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1. EPAS action categories

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

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

Rulemaking tasks (RMTs)

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

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

Regular-update tasks 'address miscellaneous issues of non-controversial nature' as described in Article 4 of MB Decision No 01/2022¹. These tasks are programmed as and when subjects arise, and therefore do not follow a common timeline. Regular updates of the implementing rules and related AMC & GM are initiated when relevant data is available to support the need for an update, e.g. following a regular update of ICAO Standards and Recommended Practices (SARPs), updated industry standards, feedback from certification activities or to address minor issues raised by the stakeholders.

'Regular Update' RMTs for which the previous cycle is completed, and not enough candidates exist to initiate the next cycle, are removed from this edition; their list is provided in Appendix C.

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



Implementation support tasks (ISTs)

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

Safety promotion tasks (SPTs)

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

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

Research actions (RES)

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

Evaluation tasks (EVTs)

EVTs are used to assess whether existing aviation regulations and related initiatives (e.g. SPTs) are delivering the expected results at minimum cost. For further details, refer to supporting document [‘How EPAS is developed’](#), Section 3.6.



Member State tasks (MSTs)

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

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

2. How individual actions are presented

Each of the six EPAS action types is presented using one of the templates described in sections 0 (RMTs), 0 (ISTs), 2.3 (SPTs), 2.4 (RES), 2.5 (EVTs) and 0 (MSTs).

Some elements are common to all action types:

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

Title: a short

Description: details on:

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

Status: one of the following values:

- New: when the task appears for the first time in EPAS;
- Ongoing: when the task is active and being worked on;
- Completed: when the task is completed in the current edition of EPAS.
- Not started
- On-hold
- Merged

Safety Issues (SIs): the list of safety issue that this task aims to address, in accordance with the related safety risk portfolio (EPAS Volume III)



Safety Recommendations (SRs): the list of safety recommendations that are relevant to the task

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

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

Affected stakeholders: list of all stakeholders affected by the task, expressed as types of organisations, categories of personnel or more specific groups.

The following fields are specific to RMTs and SPTs:

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

Other ref.: related actions in other plans (e.g. ATM Master Plan) or other important reference documents, where relevant

The following fields are specific to ISTs, SPTs, EVT and MSTs:

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

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

The following fields are specific to ISTs, EVT, MST and RES projects:

Reference(s): related actions in other plans or other important reference documents, where relevant



2.1 EPAS template for RMTs

RMT.xxxx	Title				
Description					
Status					
Sis					
SRs					
ICAO ref.					
Other ref.					
Dependencies					
Affected stakeholders					
Affected regulation(s)					
Strategic priority			Harmonisation		
WORKING METHOD					
Owner					
SubT	Development	Impact Assessment(s)	Consultation		
PLANNING MILESTONES					
SubT	Initiation	Consultation	Opinion	Commission IR	Decision

The following fields are specific to RMTs:

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

Strategic priority: where relevant, a reference to a section of EPAS Vol. I (“Strategic priorities”)

Harmonisation: an indication as to whether the RMT is aimed at harmonising the rules with those of third countries, to alleviate differences between EASA and other aviation authorities, in particular those with which the EU has concluded a bilateral aviation safety agreement (BASA) (currently: Brazil, Canada, China, Japan and USA), while ensuring an equivalent level of safety.

Possible entries are:

- “Yes”

- “No”

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

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



Subtask: an optional number / text referring to:
- a subtask in the case of single RMTs, where an RMT is subdivided in subtasks;
- a cycle in the case of regular update tasks.
The line is repeated for each subtask or cycle, and the relevant values (“Development”, “Impact assessment” and “Consultation”) are chosen for each line.

Development: the method chosen to develop the (sub)task
The values can be:
- “by EASA”
- “By EASA with external support”
- “By EASA with the support of a Rulemaking Group”

Impact assessment: the method chosen to evaluate the impact of the work.
The values can be:
- “Light”
- “Detailed”

Consultation: the method chosen to consult the relevant parties.

Planning milestones: the reference to the published deliverables or an indication of the planning.
The field can contain:
- A date in the future,
- A document reference and a publication date, when the deliverable was already published.

The formal rulemaking process deliverables are:

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

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

Note that:

- Where the documents are already delivered, the document reference and the publication date are provided in date format: dd/mm/yyyy;
- For documents yet to be delivered, the planned date for publication is provided in year or in year-quarter format (yyyy Qn). The latter is only used for deliverables expected in the first year of the new EPAS reference period.
- In case an RMT has several subtasks (SubT) or cycles, a separate line will provide deliverables and planning milestones for each subtask or cycle (1-n).



2.2 EPAS template for ISTs

IST.xxxx	Title
Description	
Status	
Sis	
SRs	
Reference(s)	
Dependencies	
Affected stakeholders	
Owner	
EXPECTED OUTPUT	
Deliverable(s)	Timeline

2.3 EPAS template for SPTs

SPT.XXXX	Title
Description	
Status	
Sis	
SRs	
ICAO ref.	
Other ref(s)	
Dependencies	
Affected stakeholders	
Owner	
EXPECTED OUTPUT	
Deliverable(s)	Timeline



2.4 EPAS template for RES projects

RES.xxxx	Title	
Description		
Status		
SIs		
SRs		
Reference(s)		
Dependencies		
Affected stakeholders		
Owner		
PLANNING MILESTONES		
Starting date	Interim report	Final report

The following fields are specific to RES:

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

2.5 EPAS template for EVT

EVT.xxxx	Title	
Description		
Status		
SIs		
SRs		
Reference(s)		
Dependencies		
Affected stakeholders		
Owner		
EXPECTED OUTPUT		
Deliverable(s)	Timeline	



2.6 EPAS template for MSTs

MST.xxxx	Title
Description	
Status	
Sis	
SRs	
Reference(s)	
Dependencies	
Affected stakeholders	
Owner	
EXPECTED OUTPUT	
Deliverable(s)	Timeline