https://www.easa.europa.eu/download/Events/Rotorcraft%20Safety%20Roadmap%20-%20Final.pdf

4.1 Safety

In 2023, there were 7 fatal accidents, 29 non-fatal accidents, and 3 serious incidents in helicopter operations (all types).

2023 also saw the lowest fatality risk and reached a minimum in the number of fatalities and serious injuries.

In the last 5-year period (2019-2023) there were 98 fatalities in the identified accidents.

Considering all accidents (fatal and non-fatal) gives a mean fatality rate of 0.49 fatalities per accident. Considering only fatal accidents, the mean fatality rate becomes 2.3 fatalities per accident. The majority of accidents and serious incidents involved rotorcraft that performed non-commercial operations (44 %), followed by commercial air transport and specialised operations (each accounting for 19 %) and 18 % were related to flight training.

Since these figures are not normalised with traffic data, the number of occurrences should be interpreted cautiously.

The top three safety issues identified in the rotorcraft Safety Risk Portfolio, for all types of operation, are (refer to EPAS Volume III):

- SI-8024 Unanticipated yaw/loss of tail rotor effectiveness
- SI-8028 Inadequate airborne separation under VFR operation
- SI-8051 Inadvertent flight into IMC

What we want to achieve

Increase safety by continuously assessing and improving risk controls in the above areas.

How we monitor improvement

Continuous monitoring of the safety issues identified in the relevant Safety Risk Portfolios (refer to EPAS Volume III, in particular Chapters 2, 3 and 5).

How we want to achieve it: actions

RMT.0708 Controlled flight into terrain prevention with helicopter terrain awareness warning systems (HTAWSs)

Mandating HTAWS is expected to prevent between 8.5 and 11.5 CFIT accidents with fatalities or severe injuries within 10 years (medium safety improvement). This RMT will consider proposing the mandatory installation of HTAWS on board the helicopter for certain operations. HTAWS should only be required to be retrofitted to the current fleet if HTAWS standards are improved. An appropriate impact assessment for retrofit will need to be further developed. Based on the preliminary cost-effectiveness analysis, HTAWS for the following operations are not to be considered: NCO, SPO, and CAT with small helicopters in visual flight rules (VFR) operations (night and day). For offshore helicopter operations, this also includes the involvement of the EASA Certification Directorate working with stakeholders on the evaluation of updated HTAWS standards.

Taking into account the different timelines for the development of HTAWS standards for onshore and offshore operations, two different subtasks are created:

Subtask 1a will cover offshore HTAWSs.

Subtask 1b will cover onshore HTAWSs. The development of this subtask is put on hold awaiting the finalisation of onshore HTAWS standards.

Status	On hold		
SIs	SI-8019 - Impaired visibility conditions except IMC conditions SI-8031 - Inadequate obstacle clearance during any flight phase		
SRs	UNKG-2014-034 UNKG-2016-013		
ICAO ref.	n/a		
Other ref.	UK Safety Directive 2014/003		
Dependencies	n/a		
Affected stakeholders	Aircraft operators - helicopters		
Affected regulation(s)	Commission Regulation (EU) No 965/2012		
Strategic level	Strategic	**Strategic priority**	
Harmonisation	No		

WORKING METHOD			
Owner	FS.2 - Air Operations & Aerodromes department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1a	By EASA with external support	Light	NPA - Focused
1b	By EASA with external support	Light	NPA - Focused

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1a	ToR RMT.0708 2019-07-31	<tbd>	<tbd>	<tbd>	<tbd>
1b		<tbd>	<tbd>	<tbd>	<tbd>

RMT.0724 Improvement of the operational information provided to rotorcraft flight crew

The objective of this RMT is to improve the operating information provided to rotorcraft flight crew in the aircrew operating manuals. This could be achieved by standardising the structure and approach used to present operational information in rotorcraft manuals, thereby improving the clarity of this information. This RMT will consider the current approach utilised in CS-25 AMC, and other initiatives such as the activity undertaken by Heli Offshore.

Status	On hold		
SIs	SI-8046 - Deficiencies and inconsistencies in operating manuals		
SRs	UNKG-2014-013 UNKG-2016-005 UNKG-2016-006		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Aircraft operators - helicopters		
Affected regulation(s)	n/a		
Strategic level	Strategic	**Strategic priority**	
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	CT.5 - Policy, Innovation & Knowledge department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA	Detailed	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	ToR RMT.0724 2021-03-12	<tbd>	n/a	n/a	<tbd>

RMT.0752 Continued integrity verification programme (CIVP)

The main focus of the task is to introduce the concept and purpose of the CIVP already existing in CM-S-007 as well as to develop the necessary guidance addressing aspects such as identification of parts to be included within the scope of the CIVP, defining in-service data and activities to be considered in support of CIVP and criteria to identify their need, determining the amount of data needed to support verification of assumptions under the CIVP and ensuring a commensurate approach regarding CS-27 and CS-29 rotorcraft.

Status	**New**		
SIs	SI-9007 - Helicopter rotor and transmission system failures		
SRs	n/a		
ICAO ref.			
Other ref.			
Dependencies	n/a		
Affected stakeholders	DOA holders		
Affected regulation(s)	CS-27 and CS-29		
Strategic level	Standard	**Strategic priority**	
Harmonisation	No		

WORKING METHOD			
Owner	CT.5 - Policy, Innovation & Knowledge department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA with external support	Detailed	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	2025-Q2	2026-Q2	n/a	n/a	2027-Q2

SPT.0093 Development of new safety promotion material for high-profile helicopter issues

In cooperation with the Vertical Aviation Safety Team (VAST) (previously 'IHSF'), develop new safety promotion material (leaflets, videos, tablet/smartphone applications, etc.) on subjects such as unintended flight into IMC (UIMC), loss of tail rotor effectiveness (LTE)/unanticipated yaw (UY), performance-based navigation, point in space, low-level IFR, bird strike, mountain flying, winter flying, operational and passenger pressure management, etc., aimed notably at pilots and owners of private helicopters. Such safety promotion material shall address the most important areas of rotorcraft safety as identified through the Rotorcraft Community (R.COMM) and the EASA Rotorcraft Safety Strategy.

Status	Ongoing
SIs	SI-8024 - Unanticipated yaw/loss of tail rotor effectiveness SI-8030 - Bird and other wildlife hazard SI-8031 - Inadequate obstacle clearance during any flight phase SI-8038 - External-sling-load-operations-related issues SI-8051 - Inadvertent flight into IMC
SRs	FINL-2023-001
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	Aircraft operators - helicopters
Strategic level	Standard
Strategic priority	
Owner	ED.1 - Communications department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Leaflets, videos, webpages and/or tablet/smartphone applications (task SPT.0093)	continuous

SPT.0096 Organisation of an annual safety workshop

EASA and the European Safety Promotion Network Rotorcraft (ESPN-R) to organise a safety forum, in person or in the form of webinars in the EUROPEAN ROTORS context. This high-profile event promotes safe helicopter operations and fosters interactions within the community. The event theme changes every year.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	European Safety Promotion Network Rotorcraft (ESPN-R) https://www.easa.europa.eu/en/domains/safety-management/safety-promotion/european-safety-promotion-network-rotorcraft-espn-r
Dependencies	n/a
Affected stakeholders	Aircraft operators - helicopters, NCAs
Strategic level	Standard
Strategic priority	
Owner	ED.1 - Communications department

EXPECTED OUTPUT

Deliverable(s)	Timeline
Organise Safety Workshop (task SPT.0096)	continuous

SPT.0099 Helicopter hoist safety promotion

Develop safety promotion material for helicopter hoist and sling load operations.

Deliverables are shared via the EASA Community Rotorcraft and LinkedIn Group 'ESPN-R Hoist Operation Safety Promotion' and 'ESPN-R Sling Load Operations Safety Promotion'.

Status	Ongoing
SIs	SI-8037 - Hoist-operations-related issues
SRs	n/a
Reference(s)	LinkedIn group 'ESPN-R Hoist Operation Safety Promotion' https://www.linkedin.com/groups/8693588
Dependencies	n/a
Affected stakeholders	Aircraft operators - helicopters
Strategic level	Standard
Strategic priority	
Owner	ED.1 - Communications department

EXPECTED OUTPUT

Deliverable(s)	Timeline
Produce Pilot guidance on hoist operations (task SPT.0099)	2025

MST.0015 Helicopter safety events

Member States' NCAs, in partnership with industry representatives, should organise helicopter safety events annually or every 2 years. The ESPN-R (previously EHEST), VAST (previously IHSF), NCA, Heli Offshore or other sources of safety promotion material could be freely used and promoted.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	Aircraft operators - helicopters, NCAs
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Organise safety events (task MST.0015)	continuous

RES.0039 Helicopter vortex ring state experimental research

The vortex ring state (VRS) is an aerodynamic condition for helicopters normally generated in nearly vertical or vertical descent when the relative upward air velocity equals the downward induced main rotor flow rate. This research should provide a better understanding of the VRS phenomenon on different types of helicopters, the analytical and simulation prediction methods, and flight test methods for its determination. Further, it should provide an indication of the effectiveness of alternative recovery manoeuvres such as the one proposed by Capt. Vuichard.

This research project is funded by Horizon Europe under the 2nd Research Contribution Agreement with the European Commission.

Status	Ongoing
SIs	SI-8025 - Vortex ring state (VRS): Inadvertent entry into VRS / Inadequate recovery from VRS
SRs	n/a
Reference(s)	VRS (Helicopter Vortex Ring State Experimental Research) (https://www.easa.europa.eu/en/research-projects/vrs-helicopter-vortex-ring-state-experimental-research)
Dependencies	n/a
Affected stakeholders	Aircraft operators - helicopters, DOA holders, NCAs
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

In addition to the above actions listed in this chapter, the following RMTs are directly relevant to rotorcraft safety:

RMT.0710	**Improvement in the survivability of rotorcraft occupants in the event of a crash**
RMT.0711	**Reduction in accidents caused by failures of critical rotor and rotor drive components through improved vibration health monitoring systems**

The full description of these actions is included in Chapter 6.

In addition to the above actions listed in this chapter, the following SPTs are directly relevant to rotorcraft safety:

SPT.0111	**Flight examiner manual**

The full description of this action is included in Section 2.2.

SPT.0119	**Promoting iConspicuity**

The full description of this action is included in Chapter 5.

MST.0002	**Promotion of SMS**

The full description of this action is included in Section 1.2.

In addition to the above actions listed in this chapter, the following RES actions are directly relevant to rotorcraft safety:

RES.0016	**Fire risks caused by portable electronic devices on board aircraft**

The full description of this action is included in Section 3.1.

RES.0028	**Single-pilot operations risk assessment framework**

The full description of this action is included in Chapter 11.

4.2 Level playing field

Issue/rationale

The applicable provisions may need to be harmonised within the EU as well as with the main international trading partners to ensure fair competition and/or facilitate the free movement of goods, persons and services.

What we want to achieve

Harmonise the applicable requirements where this would ensure fair competition and/or would facilitate the free movement of goods, persons and services.

Remove obstacles for a well-functioning single market.

How we monitor improvement

Through feedback on the effectiveness of the activities provided regularly by the EASA ABs.

How we want to achieve it: actions

RMT.0318 Single-engine helicopter operations

Review the applicable regulations and the associated AMC and GM to re-evaluate the restrictions as regards the operation of single-engine helicopters over congested environments. Technological developments in hybrid propulsion that could have a positive impact on the performance of single-engine helicopters are anticipated in the next years and should be taken into consideration in the development of this task.

Status	On hold		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Air operators - helicopters		
Affected regulation(s)	Commission Regulation (EU) No 965/2012		
Strategic level	Standard	**Strategic priority**	
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	FS.2 - Air Operations & Aerodromes department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA with external support	Light	NPA - Focused

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	ToR RMT.0318 (OPS.049) 2018-02-01	<tbd>	<tbd>	<tbd>	<tbd>

4.3 Efficiency/proportionality

Issue/rationale

Rotorcraft operations generate producer, consumer and wider economic benefits. Regulatory and administrative burden reduces these benefits and should therefore be justified by safety and/or environmental protection benefits.

What we want to achieve

Ensure an efficient regulatory framework for rotorcraft operators.

How we monitor improvement

Through feedback on the effectiveness of the activities provided regularly by the EASA ABs.

How we want to achieve it: actions

MST.0041 Harmonisation in Helicopter AOC approvals, procedures and documents

Member States should harmonise and, to the extent possible, simplify the application processes in the area of commercial operations with helicopters, including the use of common application forms and compliance lists with an indicative scope as follows:

- establish a harmonised process, a standardised checklist/guide for application for and changes to a helicopter AOC (OPS SPECs), with possible extension to CAMOs and ATOs;
- harmonise the process to add/remove a helicopter from the AOC;
- harmonise/standardise Member States' practices and development of a common application process (e.g. common application form for the removal of an item from the MEL);
- develop guidance on the implementation of the EFB provisions regarding the versatility of helicopter operations.

The Agency will facilitate and support the development of this task with the Helicopter Expert Group, a Subgroup of the Air OPS TEB.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	BIS 'Administrative Burden for Small Helicopter Operators'
Dependencies	n/a
Affected stakeholders	Aircraft Operators - CAT - Helicopters, ATOs (aircrew), CAMOs, NCAs
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Paper to promote the simplification processes, including use of common application forms, compliance lists, etc.	2025
Paper to harmonise the AOC issue/change process (with interface to CAMO and ATOs)	2026
Paper to harmonise the process to add/remove an aircraft from the AOC	2026
Paper to harmonise the process in implementation of the EFB provisions	2025
Paper to harmonise the process of a common application form for approval/removal of an item from the MEL	2025

SPT.0127 Supporting small helicopter operators in implementing management systems effectively

The objective of this task is to provide support to small helicopter operators to implement management systems effectively with the following indicative scope:

- promote good practices and examples on how to organise the implementation of a safety management system, including change management, risk assessments, examples of safety key performance indicators, etc.;
- promote good practices and examples on how to organise the implementation of a compliance monitoring system, including good practices in root-cause analysis, simpler internal audit checklist systems, etc.;
- promote good practices and examples on how to organise digital record-keeping, etc.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	BIS 'Administrative Burden for Small Helicopter Operators'
Dependencies	RMT.0392
Affected stakeholders	Aircraft operators - helicopters
Strategic level	Standard
Strategic priority	
Owner	ED.1 - Communications department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Safety promotion material (task SPT.0127)	2025

SPT.0128 Support helicopter operators in developing improved organisational processes and procedures

The objective of this task is to provide support to helicopter operators in the development of internal organisational processes and procedures, including the following areas:

- Development and promotion of typical standard operating procedures (SOPs) and checklists as a basis which will have to be further tailored to the specific needs/risks of the operators. More concretely, this includes the development of practical guidance material which will guide the operators through the identification of their risks (related to their envisaged operations). Subsequently, the guidance material will provide information on how to develop an adequate risk assessment based on which suitable SOPs and checklists can be developed. Typical SOPs could include thematic hazard lists, possibly with some common controls/mitigation measures. However, they would need to be further tailored to the needs/risks of the operators.
- Development and promotion of guidance on how an operator verifies the validity of a certificate/approval for certified subcontractors and compliance with the applicable requirements, and that relevant hazards are considered. Promotion of examples of contracts for subcontracting CAMO/Part-145 approvals.
- Development and promotion of guidance related to EFB operations and the related approval process.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	BIS 'Administrative Burden for Small Helicopter Operators'
Dependencies	n/a
Affected stakeholders	Aircraft operators - helicopters
Strategic level	Standard
Strategic priority	
Owner	ED.1 - Communications department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Safety promotion material (task SPT.0128)	2025

The following RMTs are directly relevant to rotorcraft efficiency/proportionality:

RMT.0494 Flight time limitation rules for helicopter operations

The full description of this action is included in Section 1.3.

RMT.0392 Regular update of the air operation rules

The full description of this action is included in Section 3.1.

5. General Aviation

5. General Aviation

Refer to EPAS Volume I Section 3.3.3 'Ensure operational safety for General Aviation' and to EPAS Volume III Chapters 6 'Non-commercial operations — small aeroplanes — NCO SA', 7 'Sailplanes – SP' and 8 'Balloons – BA'

This chapter covers non-commercial operations with aeroplanes that have an MTOM below 5 700 kg, as well as all operations with sailplanes and balloons. Operations with rotorcraft (commercial and non-commercial) for all types of rotorcraft are addressed in Chapter 4.

Addressing safety risks in General Aviation (GA) in a proportionate and effective manner remains a strategic priority within the EPAS. GA in Europe maintains a stable activity, involving 10 times more aircraft and airfields than CAT. GA has been since its dawning the cradle for innovation and recruitment of young professionals (ATCOs, mechanics, pilots, etc.) and a means to connect people across Europe.

Section 2.5 of the ASR 2024 provides key statistics on safety outcomes in GA, including on accidents, serious incidents, fatalities and serious injuries, while the KRAs are found in Appendices 2, 4 and 5 of the ASR 2024. The number of fatal accidents in this domain in 2023 were 35, and the associated number of fatalities were 60.

The pertinent safety issues associated with non-commercially operated (NCO) small aeroplanes, sailplanes and balloons respectively are further described in EPAS Volume III (refer to Chapters 6, 7 and 8).

The highest safety risk issues in the portfolio by SIPI score are:

- 'Risks associated with parachute operations' (SI-4023),
- 'In-flight decision-making' (SI-4003), and
- 'Inadvertent flight into IMC/scud running' (SI-4008).

The continuing high number of fatalities in GA accidents shows that further efforts are required to mitigate the risks leading to those fatalities; these are explained on the following pages.

5.1 Safety

This section is further subdivided per type of GA aircraft, to mirror the structure of the Safety Risk Portfolios in EPAS Volume III.

5.1.1 General Aviation — transversal

Issue/rationale

This section addresses system-wide or transversal issues that affect GA as a whole and are common to NCO aeroplanes, sailplanes and balloons.

What we want to achieve

Reduce the number of fatalities in GA through the implementation of systemic enablers.

How we monitor improvement

Continuous monitoring of the safety issues identified in the Safety Risk Portfolios for non-commercially operated (NCO) small aeroplanes, as well as for sailplanes and balloons (refer to EPAS Volume III).

How we want to achieve it: actions

MST.0025 Improvement in the dissemination of safety messages

Member States should increase their engagement in and dissemination of safety promotion and training material by their competent authorities, associations, flying clubs and insurance companies, targeting flight instructors and/or pilots through means such as being part of the pan-EASA Member State GA Season Opener/ Closing by hosting local events/ workshops and promoting the material developed through the Safety Promotion Network (SPN) on the most important safety issues for General Aviation.

This activity considers EASA safety promotion deliverables and content, whose timeline changes in return impact the timelines of the present task.

Status	Ongoing
SIs	SI-4001 - Handling of technical failures SI-4003 - In-flight decision-making SI-4004 - Training, experience, and competence of individuals SI-4005 - Approach path management on GA aeroplanes SI-4007 - Poor pre-flight planning and preparation SI-4008 - Inadvertent flight into IMC/scud running SI-4010 - Airborne separation SI-4011 - Fuel management in flight SI-4012 - Engine system reliability SI-4013 - Bird and wildlife strikes at smaller aerodromes/airfields SI-4014 - Mass and balance SI-4015 - Crosswind SI-4017 - Knowledge of aircraft systems and procedures SI-4019 - Damage tolerance to UAS collisions SI-4021 - Operational communication SI-4022 - Icing in flight SI-4023 - Risks associated with parachuting operations SI-4028 - Other aircraft system reliability SI-4029 - Inappropriate control input
SRs	n/a
Reference(s)	n/a
Dependencies	SPT.0125
Affected stakeholders	GA
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Organise safety workshops and safety days/evenings (task MST.0025)	2025

MST.0027 Promotion of safety culture in GA

Member States' NCAs should include in their State safety management activities provisions to facilitate and promote safety culture (including just culture) in GA in order to foster positive safety behaviours and encourage occurrence reporting.

EASA will support this MST by providing promotion material and guidance to support Member States in that task.

Safety promotion video published in 2022 can be found on the EASA YouTube Channel: https://www.youtube.com/watch?v=tCV1E8CejuA&list=PLYhk72r7SyLJPybQ3vw4XULi7qNryLg7X&index=11&t=139s.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	GA
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce provisions to facilitate and promote safety culture as part of SSP/SPAS (task MST.0027)	continuous

MST.0038 Airspace complexity and traffic congestion

Member States should consider 'airspace complexity' and 'traffic congestion' as safety-relevant factors in airspace changes affecting uncontrolled traffic, including the changes along international borders.

Status	Ongoing
SIs	SI-2025 - Airspace infringement SI-4009 - Deconfliction between IFR and VFR traffic SI-4010 - Airborne separation
SRs	n/a
Reference(s)	European Action Plan for Airspace Infringement Risk Reduction (EAPAIRR) BIS 'Airborne collision risk'
Dependencies	SPT.0120
Affected stakeholders	Pilots, aircraft operators - all, NCAs, ANSPs
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Best practices (task MST.0038)	2025
Provide feedback on implementation of MST.0038	2025

SPT.0119 Promoting iConspicuity

The concept of iConspicuity has to be understood as the 'in-flight capability' to transmit position and/or to receive, process and display information about other aircraft, airspace, weather or support navigation in real time with the objective of enhancing pilots' situational awareness.

The objective of this task is to:

- facilitate the installation of iConspicuity devices in all aircraft that have been granted with an EASA TC;
- promote their use by airspace users at an affordable cost for them;
- support the initiatives that enhance the interoperability and performance of iConspicuity devices/systems, and take into consideration the spectrum congestion.

Status	Ongoing
SIs	SI-4009 - Deconfliction between IFR and VFR traffic SI-4010 - Airborne separation SI-8028 - Inadequate airborne separation under VFR operation
SRs	AUST-2008-002 AUST-2016-001 AUST-2016-002 AUST-2016-003 AUST-2016-004 FRAN-2015-057 FRAN-2016-100 IRLD-2014-017 NETH-2018-003 SWTZ-2016-002
Reference(s)	BIS 'Airborne collision risk'
Dependencies	RES.0031 RES.0032 RMT.0230
Affected stakeholders	Pilots, aircraft operators, NCAs, ANSPs, industry (e.g. avionics manufacturers)
Strategic level	Standard
Strategic priority	
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Safety promotion material (task SPT.0119)	2025

SPT.0120 Promoting good practices in airspace design

Promote good practices in airspace design that reduce 'airspace complexity' and 'traffic congestion' with the aim of reducing the risk of airborne collisions involving uncontrolled traffic.

Status	Ongoing
SIs	SI-2025 - Airspace infringement SI-4009 - Deconfliction between IFR and VFR traffic SI-4010 - Airborne separation
SRs	n/a
Reference(s)	European Action Plan for Airspace Infringement Risk Reduction (EAPAIRR) BIS 'Airborne collision risk'
Dependencies	MST.0038
Affected stakeholders	Pilots, aircraft operators, NCAs, ANSPs, industry (e.g. avionics manufacturers)
Strategic level	Standard
Strategic priority	
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT

Deliverable(s)	Timeline
Produce Safety promotion material (task SPT.0120)	2025

SPT.0125	Promotion of the most important safety issues for General Aviation

Safety promotion campaigns - before and after each flying season to help maintain skills and currency - based on highlighting the most important safety issues identified from the safety risk management process.

Coordinate with NCAs and industry partners to maximise the number of coordinated events and release of material in local languages.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	GA
Strategic level	Strategic
Strategic priority	
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Safety promotion material (task SPT.0125)	continuous

In addition to the above actions, the following EPAS actions are directly relevant to GA (transversal):

RMT.0230	**Introduction of a regulatory framework for the operation of drones**	**Chapter 10**
RMT.0287	**Regular update of Part-MED of the Aircrew Regulation**	**Section 1.3.3**
RMT.0587	**Regular update of regulations regarding pilot training, testing and checking and the related oversight**	**Section 2.2**
RMT.0678	**Simpler, lighter and better flight crew licensing requirements for general aviation**	**Section 2.2**
RMT.0727	**Alignment of Part 21 with Regulation (EU) 2018/1139 (including simple and proportionate rules for General Aviation)**	**Chapter 6**
RMT.0424	**Regular update of Part-MED**	**Section 1.3.3**

5.1.2 Non-commercially operated (NCO) small aeroplanes

What we want to achieve

Increase safety in non-commercially operated small-aeroplane operations.

How we monitor improvement

Continuous monitoring of the safety issues identified in the Safety Risk Portfolio for non-commercially operated (NCO) small aeroplanes (refer to EPAS Volume III).

How we want to achieve it: actions

RMT.0687 Regular update of CS-23

The objective of this RMT is to regularly address miscellaneous issues of non-controversial nature, in order to ensure that the CS are fit for purpose, cost-effective, can be implemented in practice, and are in line with the latest ICAO SARPs. In particular, a regular update is used to incorporate SCs, certification memoranda and other material supporting the application and interpretation of existing CS as established by EASA during previous certification projects, and to address non-complex and non-controversial issues raised by stakeholders.

Under this RMT, EASA regularly reviews the standards developed by ASTM (consensus standards developed in cooperation between industry, stakeholders, EASA and other authorities) for the application of CS-23 and incorporate into AMC & GM those which are considered to be suitable to provide means of compliance or guidance to the CS.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	RMT.0194 RMT.0196 RMT.0230 RMT.0587 RMT.0731		
Affected stakeholders	DA holders		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	CT.5 - Policy, Innovation & Knowledge Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	By EASA	Light	NPA - Focused
3	To be determined at a later stage	Light	To be determined at a later stage

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2	ToR RMT.0687 2017-08-09	NPA 2022-103 2022-10-26	n/a	n/a	2023/002/R 2023-03-07
3		2025-Q2	n/a	n/a	2026-Q2

SPT.0088 Promote instrument flying for GA pilots

Launch a safety promotion campaign to promote the results of RMT.0677 on the easier access of GA pilots to IFR flying in order to ensure that the safety and efficiency benefits materialise across Europe and that the basic instrument rating is widely adopted in Europe.

Status	Ongoing
Sls	n/a
SRs	n/a
Reference(s)	Sunny Swift on EASA Community network (https://www.easa.europa.eu/community/content/sunny-swift)
Dependencies	RMT.0677
Affected stakeholders	GA
Strategic level	Standard
Strategic priority	
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Safety promotion material (task SPT.0088)	2025

5.1.3 Sailplanes

What we want to achieve

Increase safety in sailplane operations.

How we monitor improvement

Continuous monitoring of the safety issues identified in the Safety Risk Portfolio for sailplanes (refer to EPAS Volume III).

How we want to achieve it: actions

The section is included as a placeholder for future actions.

5.1.4 Balloons

What we want to achieve

Increase safety in balloon operations.

How we monitor improvement

Continuous monitoring of the safety issues identified in the Safety Risk Portfolios for balloons (refer to EPAS Volume III).

How we want to achieve it: actions

The section is included as a placeholder for future actions.

5.2 Efficiency/proportionality

Issue/rationale

This section provides references to the additional EPAS actions that are directly relevant to aeroplanes that have an MTOM below 5 700 kg, as well to the operations with sailplanes and balloons, where efficiency/proportionality is the main driver. Detailed information on each of those actions is included in the domain-specific EPAS chapter.

This section will also include regular-update RMTs in the GA domain.

What we want to achieve

Reduce the regulatory burden and cost for GA without negative impact on safety.

How we monitor improvement

The ABs regularly provide feedback on the effectiveness of the activities that aim to improve efficiency/proportionality and ensure a level playing field.

How we want to achieve it: actions

The section is included as a placeholder for future actions.

The following two EPAS actions are directly relevant to GA efficiency/proportionality:

RMT.0678	**Simpler, lighter and better flight crew licensing requirements for general aviation**

The full description of this action is included in Section 2.2.

RMT.0727	**Alignment of Part 21 with Regulation (EU) 2018/1139 (including simple and proportionate rules for General Aviation)**

The full description of this action is included in Chapter 6.

6. Design and production

6. Design and production

Refer to EPAS Volume I Section 3.3.4 'Ensure operational safety in initial and continuing airworthiness' and to EPAS Volume III Chapter 9 'Airworthiness'

This chapter includes all the actions that are relevant to design and production for the drivers 'safety', 'efficiency/proportionality' and 'level playing field'.

6.1 Safety

Issue/rationale

Design and production improvements may limit the probability and/or severity of technical failures. Many fatal accidents involve some sort of technical failure, in many cases not properly managed during flight, thus making it a precursor of other types of accidents. This does not necessarily mean that the technical failure was the direct cause of the accident, but that a system component failure was identified in the sequence of events in a number of serious incidents and accidents over the past years.

The handling of technical failures in this context refers to the ineffective handling of a non-catastrophic technical failure by the flight crew. This could be an engine failure, an avionics system failure or some other recoverable technical failure. The cause of the accident is usually the result of a combination of circumstances and events that can only be understood after reading the investigation report.

Specific analysis work is ongoing to identify the systemic safety issues that may be present in the domains of design and production.

What we want to achieve

Increase safety by continuously assessing and improving risk controls related to design and production. Ensure an efficient regulatory framework for manufacturers. Harmonise the requirements where harmonisation ensures fair competition and/or facilitates the free movement of goods, persons and services.

How we monitor improvement

Continuous monitoring of the safety issues identified in the relevant Safety Risk Portfolios (refer to EPAS Volume III, in particular Chapter 9).

The EASA ABs regularly provide feedback on the effectiveness of the actions in the area of efficiency/proportionality and level playing field.

How we want to achieve it: actions

RMT.0118 Analysis of on-ground wings contamination effect on take-off performance degradation

The objective of this task is to assess the need for an amendment of CS-25 to require applicants to perform an assessment of the effect of on-ground contamination of aircraft aerodynamic surfaces on take-off performance and on aircraft manoeuvrability and controllability.

Status	Ongoing		
SIs	SI-0002 Icing on ground		
SRs	FRAN-2009-001 FRAN-2014-006 RUSF-2013-001 SWED-2011-016		
ICAO ref.	n/a		
Other ref.	CS-25		
Dependencies	n/a		
Affected stakeholders	DOA holders		
Affected regulation(s)	n/a		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.3.4
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	CT.5 - Policy, Innovation & Knowledge Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA	Detailed	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	ToR RMT.0118 2017-03-21	NPA 2022-08 2022-07-25	n/a	n/a	2025-Q2

RMT.0710 Improvement in the survivability of rotorcraft occupants in the event of a crash

The likelihood of survival of rotorcraft occupants in the event of a crash would significantly be improved through the retroactive application of the current improvements on fuel tank crash resistance and occupant safety for rotorcraft that were certified before the new certification specifications for type designs entered into force in the 1980s and 1990s. SRs have been put forward by accident investigation boards on fuel tanks and occupant safety for helicopters certified before the update of the rules for emergency landing conditions and fuel system crash resistance, for new type designs in the 1980s and 1990s. In November 2015, a new task was assigned to the ARAC by the FAA to provide recommendations regarding occupant protection rulemaking in normal and transport category rotorcraft for older certification basis type designs. EASA participates to the Working Group and should consider the application of the outcome of this activity to existing European fleets.

EASA will address these issues in two subtasks:

Subtask 1 will address crash-resistant fuel systems.

Subtask 2 will address crash-resistant seats and structures. The decision to start this subtask is subject to an impact assessment.

Status	Ongoing		
SIs	SI-8039 - Hazardous conditions following ditching		
SRs	PORT-2020-001 SWTZ-2017-530		
ICAO ref.	n/a		
Other ref(s)	n/a		
Dependencies	n/a		
Affected stakeholders	DOA holders, POA holders, air operators - helicopters		
Affected regulation(s)	Commission Regulation (EU) 2015/640		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.3.4
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	CT.5 - Policy, Innovation & Knowledge Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA	Detailed	NPA - Public
2	By EASA	Detailed	To be determined at a later stage

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0710 2021-12-16	NPA 2022-10 2022-11-11	Opinion No 05/2024 2024-06-21	2024/2954 02/12/2024	2024/010/R 09/12/2024
2		<tbd>	<tbd>	<tbd>	<tbd>

RMT.0711 Reduction in accidents caused by failures of critical rotor and rotor drive components through improved vibration health monitoring systems

The use of vibration health monitoring (VHM) systems to detect imminent failures of critical rotor and rotor drive components has been shown to greatly improve the level of safety of rotorcraft, particularly for offshore operations. However, there is a need to improve the current certification specifications to reflect the evolution of modern VHM systems in order to gain the associated benefits from these systems.

Improved certification specifications would drive and enable improvements in the fidelity of VHM systems and also foster the modernisation of these systems which would provide additional safety benefits when compared with the existing legacy systems.

Status	Ongoing		
SIs	SI-9007 - Helicopter rotor and transmission system failures		
SRs	UNKG-2018-007		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	DOA holders, POA holders		
Affected regulation(s)	Commission Regulation (EU) 2015/640		
Strategic level	Strategic	**Strategic priority**	
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	CT.5 - Policy, Innovation & Knowledge Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	ToR RMT.0711 2020-03-05	NPA 2022-03 2022-05-11	n/a	n/a	2024/009/R 09/12/2024

RMT.0740 Regular update of Regulations (EU) 748/2012 and (EU) 2015/640 and associated AMC&GM and CS-26 to transpose ICAO SARPs

ICAO Council regularly adopts new Standards and Recommended Practices (SARPs) in the Annexes to the Chicago Convention (e.g. Annex 8 'Airworthiness of Aircraft', Annex 6 'Operation of Aircraft' and Annex 19 'Safety Management'), which may need to be transposed in Commission Regulations (EU) No 748/2012 and (EU) 2015/640 and the associated acceptable means of compliance (AMC) and guidance material (GM), as well as in CS-26 as relevant for the newly adopted SARPs.

The objective of RMT.0740 is to maintain and increase the level of safety and ensure the recognition by third countries of certificates issued in accordance with the above Regulations by transposing ICAO SARPs. This will be done after an assessment of the changes proposed by ICAO. This RMT is a permanent vehicle to address newly adopted airworthiness SARPs, except those related to continuing airworthiness.

Note: When the transposition of the Annex 8 new SARPs requires the amendment of CS-23, CS-25, CS-27 and CS-29; this will be made through RMT.0687, RMT.0673 and RMT.0128 when no dedicated rulemaking task exists.

Status	Completed		
SIs	n/a		
SRs	n/a		
ICAO ref.	For subtask 1: • Annex 8 to the Chicago Convention, Thirteen Edition, July 2022 and Corrigendum No.1, 12 August 2022, applicable from 3 November 2022; • SL AN 3/5.14-22/23 issued by ICAO on 8 April 2022 (Amendment 109 to Annex 8)		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	DOA holders, POA holders, aircraft operators, NCAs		
Affected regulation(s)	Commission Regulation (EU) 2015/640 Commission Regulation (EU) No 748/2012		
Strategic level	Standard	**Strategic priority**	
Harmonisation	Yes - ongoing		

WORKING METHOD			
Owner	CT.5.1 - Initial Airworthiness Standards & Specifications section		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA	Light	NPA - Focused

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	ToR RMT.0740 2023-04-11	NPA 2023-105 2023-06-27	Opinion No 05/2024 2024-06-21	2024/2954 02/12/2024	2024/010/R 09/12/2024

RMT.0741 Take-off performance parameters and position errors - large aeroplanes

The objective of this RMT is to mitigate, using on-board design means of protection, the risk of large aeroplane accidents or incidents caused by the use of erroneous take-off performance parameters, and by erroneous take-off positions. Such errors have the potential to result in runway excursions and aeroplane upsets, with subsequent loss of control and collision with terrain or obstacles.

Taking into account design solutions that have been developed by industry to date, this objective should be achieved through the introduction of design requirements aiming at detecting and preventing these errors by providing means to timely inform or alert the flight crew. Design requirements will be considered to address new large aeroplane designs. An analysis and impact assessment will be conducted to assess the feasibility and the benefit of design requirements applicable to existing (already type-certificated) large aeroplane designs.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	BIS 'Entry of Aircraft Performance Data'		
Dependencies	n/a		
Affected stakeholders	DOA holders dealing with large aeroplanes type design and installed equipment; operators of large aeroplanes		
Affected regulation(s)	Commission Regulation (EU) 2015/640		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I section 3.3.1.1
Harmonisation	No		

WORKING METHOD

Owner	CT.5.1 - Initial Airworthiness Standards & Specifications section		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA	Detailed	NPA - Public

PLANNING MILESTONES

SubT	Initiation	Consultation	Opinion	Commission IR	Decision
	ToR RMT.0741 2023-08-30	2025-Q2	2026-Q1	2026-Q2	2026-Q2

RES.0010 Ice detection

The icing phenomenon continues to pose a severe threat, in particular the super cooled large droplet (SLD) icing phenomenon. Pilots have little or no means to detect and/or avoid it, especially at night. This research project aims at better detecting the presence of SLD icing conditions and to develop equipment suitable to detect such a phenomenon.

Status	Ongoing
SIs	SI-0001 - Ice in flight
SRs	n/a
Reference(s)	EU-funded project SENS4ICE https://www.sens4ice-project.eu/
Dependencies	RES.0017
Affected stakeholders	AOC holders (CAT), DOA holders
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

RES.0014 Air-data enhanced fault detection and diagnosis

The purpose of this research project is to develop new methods for the verification and monitoring of complex flight control systems (e.g. flight control laws, air-data sensors) and investigate new techniques for fault detection and diagnosis and fault control (e.g. model-based, model-free methods and their combination).

These will serve to improve the EASA certification standards, and to prepare the evaluation of new designs proposed by aircraft manufacturers.

Status	Ongoing
SIs	SI-0001 - Ice in flight SI-0002 - Icing on ground
SRs	n/a
Reference(s)	https://www.easa.europa.eu/en/research-projects/enhanced-fault-detection-and-diagnosis-solutions-air-data-systems
Dependencies	n/a
Affected stakeholders	DOA holders, POA holders
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

RES.0027 Sandwich-structured composites

This research project shall help obtain further insight and develop guidance for the consistent and standardised design and safe use of sandwich structures in aviation. The results of the research shall be used to further complement the Composite Materials Handbook 17 and to refine the applicable regulatory material for initial and continuing airworthiness.

Status	Not started
SIs	n/a
SRs	n/a
Reference(s)	Composite Materials Handbook 17 (CMH-17)
Dependencies	n/a
Affected stakeholders	DOA holders, MOs (Part-145)
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2026

RES.0043 Flight control systems verification and air-data fault detection

Develop new methods for the verification of complex flight control systems and for real-time error detection (via independent monitoring).

Assess new fault detection & diagnosis (FDD) and fault tolerant control (FTC) methods.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	DOA holders, POA holders
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

6.2 Level playing field

Issue/rationale

The applicable provisions may need to be harmonised within the EU as well as with the main international trading partners to ensure fair competition.

What we want to achieve

Harmonise the applicable requirements where this would ensure fair competition.

Remove obstacles for a well-functioning single market.

How we monitor improvement

Through feedback on the effectiveness of the activities provided regularly by the EASA ABs.

How we want to achieve it: actions

The section is included as a placeholder for future actions.

6.3 Efficiency/proportionality

Issue/rationale

With aircraft design evolving at a rapid pace, requirements for initial airworthiness and CSs need to be constantly reviewed and adjusted for cost-effectiveness and to keep pace with the technological advancements.

What we want to achieve

Ensure an efficient regulatory framework for manufacturers.

How we monitor improvement

The EASA ABs regularly provide feedback on the effectiveness of the actions in the area of efficiency/proportionality.

How we want to achieve it: actions

RMT.0031 Regular update of the Initial Airworthiness Regulation and associated AMC and GM

The objective of this RMT is to regularly address miscellaneous issues of non-controversial nature to ensure that the AMC and GM to Part 21 are fit for purpose, cost-effective, can be implemented, and are in line with the latest ICAO SARPs. In particular, regular updates are used to incorporate certification memoranda and other material supporting the application and interpretation of Part 21 as established by EASA during previous certification projects, and to address non-complex and non-controversial issues raised by stakeholders.

Subtask 3: This subtask deals with DOA and POA issues.

Note: 'Manufacturer flights' part of RMT.0392 / Subtask 2 - if required, amendments to Part 21 and its AMC/GM will be proposed under a single NPA for RMT.0392.

Status	Ongoing		
SIs	SI-9005 - Outdated certification bases established for major changes to type certificates		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	RMT.0392-2		
Affected stakeholders	DA holders, POA holders, NCAs, EASA (on a case-by-case basis)		
Affected regulation(s)	Commission Regulation (EU) No 748/2012		
Strategic level	Standard	**Strategic priority**	
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	CT.5 - Policy, Innovation & Knowledge Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
3	By EASA	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
3		NPA 2024-04 2024-04-30	2025-Q4	2026	2026-Q1

RMT.0128 Regular update of CS-27&29, and CS-VLR

The objective of this RMT is to regularly address miscellaneous issues of non-controversial nature, in order to ensure that the CS are fit for purpose, cost-effective, can be implemented in practice, and are in line with the latest ICAO SARPs. In particular, a regular update is used to incorporate SCs, certification memoranda and other material supporting the application and interpretation of existing CS as established by EASA during previous certification projects, and to address non-complex and non-controversial issues raised by stakeholders.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	DOA holders; rotorcraft manufacturers and other design organisations dealing with STCs, repairs or changes to rotorcraft		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	
Harmonisation			

WORKING METHOD			
Owner	CT.5 - Policy, Innovation & Knowledge Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA	Light	NPA - Public
2	To be determined at a later stage	To be determined at a later stage	To be determined at a later stage

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0128 2016-09-29	NPA 2022-01 2022-02-14	n/a	n/a	2023/001/R 2023-02-07
2		<tbd>	n/a	n/a	<tbd>

RMT.0180 Turbine-engine endurance and initial maintenance inspection testing, and substantiation of piston-engine time between overhauls (TBO)

The objective of this RMT is to modernise the engine certification test requirements to:

- upgrade the turbine-engine endurance test specifications to take into account modern engine design characteristics;
- improve the level of confidence in the robustness of turbine-engine designs prior to entry into service, as well as, in some cases, the definition of initial maintenance inspection (IMI) intervals;
- ensure that EASA oversees the IMI tests and benefits from the knowledge gained;
- ensure the robust and harmonised substantiation of the TBO and of the maintenance programmes for piston engines; and
- ensure the greatest possible harmonisation with the related FAA regulations and certification policies.

Status	Ongoing		
SIs	n/a		
SRs	AUST-2009-011		
ICAO ref.	n/a		
Other ref.	RIA 08 1120		
Dependencies	n/a		
Affected stakeholders	DOA holders		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	
Harmonisation	Yes - ongoing		

WORKING METHOD			
Owner	CT.5 - Policy, Innovation & Knowledge Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	ToR RMT.0180 2021-05-07	NPA 2023-06 2023-06-21	n/a	n/a	2025-Q2

RMT.0184 Regular update of CS-E

The objective of this RMT is to regularly address miscellaneous issues of non-controversial nature, in order to ensure that the CS are fit for purpose, cost-effective, can be implemented in practice, and are in line with the latest ICAO SARPs. In particular, a regular update is used to incorporate SCs, certification memoranda and other material supporting the application and interpretation of existing CS as established by EASA during previous certification projects, and to address non-complex and non-controversial issues raised by stakeholders. ETOPS/EDTO: a new cycle is added with a single NPA to be published proposing to repatriate the airworthiness elements currently included in AMC 20-6, in the AMC & GM to Part 21, CS-25, and CS-E.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	DOA holders; POA holders - engines		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	CT.5 - Policy, Innovation & Knowledge Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	By EASA	Light	To be determined at a later stage
3	By EASA	Light	NPA - Focused

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2		2025-Q2	n/a	n/a	2026-Q2
3		2025-Q2	n/a	n/a	2026

RMT.0457 Regular update of CS-ETSO

The objective of this RMT is to regularly address miscellaneous issues of non-controversial nature, in order to ensure that the CS are fit for purpose, cost-effective, can be implemented in practice, and are in line with the latest ICAO SARPs. In particular, a regular update is used to incorporate SCs, certification memoranda and other material supporting the application and interpretation of existing CS as established by EASA during previous certification projects, and to address non-complex and non-controversial issues raised by stakeholders.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref(s)	n/a		
Dependencies	n/a		
Affected stakeholders	DOA holders, POA holders		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	
Harmonisation			

WORKING METHOD			
Owner	CT.5 - Policy, Innovation & Knowledge Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	By EASA	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2		NPA 2024-03 2024-04-04	n/a	n/a	2025-Q1

RMT.0499 Regular update of CS-MMEL

The objective of this RMT is to regularly address miscellaneous issues of non-controversial nature, in order to ensure that the CS are fit for purpose, cost-effective, can be implemented in practice, and are in line with the latest ICAO SARPs. In particular, a regular update is used to incorporate SCs, certification memoranda and other material supporting the application and interpretation of existing CS as established by EASA during previous certification projects, and to address non-complex and non-controversial issues raised by stakeholders.

Among other topics, the next cycle will introduce items covered by FAA Policy Letters, the limitation introduced by the SPI Implementing Regulation regarding transponder temporarily inoperative as well as an MMEL release for ROAAS systems.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	RMT.0400		
Affected stakeholders	Design organisations of complex motor-powered aircraft and other design organisations dealing with changes or STCs to these aircraft, design organisations of other than complex motor-powered aircraft, NCAs		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	CT.5 - Policy, Innovation & Knowledge Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	By EASA	Light	NPA - Public
3	By EASA	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2		NPA 2024-07 17/12/2024	n/a	n/a	2025-Q3
3		<tbd>	n/a	n/a	<tbd>

RMT.0502 Regular update of CS for balloons

The objective of this RMT is to regularly address miscellaneous issues of non-controversial nature, in order to ensure that the CS are fit for purpose, cost-effective and can be implemented in practice. In particular, a regular update is used to incorporate SCs, certification memoranda and other material supporting the application and interpretation of existing CS as established by EASA during previous certification projects, and to address non-complex and non-controversial issues raised by stakeholders.

A new cycle has been created to publish the CS for hot airships, thus making related standards available to support the implementation of Part 21 Light. The Agency has certified hot airships in the past by means of special conditions.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Balloon DOA holders		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	
Harmonisation			

WORKING METHOD			
Owner	CT.5 - Policy, Innovation & Knowledge Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	By EASA	Light	NPA - Focused

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2		2026	n/a	n/a	2026

RMT.0519 Regular update of CS-ACNS

The objective of this RMT is to regularly address miscellaneous issues of non-controversial nature, in order to ensure that the CS are fit for purpose, cost-effective, can be implemented in practice, and are in line with the latest ICAO SARPs. In particular, a regular update is used to incorporate SCs, certification memoranda and other material supporting the application and interpretation of existing CS as established by EASA during previous certification projects, and to address non-complex and non-controversial issues raised by stakeholders.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Aircraft operators, POA holders, DOA holders, NCAs		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	
Harmonisation			

WORKING METHOD			
Owner	CT.5 - Policy, Innovation & Knowledge Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	To be determined at a later stage	Light	To be determined at a later stage

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2		2026-Q1	n/a	n/a	2026-Q2

RMT.0673 Regular update of CS-25

The objective of this RMT is to regularly address miscellaneous issues of non-controversial nature, in order to ensure that the CS are fit for purpose, cost-effective, can be implemented in practice, and are in line with the latest ICAO SARPs. In particular, a regular update is used to incorporate SCs, certification memoranda and other material supporting the application and interpretation of existing CS as established by EASA during previous certification projects, and to address non-complex and non-controversial issues raised by stakeholders.

- First NPA (AMC 20-6 repatriation of initial airworthiness provisions): a single NPA will be published to propose to repatriate the initial airworthiness elements, currently included in AMC 20-6, into CS-25, CS-E, and AMC & GM to Part 21.
- Second NPA: Regular update of CS-25 based on the selection by EASA of candidate topics. The list will be provided in the NPA.

Status	Ongoing		
SIs	n/a		
SRs	FRAN-2005-001 NETH-2007-004 SWED-2016-005		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	DOA holders - large aeroplanes		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	CT.5 - Policy, Innovation & Knowledge Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
7	By EASA	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
7		2026-Q1	n/a	n/a	2026-Q3

RMT.0727 Alignment of Part 21 with Regulation (EU) 2018/1139 (including simple and proportionate rules for General Aviation)

Subtask 1: In the first phase of this RMT, EASA has developed proposals according to Article 140(3) of the Regulation (EU) 2018/1139 in relation to aircraft primarily intended for sport and recreational use. The objective of this subtask is to introduce simple rules that will allow the application of a proportionate approach for sport and recreational aircraft. It takes into account the various risk levels in GA in the initial airworthiness process with the aim of achieving a reduction in administrative burden and costs, while at the same time supporting GA innovation. The task includes the preparatory work done under RMT.0689 'Part 21 proportionality'.

This subtask was completed with the publication of Commission Delegated Regulation (EU) 2022/1358, Commission Implementing Regulation (EU) 2022/1361 and ED Decision 2023/013/R.

Subtask 2: In the second phase, EASA will develop proposals for the implementation of other amendments to Part 21 as required by the Basic Regulation.

The regulatory approach for Subtask 2 is under development, thus no timelines are shown below.

Subtask 3: In the third phase, EASA will address the certification of non-installed equipment (NIE). A concept for the certification of NIE was consulted with the affected stakeholders during 2023. Regulatory work has started in 2024. This subtask will also include the development of requirements for the CAW of NIE.

Subtask 4: In a fourth phase, EASA will review the ETSO system in relation to the demonstration of design capabilities with a view to making it more proportional to the complexity and criticality of the various ETSO articles that are subject to certification.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	RMT.0392 RMT.0587 RMT.0735		
Affected stakeholders	DOA holders, POA holders, aircraft operators, particularly GA operators, NCAs		
Affected regulation(s)	Commission Regulation (EU) No 748/2012		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.3.4
Harmonisation	Yes - intended		

WORKING METHOD

Owner	CT.5 - Policy, Innovation & Knowledge Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	By EASA	To be determined at a later stage	To be determined at a later stage
3	By EASA	Light	NPA - Public
4	By EASA	Light	NPA - Public

PLANNING MILESTONES

SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2			<tbd>	<tbd>	<tbd>
3		2024-Q4	2025-Q4	2026	2026
4		2025-Q1	2026	2027	2027

EVT.0007	**Evaluation of Regulation (EU) No 748/2012 related to the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations**

The purpose of the EVT is to assess whether Regulation (EU) No 748/2012 is fit for the purpose it was designed for based on the experience gained through its implementation.

This task will entail the evaluation of several aspects of the Regulation, including continued validity of type certificates issued by Member States on the basis of bilateral agreements with third countries (Article 3(a)(1) of Regulation (EU) No 748/2012).

Status	On hold
SIs	n/a
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	EASA Part 21 organisations (DOA holders, POA holders, ETSOA holders, etc.), NCAs
Owner	CT.5 - Policy, Innovation & Knowledge Department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Evaluation report (task EVT.0007)	<tbd>

7. Maintenance and continuing airworthiness management

7. Maintenance and continuing airworthiness management

Refer to EPAS Volume I Section 3.3.4 'Ensure operational safety in initial and continuing airworthiness' and to EPAS Volume III Chapter 9 'Airworthiness'

This chapter includes all the actions that are relevant to maintenance and continuing airworthiness management for the drivers 'safety', 'efficiency/proportionality' and 'level playing field'. The actions specifically addressing competence of aircraft maintenance personnel are included in Section 2.4.

Issue/rationale

As in the case of design and manufacture improvements, maintenance improvements may reduce the probability and/or severity of technical failures. Many fatal accidents involve some sort of technical failure, often not properly managed during flight. This does not necessarily mean that the technical failure was the direct cause of the accident, but that a system component failure was identified in the sequence of events. Specific analysis work is ongoing to identify the systemic safety issues that may be present in the maintenance domain.

This chapter also addresses certain existing requirements that are either not efficient or not proportionate to the risks involved.

In terms of level playing field, the requirements may need to be harmonised within the EU as well as with the main international trade partners in order to either ensure fair competition and/or facilitate the free movement of goods, persons and services.

What we want to achieve

Increase safety by continuously assessing and improving the risk controls related to maintenance and continuing airworthiness management. Increase proportionality and efficiency in the continuing airworthiness domain. Harmonise the requirements where this ensures fair competition and/or facilitates the free movement of goods, persons and services. Remove obstacles for a well-functioning single market.

How we monitor improvement

Continuous monitoring of the safety issues identified in the relevant Safety Risk Portfolios (refer to EPAS Volume III, in particular Chapters 3 and 9).

The EASA ABs regularly provide feedback on the effectiveness of the actions in terms of efficiency/proportionality and level playing field.

How we want to achieve it: actions

7.1 Safety

RMT.0097 Functions of B1 and B2 support staff and responsibilities

The objective of this task is to introduce principles for increased robustness of the maintenance certification process to ensure that maintenance is certified by competent staff. This will be achieved by closing potential safety gaps and clarifying the roles and responsibilities of certifying staff, support staff and sign-off staff, both in line and base maintenance when two different licence (sub)categories are required to certify the maintenance conducted, based on the privileges of the licence (sub)categories.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	MOs (Part-145)		
Affected regulation(s)	Commission Regulation (EU) No 1321/2014		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.3.4
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	FS.1 - Maintenance & Production department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA with external support	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	ToR RMT.0097 2011-11-02	NPA 2014-11 2014-05-13	2026	2027	2027

RMT.0521 Airworthiness review process

The objective of this task is to perform a full review of the airworthiness review process to introduce an improved framework to mitigate the risks linked to a faulty airworthiness review with potential safety consequences where the actual airworthiness status of the aircraft is below the standard.

This RMT will in addition propose regulatory amendments to facilitate the transfer of aircraft within the EU.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Aircraft operators - all, CAMOs, NCAs		
Affected regulation(s)	Commission Regulation (EU) No 1321/2014 Commission Regulation (EU) No 748/2012		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.3.4
Harmonisation	Yes - intended		

WORKING METHOD

Owner	FS.1 - Maintenance & Production department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA with external support	Light	NPA - Public

PLANNING MILESTONES

SubT	Initiation	Consultation	Opinion	Commission IR	Decision
	ToR RMT.0521 and 0522 2013-05-07	NPA 2015-17 2015-11-05	No 08/2024 17/12/2024	2025-Q4	2026-Q1

RMT.0588 Aircraft continuing airworthiness monitoring - review of key risk elements

Considering the implementation experience (including standardisation feedback), the objective is to review the current principles specified in AMC3 M.B.303(b) 'Aircraft continuing airworthiness monitoring', and the related GM1 M.B.303(b) and Appendix III to GM1 M.B.303(b). In particular, to:

- assess whether the requirements adequately address the processing of key risk elements (KREs) requiring annual reviews to ensure that all regulatory references remain up to date;
- assess the appropriateness of each KRE;
- determine the need for additional KREs; and
- review the adequacy and pertinence of the typical inspection items included.

Status	Not started		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	AMC3 M.B.303(b), GM1 M.B.303(b) and Appendix III to GM1 M.B.303(b)		
Dependencies	n/a		
Affected stakeholders	CAMOs, NCAs		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	FS.1 - Maintenance & Production department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	To be determined at a later stage	To be determined at a later stage	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	2027	2027	n/a	n/a	<tbd>

SPT.0104 Develop new safety promotion material for high-profile maintenance safety issues

The objective of this task is to develop new safety promotion material for high-profile safety issues in the maintenance domain. Such high-profile safety issues are to be determined from important risks identified through the SRM process, accidents/serious incidents, and input from EASA stakeholders.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	Air operators - all, CAMOs, MOs (Part-145 and Part-CAO)
Strategic level	Standard
Strategic priority	
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Safety promotion material (task SPT.0104)	continuous

SPT.0132 Develop design guidelines for electronic checklists (ECLs) for maintenance tasks

The objective of this task is to develop design guidelines for ECLs for maintenance tasks. ECLs for maintenance personnel sometimes lack a structured human factors design approach and can contradict well established design philosophies of the flight deck, e.g. the use of colour. The action is intended to investigate how properly designed ECLs for maintenance personnel could help to provide the same benefits as ECL for flight crews, and consequently, reduce human error of maintenance personnel. The output should be human factors design considerations for ECLs for maintenance personnel, which are consistent with established design guidelines for ECLs for flight crews.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	ICAO Human Performance Manual (ICAO Doc 10151) ICAO Safety Management Manual (ICAO Doc 9859) EASA BIS 'Design and Use of Procedures'
Dependencies	n/a
Affected stakeholders	MOs (Part-145 and Part-CAO)
Strategic level	Standard
Strategic priority	
Owner	FS.1 - Maintenance & Production department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce guide, podcast/videocast, article, social media promotion (task SPT.0132)	2025

7.2 Level playing field

RMT.0278 Importing aircraft from other regulatory systems, and review of Part 21 Subpart H

The objective of this task is to develop criteria for importing aircraft from other regulatory systems and review Part 21 Subpart H, considering the recommendations from the ICAO Airworthiness Panel.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	RMT.0521		
Affected stakeholders	Aircraft operators - all, CAMOs, NCAs		
Affected regulation(s)	Commission Regulation (EU) No 1321/2014 Commission Regulation (EU) No 748/2012		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.1.6.2
Harmonisation	Yes - ongoing		

WORKING METHOD			
Owner	FS.1 - Maintenance & Production department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA with external support	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	ToR MDM.078 (RMT.0278) & RMT.0536 2013-02-01	NPA 2016-08 2016-09-07	08/2024 17/12/2024	2025-Q4	2026-Q1

7.3 Efficiency/proportionality

RMT.0735 Regular update of the CAW Regulation

The objective of this RMT is to regularly address miscellaneous issues of non-controversial nature to ensure that the CAW Regulation is fit for purpose, cost-effective, can be implemented, and is in line with the latest ICAO SARPs. This RMT will also address the remaining outstanding items from RMT.0217 'CAMOs' and Part-145 organisations' responsibilities' and RMT.0096 'Amendments (IRs and AMC & GM) in line with the process of granting foreign Part-145 approvals'.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	ICAO Annex 6, Part 1, Chapter 4.7		
Other ref.	n/a		
Dependencies	RMT.0096 RMT.0392 RMT.0587 RMT.0727		
Affected stakeholders	NCAs, AMOs, CAMOs, AMTOs, AML applicants and holders, CAOs		
Affected regulation(s)	Commission Regulation (EU) No 1321/2014		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.3.4
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	FS.1 - Maintenance & Production department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	by EASA	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0735 2023-12-01	2025-Q3	2026	2027	2027

In addition to the above the following action is directly relevant to maintenance and continuing airworthiness management:

MST.0035 Oversight capabilities/focus area: fraud cases in Part-147

The full description of these actions is included in Section 2.4.

8. Air traffic management/ air navigation services (ATM/ANS)

8. Air traffic management/air navigation services (ATM/ANS)

Refer to EPAS Volume I Section 3.3.5 'ATM/ANS'

Issue/rationale

EASA is working towards harmonised rules based on ICAO SARPs, PANS and SUPPs that facilitate compliance with the essential requirements for ATM/ANS.

Following the adoption of the conformity assessment regulatory framework of certain ATM/ANS equipment (i.e. ATM/ANS systems and ATM/ANS constituents) as well as the approval of organisations involved in its design or production, EASA will launch the monitoring of its implementation. In addition to that, EASA will regularly address the miscellaneous issues of non-controversial nature by dedicated regular-update rulemaking tasks, in order to ensure that the detailed specifications for ATM/ANS equipment remain fit for purpose, cost-effective, enable relevant technological evolution, and are in line with the latest ICAO SARPs. In particular, this will incorporate special conditions and other material supporting the application and interpretation of existing detailed specifications as established by EASA during ongoing certification and declaration projects and will address issues raised by stakeholders.

What we want to achieve

ATM/ANS equipment is a key and integral element for the safe, interoperable and efficient operation of the European Air Traffic Management network (EATMN). It should enable full compatibility with airborne and space-based systems through the appropriate allocation of performance requirements dependent upon the nature and risk of the activity concerned. The application of the new regulatory framework for ATM/ANS equipment would reduce the burden and enable savings for both manufacturers and ANSPs as well as for competent authorities. This mostly stems from synergies, economies of scale, increased commonality and improved interoperability.

How we monitor improvement

The key risk areas (KRAs) and underlying safety issues will continue to be monitored as part of the Safety Risk Portfolio for ATM and ANS, with the support of the ATM CAG. The EASA ABs regularly provide feedback on the efficiency/proportionality of the related actions.

8.1 Safety

The top key risk areas (KRAs) in the ATM/ANS domain are defined as follows (see 2024 ASR):

Collision on runway

This includes all occurrences involving actual or potential runway collisions between an aircraft and another aircraft, vehicle or person that occur on the runway of an aerodrome or other designated landing area. This includes occurrences involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft. It does not include occurrences involving wildlife on the runway.

Runway safety and runway incursion prevention have been a priority in Europe and around the world for more than 10 years. Despite a stable rate of incidents in Europe, the number of serious runway incursion cases has risen since the COVID-19 pandemic and the available data indicates an increase in near-miss incidents due to runway incursions over the last 2 years. This indicates that, despite the several actions already included in the EPAS, additional efforts are required, and reducing the risks of runway incursions remains a priority.

The inter-disciplinary *EASA Runway Safety Team* (ERST) was established in Q1, 2024. The ERST analyses recommendations on the prevention of runway incursion and develops a proposal for an implementation roadmap.

On the external stakeholder dimension, the *Runway Safety Task Force* (RSTF) will review and provide feedback on proposals for further Agency actions for the prevention of runway incursions. The RSTF will act as a sounding board for the Agency, and its role will be to evaluate, comment on and express the level of consent to the proposals made by the Agency before these are presented to the Member States' Advisory Body (MAB) and Stakeholders Advisory Body (SAB). The RSTF is composed of MAB and SAB nominations, plus representatives from the European Commission and EUROCONTROL.

Airborne collision

This includes occurrences involving actual or potential airborne collisions between aircraft, and occurrences involving an aircraft and other controllable airborne objects, such as drones, thereby excluding birds. Therefore, it includes all separation-related occurrences regardless of the cause. It does not include false TCAS/ACAS alerts caused by equipment malfunctions or loss of separation with at least one aircraft on the ground.

The safety issues with the highest SIPI scores in ATM/ANS and in an assess/active status are the following (refer also to EPAS Volume III):

- SI-2006 Inappropriate clearance due to undetected occupied runway
- SI-2029 Use of more than one language on frequency
- SI-2007 Landing/take-off/crossing without a clearance

How we want to achieve it: actions

SPT.0103 Development of new safety promotion material for high-profile air traffic management safety issues

The objective of this task is to develop new safety promotion material on high-profile safety issues for ATM. Such high-profile safety issues are to be determined from important risks identified from the SRM process, accidents/serious incidents and inputs from EASA stakeholders.

Status	Ongoing
SIs	SI-2026 - Lack of effectiveness of safety management systems
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	AOC holders (CAT)
Strategic level	Standard
Strategic priority	
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT

Deliverable(s)	Timeline
Produce Safety promotion material (task SPT.0103)	continuous

RES.0032 Use of iConspicuity devices/systems in flight information services

EASA will investigate the use of iConspicuity devices/systems in air traffic management flight information services (ATM FIS), considering the 'net safety benefit' and the 'operational safety assessment' principles for the assessment of implementation issues and of possible benefits for search and rescue (SAR).

Status	Ongoing
SIs	SI-0043/SI-4010 - Airborne separation
SRs	n/a
Reference(s)	European Action Plan for Airspace Infringement Risk Reduction (EAPAIRR) EASA BIS 'Airborne Collision Risk'
Dependencies	RES.0031
Affected stakeholders	Pilots, aircraft operators - all, NCAs, ANSPs, industry (e.g. avionics and ATM systems manufacturers)
Owner	CT.2 - General Aviation & VTOL (Vertical Take-Off and Landing) Department

PLANNING MILESTONES

Starting date	Interim report	Final report
		2026

8.2 Efficiency/proportionality

RMT.0476 Regular update of the standardised European rules of the air (SERA)

This RMT relates to the maintenance of Regulation (EU) No 923/2012. For better traceability and to ensure the necessary consistency with the evolution of the related EU regulatory framework and the ICAO SARPs and PANS, the RMT activities are split into subtasks:

Subtask 4: The objective is to introduce speed restrictions to avoid supersonic flights over land in Europe in order to protect citizens from unacceptable sonic booms from supersonic transport aeroplanes (SSTs) operating at supersonic speed.

Subtask 6: The objective of this subtask is to process the second comprehensive 'regular update' to the SERA IR and the AMC and GM resulting from various inputs, including but not limited to alignment with the ICAO framework as evolved by amendments included in relevant State Letters; the result of the assessment of safety recommendation FRAN-2023-008 (MSAW), as well as the amendments necessary based on ICAO State Letters 22/47 (in flight weather contingencies) and 22/108 (FF-ICE). Furthermore, additional alignment of SERA, Amendment 79 to ICAO Annex 3 and Regulation (EU) 2017/373 is also identified.

Subtasks 1 and 2 have been completed with the publication of ED Decisions 2024/006/R, 2024/007/R and 2024/008/R on 02/09/2024.

Status	Ongoing		
SIs	n/a		
SRs	SPAN-2017-038		
ICAO ref.	ICAO SL 24/24, ICAO 29/24, ICAO 31/24, ICAO 41/24, ICAO 42/24, ICAO 45/24, ICAO 46/24, ICAO SL 24/33		
Other ref.	n/a		
Dependencies	RMT.0733		
Affected stakeholders	Member States, NCAs/NSAs, ATM/ANS providers, airspace users (e.g. aircraft operators), ADR operators, EASA		
Affected regulation(s)	Commission Implementing Regulation (EU) No 923/2012		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.3.5
Harmonisation	No		

WORKING METHOD			
Owner	ED.4 - Air Traffic department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
4	By EASA with external support	Light	NPA - Public
6	By EASA with external support	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
4		NPA 2022-04 2022-05-25	<tbd>	<tbd>	<tbd>
6		2025-Q1	2026	2026	2026

RMT.0719 Regular update of air traffic management/air navigation services rules (IRs and AMC & GM)

This RMT relates to the maintenance of Regulation (EU) 2017/373 and associated AMC and GM, and addresses the authority, organisation and technical requirements for the provision of ATM/ANS. It is split into the following subtasks:

Subtask 2: The objective is to introduce a set of additional AMC and GM, which will be based on SESAR Safety Reference Material, as regards the scope of the changes, the risk analysis process and the safety criteria determination by ATM/ANS providers.

Subtask 4b aims to align Regulation (EU) 2017/373 with the evolving ICAO provisions (in particular with Annex 4, Annex 10, Annex 11, Annex 15, PANS-ATM and PANS-AIM) as well as introduce changes for regulatory consistency.

Subtask 5: The objective is to further develop the AMC and GM based on the regular monitoring of implementation through standardisation activities and regular feedback received from the EASA Advisory Bodies. This includes new AMC and GM for NAV providers to demonstrate that their equipment is regularly maintained and, where required, calibrated.

Subtask 6: The objective is to align Regulation (EU) 2017/373 and the related AMC and GM with the latest amendment of ICAO Annex 3, the new PANS-MET, and consequential changes introduced by Annex 15, PANS-AIM and PANS-ATM.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	ICAO reference AN 13/2.1-20/27 ICAO reference AN 13/2.1-22/30 ICAO State Letter 22/47 ICAO State Letter 22/108		
Other ref.	n/a		
Dependencies	RMT.0681		
Affected stakeholders	ATM/ANS providers, Network Manager, aircraft operators, NCAs		
Affected regulation(s)	Commission Implementing Regulation (EU) 2017/373		
Strategic level	Standard	**Strategic priority**	
Harmonisation	No		

WORKING METHOD

Owner	ED.4 - Air Traffic department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	By EASA with external support	Light	NPA - Public
4b	By EASA with external support	Light	NPA - Public
5	By EASA	Light	NPA - Public
6	By EASA with external support	Light	NPA - Public

PLANNING MILESTONES

SubT	Initiation	Consultation	Opinion	Commission IR	Decision
2		NPA 2019-04 2019-04-11	n/a	n/a	2027
4b		NPA 2023-08 2023-11-09	2025-Q1	2025-Q4	2025-Q4
5		2026	n/a	n/a	2027
6		2025-Q2	2026	2026	2026

RMT.0743 Regular update of the AMC & GM associated with the ATM/ANS ground equipment conformity assessment framework

Following the adoption of the conformity assessment regulatory framework of certain ATM/ANS equipment as well as of the approval of organisations involved in the design or production of such equipment through Regulations (EU) 2023/1768, 2023/1769 and 2023/1771, EASA published the initial set of the associated AMC & GM with ED Decision 2023/016/R, ED Decision 2024/001/R and ED Decision 2024/002/R.

The objective of this rulemaking task is to regularly update the associated AMC & GM to ensure the efficiency and proportionality of the conformity assessment framework of ATM/ANS equipment, as well as its harmonised implementation.

Subtask 1

This subtask will deliver amendments to the AMC and GM concerning, as a minimum:

- clarifications on the applicability and on the categorisation of equipment to allocate the proper attestation method;
- links between attestation and the management of changes to functional systems;
- guidance on administrative procedures for DPOs, ANSPs, NSAs and the Agency;
- guidance on the classification of changes to the design of equipment;
- administrative procedures and conditions used for deviations from DSs and AMC;
- guidance on the analysis of defects and reporting; and
- clarifications on the ATM equipment directives.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Design and production organisations of ATM/ANS systems and constituents, ATM/ANS providers, NCAs, the Agency		
Affected regulation(s)	Commission Implementing Regulation (EU) 2017/373 Commission Implementing Regulation (EU) 2023/1769 Commission Delegated Regulation (EU) 2023/1768		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.3.5
Harmonisation			

WORKING METHOD			
Owner	ED.4 - Air Traffic department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0743 2024-06-11	2025-Q2	n/a	n/a	2026

RMT.0744 Regular update of the detailed specifications for ATM/ANS ground equipment

The detailed specifications (DSs) need to support the conformity assessment of ATM/ANS equipment subject to certification, declaration and statement of compliance, the evolving technical developments and the application of the relevant regulatory frameworks.

The objective of this rulemaking task is to introduce regular updates of the related DSs (DS-GE.CER/DEC and DS-GE.SoC) and the AMC and GM to ensure the safety, efficiency and proportionality of the regulatory framework on the conformity assessment of ATM/ANS equipment.

This rulemaking task will address non-complex, non-controversial and mature/miscellaneous issues identified in specific subtasks, to ensure that DSs, AMC and GM remain fit for purpose, cost-effective, can be implemented by the affected stakeholders and support the continued improvements of the European ATM/ANS system.

Subtask 1: update the DSs (DS-GS.CER/DEC and DS-GE.SoC) used in the attestation of ATM/ANS equipment to:

- maintain a high level of safety, performance, security and interoperability for the following ATM/ANS equipment:
  - Track deviation monitoring and safety nets
  - Data communications
  - A/G voice communication
  - Navigation
  - Surveillance
  - Flight plan processing
  - Aeronautical information management (AIM) system
- resolve detected inconsistencies; and
- define a simplified unique identifier for each function to which a certificate/declaration refers.

Subtask 2: update the DSs (DS-GS.CER/DEC and DS-GE.SoC) used in the attestation of ATM/ANS equipment to maintain a high level of safety, performance, security, and interoperability, addressing exiting equipment not yet included and Part 1 General.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.			
Other ref.			
Dependencies	n/a		
Affected stakeholders	ATM/ANS providers; organisations involved in the design, production and maintenance of ATM/ANS systems, ATM/ANS constituents and safety-related aerodrome equipment used for the purpose of ATM/ANS; NCAs		
Affected regulation(s)	n/a		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.3.5
Harmonisation			

WORKING METHOD			
Owner	ED.4 - Air Traffic department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA	Light	NPA - Public
2	By EASA with RMG	Light	NPA - Public

RMT.0744	Regular update of the detailed specifications for ATM/ANS ground equipment

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0744 2024-06-17	2025-Q3	n/a	n/a	2026
1		2026	n/a	n/a	2026

IST.0002	Support the implementation of the ATM/ANS ground equipment conformity assessment framework

To support the implementation of the ATM/ANS ground equipment conformity assessment regulatory framework with the associated AMC & GM and detailed specifications, a number of activities are planned to support the implementation of the new regulatory framework, including but not limited to:

- launching pilot certification projects of ATM/ANS ground equipment with volunteer organisations (i.e. design or production organisation of ATM/ANS ground equipment (DPOs) ahead of the end of the transitional period;
- maintaining a high level of awareness through information-sharing and various activities, and addressing issues raised by stakeholders, as necessary;
- promoting the effective implementation of the conformity assessment regulatory framework and enabling relevant technological evolution by establishing dedicated 'EASA ATM/ANS ground equipment webpage' on EASA website.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	Design or production organisations of ATM/ANS ground equipment (DPOs), ATM/ANS providers, NCAs, the Agency
Owner	ED.4 - Air Traffic department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Share knowledge and information on pilot certification projects (task IST.0002)	2028
Produce EASA ATM/ANS ground equipment web page (task IST.0002)	2028

In addition to the above, the following RMTs are also relevant for ATM/ANS:

RMT.0668	Regular update of the air traffic controller licensing rules

The full description of this action is included in Section 2.5.

RMT.0230	Introduction of a regulatory framework for the operation of drones

The full description of this action is included in Section 10.1.

RMT.0624	Remote aerodrome air traffic services
RMT.0682	Implementation of the regulatory needs in support of the SESAR deployment
RMT.0731	New air mobility

The full description of these actions is included in Chapter 11.

9. Aerodromes and ground handling

9. Aerodromes and ground handling

Refer to EPAS Volume I Section 3.3.6 'Ensure operational safety in aerodromes' operations (ADR) and ground handling (GH)'

9.1 Aerodromes

This section addresses aerodrome (ADR) design and operations aspects, as well as ADR operators.

The actions in this section address safety, as well as efficiency/proportionality, in terms of developing and maintaining a legal framework commensurate with the complexity of the ADR activities and management of potential risks. This section also includes actions to ensure a level playing field based on the regulatory requirements stemming from the Basic Regulation.

The actions in this section aim to maintain a high uniform level of safety in the Member States, ensuring compliance with the ICAO SAPRs and a harmonised approach, which is necessary in aerodrome operations where aerodrome design and operations are based on a global safety standard developed by ICAO. Since aerodrome safety is based on global safety standards, any amendments to ICAO SARPs and their transposition into the EU regulatory framework also has to take into account alignment of the applicability dates. This will support the free movement of services within the Member States and concurrently ensure convergence of rules at the global level.

This section also addresses the conformity assessment of safety-related aerodrome equipment; the related rulemaking work will be processed under RMT.0161. The objective is to develop a harmonised and mutually recognised mechanism to attest compliance, declaration and certification of safety-related aerodrome equipment in accordance with the applicable provisions of the Basic Regulation, and in particular Articles 3, 36 and 79 of that Regulation.

How we monitor improvement

Continuous monitoring of the safety issues identified in the relevant Safety Risk Portfolios (refer to EPAS Volume III, in particular Chapters 2, 3 and 11).

The EASA ABs will provide feedback on the efficiency/proportionality of the related actions.

9.1.1 Safety

The top KRAs for aerodrome- and ground-handling-related accidents and serious incidents in terms of aggregated ERCS score is aircraft upset, collision on runway, followed by other injuries (see 2024 ASR, Appendix 7 Advanced statistics for aerodromes and ground handling).

The associated safety issues are described in the corresponding Safety Risk Portfolio (refer to EPAS Volume III, in particular Chapter 11).

The safety issues with the highest SIPI score in the aerodrome and ground handling portfolio are:

- 'Poor coordination and control of turnarounds' (SI-1010),
- 'Ground staff movement around aircraft' (SI-1019), and
- 'Ground operations in low-visibility conditions' (SI-1018)

How we want to achieve it: actions

RMT.0722 Provision of digital aeronautical data by the aerodrome operators

The objective of this RMT is to revise and update Regulation (EU) No 139/2014 and of the related AMC and GM in order to include the provisions of Chapter 2 of ICAO Annex 14 and the provisions of ICAO Annex 15 with regard to the provision of digital aeronautical data by aerodrome operators.

This RMT is subject to further assessment of the issue and its impacts, therefore its status is 'on hold'.

Status	On hold		
SIs	n/a		
SRs	n/a		
ICAO ref.	ICAO Annex 14 and ICAO Annex 15		
Other ref.	ATM Master Plan Level 3 - Plan (2019): INF07 - Electronic Terrain and Obstacle Data (e-TOD) ATM Master Plan Level 3 - Plan (2019): ITY-ADQ - Ensure quality of aeronautical data and aeronautical information		
Dependencies	RMT.0719		
Affected stakeholders	ADR operators, AOC holders (CAT), ANSPs, NCAs		
Affected regulation(s)	Commission Regulation (EU) No 139/2014		
Strategic level	Standard	**Strategic priority**	
Harmonisation	Yes - intended		

WORKING METHOD

Owner	FS.2 - Air Operations & Aerodromes department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA		NPA - Public

PLANNING MILESTONES

SubT	Initiation	Consultation	Opinion	Commission IR	Decision
	ToR RMT.0722 2021-04-14	<tbd>	<tbd>	<tbd>	<tbd>

RMT.0751 Protection of aerodrome surroundings

One of the Agency's strategic priorities, as identified in Volume I, is to strike a balance between aviation safety and other social needs. Based on the extensive changes to ICAO Annex 14 Volume I, related to obstacle limitation surfaces (OLS), this RMT will propose new requirements on the protection of aerodrome surroundings to implement the changes in accordance with Article 38 of the Regulation (EU) 2018/1139. This rulemaking task will also address wildlife hazard management around aerodromes, protection from laser attacks and 5G interference. In line with Article 38 of Regulation (EU) 2018/1139, the new requirements will be directly applicable to Member States. It will ensure a harmonised and common approach to the protection of aerodrome surroundings.

Status	**New**		
SIs	n/a		
SRs	n/a		
ICAO ref.	Annex 14		
Other ref.	Article 38 of Regulation (EU) 2018/1139 and Regulation (EU) 139/2014		
Dependencies	n/a		
Affected stakeholders	Member States, NCAs, aerodromes, AOC holders (CAT), flight procedure designers		
Affected regulation(s)	Commission Regulation (EU) No 139/2014		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.1.1.7
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	FS.2 - Air Operations & Aerodromes department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	To be determined at a later stage	To be determined at a later stage	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	2026-Q1	2027-Q1	2028	2029	2029

SPT.0102 Development of new safety promotion material on high-profile aerodrome and ground handling safety issues

The objective of this task is to develop new safety promotion material on high-profile safety issues for aerodromes and ground handling. Such high-profile safety issues are to be determined from important risks identified from the SRM process, accidents/serious incidents, inputs from EASA stakeholders and ground handling safety topics that have been defined by the ground handling roadmap, including ground handling safety topics stemming from the Basic Regulation.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	ADR operators, GHSPs, AOC holders (CAT), ANSPs, NCAs
Strategic level	Strategic
Strategic priority	
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT

Deliverable(s)	Timeline
Produce Safety promotion material (task SPT.0102)	continuous

RES.0040 Runway microtexture

Good aeroplane tyre braking friction on wet runways is of essential importance for the safe stop of aircraft. Poor runway microtexture has resulted in several landing overrun occurrences on wet surfaces. There are currently no acceptable methods for aerodromes to accurately assess the microtexture characteristics. The proposed research assesses the practical use and validity of high-resolution surface laser scanners to determine the runway microtexture characteristics. A better understanding of these characteristics can reduce the number of runway excursions.

This project is funded by Horizon Europe under the 2nd Research Contribution Agreement with the European Commission.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	Runway Micro Texture (RWYMT) (https://www.easa.europa.eu/en/research-projects/runway-micro-texture-rwymt)
Dependencies	n/a
Affected stakeholders	ADR operators, aircraft operators (CAT, NCC, NCO, SPO), DA holders, NCAs
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES

Starting date	Interim report	Final report
		2025

9.1.2 Level playing field

RMT.0746 Regular update of the aerodrome rules for the transposition of ICAO SARPs amendments

The objective of this rulemaking task is to regularly address miscellaneous issues of non-controversial nature to ensure that the requirements are fit for purpose, cost-effective, can be implemented, and are in line with the latest ICAO SARPs. In particular, regular updates are used to address non-complex and non-controversial issues raised by stakeholders.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	Annex 14		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	ADR operators, NCAs		
Affected regulation(s)	Commission Regulation (EU) No 139/2014		
Strategic level	Standard	**Strategic priority**	
Harmonisation			

WORKING METHOD			
Owner	FS.2 - Air Operations & Aerodromes department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1			

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	2025-Q2	2026-Q1	2026	2027	2027

9.1.3 Efficiency/proportionality

RMT.0161 Conformity assessment

This RMT relates to the development of a harmonised and mutually recognised system of the Agency issuing certificates or accepting declarations for safety-related aerodrome equipment as defined in Regulation (EU) 2018/1139 to attest compliance of such equipment, where it is used or intended to be used to contribute to the safe operation of aircraft at an aerodrome.

The RMT develops the necessary implementing rules for the issuance of those certificates and, where relevant, the declarations to be made to this effect, as well as the certification specifications and guidance material that are needed to allow the applicant to demonstrate that the equipment complies with the detailed certification specifications.

Subtask 4: The objective of this subtask is to establish the related EU regulatory framework as mandated by Regulation (EU) 2018/1139 to enable the Agency to issue certificates or to accept declarations of safety-related aerodrome equipment.

Subtask 5: The objective of this subtask is to develop and publish a first package of new certification specifications (CS) and associated guidance material (GM) or to amend existing CS or GM related to safety-related aerodrome equipment. Those CS and GM are needed to allow the applicant to demonstrate that the safety-related aerodrome equipment complies with the detailed certification specifications established in accordance with the implementing acts developed under subtask 4.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	RMT.0476 RMT.0682 RMT.0719		
Affected stakeholders	Organisations involved in the design, production and maintenance of safety-related aerodrome equipment, aerodromes, NCAs		
Affected regulation(s)	Commission Regulation (EU) No 139/2014		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.3.5
Harmonisation	No		

WORKING METHOD			
Owner	FS.2.4 - Aerodromes Standards & Implementation section		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
4	By EASA with external support	Light	NPA-Public
5	By EASA with external support	Light	NPA-Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
4		NPA 2024-05 2024-07-09	2025-Q2	2026	2026
5		2025-Q3	n/a	n/a	2026-Q1

EVT.0012	Evaluation of Commission Regulation (EU) No 139/2014 (the aerodromes Regulation)

Commission Regulation (EU) No 139/2014 (the aerodromes Regulation) was published on 14/02/2014. Since 2018, the applicable provisions have been subject to monitoring through EASA standardisation activities. An evaluation will be performed to assess their relevance, effectiveness, and efficiency. This EVT is on hold pending availability of resources.

Status	On hold
SIs	n/a
SRs	n/a
Reference(s)	Commission Regulation (EU) No 139/2014
Dependencies	n/a
Affected stakeholders	ADR operators, NCAs
Owner	FS.2 - Air Operations & Aerodromes department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Evaluation report for task EVT.0012	

In addition to the above, the following actions are also directly relevant for ADR operators:

RMT.0476	Regular update of the standardised European rules of the air

The full description of these actions is included in Section 8.2.

RMT.0728	Development of requirements for groundhandling

The full description of this action is included in Section 9.2.

RMT.0230	Introduction of a regulatory framework for the operation of drones

The full description of these actions is included in Chapter 10.

RMT.0624	Remote aerodrome air traffic services
RMT.0682	Implementation of the regulatory needs in support of the SESAR deployment
RMT.0731	New air mobility

The full description of these actions is included in Chapter 11.

9.2 Ground handling & apron management services

This section addresses all aspects related to ground handling safety and apron management services.

9.2.1 Safety

Issue/rationale

This risk area includes all risks associated with ground handling - and apron-management-related services (such as aircraft servicing, ramp handling activities, aircraft stand allocation and aircraft marshalling, etc.) as well as collision of the aircraft with other aircraft, obstacles or vehicles while the aircraft is moving on the ground, either under its own power or being towed. It does not include the risk of collisions on the runway. Apron management services are already regulated under Regulation (EU) No 139/2014 on aerodrome safety, whereas as regards ground handling safety is not yet regulated.

The safety issues with the highest SIPI score in the aerodrome and ground handling portfolio are:

- 'Poor coordination and control of turnarounds' (SI-1010),
- 'Ground staff movement around aircraft' (SI-1019), and
- 'Ground operations in low-visibility conditions' (SI-1018)

What we want to achieve

Increase safety by continuously assessing and improving risk controls to mitigate the risks in ground handling safety and apron management services.

How we monitor improvement

The KRAs and underlying safety issues will continue to be monitored as part of the Safety Risk Portfolio for aerodromes and ground handling (refer to EPAS Volume III Chapter 11), with the support of the industry experts. RMT.0728, on a regulatory framework for ground handling, will consider all safety issues that are related to ground handling. The EASA ABs regularly provide feedback on the efficiency/proportionality of actions related to apron management services and on their effect on level playing field.

How we want to achieve it: actions

RMT.0728 Development of requirements for groundhandling

The objective of this RMT is to develop IRs and AMC & GM to ensure compliance with the essential requirements contained in Annex VII of the Basic Regulation. This will consider operational requirements, organisational requirements and authority requirements. Detailed objectives and actions are defined by the ground handling roadmap which was subject to a focused consultation in the first quarter of 2019.

In addition, the task includes the items previously addressed in RMT.0705 and therefore also covers the development of requirements for:

- the establishment of the methods for the delivery, storage, dispending and handling of dangerous goods at the ADR; and
- ADR operators to train their personnel in the handling of dangerous goods, in the case that the ADR operator acts as a subcontractor (handling agent) of air operators.

Status	Ongoing		
SIs	SI-1023 - Incorrect operation of airbridges/passenger boarding bridges		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	NCAs, GHSPs, ADR operators, aircraft operators - all, ground handling staff		
Affected regulation(s)	Commission Regulation (EU) No 139/2014 Commission Regulation (EU) No 965/2012		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.3.6
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	FS.2 - Air Operations & Aerodromes department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA with external support	Detailed	NPA - Focused

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	ToR RMT.0728 2019-11-22	NPA 2023-106 2024-01-16	Opinion No 01/2024 2024-01-16	2025-Q1	2025-Q1

IST.0004 Support the implementation of the Ground Handling Regulation

The European Union has extended the mandate of aviation safety regulations to include ground handling (GH). To this end, a new Regulation is expected to be published in early 2025, with a transition period of several years to enable stakeholders to prepare for its implementation. The Agency, together with MS and industry, has established a task force with the aim of sharing and developing guidelines and good practices for authorities and industry. Competent authorities will have to prepare the processes for the new oversight activities and GH organisations will have to prepare their management system and declare their activities in line with the new Regulation.

The Agency has already set up a Network of GH competent authority inspectors, which will organise mock-up audits to test the cooperative oversight concept, develop guidelines and support material for authorities to conduct oversight and ensure harmonised training of inspectors. The main deliverables of the GH Network of competent authorities will be an oversight toolbox comprising checklists and work instructions, as well as procedures for the implementation of cooperative oversight. In addition, a list of frequently asked questions will be made available on the Agency's website upon finalisation of the work (expected before the end of the transition period around 2028). The GH Network of competent authorities will also advise the Agency on the structure and functionalities of the digital platform to be used for the registration of GH declarations and for cooperative oversight. The Agency will evaluate industry standards in GH to support competent authorities when overseeing organisations that use industry standards.

In addition, based on the outcome of the discussions within the task force, the Agency may consider deliverables and guidelines to improve the content of the already published regulation. AMC & GM will also be developed as part of a future regular update of the EU Ground Handling Regulation.

Moreover, in order to support the common understanding of the EU Ground Handling Regulation, as well as of the associated AMC & GM, the Agency will organise dedicated webinars and workshops together with MSs, industry and other relevant stakeholders.

Status	**New**
SIs	n/a
SRs	GERF-2018-002
Reference(s)	n/a
Dependencies	RMT.0728
Affected stakeholders	NCAs, GHSPs, ADR operators, aircraft operators - all, ground handling staff
Owner	FS.2 - Air Operations & Aerodromes department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Inspector guidance, compliance guidance, checklists and procedures (IST.0004)	2028

In addition to the above, the following SPT is also directly relevant to ground handling:

SPT.0102 Development of new safety promotion material for high-profile aerodrome and ground-handling safety issues

The full description of this action is included in Section 9.1.

10. Unmanned aircraft systems and manned VTOL-capable aircraft

10. Unmanned aircraft systems and manned VTOL-capable aircraft

Refer to EPAS Volume I Section 3.4.3.1 'Establish a comprehensive EU regulatory framework for UAS and manned VTOL-capable aircraft'

Enabling the safe integration of UAS (also commonly called 'drones'), being a fast evolving and emerging market segment, as well as of (initially manned) VTOL-capable aircraft, also intended for urban air mobility (UAM) operations, continues to be a high-priority activity for EASA.

10.1 Safety

Issue/rationale

Before the adoption of the Basic Regulation most of the EU Member States had adopted national regulations to ensure the safe operation of UASs with MTOMs below 150 kg. With the extension of the scope of the EU competence through the Basic Regulation to regulate UASs with MTOMs below 150 kg and the applicability of the EU requirements for the operation of UASs in the 'open' and 'specific' category (Commission Implementing Regulations (EU) 2019/947 and 2019/945), Member States are in the process of amending their national regulations. As of January 2024, all UAS operations in the 'open' category and their operators must fully comply with both EU Regulations.

The aforementioned EU Regulations need to be complemented with additional actions to enable a harmonised implementation of these rules at EU level. They are also linked with other EPAS actions (such as RMT.0731) and aim to enable standardised UAS operations as well as more complex UAS operations such as operations in urban environments.

In order to ensure safe UAS operations and mitigate the risks, it is important to manage their safe integration into the airspace. On airspace integration, the U-space[4] is a set of new services and specific procedures designed to support the safe, efficient and secure access to airspace for a large number of UAS. EASA has developed the world's-first U-space regulatory package (Commission Implementing Regulations (EU) 2021/664, 2021/665 and 2021/666) which became applicable on 26 January 2023.

What we want to achieve

To create a level playing field in all EU Member States by using an operation-centric concept, which is proportionate and risk- and performance-based, so that all companies can make best use of the UAS technologies to create jobs and growth. At the same time, to enable the safe integration of UAS into the European airspace while maintaining a high and uniform level of safety.

How we monitor improvement

The relevant EASA ABs regularly provide feedback on the effectiveness of the related activities.

How we want to achieve it: actions

4 The 'U-space' is the European name for unmanned traffic management (UTM).

RMT.0230 Introduction of a regulatory framework for the operation of drones

The objective of this RMT is to develop IRs, AMC, GM and CS for UASs to implement Articles 55 to 57 and Annex IX of the Basic Regulation.

There are three categories of UASs defined as follows:

- 'open' category: low-risk operation that does not require authorisation or declaration before flight;
- 'specific' category: medium-risk operation that requires authorisation or declaration before flight;
- 'certified' category: high-risk operation that requires a certification process.

To implement an innovative new set of rules for the three categories and to address U-space, six subtasks had initially been identified, of which Subtasks A and B were completed between 2019 and 2022. The existing Subtask F is transferred to RMT.0733.

Subtask A: related to unmanned aircraft system operations in the 'open' and 'specific' categories, the introduction of standard scenarios (STSs) by amending the implementing and delegated acts for the 'open' and 'specific' category is covered by RMT.0729.

For the maintenance of Regulations (EU) 2019/945 and 2019/947 and the AMC and GM developed under Subtask A, two dedicated RMTs are included in the EPAS. Refer to RMT.0729 and RMT.0730.

The regular update of the U-space Regulation will be addressed by RMT.0748.

Subtask C: Unmanned aircraft systems operations in the 'certified' category and urban air mobility (UAM)

This subtask includes amendments to the IAW, CAW, FCL, AIR OPS, ADR and ATM/ANS Regulations for three types of operations:

- Operations Type #1: instrument flight rules (IFR) operations of UASs for the carriage of cargo in airspace classes A-C (ICAO airspace classification) and taking off from and/or landing at aerodromes that fall under the Basic Regulation.
- Operations Type #2: operations of UASs taking off from and/or landing in a congested (e.g. urban) environment using predefined routes in the U-space airspace (part of the operation could be in a non-congested, e.g. rural, environment). These include operations of unmanned VTOL-capable aircraft carrying passengers (e.g. air taxis) or cargo (e.g. goods delivery services).
- Operations Type #3: same as for Type #2 operations with VTOL-capable aircraft with a pilot on board, including operations outside the U-space airspace. While this task will also consider emerging technologies such as electric and hybrid propulsion as integral part of the drones' design, RMT.0731 will address in particular the CAW aspects related to these technologies.

Subtask D: Certification Specifications for unmanned aircraft systems (CS-UAS and CS-Light UAS), Certification Specifications for VTOL-capable aircraft (CSVTOL), and CS-ETSO.

EASA will issue new CSs for UAS (CS-UAS and CS-Light UAS), including AMC with safety objectives for the airworthiness of civil UAS.

In addition, to complement the regulatory framework for VTOL-capable aircraft, EASA will introduce the new CS-VTOL, as well as amend the Certification Specifications for European Technical Standard Orders (CS-ETSO) regarding equipment that is installed on UAS or used to operate UAS.

Subtask E: Airspace usage requirements and ATM/ANS interoperability requirements.

EASA will issue an Opinion proposing to amend Regulation (EU) No 1332/2011 and other ATM/ANS regulations, as applicable, regarding airspace integration; the related Decisions will then follow. Another Decision will amend the Certification Specifications and AMC for Airborne Communications, Navigation and Surveillance (CS-ACNS).

RMT.0230 Introduction of a regulatory framework for the operation of drones

Subtask F: Environmental protection

The environmental protection requirements applicable to aircraft for which ICAO Annex 16 does not contain Standards and Recommended Practices (SARPs) will be developed under RMT.0733 Subtask 2. Subtask F of RMT.0230 is therefore cancelled, as its content will be addressed under the RMT.0733.

Subtask G: Certification Specifications for vertiport design (CS-VPT-DSN) and Certification Specifications for aerodrome design (CS-ADR-DSN)

EASA will issue Decisions to issue Certification Specifications for vertiport design (CS-VPT-DSN) based on the 'Prototype Technical Design Specifications for Vertiports' while integrating new requirements for rescue and firefighting capabilities and the future ICAO SARPs under development.

The Certification Specifications for aerodrome design (CS-ADR-DSN) will also be amended to accommodate unmanned cargo aircraft operating at aerodromes and to transpose the applicable ICAO SARPs, once available.

Status	Ongoing
SIs	SI-2014 - Airborne conflict with an unmanned aircraft system (UAS)
SRs	ITAL-2017-001
ICAO ref.	Transposition into the EASA regulatory framework of updates to SARPs applicable to Remotely Piloted Aircraft Systems (RPAS)
Other ref.	n/a
Dependencies	RMT.0731 RMT.0733
Affected stakeholders	UAS operators (private and commercial); NCAs; flight crews; remote pilots; UAS MOs; UAS MTOs; UAS CAMOs; maintenance licence holders; UAS manufacturers; other airspace users (manned aircraft); ATM/ANS providers and other ATM network functions (including U-space service providers (USSPs) and common information service (CIS) providers; ATS personnel; ADR operators; general public; model aircraft associations
Affected regulation(s)	Commission Delegated Regulation (EU) 2019/945 Commission Implementing Regulation (EU) 2017/373 Commission Implementing Regulation (EU) 2019/947 Commission Implementing Regulation (EU) 2021/1338 Commission Implementing Regulation (EU) 2021/664 Commission Implementing Regulation (EU) No 923/2012 Commission Regulation (EU) No 1178/2011 Commission Regulation (EU) No 748/2012 Commission Regulation (EU) No 965/2012 Commission Regulation (EU) No 1332/2011 Commission Delegated Regulation (EU) 2024/1107 Commission Implementing Regulation (EU) 2024/1109
Strategic level	Strategic **Strategic priority** EPAS Volume I Section 3.4.3.1
Harmonisation	Yes - intended

WORKING METHOD			
Owner	ED.0.3 - Drones section		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
C1	By EASA with external support	Detailed	NPA - public
C10	By EASA with external support	Detailed	NPA - public

RMT.0230	Introduction of a regulatory framework for the operation of drones		
C2	By EASA with external support	Detailed	NPA - public
C3	By EASA with external support	Detailed	NPA - public
C4	By EASA with external support	Detailed	NPA - public
C5	By EASA with external support	Detailed	NPA - public
C6	By EASA with external support	Detailed	NPA - public
C7	By EASA with external support	Detailed	NPA - public
C8	By EASA with external support	Detailed	NPA - public
C9	By EASA with external support	Detailed	NPA - public
D1	By EASA with external support	Light	NPA - public
D2	By EASA with external support	Light	NPA - public
D3	By EASA with external support	Light	NPA - public
E1	By EASA with external support	Detailed	NPA - public
E2	By EASA with external support	Detailed	NPA - public
E3	By EASA with external support	Detailed	NPA - public
E4	By EASA with external support	Detailed	NPA - public
G1	By EASA with external support	Light	NPA - public
G2	By EASA with external support	Light	NPA - public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
C1		NPA 2022-06 2022-06-30	Opinion No 03/2023 2023-08-31	2024/1107 2024-05-23	<tbd>
C10		<tbd>	n/a	n/a	<tbd>
C2		<tbd>	<tbd>	<tbd>	n/a
C3		NPA 2024-01 2024-02-06	n/a	n/a	2025-Q1
C4		NPA 2024-06 2024-09-04	n/a	n/a	2025-Q2
C5		<tbd>	n/a	n/a	<tbd>
C6		<tbd>	<tbd>	<tbd>	n/a
C7		<tbd>	n/a	n/a	<tbd>
C8		<tbd>	<tbd>	<tbd>	n/a
C9		<tbd>	n/a	n/a	<tbd>
D1		2027	n/a	n/a	2028
D2		2027	n/a	n/a	2028
D3		2027	n/a	n/a	2028
E1		2028	2029	2030	n/a
E2		2028	2029	2030	n/a

RMT.0230	Introduction of a regulatory framework for the operation of drones

E3	2029	n/a	n/a	2030
E4	2029	2030	2031	n/a
G1	2030	n/a	n/a	2030
G2	2030	n/a	n/a	2030

RMT.0729	Regular update of Regulations (EU) 2019/945 and 2019/947 (drones in the 'open' and 'specific' categories)

The objective of this RMT is to regularly address miscellaneous issues to ensure that the UAS Regulations are fit for purpose, cost-effective, and in line with the latest ICAO SARPs and the Basic Regulation.

Subtask 2 (current cycle): this subtask will address inconsistencies and lessons learned identified by the stakeholders during the application of Regulations (EU) 2019/945 and 2019/947.

Status	Ongoing		
SIs	SI-2014 - Airborne conflict with an unmanned aircraft system (UAS)		
SRs	ITAL-2017-001		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	RMT.0730		
Affected stakeholders	UAS operators (private and commercial); NCAs; flight crews; remote pilots; UAS MOs; UAS MTOs; UAS CAMOs; maintenance licence holders; UAS manufacturers; other airspace users (manned aircraft); ATM/ANS providers and other ATM network functions (including U-space service providers (USSPs) and common information service (CIS) providers; ATS personnel; ADR operators; general public; model aircraft associations		
Affected regulation(s)	Commission Delegated Regulation (EU) 2019/945 Commission Implementing Regulation (EU) 2019/947		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.4.3.1
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	ED.0.3 - Drones section		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	By EASA with external support	Detailed	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2		2025-Q1	2026-Q1	2027-Q1	2027-Q2

RMT.0730 Regular update of the AMC and GM to Regulations (EU) 2019/945 and 2019/947 (drones in the 'open' and 'specific' category)

The objective of this RMT is to regularly address miscellaneous issues to ensure that the UAS Regulations are fit for purpose, cost-effective, and in line with the latest ICAO SARPs and the Basic Regulation. It aims at improving the AMC and GM to Regulations (EU) 2019/947 and 2019/945.

Predefined risk assessments (PDRAs) and recognition of industry standards in support of the specific operations risk assessment (SORA) methodology.

Considering the novelty of the topic and the need to gain experience while achieving harmonisation in the implementation of the UAS Regulations, EASA published on its website guidelines providing useful information for the stakeholders. This document will be continuously updated. When the material is considered mature, an NPA and the resulting Decision will be published.

Subtask 3: The Joint Authorities for Rulemaking on Unmanned Systems (JARUS) publish in June 2024 updates to the SORA, and 3 new PDRAs, following a JARUS public consultation conducted in 2023. No major objections are raised by EASA or by EU stakeholders during the JARUS consultation. EASA plans to recognise the JARUS consultation meeting the EASA rulemaking process and to integrate that proposal into the EU UAS regulations.

Subtask 4: This is a standing subtask aiming to develop guidelines (for publication on the EASA website) to make the material available to stakeholders in a timely manner. The NPA and the Decision will be published later when the material is considered mature. It will include additional PDRAs, improvements to the related AMC and GM, and recognition of additional industry standards. Guidelines have been published and more are under development.

Subtask 5: This subtask aims to amend AMC and GM following the feedback received by stakeholders providing updated material in support of demonstration of compliance with the regulation. This will include the material included in the Guidelines (see subtask 4).

Subtask 6: This subtask aims at an update of the AMC and GM as subtask 5.

Status	Ongoing		
SIs	SI-2014 - Airborne conflict with an unmanned aircraft system (UAS)		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	https://www.easa.europa.eu/en/downloads/139435/en https://www.easa.europa.eu/en/downloads/126318/en		
Dependencies	n/a		
Affected stakeholders	UAS operators (private and commercial); NCAs; flight crews; remote pilots; UAS MOs; UAS MTOs; UAS CAMOs; maintenance licence holders; UAS manufacturers; other airspace users (manned aircraft); ATM/ANS providers and other ATM network functions (including U-space service providers (USSPs) and common information service (CIS) providers; ATS personnel; ADR operators; general public; model aircraft associations		
Affected regulation(s)	Commission Delegated Regulation (EU) 2019/945 Commission Implementing Regulation (EU) 2019/947		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.4.3.1
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	ED.0.3 - Drones section		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	By EASA with external support	Light	NPA - Focused

RMT.0730	Regular update of the AMC and GM to Regulations (EU) 2019/945 and 2019/947 (drones in the 'open' and 'specific' category)		
3	By EASA with external support	Light	NPA - Focused
4	To be determined at a later stage	To be determined at a later stage	To be determined at a later stage
5	By EASA with external support	Light	NPA - Focused

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2		NPA 2021-09 2021-07-14	n/a	n/a	2022/002/R 2022-02-09
3		2025-Q1	n/a	n/a	2025-Q1
4		<tbd>	<tbd>	<tbd>	<tbd>
5		2026-Q1	n/a	n/a	2026-Q4

RMT.0748 Regular update of the U-space regulatory framework, Commission Implementing Regulation (EU) 2021/664 (U-space), Commission Implementing Regulation (EU) 2021/665 (Part-ATS), Commission Implementing Regulation (EU) 2021/666 (rules of the air), and related AMC & GM

The task focuses on the revision of the AMC & GM to the U-space regulatory framework (Regulations (EU) 2021/664, 2021/665 and 2021/666) to enable a continued safe, harmonised and efficient implementation of U-space, taking due account of lessons learned from the implementation.

In order to effectively support and maintain the alignment of the implementation in compliance with the current U-space regulatory framework, the activities will in particular aim at:

- Ensuring the best use of industry results, practices and experience gained throughout the implementation;
- Ensuring the best use of consensus-based, international and open industry standards, including industry standards already published or those under development (e.g. from EUROCAE and ASTM),
- Incorporating feedback from discussions within the IST.0003 on the most important key recommendations (e.g. those that have a significant impact on the harmonisation of certification activities).
- Considering the broad consolidated feedback from the implementation to identify key elements for the revision of the AMC & GM to Regulations (EU) 2021/664, 2021/665 and 2021/666.

In addition, initial proposals and justifications for improvements to the U space regulatory framework will be collected.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.			
Other ref.			
Dependencies	n/a		
Affected stakeholders			
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	
Harmonisation			

WORKING METHOD			
Owner	ED.0.3 - Drones section		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA with RMG	To be determined at a later stage	To be determined at a later stage

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	2025-Q1	2025-Q4	n/a	n/a	2026

IST.0003 Support the implementation of the U-space Regulatory Framework

The Agency, together with MS Focal points for the U-space regulatory framework implementation, has established a task force aiming at sharing and developing best practices for U-space service providers (USSPs) and single common information service providers (SCISPs) certification. In addition, this task force develops best practices for the airspace risk assessment (ARA) process, supported by EUROCONTROL. The ARA needs to be conducted by the MSs before establishing and designating U-space airspace. The task force works also on best practices and guidance material on how the interactions/interfaces between the main U-space stakeholders (USSPs/SCISPs/ATS providers) should take place. The main deliverables of the task force will be frequently asked questions, checklists, application forms, compliance matrices and guidelines that will be made available on the Agency's website. The Agency will develop guidelines on the design of UAM route in order to foster common principles on rules for VTOL route design, have a common approach to the concept of operations, share best practices for VTOL trajectories, and lay down principles on how to identify regional characteristics.

While the initial phase of the U-space implementation is progressing, completion of the activities is not foreseen in the short term for the majority of MSs. MSs, even those that are well advanced in their implementation or certification, still expect support from the Agency. The task force may therefore be maintained in 2025. The Agency may consider the outcome of the discussions within the task force, such as the deliverables and guidelines, to improve the content of the already published AMC & GM as part of RMT.0748 'Regular update of the U-space regulatory framework'.

Moreover, in order to support the common understanding of the U-space regulatory framework and associated AMC & GM, the Agency will organise webinars and workshops together with MSs, industry and other relevant stakeholders. The Agency also aims to provide support to the European Research and Demonstration Projects on U-space conducted under SESAR 3JU or to national projects.

Finally, the Agency may provide ad hoc assistance to certain MSs to provide advice and recommendations, in particular to minimise the risk of misinterpretation of the regulatory framework and ultimately the risk of non-compliance with the U-space regulatory framework.

Status	Ongoing
Sls	n/a
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	UAS operators (private and commercial); NCAs; flight crews; remote pilots; UAS MOs; UAS MTOs; UAS CAMOs; maintenance licence holders; UAS manufacturers; other airspace users (manned aircraft); ATM/ANS providers and other ATM network functions (including U-space service providers (USSPs) and common information service (CIS) providers; ATS personnel; ADR operators; general public; model aircraft associations
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce FAQs, check-lists, application forms, compliance matrices, guidelines (task IST.0003)	2025
Provide support to the European Research and Demonstration Projects on U-space conducted under SESAR 3JU or at national level (task IST.0003)	2025

SPT.0091 European safety promotion on civil drones

The objective of this task is to:

- Coordinate European activities to promote the safe operation of drones to the general public.
- Promote the safe use of drones and the understanding of the drone rules to those undertaking commercial drone operations.
- Promote the design and certification aspects of drones.
- Promote activities to minimise the risk of drones impacting on airspace.

Material can be found on the EASA website https://www.easa.europa.eu/en/domains/civil-drones and on the EASA YouTube Channel: https://www.youtube.com/playlist?list=PLTfS24aKkJn4swkv4R_hTUn7frrzBHNd .

Status	Ongoing
SIs	SI-2014 - Airborne conflict with an unmanned aircraft system (UAS)
SRs	n/a
Reference(s)	n/a
Dependencies	RMT.0230
Affected stakeholders	UAS operators (private and commercial)
Strategic level	Strategic
Strategic priority	
Owner	SPN

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Safety promotion material for task SPT.0091	continuous

In addition to the above, the following RMT is also relevant:

RMT.0731 New air mobility

The full description of this action is included in **Chapter 11**.

11. New technologies and concepts

11. New technologies and concepts

Refer to EPAS Volume I Section 3.4 'Safe and sustainable integration of new technologies and concepts'

This chapter addresses the safe and sustainable integration of new technologies and innovative solutions into the aviation system, except for unmanned aircraft systems and manned VTOL-capable aircraft, which are addressed in Chapter 10.

While many of the technologies and innovations emerging in the aviation industry bear significant potential to further improve the level of safety and/or efficiency, the EPAS gives due consideration to the safety issues deriving from new technologies, new operational concepts or novel business models.

In the ATM domain, SESAR covers the development of new technologies for a better management of Europe's airspace as well as their contribution to the achievement of the SES goals and safety targets.

What we want to achieve

Facilitate emerging technologies and innovative concepts, while ensuring their safe integration into the European aviation system.

11.1 Safety

11.1.1 New business models

Issue/rationale

Managing current and future safety risks arising from new and emerging business models is a strategic priority.

This section addresses risks related to new and emerging business models arising from the increased complexity of the aviation industry, the number of interfaces between organisations, their contracted services and regulators, as well as the increasing number of 'new entrants' with limited past exposure to the aviation system. Some new business models are emerging: the increased demand for flying in the cities, the increased digitalisation of aviation systems, the introduction of more autonomous vehicles, platforms starting for single-pilot operations, completely autonomous cargo aircraft, combined with the need to reduce emissions coming from aviation. These will challenge the way authorities regulate and oversee the aviation system. NCAs should work better together, and EASA should evaluate whether the existing safety regulatory system adequately addresses current and future safety risks arising from new and emerging business models. As part of its pre-application services to industry, EASA does not only assess technology and product maturity, but also starts looking at organisations (mainly design) and concept of operations maturity. Finally, upon the request of Member States, EASA has tasked a working group of NCAs to assess airlines' emerging 'new' business models and to identify related safety risks that they pose to the aviation system.

What we want to achieve

Identify efficiency gains in regulatory developments necessary to address new business models through early discussion with stakeholders, at organisational or product level.

Increase safety by continuously assessing and mitigating the risks posed by new and emerging business models.

How we monitor improvement

The EASA ABs regularly provide feedback on the effectiveness of the activities.

How we want to achieve it: actions

RMT.0739	Development of a regulatory framework for the safe deployment of advanced flight deck technologies (smart cockpits)

The aviation industry consistently advances technology to enhance operational safety and efficiency. These innovations alleviate flight crew workload, support better decision-making and strengthens the resilience of aircraft systems. The development of advanced flight deck technologies (smart cockpits) aims to increase safety by integrating automation tools that reduce crew workload, aid decision-making and enhance information management.

Additional airworthiness requirements, in the form of special conditions, are being developed to ensure the safe integration of advanced flight deck technologies in current operations. To benefit fully from the deployment of such design advancements, changes to the current use of cockpit automation, operational procedures and crew coordination principles might be needed.

This rulemaking task will analyse the operational implications of new advanced flight deck technologies and their impact on the existing regulatory assumptions and on the safety barriers granted by the current multicrew operations. It will propose a regulatory framework that ensures the safe integration of smart cockpits in commercial air transport operations. A comprehensive review of the interaction between technology and the human(s) in the system is required, with a view to increasing the overall safety levels and operational efficiency.

RMT.0739 Development of a regulatory framework for the safe deployment of advanced flight deck technologies (smart cockpits)

It is foreseen that the deployment of such advanced flight deck technologies will take place gradually, and potential operational credits will be preceded by robust in-service trial phases.

The presence of a smart cockpit with novel workload alleviation functions, with flight crew performance, alertness and incapacitation monitoring and, with a solution for preventing security threats, sets the basis for new operational concepts (e.g. extended minimum crew operations (eMCO)).

This task aims at amending the current regulatory framework to allow the safe gradual development and deployment of advanced flight deck technologies supporting a progressive evolution of new operational concepts, while addressing its challenges and aiming at maximising the safety advancements brought by smart cockpits in order to increase the safety levels in commercial air transport.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	BIS 'Extended Minimum-Crew Operations in large aeroplanes'		
Dependencies	EVT.0011 RES.0006 RES.0028 RES.0036 RES.0041 RES.0046 RMT.0196 RMT.0599		
Affected stakeholders	Pilots, AOC holders (CAT), aircraft manufacturers, NCAs, ANSPs		
Affected regulation(s)	Commission Implementing Regulation (EU) 2017/373 Commission Implementing Regulation (EU) No 923/2012 Commission Regulation (EU) 2015/340 Commission Regulation (EU) No 1178/2011 Commission Regulation (EU) No 965/2012		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.4
Harmonisation	No		

WORKING METHOD			
Owner	FS.2 - Air Operations & Aerodromes department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA with external support	Detailed	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	ToR RMT.0739 2023-12-20	2027	2029	2030	2030

RMT.0742 Artificial intelligence trustworthiness

The objectives of this task are to:

1. Ensure artificial intelligence (AI) trustworthiness so that AI is safely used in aviation in response to the EU AI Act Chapter III Section 2.
2. Enable the deployment of AI in the specific aviation domains identified in the EU AI Act Article 108.
3. Enable the deployment of AI in other affected aviation domains (e.g. aerodromes).

The activities in the context of this RMT will be based on EASA Concept Paper 'Guidance for Level 1&2 machine learning applications' Issue 02.

The objectives are intended to be achieved through the following subtasks:

- Subtask 1: Proposal for an AI trustworthiness aviation regulatory framework in response to the EU AI Act Chapter III Section 2
- Subtask 2: Development of the associated set of generic AI-related acceptable means of compliance (AMC) and guidance material (GM)
- Subtask 3: Development of the necessary adaptations to domain-specific regulatory material for aviation domains identified in the EU AI Act Article 108
- Subtask 4: Development of the necessary adaptations to domain-specific regulatory material for other affected domains (e.g. aerodromes).

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	EASA AI Roadmap 2.0 EASA Concept Paper: guidance for Level 1 & 2 machine learning applications - Proposed Issue 02		
Dependencies	n/a		
Affected stakeholders	Member States, NCAs, NSAs, DOA holders, ETSOA holders, POA holders, AOC holders, UAS operators, pilots, CAMOs and MOs, OiDPM, ATM/ANS providers, ATCOs, USSPs, TOs, ADR operators, AMS providers		
Affected regulation(s)	Commission Delegated Regulation (EU) 2019/945 Commission Implementing Regulation (EU) 2017/373 Commission Implementing Regulation (EU) 2019/947 Commission Implementing Regulation (EU) 2021/664 Commission Regulation (EU) 2015/340 Commission Regulation (EU) No 1178/2011 Commission Regulation (EU) No 1321/2014 Commission Regulation (EU) No 139/2014 Commission Regulation (EU) No 748/2012 Commission Regulation (EU) No 965/2012 Commission Implementing Regulation (EU) 2023/203 Commission Implementing Regulation (EU) 2023/1769 Commission Delegated Regulation (EU) 2023/1768 Commission Delegated Regulation (EU) 2024/1107		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I §3.4.1
Harmonisation	Yes - intended		

RMT.0742 Artificial intelligence trustworthiness

WORKING METHOD			
Owner	SM - Strategy & Safety Management directorate		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA	Light	NPA - Public
2	By EASA with external support	Light	NPA - Public
3	By EASA with external support	Light	NPA - Public
4	By EASA with external support	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0742 2024-06-19	2025-Q2	2026	2026	n/a
2		2025-Q2	n/a	n/a	2026
3		2025-Q4	2026	2027	2027
4		2025-Q4	2027	2027	n/a

RMT.0747 Higher -airspace operations

The objective of this RMT is to enable safe, secure and sustainable higher-airspace operations in the European Union through the implementation of Option 1 of the 'EASA HAO Roadmap' and the implementation of the Preparatory Action from the European Parliament and the Commission.

Before initiating this RMT the Agency will progress the preparatory actions, as mandated by the Commission and the European Parliament.

Status	Ongoing
SIs	n/a
SRs	n/a
ICAO ref.	n/a
Other ref.	n/a
Dependencies	n/a
Affected stakeholders	All
Affected regulation(s)	Commission Delegated Regulation (EU) 2019/945 Commission Implementing Regulation (EU) 2017/373 Commission Implementing Regulation (EU) 2019/947 Commission Implementing Regulation (EU) No 923/2012 Commission Regulation (EU) 2015/340 Commission Regulation (EU) No 1178/2011 Commission Regulation (EU) No 1321/2014 Commission Regulation (EU) No 748/2012 Commission Regulation (EU) No 965/2012 Regulation (EU) 2018/1139 Regulation (EU) No 376/2014 Commission Delegated Regulation (EU) 2022/1645 Commission Implementing Regulation (EU) 2023/203 Commission Regulation (EU) No 1332/2011 Regulation (EU) 550/2004 Regulation (EU) 549/2004 Regulation (EU) 551/2004 Commission Regulation (EC) No 2150/2005
Strategic level	Strategic
Strategic priority	EPAS Volume I 3.4.10
Harmonisation	Yes - intended

WORKING METHOD			
Owner	ED.4 - Air Traffic department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA	Detailed	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	2026	2027	2027	2028	<tbd>

RES.0028 Extended minimum-crew operations (eMCOs) - single-pilot operations risk assessment framework

Development of the risk assessment framework to assess the main hazards associated with the proposed concepts for reduced crew operations or single-pilot operations, investigation of hazard mitigation, and means to perform compliance demonstration.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	https://www.easa.europa.eu/en/research-projects/emco-sipo-extended-minimum-crew-operations-single-pilot-operations-safety-risk
Dependencies	n/a
Affected stakeholders	AOC holders (CAT), flight crew, cabin crew, POA holders, DOA holders
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

RES.0065 Higher-airspace operations

In accordance with 'EASA HAO Roadmap, a number of research actions are necessary to feed the detailed impact assessment and gap analysis for the preparation of the NPA in the context of RMT.0747. Option 1 of the HAO Roadmap identifies priority research needs, notably:

- Literature review (total system approach);
- Assessment of safety risks;
- Assessment of environmental impact;
- Assessment of cybersecurity risks;
- HAO and human health/medical aspects;
- MET and space weather forecast at high altitude;
- CNS needs and capacity at high altitude (including spectrum needs);
- Civil-military interface;
- Societal acceptance;
- Legal analysis of hybrid vehicles and legal competence issues.

This research task aims to address identified needs.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	
Dependencies	n/a
Affected stakeholders	
Owner	ED.4 - Air Traffic department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2026

11.1.2 New products, systems, technologies, and operations

Issue/rationale

This section addresses the introduction of new designs, technologies or types of operation in a fast-changing environment with a need to reduce emissions coming from aviation and for which regulatory updates are needed. It also highlights some of the most relevant trends that will influence aviation in the years to come.

What we want to achieve

Identify efficiency gains in regulatory developments necessary to address new designs, technologies or types of operation through early discussion with stakeholders, at organisational or product level.

Manage the safe introduction of new products, systems, technologies and operations, and continuously assess and mitigate the safety risks posed by new designs, technologies or types of operation.

How we monitor improvement

The EASA ABs regularly provide feedback on the effectiveness of the activities.

How we want to achieve it: actions

RMT.0731 New air mobility

The purpose of this RMT is to develop rules or amend existing ones to address new technologies and operational air transport concepts, to adapt the regulatory framework to the performance-based regulation (PBR) principles. A general principle that will govern this RMT is that future requirements should be technology-neutral, where possible, while ensuring legal certainty.

This RMT leads to different streams of activities. The first stream was defined in 2019 in the field of continuing airworthiness requirements for electric and hybrid propulsion, indicated here below as Subtask 1. Based on current certification projects where the regulatory framework needs to be adapted (except for initial airworthiness), two other streams are now foreseen: gyroplanes and tilt rotors after the BIS consultations. Airships are a candidate for a future stream after the BIS consultation.

Potentially, more streams to cover other future projects will be added, such as multi-modal aircraft (usually called flying cars).

Subtask 1: Electric and hybrid propulsion

Continuing airworthiness requirements for electric and hybrid propulsion for all types of aircraft. It covers also conventional aircraft which are not addressed in the current CAW rules (gyroplanes, tilt rotors, airships). The activities in the context of this subtask are coordinated with those of RMT.0230.

Notes: VTOL capable aircraft electric propulsion aspects related to the ADR, ATM, FCL and AIR OPS domains are addressed through RMT.0230.

A first set of FCL and AIR OPS electric- and hybrid-propulsion-related requirements for other aircraft types are addressed through RMT.0678 (FCL) and RMT.0573 (AIR OPS - completed) respectively.

Subtask 2: Gyroplanes

FCL and AIR OPS requirements to be amended. Related to a current certification project of a gyroplane being also a road vehicle, this subtask will also cover the regulatory aspects of aircraft being multi-modal vehicles (road, sea).

Subtask 3: Tilt rotors

FCL, FSTD and AIR OPS requirements to be amended.

Subtask 3 also addresses the topics previously addressed through RMT.0587 as relevant to the development of the ECQB for tilt-rotor pilot licences.

Subtask 4: airships

- Subtask 4A addresses continuing airworthiness (CAW) rules (Commission Regulation (EU) No 1321/2014)
- Subtask 4B addresses aircrew rules (Commission Regulation (EU) No 1178/2011)
- Subtask 4C addresses air operations rules (Commission Regulation (EU) No 965/2012)

Status	Ongoing
SIs	n/a
SRs	n/a
ICAO ref.	n/a
Other ref.	BIS 'Electric and hybrid propulsion' BIS 'Road / gyroplanes' BIS 'Tilt rotors' BIS 'Airships'
Dependencies	RMT.0230 RMT.0255 RMT.0678

RMT.0731	New air mobility		
Affected stakeholders	All		
Affected regulation(s)	Commission Regulation (EU) No 1178/2011 Commission Regulation (EU) No 1321/2014 Commission Regulation (EU) No 965/2012 Commission Regulation (EU) No 1332/2011		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.4
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	SM.2 - Strategy & Programmes department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA	Light	NPA - Public
2	By EASA with external support	Light	NPA - Public
3	To be determined at a later stage	To be determined at a later stage	To be determined at a later stage
4A	By EASA with external support	Light	NPA - Focused
4B	By EASA with external support	Light	NPA - Focused
4C	By EASA with external support	Light	NPA - Focused

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0731 2020-09-09	NPA 2021-15 2021-12-21	Opinion No 04/2024 2024-06-19	2025-Q2	2025-Q2
2		NPA 2021-12 2021-11-15	Opinion No 04/2024 2024-06-19	2025-Q2	2025-Q2
3		<tbd>	<tbd>	<tbd>	<tbd>
4A		2026-Q1	2026	2027	2027
4B		2026	2027	2028	2028
4C		2025-Q3	2026	2027	2027

RES.0062 Digital transformation - case studies to prepare the evolution of aviation standards - data science applications

This project will cover the development of three case studies:

- Use of flight training data to support the application of evidence-based and competency-based training concepts and standards (evidence-based training (EBT) and competence-based training and assessment CBTA). The case study will encompass the development of comprehensive guidelines for moving towards the implementation of the EBT and CBTA concepts.
- Application of new analytical methods and techniques for fuel management (pre-flight/ in-flight). The project will encompass the in-depth analysis of the benefits and constraints associated with state-of-the-art digital solutions for fuel management, considering the current safety issues reported, as well as the preparation of comprehensive documentation to support the proposed evolution of standards and regulatory requirements.
- Data models for enhancing the use of flight data for safety. The proposed case study shall investigate the development of comprehensive data models 'bridging' between the flight data sources and their use for the operator's safety-relevant processes and for industry-wide data exchange programmes.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	https://www.easa.europa.eu/en/research-projects/datapp-digital-transformation-case-studies-aviation-safety-standards-data-science
Dependencies	n/a
Affected stakeholders	NCAs, DOA holders, POA holders, aircraft operators
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

RES.0063 Digital transformation - case studies to prepare the evolution of aviation standards - Modelling and Simulation

The aim of the project is to explore a combination of methodologies that may be able to deliver practical and reliable flight load envelopes and load distributions for eVTOL designs propelled by several rotors and operated by fly-by-wire at different stages of the development lifecycle and in support of airworthiness certification activities.

The main challenge, compared to conventional aircraft, is to consider a large number of combinations of possible configurations, control laws, flight regimes, individual rotor speeds / accelerations, and possible failures/degraded conditions. It is impractical to explore all these combinations by flight testing. Modelling and simulation should significantly contribute to this activity.

The simulation model should adequately represent the complex aerodynamics of rotor interaction, including unsteady effects.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	https://www.easa.europa.eu/en/research-projects/model-si-digital-transformation-case-studies-aviation-safety-standards-modelling
Dependencies	n/a
Affected stakeholders	NCAs, DOA holders, POA holders, aircraft operators
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

RES.0064 Digital transformation - case studies for aviation safety standards - virtualisation

The development of digital solutions for air transport encompasses the use of virtualisation technologies to manage approved aircraft parts, implementing the concept of a decentralised ledger collectively named as 'blockchain'. The use of blockchain technologies for the management of approved aircraft parts or components (along with EASA Form 1 certificate) would impact the whole lifecycle of such certificates, from their issuance by production organisations (POA) to the changes introduced by design or maintenance organisations. A regular issue faced by the different actors involved is whether the certificates are genuine and how to revoke when defects are identified or when cases of 'suspected un-approved parts' (SUP) are detected.

The proposed case study on the implementation of blockchain technologies shall address the potential benefits and constraints (including costs) considering the different stakeholders involved in the management of aircraft parts and components, by investigating different types of blockchains and different use cases for their implementation along the lifecycle of approved parts and components.

In the cases where the benefits are confirmed, the project shall also undertake the assessment of the main changes to be introduced in regulations, standards and working processes as well as the preparation of guidelines and supporting materials for regulatory evolutions and the deployment of the related solutions.

Status	Ongoing
SIs	SI-0027 - Carriage and transport of lithium batteries
SRs	n/a
Reference(s)	https://www.easa.europa.eu/en/research-projects/virtua-digital-transformation-case-studies-aviation-safety-standards
Dependencies	n/a
Affected stakeholders	NCAs, DOA holders, POA holders, aircraft operators
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

11.1.3 SESAR deployment

Issue/rationale

This section includes the relevant EPAS actions on the implementation of the regulatory enablers supporting the modernisation of the European ATM System and implementation of the Digital European Sky[5].

Note: SESAR solutions that are relevant to the actions related to UASs only are included in Chapter 10.

The European-wide harmonised implementation of the operational improvements based on the SESAR solutions stemming from the European ATM MP[6], the Airspace Architecture Study[7] as well as the associated Wise Persons Group[8] recommendations require actions from many actors. The envisioned result can only be achieved if all actions are taken in the right and well-coordinated order. Not only the synchronisation between regulatory and technical/operational evolution is key, but also interdependencies between various actions need to be respected and well synchronised, hence calling for an effective collaboration between all relevant stakeholders and Member States.

What we want to achieve

The rationale behind the following actions is to cater for the regulatory and implementation needs of the SESAR solutions stemming from the European ATM MP. The actions also take account of other new technological advancements such as, but not limited to, U-space technological solutions, virtualisation, cloud-based architecture and remote tower operations, and aim to enable the use of new working methods, operational improvements and technologies to facilitate the safe and timely implementation of the Digital European Sky.

Interoperability, efficiency, civil-military cooperation and international coordination will form an integral part of EASA's work. In addition, consolidated and coordinated implementation support activities that facilitate the operational improvements and accelerate market uptake of the mature ATM operational new concepts need to be further established.

How we monitor improvement

EASA regularly receives feedback from the ABs on the effectiveness of the activities and monitors the implementation of the regulatory material through standardisation.

How we want to achieve it: actions

5 SESAR Joint Undertaking | Delivering the Digital European Sky (sesarju.eu)

6 SESAR Joint Undertaking | European ATM Master Plan 2020 (sesarju.eu)

7 SESAR Joint Undertaking | Airspace Architecture Study - Full (sesarju.eu)

8 2019-04-report-of-the-wise-persons-group-on-the-future-of-the-single-european-sky.pdf (europa.eu)

RMT.0624 Remote aerodrome air traffic services

The development and introduction of new technologies enable the provision of aerodrome ATS (aerodrome ATC service or aerodrome FIS) from geographically independent locations/facilities that are equipped with visual surveillance systems instead of direct visual observation. EASA has delivered and successively maintained guidance supporting the provision of remote aerodrome ATS, and intends to continue doing so in the future. This task is temporarily put on hold with the expectation of reactivating it once relevant further technological and operational developments to be considered are identified.

Status	On hold		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	ATM Master Plan (Level 3 Edition 2022) action AOP14.1 (Remote Tower Services) and AOP14.2 Multiple Remote Tower Module		
Dependencies	n/a		
Affected stakeholders	NCAs, ANSPs, ADR operators		
Affected regulation(s)	Commission Implementing Regulation (EU) 2017/373 Commission Implementing Regulation (EU) No 923/2012 Commission Regulation (EU) No 139/2014 Regulation (EU) 2018/1139		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.4
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	ED.4 - Air Traffic department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	To be determined at a later stage	To be determined at a later stage	To be determined at a later stage

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2	ToR RMT.0624 2019-12-11	<tbd>	<tbd>	<tbd>	<tbd>

RMT.0682 Implementation of the regulatory needs in support of the SESAR deployment

The objective of this task is to develop the regulatory enablers required to facilitate the safe, efficient, interoperable and timely deployment of the operational improvements based on the SESAR solutions stemming from the European ATM MP.

For this purpose, this task addresses those issues which are not covered by other specific RMTs.

The objective of the initial subtask is detailed as follows:

Subtask 1: To amend the applicable EU regulatory framework (in particular Regulation (EC) No 1322/2011 (ACAS Regulation)) to permit the operation of aeroplanes equipped with either ACAS II version 7.1 or ACAS Xa within the European airspace, and to amend Regulation (EU) 2018/1048 (PBN Regulation) to address identified PBN operational issues.

Note: Additional subtasks will be defined for 2026, following the formal approval of the ATM Master Plan and an industrialisation assessment.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	This RMT considers the recommendations stemming from the WPGR and the AAS and supports eight of the EOCs of the ATM MP		
Dependencies	RMT.0161		
Affected stakeholders	ATM/ANS providers; air operators - all; ADR operators; aircraft and system/equipment manufacturers; Member States; NCAs (including military); POA holders; TOs, EUROCONTROL Network Manager; the Agency		
Affected regulation(s)	Commission Implementing Regulation (EU) 2017/373 Commission Implementing Regulation (EU) 2018/1048 Commission Regulation (EU) No 1332/2011		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.4.6
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	ED.4 - Air Traffic department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA with external support	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0682 2019-12-10	NPA 2023-04 2023-05-26	Opinion No 03/2024 2024-06-19	2025-Q1	2026

RMT.750 Regular update of the use of airspace and requirements on aircraft equipment

This RMT relates to the maintenance of Regulation (EU) 2023/1770 and associated AMC and GM:

Subtask 1: The objective of this subtask is to address identified inconsistencies resulting from the transposition of the former Interoperability regulations to ensure a coherent application in the EU framework.

Status	**New**		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Air operators		
Affected regulation(s)	Commission Implementing Regulation (EU) 2023/1770		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.3.5
Harmonisation	No		

WORKING METHOD			
Owner	ED.4 - Air Traffic department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA with external support	Light	NPA - Focused

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	2025-Q4	2026	2027	2027	2028

11.1.4 All-weather operations (AWOs)

Issue/rationale

AWOs are currently addressed by regulations in the following aviation domains: airworthiness, air operations, aircrew, aerodromes, ATM/ANS, as well as in SERA. The existing provisions in these domains have been recently amended to better address technological advancements, align with the ICAO SARPs (e.g. ICAO Annex 6 amendments introducing lower category (CAT) II and CAT III minima and the concept of operational credits, in particular for operations with vision systems), increase the consistency of the provisions across the different domains, carry out cross-domain risk assessments, ensure that better weather information is provided to pilots, as well as harmonise with the FAA and other regulators.

Work continues to further mitigate the risks of weather-related occurrences.

What we want to achieve

The European industry should be enabled to take full advantage of the safety and economic benefits generated through new technologies and operational experience.

How we monitor improvement

Continuous monitoring of the safety issues identified in the relevant Safety Risk Portfolios (refer to EPAS Volume III, in particular Chapters 2, 3 and 4).

The EASA ABs regularly provide feedback on the effectiveness of the related activities.

How we want to achieve it: actions

This section is maintained as a placeholder for future actions.

11.2 Efficiency/proportionality

RMT.0737 Enabling electronic personnel licensing in Europe

Subtask 1

The objective of Subtask 1 is to introduce personnel licences issued in electronic format (EPLs) (referred to as 'Digital Licenses for Aviation Pilots -dLAP)' in past EPAS editions) for flight and cabin crews, air traffic controllers (ATCOs) and Part-66 aircraft maintenance licence holders which will be harmonised across Europe and will be globally accepted, based on compliance with the applicable ICAO SARPs.

The specific objective of this RMT is to develop requirements for the implementation of EPLs in the EU regulatory framework in order to:

- enable the issue, display, validation and verification of an EU EPL on self-contained mobile electronic visual display devices (the EPL will be optional to the hard-copy paper licence; nevertheless, the Member States' NCAs will have an obligation to accept valid EPLs issued by other Member States);
- ensure security, confidentiality, data protection, integrity, authentication and accessibility of the EPL;
- guarantee interoperability of the EPL between different issuing and verifying NCAs and other affected stakeholders;
- transpose ICAO Annex 1 SARPs related to the EPL (Amendment 178 to ICAO Annex 1) into the relevant EU regulations.

Subtask 2

The objective of Subtask 2 of this RMT is to introduce the medical certificate issued in electronic format as a mandatory part of an EPL for pilots and ATCOs.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	Amendment 178 to ICAO Annex 1		
Other ref.	n/a		
Dependencies	RMT.0424		
Affected stakeholders	NCAs; pilots; remote pilots; cabin crew; instructors; examiners; TOs; aircraft operators; AMEs; AeMCs; ATCOs; Part-66 AML holders		
Affected regulation(s)	Commission Implementing Regulation (EU) 2018/1976 Commission Regulation (EU) 2015/340 Commission Regulation (EU) No 1178/2011 Commission Regulation (EU) No 1321/2014 Commission Regulation (EU) 2018/395		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.4
Harmonisation	Yes - ongoing		

WORKING METHOD			
Owner	FS.3 - Aircrew & Medical department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA with external support	Light	NPA - Public
2	By EASA with external support	Light	NPA - Public

RMT.0737 Enabling electronic personnel licensing in Europe

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0737 2022-09-20	NPA 2024-08 19/12/2024	2025-Q3	2026	2026
2		<tbd>	<tbd>	<tbd>	<tbd>

RES.0056 New intelligence solutions exploiting big data technologies and data science

Provision of a mature reference platform for exploitation of big data technologies and data science solutions by aviation stakeholders.

Maturation and validation of a series of new intelligence solutions, methods and/or tools.

Enhancement and augmentation of the intelligence solutions at the disposal of EASA, the EU Member States and the European aviation sector to fulfil their respective missions and duties in the field of aviation safety risk management, security, cyber-security, environmental protection, operational efficiency and training.

Extension of the 'Data4Safety' platform to other domains and use by a larger community of users.

This project is funded by Horizon Europe under the 3rd Contribution Agreement with the European Commission.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	https://www.easa.europa.eu/en/research-projects/bigdata
Dependencies	n/a
Affected stakeholders	NCAs, AOC holders (CAT)
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2026

12. Environmental protection

12. Environmental protection

Refer to EPAS Volume I Section 3.5 'Environment'

Environmental protection and sustainability are key challenges for the aviation industry, Member States, the European Commission and EASA. Sustainable aviation is to a large degree also depending on combatting climate change and reducing the effects of aircraft noise and air pollution on human health. This needs to be considered in the global context to ensure a level playing field for European industry to remain competitive in a rapidly changing world. Environmental standards are key to achieving this.

EASA helps tackle the challenge of ensuring a cleaner, quieter and more sustainable future for the aviation system, including supporting the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

The information below concerns the status of environmental standards. For the full picture, including stakeholder actions and market-based measures, see the European Aviation Environmental Report (EAER)9, which provides an overview of the historic, current and forecast environmental performance of the European aviation sector.

In February 2019, the ICAO Committee on Aviation Environmental Protection (CAEP) agreed on a new nvPM emissions standard and proposed improvements to the existing noise, aircraft engine emissions and aeroplane CO2 emissions standards and guidance. As European environmental standards are defined by reference to ICAO standards, the agreed updates to the environmental standards as well as guidance will need to be incorporated into the European regulatory framework in order to be implemented in Europe.

The actions to implement the ICAO standards in Europe will be adjusted and detailed once the outcome of the ICAO adoption process is communicated in the final version of the ICAO State Letters.

12.1 Standards on noise, local air quality and climate change

Issue/rationale

Implement the ICAO Annex 16 Volume I, II and III standards in Europe.

What we want to achieve

Align:

- Regulation (EU) 2018/1139;
- the implementing rules (Regulation (EU) No 748/2012);
- the AMC and GM to the implementing rules; and
- CS-34, CS-36 and CS-CO2

with the ICAO SARPs and guidance material resulting from the latest CAEP work cycle.

How we monitor improvement

Continuous monitoring of the ICAO adoption process.

Continuous monitoring of the ICAO/CAEP work related to Annex 16 Volumes I, II and III.

Monitoring of the aviation environmental impact through the EAER.

How we want to achieve it: actions

9 2022 EAER

RMT.0514 Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II and III

This task addresses the implementation of the latest adopted amendments to SARPs Volumes I, II and III of ICAO Annex 16.

The 1st subparagraph of Article 9(2) of Regulation (EU) 2018/1139 will be updated to include the reference to the latest amendments.

Regulation (EU) No 748/2012 and the related AMC and GM will be updated to ensure the consistent implementation of the latest applicable environmental protection requirements in the 1st subparagraph of Article 9(2) of Regulation (EU) 2018/1139 for the product certification or declaration of compliance.

Subtask 2 addresses the implementation of the latest adopted amendments to the ICAO Annex 16 Volumes I, II and III SARPs arising from the recommendations of the 12th meeting of the Committee on Aviation Environmental Protection (CAEP/12).

Subtask 3 will address the upcoming amendments to the ICAO Annex 16 Volumes I, II and III SARPs arising from the recommendations of the upcoming 13th meeting of CAEP (CAEP/13).

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	Annex 16, Volumes I, II and III		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	DOA holders, POA holders, NCAs		
Affected regulation(s)	Commission Regulation (EU) No 748/2012 Regulation (EU) 2018/1139		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.5
Harmonisation	Yes - intended		

WORKING METHOD

Owner	CT.4 - Environment & Propulsion Systems Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	By EASA	Light	NPA – Public
3	By EASA	Light	NPA – Public

PLANNING MILESTONES

SubT	Initiation	Consultation	Opinion	Commission IR	Decision
2		NPA 2023-09 2023-11-15	Opinion No 02/2024 2024-05-28	2025	2025-Q3
3		2026	2027	2028	2028

RMT.0733 Environmental protection requirements for products not covered by ICAO Annex 16

This RMT addresses the development of environmental protection requirements (EPRs) in case Volumes I, II and III of ICAO Annex 16, as implemented under RMT.0514, do not contain Standards and Recommended Practices (SARPs) in accordance with the 2nd subparagraph of Article 9(2) of Regulation (EU) 2018/1139.

The EPRs will be issued through a new Commission Delegated Regulation. AMC and GM may be issued.

Regulation (EU) No 748/2012 and the related AMC and GM will be updated to ensure the consistent implementation of the applicable environmental protection requirements in that new Regulation for the product certification or declaration of compliance.

In addition, consistency with the overall EU regulatory framework will be ensured.

This RMT is divided into subtasks for environmental protection requirements addressing specific aspects or products. Subtasks may be added if a need is identified.

Subtask 1 – EPRs for supersonic transport (SST) aeroplanes

This subtask deals with the development of environmental protection requirements for SST aeroplanes, including landing-and-take-off (LTO) noise requirements and CO2 emissions requirements.

EASA published Advance Notice of Proposed Amendment (A-NPA) 2022-05 on 25 May 2022 to present the initial concepts and preliminary draft requirements for LTO noise and CO2 emissions of SST aeroplanes. The feedback received during the consultation was used to further develop the approach for consideration at ICAO during the 13th cycle of the Committee on Aviation Environmental Protection (CAEP/13) for potential updates to ICAO Annex 16. Hence, the next milestones of Subtask 1 are set as 'tbd' below. Subtask 1 may be reactivated in the future depending on the progress of ICAO activities on this matter.

Note: Subtask 1 is the exact transposition of the original RMT.0733, which was first introduced in EPAS 2021-2025 and was limited to SST EPRs.

Subtask 2 – Noise requirements for vertical take-off and landing capable aircraft (VCA):

The VCA technology is rapidly evolving into operational solutions that require the development of appropriate EPRs. This subtask deals with the development of noise requirements for VCA and the related AMC and GM. It builds on the two Environmental Protection Technical Specifications (EPTS) 'Noise' applicable to VCA powered by non-tilting and tilting rotors published by the Agency in 2023 and 2024.

Subtask 3 – Noise requirements for unmanned aircraft systems (UAS):

This subtask deals with the development of noise requirements and related AMC and GM for UAS of the 'specific' and 'certified' categories. It replaces former Subtask F of RMT.0230 (which was not initiated) and will be put on hold until the need to develop noise requirements for UAS in these categories is confirmed.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	DOA holders, POA holders, NCAs		
Affected regulation(s)	Commission Regulation (EU) No 748/2012 Regulation (EU) 2018/1139		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I Section 3.5
Harmonisation	Yes - intended		

RMT.0733 Environmental protection requirements for products not covered by ICAO Annex 16

WORKING METHOD			
Owner	CT.5 - Policy, Innovation & Knowledge Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA	To be determined at a later stage	To be determined at a later stage
2	By EASA	Light	NPA - Public
3	By EASA	To be determined at a later stage	To be determined at a later stage

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0733 2021-12-16	A-NPA 2022-05 2022-05-25	<tbd>	<tbd>	<tbd>
2		NPA 2024-106	2026-Q2	2027	2027
3		<tbd>	<tbd>	<tbd>	<tbd>

RES.0024 Assessment of environmental impacts - engine emissions

The objective of this research project is to improve the ICAO Annex 16 Volume II engine emissions sampling and measurement requirements for nvPM mass and number, and to propose more robust practices.

The work aims to:

- analyse the relative share of aircraft fitted with engines not regulated for nvPM in operations and emissions at individual European aerodromes;
- propose and test new or novel sampling designs and measurement techniques taking into account the latest technological advances;
- measure gaseous emissions (e.g. NOx, HC, CO, CO2), smoke emissions, nvPM mass and number emissions, nvPM particle size for both regulated and non-regulated engines (e.g. small turbofan engines with a rated thrust below 26.7 kN, turboprop, turboshaft).

This research project is funded by Horizon 2020 under the 1st Research Contribution Agreement with the European Commission.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	Environmental Research - Engine Emissions (https://www.easa.europa.eu/research-projects/environmental-research-engine-emissions)
Dependencies	n/a
Affected stakeholders	DOA holders, AOC holders (CAT)
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

RES.0049 Non-CO_2 emissions: assessment of climate impact and policy options

The objective of this project is the assessment of the climate impact of non-CO_2 emissions and the development of policy options.

It will entail the following:

- Consolidation of scientific knowledge and reduction in uncertainties related to the impact of aviation non-CO_2 emissions on climate.
- Support the coordination of ongoing and planned research initiatives addressing the scientific knowledge gaps and the identified mitigation measures to the climate impact.
- Enhanced quantification methods and tools used for non-CO_2 emissions inventories, environmental impact assessment and evaluation of policy options.

Ongoing projects funded by Horizon 2020.

Further projects planned under the Horizon Europe and the SESAR3 programmes:

- ACACIA (https://www.acacia-project.eu/)
- ALTERNATE (https://cordis.europa.eu/project/id/875538/reporting)
- CLIMOP (https://www.climop-h2020.eu/)

Status	Not started
SIs	n/a
SRs	n/a
Reference(s)	https://www.easa.europa.eu/en/research-projects/nonco2
Dependencies	n/a
Affected stakeholders	Aircraft manufacturers and OEMs, AOC holders (CAT), ANSPs, NCAs
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2027

RES.0052 Noise / emission standards for supersonic aircraft

The objective of this research project is to develop a thorough understanding of and detailed modelling methods for emissions, noise levels (including sonic boom), landing and take-off phases, and the global environmental impact of supersonic aircraft and contribute to the development of international standards for supersonic flights.

The action is realised through a series of projects funded by the EU Horizon 2020 programme; further information is available at:

SENECA project (https://cordis.europa.eu/project/id/101006742)

MOREandLESS (https://cordis.europa.eu/project/id/101006856)

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	Aircraft manufacturers and OEMs, AOC holders (CAT), NCAs
Owner	SM.2 - Strategy & Programmes department

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2025

In addition to the above, the following RMT is also relevant:

RMT.0727 Alignment of Part 21 with Regulation (EU) 2018/1139 (including simple and proportionate rules for General Aviation)

The full description of this action is included in Chapter 6.

12.2 Market-based measures

Issue/rationale

The adoption of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) by ICAO in 2016 was the first time a single industry sector agreed to a global market-based measure in the field of climate action. It is forecast that CORSIA will mitigate between 460 and 2 000 million tonnes of CO_2 emissions between 2021 and 2035, making CORSIA one of the largest carbon pricing instruments in the world in terms of greenhouse gas emissions coverage.

The CORSIA monitoring, reporting and verification system, which started on 1 January 2019, is important as it will establish the emissions baseline from which growth will be measured for the first carbon offsetting obligations in 2021.

What we want to achieve

Support the preparation of the CORSIA implementation through the development of standard methods and tools for the assessment of global emissions units and the related offsetting requirements.

How we monitor improvement

The EASA ABs regularly provide feedback on the effectiveness of the related activities.

How we want to achieve it: actions

This section is maintained as a placeholder for future actions.

Appendixes

Appendix A: Rulemaking and safety promotion deliverables published in 2024

Rulemaking deliverables:

ToRs

Reference	Title	Publ. date
ToR RMT.0502 Issue 1	Certification Specifications for Hot-Air Airships (CS-31HA)	2024-04-15
ToR RMT.0514 Issue 3	Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II and III	2024-09-23
ToR RMT.0707 Issue 2	Medical regulation - combination of Part-MED (Annex IV) of Commission Regulation (EU) No 1178/2011 and Part ATCO.MED (Annex IV) of Commission Regulation (EU) 2015/340	2024-04-04
ToR RMT.0742	Artificial intelligence trustworthiness	2024-06-19
ToR RMT.0743	Regular update of the AMC & GM associated with the ATM/ANS equipment conformity assessment framework	2024-06-11
ToR RMT.0744	Regular update of the Detailed Specifications for ATM/ANS equipment	2024-06-17
ToR RMT.0749	Regular update of Regulation (EU) 2023/2117 (Repository of civil-aviation-related information)	2024-06-20

NPAs

Reference	Title	Task number
NPA 2024-01	Introduction of a regulatory framework for the operation of drones — Enabling innovative air mobility with manned VTOL-capable aircraft	RMT.0230-C3
NPA 2024-02	Regular update of the air operations rules - Enhanced implementation of FDM programmes and miscellaneous amendments	RMT.0392-1e
NPA 2024-03	Regular update of CS-ETSO	RMT.0457-2
NPA 2024-04	Regular update of Commission Regulation (EU) No 748/2012 and the associated acceptable means of compliance and guidance material	RMT.0031-3
NPA 2024-05	Conformity assessment - Establishment of a European certification/ declaration system for safety-related aerodrome equipment	RMT.0161-4
NPA 2024-06	Introduction of a regulatory framework for the operation of drones — Enabling the initial airworthiness of UAS subject to certification, and the continuing airworthiness of those UAS operated in the 'specific' category	RMT.0230-C4
NPA 2024-101	Update of the flight simulation training device requirements (Air OPS and Aircrew Regulations and associated AMC & GM)	RMT.0196-2

Reference	Title	Task number
NPA 2024-102	Update of the flight simulation training device requirements (CS-FSTD)	RMT.0196-2
NPA 2024-103	Regular update of Regulation (EU) 2023/2117 (Repository of information)	RMT.0749-1
NPA 2024-104	Regular update of Regulations (EU) Nos 1178/2011 and 965/2012 regarding pilot training, testing and checking, and related oversight	RMT.0587-3
NPA 2024-105	Proposed amendments to the acceptable means of compliance and guidance material to Commission Regulation (EU) No 965/2012 | Regular update of the air operations rules – ICAO alignment	RMT.0392-1f
NPA 2023-106	Ground handling requirements	RMT.0728

OPINIONS

Reference	Title	Task number Subtask(s)
Opinion No 01/2024	Ground handling requirements	RMT.0728
Opinion No 02/2024	Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II and III	RMT.0514-2
Opinion No 03/2024	Implementation of the regulatory needs in support of the SESAR deployment | Introduction of ACAS Xa for operations and PBN specifications for oceanic operations in the single European sky (SES)	RMT.0682-1
Opinion No 04/2024	New air mobility — Continuing airworthiness rules for electric- and hybrid-propulsion aircraft and other non-conventional aircraft | Gyroplanes: flight crew licensing for private pilot licences and non-commercial operations conducted in visual flight rules by day and by night	RMT.0731-1, RMT.0731-2
Opinion No 05/2024	Helicopter crash-resistant fuel systems | Information on cargo compartment fire protection capabilities | Runway overrun awareness and alerting systems | Conversion of Class D compartments	RMT.0710-1, RMT.0740-1
Opinion No 06/2024	Training the next generation of ATCOs: Setting performance standards for the initial training output based on the principles of CBTA, enabling the virtualisation of training and the acceptance of ATCO licences issued by third countries	RMT.0668-3, RMT.0668-3
Opinion No 07/2024	Regular update of Commission Implementing Regulation (EU) 2023/2117 | Repository of civil-aviation-related information — List of information objects	RMT.0749-1

DECISIONS

Reference	Title	Type	Task number Subtask(s)
2024/001/R	Conformity assessment of ATM/ANS equipment		RMT.0161-3
2024/002/R	Design or production organisations of ATM/ANS equipment		RMT.0161-3

Reference	Title	Type	Task number Subtask(s)
2024/003/R	CS-ACNS in support of the automatic dependent surveillance-contract extended projected profile (ADS-C EPP) capability - CS-ACNS Issue 5		RMT.0524-1
2024/004/R	Regular update of the aerodrome rules: Aerodrome safety and change of aerodrome operator | Occurrence reporting		RMT.0591-3
2024/005/R	Correcting ED Decision 2024/004/R - 'Transposition of "AMC1 ADR.OR.D.005(b)(11) Management System" from Annex I into Annex III to ED Decision 2024/004/R to correct its applicability date'		RMT.0591-3
2024/006/R	Regular update of the standardised European rules of the air — AMC and GM to Implementing Regulations (EU) 2024/403 and (EU) 2024/404, and to Delegated Regulation (EU) 2024/405		RMT.0476-1, RMT.0476-2
2024/007/R	Regular update of the standardised European rules of the air — AMC and GM to Implementing Regulations (EU) 2024/403 and (EU) 2024/404, and to Delegated Regulation (EU) 2024/405		RMT.0476-1, RMT.0476-2
2024/008/R	Regular update of the standardised European rules of the air — AMC and GM to Implementing Regulations (EU) 2024/403 and (EU) 2024/404, and to Delegated Regulation (EU) 2024/405		RMT.0476-1, RMT.0476-2

Safety promotion deliverables

Task number	Title	Link to published material

Appendix B: Rulemaking deliverables planned in 2025

ToRs:

Nr	Baseline quarter	Task number	Task title
1	1	RMT.0748-1	Regular update of the U-space regulatory framework, Commission Implementing Regulation (EU) 2021/664 (U-space), Commission Implementing Regulation (EU) 2021/665 (Part-ATS), Commission Implementing Regulation (EU) 2021/666 (Rules of the air), and related AMC & GM
2	2	RMT.0746-1	Regular update of the aerodrome rules for the transposition of ICAO SARPs amendments - Transposition of ICAO amendments to Annex 14 Volume II on heliports
3	2	RMT.0752	Continued integrity verification programme (CIVP)
4	4	RMT.0750-1	Regular update of the use of airspace and requirements on aircraft equipment

NPAs and other consultations:

Nr	Baseline quarter	Task number	Task title
1	1	RMT.0476-6	Regular update of the standardised European rules of the air - Second comprehensive regular update of SERA
2	1	RMT.0729-2	Regular update of Regulations (EU) 2019/945 and 2019/947 (drones in the 'open' and 'specific' categories)
3	1	RMT.0731-4C	New air mobility - air operations rules for airships
4	1	RMT.0733-2	Environmental protection requirements for products not covered by ICAO Annex 16
5	2	RMT.0184-2	Regular update of CS-E
6	2	RMT.0687-3	Regular update of CS-23
7	2	RMT.0707-2	Medical regulation - combination of Part-MED (Annex IV) of Commission Regulation (EU) No 1178/2011 and Part ATCO MED (Annex IX) of Commission Regulation (EU) 2015/340
8	2	RMT.0719-6	Regular update of air traffic management/air navigation services rules (IRs and AMC & GM)
9	2	RMT.0732-2	Repository of aviation-related information (Article 74 of the Basic Regulation) - AMC and GM to support the establishment and management of the repository
10	2	RMT.0741	Take-off performance parameters and position errors - large aeroplanes

Nr	Baseline quarter	Task number	Task title
11	2	RMT.0742-1	Artificial intelligence trustworthiness - Preparation of a generic AI trustworthiness framework
		RMT.0742-2	Artificial intelligence trustworthiness - Development of a generic set of acceptable means of compliance and guidance material for the AI trustworthiness framework
12	2	RMT.0743-1	Regular update of the AMC & GM associated with the ATM/ANS ground equipment conformity assessment framework
13	2	RMT.0749-2	Regular update of Regulation (EU) 2023/2117 (Repository of civil-aviation-related information)
14	3	RMT.0161-5	Conformity assessment - Establishment of a European certification/declaration system for safety-related aerodrome equipment
15	3	RMT.0735-1	Regular update of the CAW Regulation
16	3	RMT.0744-1	Regular update of the detailed specifications for ATM/ANS ground equipment
17	4	RMT.0727-4	Alignment of Part 21 with Regulation (EU) 2018/1139 (including simple and proportionate rules for General Aviation) - Review of the ETSO system
18	4	RMT.0742-3	Artificial intelligence trustworthiness - Domain adaptation to AI for airworthiness, ATM/ANS, unmanned aircrafts/U-space and aerodromes
		RMT.0742-4	Artificial intelligence trustworthiness - Domain adaptation to AI for other affected domains
19	4	RMT.0748-1	Regular update of the U-space regulatory framework, Commission Implementing Regulation (EU) 2021/664 (U-space), Commission Implementing Regulation (EU) 2021/665 (Part-ATS), Commission Implementing Regulation (EU) 2021/666 (Rules of the air), and related AMC & GM

Opinions:

Nr	Baseline quarter	Task number	Task title
1	1	RMT.0196-2	Update of the flight simulation training device requirements
2	1	RMT.0719-4b	Regular update of air traffic management/air navigation services rules (IRs and AMC & GM) - Alignment of Regulation (EU) 2017/373 with the evolving ICAO provisions
3	2	RMT.0161-4	Conformity assessment - Establishment of a European certification/declaration system for safety-related aerodrome equipment
4	2	RMT.0544	Review of Part-147

Nr	Baseline quarter	Task number	Task title
5	3	RMT.0392-1a RMT.0392-1b RMT.0392-1e	Regular update of the air operations rules
6	3	RMT.0492-1	Development of FTL rules for CAT operations of emergency medical services by aeroplanes (AEMS) - Development of harmonised and state-of-the-art rules for AEMS
		RMT.0493	Update and harmonisation of the FTL rules for CAT by aeroplanes for air taxi and single-pilot operations
7	3	RMT.0737-1	Enabling electronic personnel licensing in Europe
8	4	RMT.0031-3	Regular update of the Initial Airworthiness Regulation and associated AMC and GM - POA & DOA holders
		RMT.0727-3	Alignment of Part 21 with Regulation (EU) 2018/1139 (including simple and proportionate rules for General Aviation) - Certification of non-installed equipment (NIE)
9	4	RMT.0707-2	Medical regulation —- combination of Part-MED (Annex IV) of Commission Regulation (EU) No 1178/2011 and Part ATCO MED (Annex IX) of Commission Regulation (EU) 2015/340
10	4	RMT.0749-2	Regular update of Regulation (EU) 2023/2117 (Repository of civil-aviation-related information)

Decisions:

Nr	Baseline quarter	Task number	Task title
1	1	RMT.0190	Requirements for relief pilots
2	1	RMT.0287-2a	Regular update of Part-MED, of Part-ARA Subpart ARA.AeMC and ARA.MED, and of Part-ORA Subpart ORA.AeMC, as well as of the related AMC and GM Update the medically relevant subparts of Part-ARA and Part-ORA
		RMT.0287-2b	Address the numerous exemptions related to increasing the pilot age limit from 60 to 65 years for single-pilot commercial air transport operations in HEMS
3	1	RMT.0392-1f	Regular update of the air operations rules - improve harmonisation with ICAO SARPS and related documentation
4	1	RMT.0587-3	Regular update of regulations regarding pilot training, testing and checking and the related oversight
5	1	RMT.0678-2	Simpler, lighter and better flight crew licensing requirements for general aviation
6	1	RMT.0710-1	Improvement in the survivability of rotorcraft occupants in the event of a crash - Crash-resistant fuel systems

Nr	Baseline quarter	Task number	Task title
7	1	RMT.0711	Reduction in accidents caused by failures of critical rotor and rotor drive components through improved vibration health monitoring systems
8	1	RMT.0728	Development of requirements for ground handling
9	2	RMT.0180	Turbine-engine endurance and initial maintenance inspection testing, and substantiation of piston-engine time between overhauls (TBO)
10	2	RMT.0230-C4	Introduction of a regulatory framework for the operation of drones - Development of AMC/GM applicable to regulations for manned VTOL aircraft developed under subtask C#1
11	2	RMT.0731-1	New air mobility - Continuing Airworthiness (CAW) rules for electric and hybrid propulsion aircraft and other non-traditional aircraft
		RMT.0731-2	New air mobility - Aircrew and Air Operations rules for gyroplanes
12	3	RMT.0499-2	Regular update of CS-MMEL
13	3	RMT.0514-2	Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II and III - Implementation of the CAEP/12 ICAO SARPs
14	3	RMT.0732-2	Repository of aviation-related information (Article 74 of the Basic Regulation) - AMC and GM to support the establishment and management of the repository - Produce the AMC and GM with details on how to establish and manage the repository
15	3	RMT.0740-1	Regular update of Regulations (EU) 748/2012 and (EU) 2015/640 and associated AMC&GM and CS-26 to transpose ICAO SARPs
16	4	RMT.0719-4b	Regular update of air traffic management/air navigation services rules (IRs and AMC & GM) - Align Regulation (EU) 2017/373 with the evolving ICAO provisions

Appendix C: Overview of new actions, actions deleted, put on hold, or completed in 2024

New:

Task number	Task title
IST.0004	Support the implementation of the Ground Handling Regulation
RMT.0749	Regular update of Regulation (EU) 2023/2117 (Repository of civil-aviation-related information)
RMT.0750	Regular update of the use of airspace and requirements on aircraft equipment
RMT.0751	Protection of aerodrome surroundings
RMT.0752	Continued integrity verification programme (CIVP)
RMT.0753	Regular update of Regulations (EU) 2023/203 and 2022/1645 and of the associated AMC & GM

Deleted:

Task number	Task title	Reason
RMT.0725	Rotorcraft chip detection system	Following assessment of the impacts
RMT.0096	Amendments (IRs and AMC & GM) in line with the process of granting foreign Part-145 approvals	Merged with RMT.0735 (regular update CAW)

On hold:

Task number	Task title
EVT.0007	Evaluation of Regulation (EU) No 748/2012 related to the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations
EVT.0012	Evaluation of Commission Regulation (EU) No 139/2014 (the aerodromes Regulation)
RMT.0318	Single-engine helicopter operations
RMT.0494	FTL rules for helicopter commercial operations
RMT.0495	FTL rules for aeroplane commercial operations other than CAT
RMT.0624	Remote aerodrome air traffic services
RMT.0708	Controlled flight into terrain prevention with helicopter terrain awareness warning systems (HTAWSs)
RMT.0722	Provision of digital aeronautical data by aerodrome operators
RMT.0724	Improvement of operating information provided to rotorcraft flight crew
RMT.0738	Next generation of air traffic controller licensing rules (IRs and AMC & GM)

Completed:

Task number	Task title
RES.0011	Helicopter, tilt rotor and hybrid aircraft gearbox health monitoring - in-situ failure detection
RES.0017	Means of compliance addressing icing hazard linked to super cooled large droplet (SLDs) and glaciated (ice crystals) icing environment
RES.0025	Assessment of environmental impacts —- rotorcraft noise
RES.0026	Market-based measures (ETS and CORSIA)
RES.0031	Interoperability of different iConspicuity devices/systems
RES.0035	Helicopter underwater evacuation
RES.0036	Risk assessment tool
RES.0037	Machine learning Application Approval
RES.0038	Standards Evaluation Project supporting European Regulations for Drones
RES.0041	Mental health for pilots and ATCOs
RES.0045	Implementation of the 'triple one' concept for aerodromes
RES.0050	Aircraft certification using modelling and numerical simulations
RES.0051	Electric and hybrid propulsion for regional and short-medium range aircraft transport categories
RMT.0524	Data link services
RMT.0726	Rotorcraft occupant safety in the event of a bird strike

Regular-update RMTs without active cycle, removed from this edition:

Task number	Task title
RMT.0037	Regular update of CS-22
RMT.0503	Regular update of CS-APU
RMT.0508	Regular update of CS-CCD
RMT.0509	Regular update of CS-FCD
RMT.0541	Regular update of aircraft type ratings for Part-66 aircraft maintenance licences
RMT.0591	Regular update of the aerodromes rules
RMT.0605	Regular update of CS-LSA
RMT.0643	Regular update of AMC-20
RMT.0684	Regular update of CS-P
RMT.0688	Regular update of CS-SIMD
RMT.0690	Regular update of CS-STAN
RMT.0745	Regular update of the CSs for safety-related ADR equipment

Appendix D: Overview of the Strategic Priorities

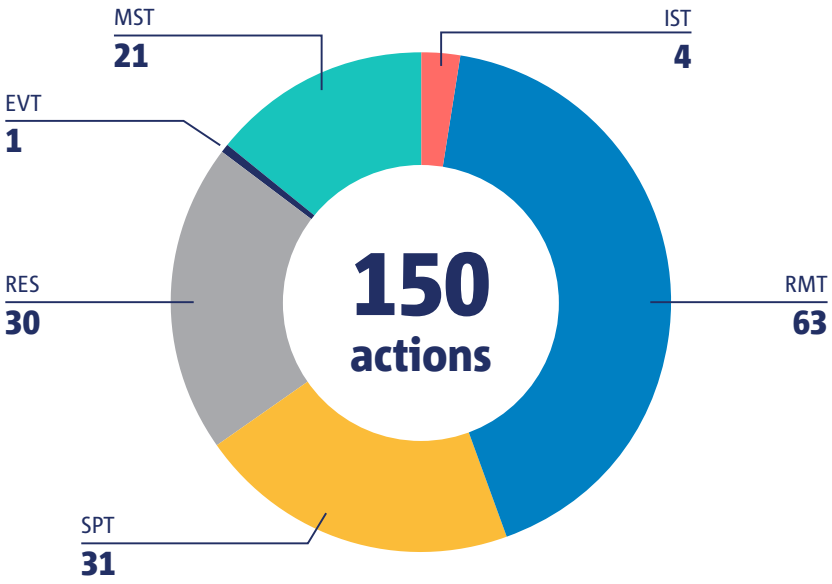
Chapter/Section	Chapter/Section description
Introduction -> Overall Strategic Direction	Build a (crisis-)resilient aviation system in Europe • build on lessons learned from COVID-19 • foster safety management implementation at State and industry level • promote the establishment of an emergency/crisis management function as part of the SMS and the SSP
3.1	**Strategic priorities — SYSTEMIC SAFETY AND RESILIENCE**
3.1.1	Manage risk interdependencies
3.1.1.1	Manage information security risks
3.1.1.2	Manage security risks with an impact on aviation safety
3.1.1.3	Manage the risks arising from conflict zones
3.1.1.4	Manage the risks arising from socio-economic factors
3.1.1.5	Manage public and aviation health safety (AHS) risks
3.1.1.6	Manage the impact of climate change on aviation safety
3.1.1.7	Manage the balance between aviation safety and other societal needs
3.1.1.7(a)	— Optimise frequency spectrum use and reduce safety impact (5G)
3.1.1.7(b)	— Optimise aerodrome surroundings and obstacle clearance
3.1.2	Improve safety by improving safety management
3.1.2.1	Achieve effective implementation of the SSP/SPAS in Member States
3.1.2.2	Achieve effective implementation of management systems (SMS) in industry
3.1.3	Manage human factors and human performance (all domains)
3.1.3.1	Address human factors and human performance issues — general
3.1.3.2	Exploit new advances in medicines and health monitoring
3.1.4	Civil-military coordination and cooperation
3.1.5	Capable and streamlined oversight
3.1.5(a)	— Strengthen the oversight capabilities of NCAs
3.1.5(b)	— Support NCAs' cooperative oversight: group operations, implementation of 'one CAMO' for airline business groups
3.1.5(c)	— New organisation approvals under Article 65 of the BR (UAS/eVTOL/U-space)
3.1.6	Ensure a level playing field
3.1.6.1	Address deficiencies identified through standardisation
3.1.6.2	Remove obstacles for a well-functioning single market
3.1.6.2(a)	— Support smooth aircraft movements within European registers
3.1.6.2(b)	— Ensure uniform qualifications of staff certifying maintenance of components across Europe
3.2	**Strategic priorities — COMPETENCE OF PERSONNEL**
3.2.1	Cross-domain priorities
3.2.1.1	Improve the level of language proficiency in aviation
3.2.1.2	Facilitate the implementation of competency-based training assessment (CBTA)

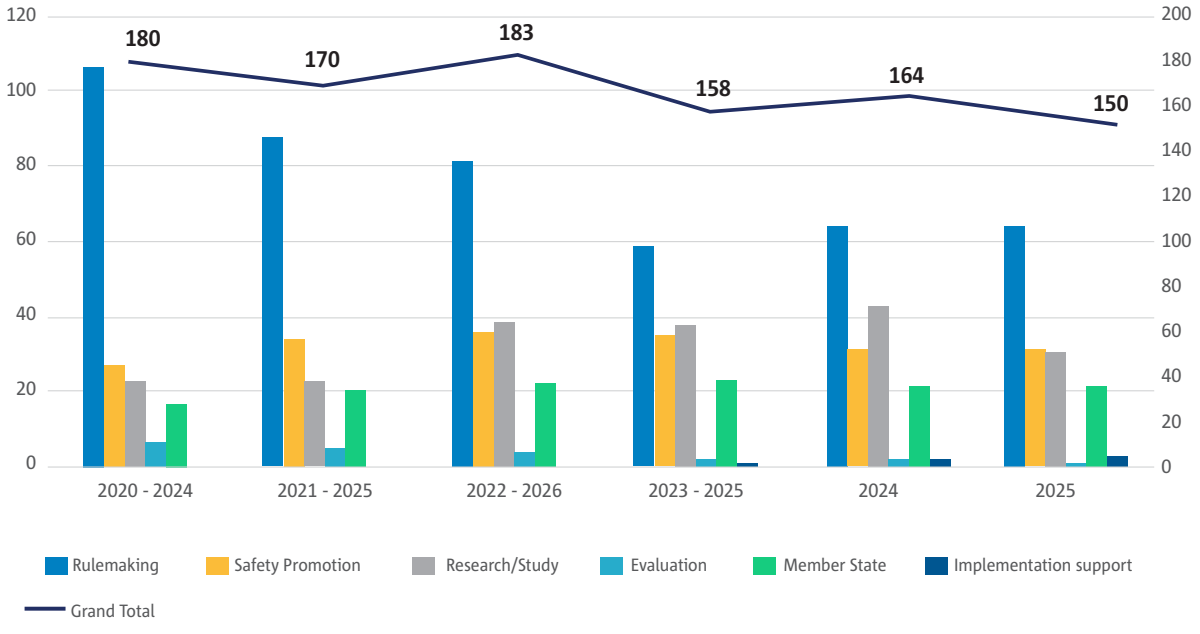
Chapter/Section	Chapter/Section description
3.2.2	Aircrew priorities (flight and cabin crews)
3.2.2.1	Data for training
3.2.3	Priorities for ATCOs and other personnel involved in ATM/ANS
3.2.4	Priorities for aviation maintenance personnel
3.2.4(a)	— Improve training and examinations for mechanics
3.2.4(b)	— Ensure that maintenance is certified by competent personnel (linked to B1/B2 support staff)
3.2.5	Priorities for other aviation personnel (ADR/GH)
3.3	**Strategic priorities — OPERATIONAL SAFETY**
3.3.1	Ensure operational safety in CAT aeroplane operations (airlines and air taxi passenger/cargo) and NCC aeroplane operations
3.3.1.1	Address safety risks in CAT aeroplane and NCC aeroplane operations
3.3.1.2	Ensure availability of high-quality geo-data to support safe increases in traffic
3.3.1.3	Enable proportionate rules for 'business aviation' addressing the CAT/NCC boundary, including relation to environmental protection
3.3.2	Ensure operational safety in rotorcraft operations
3.3.3	Ensure operational safety in General Aviation (GA)
3.3.4	Ensure operational safety in initial and continuing airworthiness
3.3.4.1	Address safety risks in initial and continuing airworthiness
3.3.4.2	Improve safety assessment of human factors in aircraft certification
3.3.5	Ensure operational safety in air traffic management/air navigation services (ATM/ANS)
3.3.5.1	Address safety risks in ATM/ANS
3.3.5.2	Ensure the safety of ATM/ANS equipment
3.3.5.3	SES II+ implementation
3.3.6	Ensure operational safety in aerodrome operations (ADR) and ground handling (GH)
3.3.6.1	Address safety risks in ADR and GH
3.3.6.2	Create a certification system for aerodrome equipment
3.3.6.3	Create an EU regulatory framework for ground handling
3.4	**SAFE AND SUSTAINABLE INTEGRATION OF NEW TECHNOLOGIES AND CONCEPTS**
3.4.1	Artificial intelligence (AI) in Aviation Programme
3.4.2	Digitalisation in Aviation Programme
3.4.2.1	European electronic personnel licences (EPLs)
3.4.3	Innovative aerial Services and other mobility and operational concepts
3.4.3.1	Establish a comprehensive EU regulatory framework for UAS and manned VTOL-capable aircraft
3.4.3.2	Ensure safe U-space implementation
3.4.3.3	Ensure the safe integration of other air mobility and operational concepts
3.4.4	Virtual certification: modelling and simulation (M&S)
3.4.5	ATCOs — system-based licensing system
3.4.6	SESAR research and development for new ATM/ANS functionalities
3.4.7	Ensure the safe integration of extended minimum-crew operations (eMCOs)
3.4.8	Ensure the safe integration of new business models in air operations
3.4.8.1	Ensure transparent conditions for airline group operations
3.4.9	New propulsion technologies

Chapter/Section	Chapter/Section description
3.4.9.1	Enable the safe integration of electric and hybrid propulsion technologies
3.4.9.2	Enable the safe integration of hydrogen-powered technologies
3.4.10	Ensure the safe integration of higher-airspace operations
3.5	**ENVIRONMENT**
3.5.1	Facilitate the decarbonisation of the aviation system through Agency initiatives
3.5.2	Act towards sustainable aviation through environmental certification and standards
3.5.3	Act towards sustainable aviation through effective transversal actions at European level (implementation of Article 87 of the BR)
3.5.4	Act towards sustainable aviation through flight standards and ATM-related actions for increased operational efficiency

Appendix E: Key indicators in terms of EPAS actions

This Appendix presents an overview on the number of actions detailed in Volume II, illustrating the distribution by EPAS action type and the evolution over the last years.





Appendix F: Overview of Best Intervention Strategies (BISs)

This table provides an overview of the status of the ongoing BISs as of 23 October 2024, which are sufficiently progressed to then lead soon to a decision for new EPAS actions.

BIS title	Short description	Status for EPAS
Flight operations - aeroplanes		
Crew interoperability	The BIS will analyse the opportunity for AOC holders to exchange aircrew among the same holding/parent companies, in EASA Member States.	AB consultation between 4 July and 30 September 2024
General Aviation		
Risks associated with parachuting operations	A new BIS is planned on the safety in parachuting aircraft operations.	AB consultation planned for Q4 2024
New products, systems, technologies and operations		
Road / gyroplanes	The BIS addresses in a phased approach, first, the issue of regulatory gaps in the continuous airworthiness, flight crew licensing and AIR OPS rules for gyroplane non-commercial operations, and second, the issue raised by an EASA type-certificate project on a gyroplane with road transport capabilities (usually such type of aircraft are called flying cars). **Outcome: RMT.0731 New air mobility Subtask 2 'Gyroplanes'** (ToR published, scope: FCL requirements for private pilot licence and non-commercial operations). Opinion No 04/2024 was published in 2024.	Work in progress on the flying cars (multimodal transport aircraft). AB consultation planned for Q4 2024

Appendix G: Index

EValuation Tasks

Implementation Support Tasks

Member State Tasks

RESearch projects

RuleMaking Tasks

Safety Promotion Tasks

EASA
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