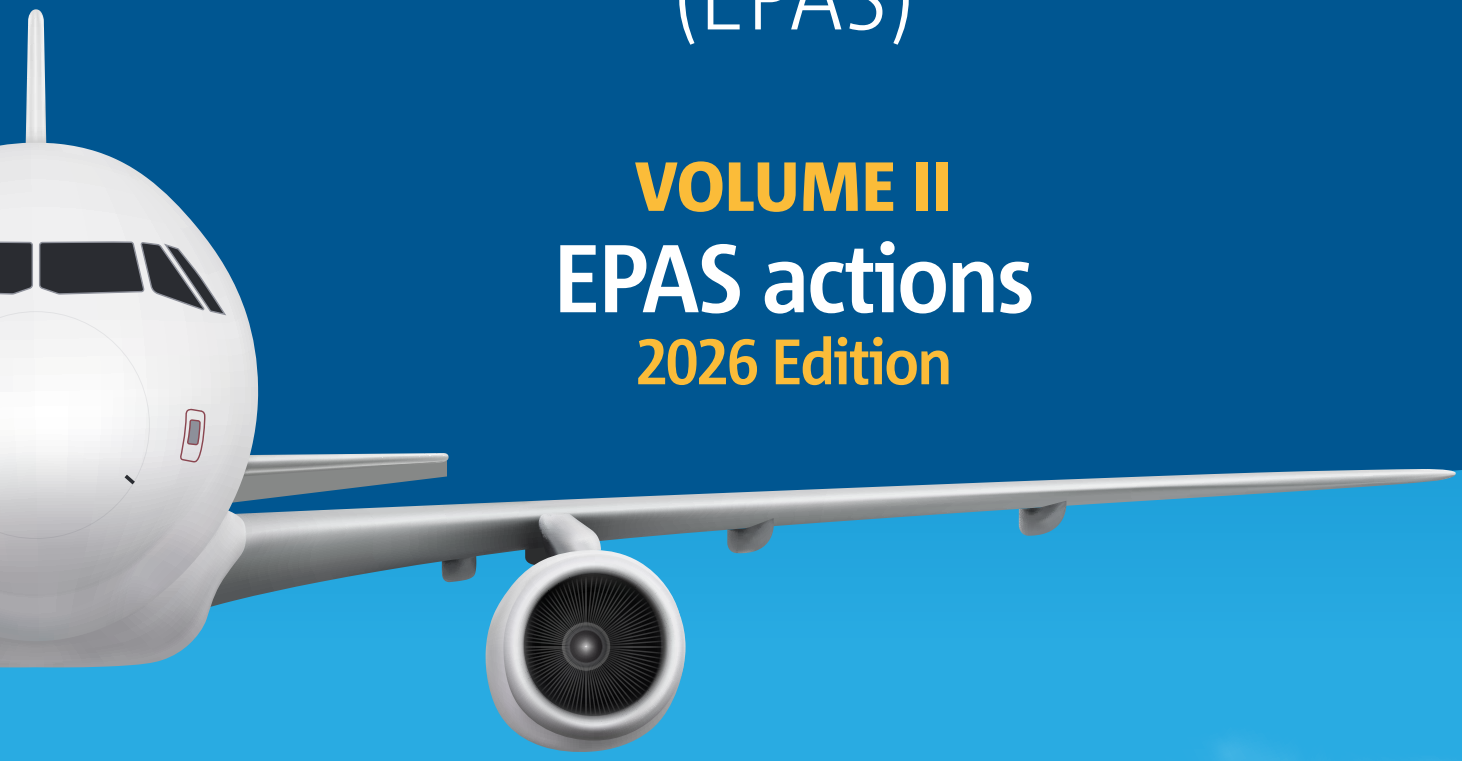
EASA
European Union Aviation Safety Agency

EUROPEAN PLAN FOR AVIATION SAFETY (EPAS)



VOLUME II
EPAS actions
2026 Edition

European Union Aviation Safety Agency

Contents

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Introduction

General

The EPAS Volume II 2026 edition builds upon the strategic priorities established in EPAS Volume I 2023–2025, as amended by the addendum as adopted by the EASA Management Board in December 2025.

This document presents an updated set of actions designed to mitigate the main safety risks affecting the European aviation safety system and address other priorities for European aviation. It includes detailed descriptions of the planned actions, along with their timelines.

Updates in the 2026 edition of EPAS Volume II

New actions in EPAS 2026 include:

— 12 rulemaking tasks:

- RMT.0754 – Regular update to the Detailed Technical Specifications for Part 21 Light (DS-21LD)
  This task aims to address miscellaneous issues of non-controversial nature to ensure that the DSs are fit for purpose, cost-effective and can be implemented in practice.
- RMT.0755 – Changed product rule (CPR)
  The main objective of this rulemaking task is to amend the changed product rule (CPR) in Regulation (EU) No 748/2012.
- RMT.0757 – Air pocket design feature and occupant underwater escape
  This task aims to introduce the air pocket concept in CS-29 and CS-27 and will provide an alternative approach for an applicant to meet the overall safety objective for occupant survivability in a ditching or survivable water impact.
- RMT.0758 – Complex motor-powered aircraft (CMPA) and high-performance aircraft (HPA)
  The objective is to review and revise the definition of “complex motor-powered aircraft” (CMPA) and to review the existing aeroplane performance classes (A, B, and C) defined in Regulation (EU) No 965/2012, which do not cover certain categories of aeroplanes.
- RMT.0759 – Operational requirements for flights related to design and production (‘manufacturer flights’)
  The objective is to establish a harmonised safety level by developing operational requirements and conditions governing the conduct of such flights.
- RMT.0760 – Group operations
  The objective is to review the requirements applicable to group operations in Regulation (EU) No 965/2012 and ensure the safe integration of this business model in air operations.
- RMT.0761 – Revision of Regulation (EU) 2018/1048 (the PBN IR)
  The objective is to amend Regulation (EU) 2018/1048 to address the negative effects resulting from the restrictions to fly conventional navigation, particularly, ILS CAT I procedures.
- RMT.0762 – Common requirements for air traffic data services (ADS) providers
  The objective is to establish requirements for certification and oversight of air traffic data service (ADS) providers, which will be incorporated into Regulation (EU) 2017/373 by creating a dedicated new Part-ADS
- RMT.0763 – Alignment of the common requirements for ATM/ANS providers with SES 2+
  The objective is to ensure consistency between Regulation (EU) 2017/373 and Regulation 2024/2083 on contracted activities and address the distinct roles of NSAs and NCAs.
- RMT.0764 – Flight crew alerting system - large aeroplanes
  The objective is to require flight crew alerting systems of already type-certified large aeroplanes to comply with the certification standards of CS 25.1322 to the maximum extent possible.
- RMT.0765 – Emergency evacuation
  The objective is to ensure that type certificate holders provide passengers using an overwing exit with a safe and effective route to the ground.
- RMT.0766 – Safe operation of large aeroplanes in SLD icing conditions
  The objective is to amend CS-25 to provide practical means of demonstrating compliance with the Appendix O icing conditions, clarify the steps to establish a threshold for safe operation, and update the guidance to enhance the certification process.

— 7 new subtasks for existing RMTs:

- RMT.0508-2 Regular update of CS-CCD
- RMT.0509-2 Regular update of CS-FCD
- RMT.0682-2 Runway safety - undetected runway occupancy
- RMT.0682-3 Mass diversions
- RMT.0682-4 Data link connectivity
- RMT.0687-4 Next cycle of the regular update of CS-23
- RMT.0743-2 Next cycle of the regular update of the acceptable means of compliance and guidance material associated with the ATM/ANS ground equipment conformity assessment framework

— 3 implementation support tasks:

- IST.0005 - PBN implementation support
- IST.0006 - Support to counter UAS (C)-UAS) initiatives
- IST.0007 - Support the implementation of the FSTD capability signature (FCS) framework

— 1 reactivated evaluation task:

- EVT.0012 - Evaluation of Commission Regulation (EU) No 139/2014 (the Aerodromes Regulation)

The new EPAS priority on the simplification of rules is expected to drive the rulemaking activity to reduce the number of regulatory deliverables, in particular EASA Opinions.

Overall, this edition now includes 129 active EPAS actions, with 69 rulemaking tasks (RMTs), 19 safety promotion tasks (SPTs), 16 Member State tasks (MSTs), 17 research projects (RES), 2 evaluation tasks (EVTs) and 6 implementation support tasks (ISTs). In addition to those, 9 EPAS actions are on hold and 11 RMTs that are regular-update tasks are inactive. While the overall number of EPAS tasks has decreased compared with 2025, the number of RMTs and ISTs has slightly increased.

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 issue domains of the Safety Risk Portfolio 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 the dedicated **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 ‘environmental protection’ drivers are included in **Chapter 12**.

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

EPAS VOLUME II 2026 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 EPAS action is relevant to more than one domain, a table providing all relevant information on that action 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, which are mitigated by an EPAS action, are included in the table of that EPAS action, where relevant. List of EPAS actions addressing particular safety issues are listed in an appendix to Volume III.

Appendices to Volume II

This edition of EPAS Volume II is complemented by six appendices that provide additional information:

- Appendix A: Rulemaking and safety promotion deliverables published in 2025
- Appendix B: Rulemaking deliverables planned for 2026
- Appendix C: Overview of new, deleted and completed actions in 2025, actions on hold and regular-update RMTs without an active cycle in this edition
- Appendix D: Key indicators in terms of EPAS actions
- Appendix E: Overview of Best Intervention Strategies (BISs)
- Appendix F: 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
- 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

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
SIs	SI-0034 - Impact of GNSS interferences on civil aviation operations SI-5017 - Cyberattacks
SRs	n/a
Reference(s)	https://www.easa.europa.eu/en/research-projects/cyber#:~:text=The%20main%20goal%20of%20this,aviation%20system%20for%20the%20future
Dependencies	RES.0048
Affected stakeholders	Pilots, aircraft operators, NCAs, ANSPs, industry (e.g. avionics and ATM systems manufacturers)
Owner	SM.4.2 - Research & Innovation Section

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.

Interference with GNSS signals (jamming and spoofing) also has an impact on the safety of operations, and it can affect aircraft operators, ANSPs and airports. Interference with GNSS signal needs to be addressed to ensure the safe transition to performance-based navigation (PBN).

What we want to achieve

Increase safety by managing the impact of security threats and 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

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

IST.0005 PBN implementation support

The objective of this task is to support stakeholders with the implementation of Regulation (EU) 2018/1048.

Following the adoption of the Regulation and the related GM in 2018, in 2021, EASA set up an implementation support activity in collaboration with the European Commission and the Network Manager. This IST intends to progress with the ongoing activities at least until 2030, i.e. when the transition to PBN is more consolidated. These activities include the following:

- review of PBN transition plans;
- development of criteria on how to assess compliance with the regulatory requirements;
- monitoring of and reporting on the implementation of PBN ATS routes and approach procedures;
- monitoring of the rates of aircraft equipped to perform PBN IR operations;
- support through EASA standardisation activities to ensure harmonised implementation of the Regulation;
- identification of implementation issues and facilitation of their resolution, considering the most suitable initiatives, e.g. by promoting rulemaking activities;
- participation in PBN-related events to raise awareness, clarify interpretation issues and discuss implementation issues with the stakeholders;
- publication of replies to frequently asked questions (FAQs).

Status	**New**
SIs	SI-0034 - Impact of GNSS interferences on civil aviation operations
SRs	n/a
Reference(s)	BIS ´Safe Operations in a PBN environment´
Dependencies	RMT.0761
Affected stakeholders	Aircraft operators, ATM/ANS providers, aerodrome operators, Member States
Owner	FS.4 - Air Traffic and Airspace Management Department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Implementation support activities (IST.0005)	2030

1.1.3 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 of 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 (ended 2024-Q4), EASA developed and made available to MSs, guidance and practical tools to measure the safety culture of air operators, in order to support national competent authorities (NCAs).

In the second phase (2025-2026), the task for Member States consists in including in their oversight programmes the assessment of the 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)	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 that the oversight programme for air operators includes the assessment of safety culture (task MST.0042)	2026

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.

To support the final report, funds have been allocated for outsourcing a study that will soon be initiated. This study will focus exclusively on fixed wing scheduled commercial air transport operations and will address the following areas:

- employment and working conditions;
- health and lifestyle;
- education;
- resource constraints and dynamics within the human resources market;
- review of any potential safety risk due to link between work intensity, flexibility and uncertainty.

The study aims to deliver a meaningful, evidence-based report based on scientific rigour and statistical validity, ensuring that the Agency can take well-informed and appropriate actions. Stakeholder engagement will be coordinated through an advisory board comprising members of the MAB, SAB, and key social partners such as the ETF and ECA.

Status	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	Article 89 Report Edition 2021
Dependencies	n/a
Affected stakeholders	All
Owner	SM.4.2 - Research & Innovation Section

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

1.1.4 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 ecosystem 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 and, 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.4.2 - Research & Innovation Section

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

1.1.5 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

Assess the trends of weather-related phenomena due to climate change, and their safety effects on flight operations, flight training programmes, aircraft design and airworthiness standards, ATM/ANS and aerodromes operations and infrastructure.

Identify solutions to address knowledge gaps regarding the trends of weather-related phenomena or their safety effects.

Produce recommendations and best practice to help address the safety risks stemming from the climate change.

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
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**
		2026

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 - Inadequate integration of HF principles and/or HF specialists within organisations
SRs	UNKG-2010-072 - Review the regulations and guidance in OPS 1, Part M and Part 145 UNKG-2011-018 - Approved maintenance organisations should manage and monitor the risk of maintenance engineer fatigue as part of their requirement to take human performance limitations into account UNKG-2015-001 - Fatigue risk management in maintenance organisations - Airbus A319-131 (G-EUOE) Number 1 and 2 engine fan cowl doors detached during take-off, London Heathrow Airport, 24 May 2013
ICAO ref.	ICAO Annex 19
Other ref.	n/a
Dependencies	RMT.0681
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** 3.1.2.2
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		2026-Q1	n/a	n/a	2026-Q4

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 remaining RMTs through which amendments are being made:

1. Part-ARO / Part-ORO (Air Operations) through RMT.0392 - in progress,

2. Part-M, Part-ML, Part-CAO and Part-CAMO through RMT.0278 and RMT.0521 - in progress.

For a complete list of RMTs through which related amendments are completed, please refer to EPAS Volume II 2025 edition.

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**	3.1.2
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 - Inadequate integration of HF principles and/or HF specialists within organisations		
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**	3.1.2
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	2027	<tbd>	<tbd>	<tbd>	<tbd>

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.

Latest SM ICG material can be found on Skybrary.aero (https://skybrary.aero/enhancing-safety/sm-icg-safety-management-products)

Latest EASA material includes EASA safety topics at https://www.easa.europa.eu/community/airoperations/topics

SIB at https://ad.easa.europa.eu/sib-docs/page-1 and 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-8044 - Ineffective safety management systems
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	All
Owner	Member States

EXPECTED OUTPUT

Deliverable(s)	Timeline
Publish guidance / training material and share the best practices to support the implementation of effective management systems.	2026

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)	2026
Produce detailed report of the workshop (task MST.0003)	2026

MST.0026 Conduct 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 current version of the EASA management system assessment tool (published in 2023) includes Part-CAMO, Part 21 and Part-145;

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	n/a
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)	2026

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 2026-2028 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

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

Dependencies	n/a
Affected stakeholders	All
Owner	Member States

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Review SPAS in accordance with the latest edition of EPAS Vol. II (task MST.0028)	2026

MST.0043 Improvement of data quality in occurrence reporting

The objective of the task is to assist 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	SM.1.3 - Safety Promotion section

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Promoting good data quality in occurrence reports through safety campaigns, leaflets and 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. With the emergence of new technologies and concepts of operation, alongside the increasing complexity of the aviation system, it is essential to address human factors and human performance — both in terms of limitations and of their contribution to safety — as part of safety management implementation.

The health, well-being and fitness of aviation personnel are intrinsically linked to the resilience of the aviation system. The COVID-19 pandemic underlined the risks related to medical fitness, and although the current context has changed, it would be premature to assume that these risks have disappeared. They remain relevant given the continuing influence of mental and physical well-being on the performance of aviation personnel.

What we want to achieve

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

Exploit new advances in medicine 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.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	3.1.3.1
Owner	SM.1 - Safety Intelligence & Performance department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce checklists, articles, social media promotion (task SPT.0129)	2026

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 - Insufficient human factors competence of regulatory and oversight personnel SI-3004 - Inadequate integration of HF principles and/or HF specialists within organisations
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	n/a
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)	2026

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, which is dedicated to the development of harmonised and state-of-the-art rules for AEMS.

Status	Ongoing		
SIs	SI-0039 - Aircrew 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**	3.1.3.3
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-Q4	2026-Q4	2027

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 - Aircrew 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**	3.1.3.3
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-Q4	2026-Q4	2027

SPT.0116 Conferences dedicated to FRM

This task aims to support the implementation of appropriate fatigue risk management (FRM) or fatigue risk management systems (FRMS) by operators, as well as their oversight by competent authorities, by organising conferences and webinars on specific topics to share information and best practices.

Status	Ongoing
SIs	SI-0039 - Aircrew fatigue
SRs	n/a
Reference(s)	EASA BIS 'Aircrew Fatigue'
Dependencies	n/a
Affected stakeholders	FTL/FRM inspectors at NCAs, operators' FRM/rostering personnel and aircrew
Strategic level	Standard
Strategic priority	3.1.3.3
Owner	FS.2 - Air Operations & Aerodromes department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Organise the 2026 conference on FRM (task SPT.0116)	2026

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 - Aircrew 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	2026

1.3.3 Medical fitness

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.

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 envisaged 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 envisaged 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, Cabin Crew, ATCOs, AeMCs, AMEs, NCAs		
Affected regulation(s)	Commission Regulation (EU) 2015/340 Commission Regulation (EU) No 1178/2011		
Strategic level	Standard	**Strategic priority**	3.1.3.2
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		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-Q2	2027	2027	2027
2	ToR RMT.0424 - issue 2 2025-07-08	2027	2027	2028	2028
3		2028	2028	2029	2029

RMT.0707 Medical regulation - combination of Part-MED (Annex IV) to Commission Regulation (EU) No 1178/2011 and Part ATCO MED (Annex IX) to 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 RMT.0424, as this is not an issue to be dealt with through a regular-update task. 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 simplification of the regulatory structure by 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 respectively, 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.	n/a		
Other ref.	n/a		
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**	3.1.3.2
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-Q4	2026-Q4	2027	2027

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

The project aims to assess the suitability of the 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.4.2 - Research & Innovation Section

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 Civil-military coordination and cooperation

Refer to EPAS Volume I Section 3.1.4 'Civil-military coordination and cooperation'

Issue/rationale

EU Member States have decided to increase their defence budget, resulting in many more operational exercises and a need for military mobility in line with the geopolitical situation.

This leads to new challenges, e.g. regarding demand for airspace, dual use of aerodromes primarily used for civil operations, integration of State and military aircraft, including drones, especially as CAT traffic is also increasing. At the same time, new areas of conflict, such as space or cyberspace, resulted in new safety concerns for aviation, such as interference with GNSS signals.

Moreover, when supported by Member States, industry already applies for EASA certification of products in the framework of an 'as civil as possible, as military as needed' concept for all dual-use and civil derivative State and military European designed aircraft (UAS included).

What we want to achieve

Achieving closer cooperation between the civil and the military aviation stakeholders, in all domains contributing to safety enhancement: airworthiness, safety intelligence, aviation security, airspace, air navigation services, aerodromes, UAS and research and innovation.

How we monitor improvement

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

How we want to achieve it: actions

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	n/a
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)	2026

1.5 Uniform oversight system and level playing field

Refer to EPAS Volume I Section 3.1.5 'Ensure a uniform oversight system and level playing field'

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 define what Member States are expected to implement when performing oversight of the organisations under their responsibility. In particular, they have 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

The following action is relevant to oversight:

RMT.0588	**Aircraft continuing airworthiness monitoring — review of key risk elements**	See Section 7.1

1.6 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) - acceptable means of compliance and guidance material 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, EASA has established a new governance process in accordance with Article 4(3) of Regulation (EU) 2023/2117. A Repository Steering Board (RSB) 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, which will be developed under Subtask 2.

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**	3.4.2
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		2026	n/a	n/a	2026

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.

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

Subtask #3 will perform a qualitative assessment of the content of Annex I and address a number of textual issues in various articles of the Regulation. The assessment should reduce the number of information object categories in Annex I to those which have an added value.

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)	Commission Implementing Regulation (EU) 2023/2117		
Strategic level	Strategic	**Strategic priority**	3.4.2
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	To be determined at a later stage	NPA - Focused
3	By EASA	Light	NPA - Focused

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2		NPA 2025-103 2025-10-02	2026-Q1	2026	n/a
3		2026-Q3	2027	2027	n/a

1.7 Using Big Data technologies to support the EU aviation safety risk management

Refer to EPAS Volume I Section 3.1.6 'Use Big Data technologies to support the EU aviation safety risk management'

Issue/rationale

Data4Safety (D4S) is a partnership between EASA and the European Aviation Sector (more information available on the Data4Safety webpage).

It establishes a sustainable Big Data platform infrastructure and data science capabilities at European level and industrially organises the collection and collaborative analysis of key aviation data sources at the disposal of EASA, the Member States and the European aviation industry organisations.

What we want to achieve

Use the aviation intelligence capabilities of Data4Safety to support and enable key processes, such as the EU safety risk Management process (EU SRM) and the safety management systems of industry organisations.

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

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.4.2 - Research & Innovation Section

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

1.8 Simplification

Refer to EPAS Volume I Section 3.1.7 'Rules Simplification'

Issue/rationale

In the context of the better regulation policy and the development of regulatory material, the Agency has engaged with the stakeholders to assess how the current regulatory framework can be reviewed, simplified and made easier to implement.

What we want to achieve

The objective is to improve the EU regulatory framework to make it simpler to understand, implement, manage and oversee, without compromising on safety and supporting the objectives in Article 1 of the EASA Basic Regulation, in particular innovation, efficiency and industry competitiveness.

How we monitor improvement

Through feedback on the effectiveness of the activities provided regularly by the joint MAB/SAB Simplification Board, composed of stakeholders and the European Commission.

How we want to achieve it: actions

The following actions are relevant to simplification:

RMT.0727	Alignment of Part 21 with Regulation (EU) 2018/1139 (including simple and proportionate rules for General Aviation)	See Section 6.3
RMT.0735	Regular update of the CAW Regulation	See Section 6.3
EVT.0013	Evaluation of the rules for commercial, small-size aeroplane operators under Part-CAT and Part-SPO	See Section 3.1
EVT.0012	Evaluation of Commission Regulation (EU) No 139/2014 (the Aerodromes Regulation)	See Section 9.1
RMT.0194	Modernisation and simplification of the European pilot licensing and training system and improvement of the supply of competent flight instructors	See Section 2.2
RMT.0707	Medical regulation - combination of Part-MED (Annex IV) to Commission Regulation (EU) No 1178/2011 and Part ATCO MED (Annex IX) to Commission Regulation (EU) 2015/340	See Section 1.3
RMT.0729	Regular update of Regulations (EU) 2019/945 and 2019/947 (drones in the 'open' and 'specific' categories)	See Section 10.2
RMT.0749	Regular update of Regulation (EU) 2023/2117 (Repository of civil-aviation-related information)	See Section 1.6

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 a 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 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.

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

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 language proficiency requirements implementation (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.0101 SPT.0125
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 (MST.0033)	2026

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	See Section 2.2

RMT.0678	Simpler, lighter and better flight crew licensing requirements for general aviation	See Section 2.2

2.2 Flight crew

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.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**	3.6.7
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

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

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0194 2020-02-28	2026-Q2	2027	2028	2028
2		<tbd>	<tbd>	<tbd>	<tbd>

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 scope of this Subtask will be detailed at a later stage, considering ongoing work on updating the ICAO regulatory framework on FSTD as well as the results (regulatory changes) and related implementation experience of Subtask 2.

Status	Ongoing		
SIs	SI-0001 - Ice in flight SI-0002 - Icing on ground SI-0003A - Adverse Convective Weather - Hail SI-0003B - Turbulence encounters SI-0012 - Wake vortex encounter 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 - Simulation of uncontrolled flight conditions due to „Loss of tail rotor effectiveness" (LTE) on simulators FRAN-2012-045 - To ensure better fidelity for simulators in reproducing realistic scenarios of abnormal situations FRAN-2016-006 - Regulation relating to Crew Training Part FCL, HPA Alternative Programme RUSF-2013-002 - To add into the simulator data-package the capability to simulate an unexpected or sudden aircraft stall at any stage of flight SPAN-2011-020 - Establishing requirements for flight simulators		
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**	3.6.7
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	01/2025 2025-05-19	2026-Q2	2026-Q2
3		<tbd>	<tbd>	<tbd>	<tbd>

RMT.0599 Update of Subpart FC of Part-ORO (Evidence-based training & other elements)

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 in 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. points 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 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-0003A - Adverse Convective Weather - Hail SI-0007 - Approach path management 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
SRs	FRAN-2013-017 - ASAGA Study: Monitoring primary flight parameters FRAN-2013-018 - ASAGA Study: Assessment of the role of the PM FRAN-2013-022 - ASAGA Study: Flight crew training FRAN-2013-033 - ASAGA Study: Channelized attention and dispersion to the detriment of the primary parameters

RMT.0599	Update of Subpart FC of Part-ORO (Evidence-based training & other elements)		
	FRAN-2013-035 - ASAGA study: Channelized attention and dispersion to the detriment of the primary parameters IRLD-2014-003 - EASA should review the syllabus for appointment to commander SPAN-2004-030 - Go-Around training FRAN-2015-062 - Crews' training / Risk Based Training detailed implementing provisions for the operators SWED-2011-004		
ICAO ref.	ICAO Doc 9995 'Manual of Evidence-based Training' ICAO Doc 9868 'Procedures for Air Navigation Services — Training (PANS-TRG)', Chapters 5 & 6		
Other ref.	n/a		
Dependencies	RMT.0196 RMT.0681		
Affected stakeholders	Pilots, flight instructors, flight examiners, ATOs, air operators, NCAs		
Affected regulation(s)	Commission Regulation (EU) No 1178/2011 Commission Regulation (EU) No 965/2012		
Strategic level	Strategic	**Strategic priority**	3.2.2
Harmonisation	No		

WORKING METHOD			
Owner	CT.2.4 - Medium & Light Rotorcraft section		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
2	By EASA with external support	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	ToR RMT.0599 - Issue 2 2025-07-17	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 March 2019.

Subtask is intended to address topics deemed to be a priority such as:

- 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 2 was completed with the publication of Regulation (EU) 2024/2076 (published on 25 July 2024) and related ED Decision 2025/002/R (published on 5 February 2025).

Subtask 3 is intended to address 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 and type rating 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 - Definition of "spin", "incipient spin" and "developed spin"		
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**	3.6.7
Harmonisation	No		

WORKING METHOD			
Owner	FS.3 - Aircrew & Medical department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
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**
3		<tbd>	<tbd>	<tbd>	<tbd>

IST.0007 Support the implementation of the FSTD capability signature (FCS) framework

A number of activities, as listed below, are planned to support the implementation of the new FSTD capability signature (FCS) framework in Regulation (EU) No 1178/2011, Regulation (EU) No 965/2012 and the associated AMC & GM, as well as the new CS-FSTD Issue 1:

— workshops, information sessions, presentation of case studies to raise awareness through information sharing and to address issues raised by the stakeholders;

— establishment of a dedicated page on the EASA website providing replies to FAQs and other important information.

Status	**New**
SIs	n/a
SRs	n/a
Reference(s)	n/a
Dependencies	RMT.0196
Affected stakeholders	FSTD manufacturers, organisations operating the FSTD, aircraft manufacturers, FSTD data providers, air operators, ATOs, DTOs, pilots, instructors, flight examiners, competent authorities.
Owner	FS.3.1 - Aircrew & Medical Standards & Implementation section

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Organisation of an information session	2026
Organisation of a workshop (1)	2027
Development of implementation manual	2027
EASA website page with information on the FSTD capability signature framework	2027
Organisation of a workshop (2)	2028

SPT.0012 Promotion of the new European provisions on pilot training

The aim of this task is to support the implementation of evidence-based training (EBT) and competence-based training and assessment (CBTA).

Subtask 1 aims at assisting aircraft operators and training organisations in effectively organising training and checking by:

- sharing best practices for conducting training and checking in relation to CBTA and EBT;
- supporting the implementation of latest amendments of the AirOps and Aircrew regulations concerning pilot's training and checking.

For more information, especially in relation to EBT, please visit the following link. This resource includes the oversight guidance checklists for the transition to mixed and baseline EBT, the latest EASA EBT Manual and other valuable materials.

https://www.easa.europa.eu/en/domains/aircrew-and-medical/evidence-based-training-ebt

Subtask 2 aims at developing an EASA CBTA manual that will contain detailed information and implementation support for both training organisations and competent authorities in relation to CBTA, such as CBTA-related processes and procedures for ATOs and arrangements for NCA inspector qualification and oversight of CBTA programmes.

EASA is supported by the SPT.0012 Task Force which is composed by experts nominated by the advisory bodies (Subtask 1) and experts from the rulemaking group of RMT.0194 (Subtask 2).

Status	Ongoing
SIs	SI-0003B - Turbulence encounters SI-0009 - Crew resource management SI-0012 - Wake vortex encounter SI-0024 - Windshear
SRs	n/a
Reference(s)	n/a
Dependencies	RMT.0194 RMT.0599
Affected stakeholders	Pilots, instructors, flight examiners, ATOs, air operators, Member States
Strategic level	Strategic
Strategic priority	
Owner	FS.3 - Aircrew & Medical department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce safety promotion material (SPT.0012)	2030
Produce the EASA CBTA manual (SPT.0012)	2028

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	n/a
Affected stakeholders	NCAs, flight examiners
Strategic level	Standard
Strategic priority	3.6.7
Owner	SPN

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce recommendations to NCAs (SPT.0111)	2026
Produce the EASA Flight Examiner Manual (FEM) Update 2 (sailplanes and balloons) (SPT.0111)	2025
Update all existing manuals based on industry and NCA feedback (SPT.0111)	2026

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.4.2 - Research & Innovation Section

PLANNING MILESTONES		
Starting date	**Interim report**	**Final report**
		2028

The following action is relevant to this topic:

RMT.0509	**Regular update of CS-FCD**	See Section 6.3

2.3 Cabin crew

Issue/rationale

The aviation industry is complex and rapidly evolving. The corresponding rules need to be updated regularly to ensure that they are fit for purpose and can be implemented.

What we want to achieve

Maintain safety in cabin crew operations.

How we monitor improvement

Collection of feedback from NCAs and EASA standardisation.

How we want to achieve it: actions

The following action is relevant to this topic:

RMT.0508	**Regular update of CS-CCD**	See Section 6.3

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:

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

Status	Ongoing
SIs	SI-0054 - Poor language proficiency causing communication breakdown SI-3008 - Loss of tacit knowledge in organisations and competent authorities 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	n/a
Affected stakeholders	AMTOs (Part-147), AML applicants and holders, NCAs
Affected regulation(s)	Commission Regulation (EU) No 1321/2014
Strategic level	Strategic **Strategic priority** 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	2026-Q1	2026-Q4	2027

2.5 Personnel involved in ATM/ANS

Issue/rationale

In addition to regularly updating the relevant training and qualification requirements in line with scientific and technological advancements, it is essential to enhance the ATCO licensing system in order to meet the needs of the future ATM systems and operational considerations.

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,
- streamlining the qualification and competence requirements for instructors and assessors,
- aligning with ICAO's preferred approach for the licensing of aviation personnel,
- assisting stakeholders in meeting the needs of new operational considerations.

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 acceptable means of compliance and guidance material)

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**	3.6.5
Harmonisation	No		

WORKING METHOD

Owner	FS.4 - Air Traffic and Airspace Management 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	06/2024 2024-10-11	2025/1044 2025-08-06 No 2025/2143 2025-10-24	2026-Q1
4		n/a	n/a	2025/1044 2025-08-06 No 2025/2143 2025-10-24	2026-Q1

2.6 Availability of competent aviation personnel

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 personnel has been identified as a safety issue (refer to SI-5018 in Volume III). With many other industries seeking good quality personnel, the problem requires action to ensure that we can attract new personnel and retain the personnel that are already working in the industry. For the latter, it is important that the industry creates organisations that aviation personnel want to work for, that provide adequate training, that manage their psychological safety and well-being while showing aviation personnel long-term meaningful career paths. To attract new personnel, 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 to broaden the talent pool considering aviation as a career.

What we want to achieve

To ensure that the industry has a long-term supply of competent personnel 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 Address Workforce Shortages

Help to address the shortage of aviation professionals for the future European aviation system in four areas:

- broadening the talent pool through effective diversity, equity and inclusion;
- promoting the full range of career opportunities that are available;
- demonstrating meaningful, long-term career paths (particularly to address NCA shortages);
- creating organisations that staff want to work for through a positive organisational culture.

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
SIs	n/a
SRs	n/a
Reference(s)	ICAO NGAP Programme
Dependencies	n/a
Affected stakeholders	All
Strategic level	Standard
Strategic priority	
Owner	EA.2 - Communications & Safety Promotion Department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce online material and social media promotion (task SPT.0107)	2026-2028

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 are provided in the EASA Annual Safety review (https://www.easa.europa.eu/en/publication-types/annual-safety-review).

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

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 issue domains of the Safety Risk Portfolio.

How we want to achieve it: actions

RMT.0758 Complex motor-powered aircraft (CMPA) and high-performance aircraft (HPA)

The objectives of this rulemaking task are:

1. To review and revise the definition of 'complex motor-powered aircraft' (CMPA), which is crucial as it determines the applicability of EU rules for air operations. These rules are organised into Parts and Subparts with varying content and applicability, depending on whether the aircraft is complex or not. The operation of complex aircraft also affects the applicability of specific requirements to the operator's organisation.

The CMPA concept was introduced into the EU regulatory framework to ensure an adequate level of safety for operating aircraft with unique characteristics, such as large size, mass, passenger seating configuration, special performance features, or complex design and systems. However, over time, it has become apparent that this definition no longer reflects technological advancements or certain operational realities, and it excludes certain existing aircraft categories. Therefore, a revision is necessary. The aviation industry has also advocated for a revised definition to establish new criteria for determining aircraft complexity, using different discriminants or technology-neutral approaches, to ensure a level playing field for operators and manufacturers and support innovation, particularly for emerging propulsion technologies.

This definition is currently used in other aviation domains, including initial airworthiness (Regulation (EU) No 748/2012), continuing airworthiness (Regulation (EU) No 1321/2014), and aircrew (Regulation (EU) No 1178/2011). Although the focus of this task is on air operations, consistency across aviation domains is essential.

2. To review the existing aeroplane performance classes (A, B, and C) defined in Regulation (EU) No 965/2012, which do not cover certain categories of aeroplanes. Furthermore, the term 'high-performance aeroplanes' (HPA) is commonly used in various aviation domains beyond air operations (e.g., aircrew licensing, initial airworthiness) without a clear definition. Some aircraft types classified as HPA belong to categories not covered by any performance class.

The two objectives are interrelated, as some criteria for defining aircraft complexity may be linked to performance characteristics.

Status	**New**		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Aircraft operators, national competent authorities, OEMs, aircrew		
Affected regulation(s)	Commission Regulation (EU) No 965/2012		
Strategic level	Standard	**Strategic priority**	
Harmonisation	No		

WORKING METHOD

Owner	FS.2.1 - Air Operation Standards section		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA with external support	Detailed	NPA - Public
1b	By EASA with external support	Light	NPA - Public

PLANNING MILESTONES

SubT	Initiation	Consultation	Opinion	Commission IR	Decision
1	2026-Q3	2027	2028	2029	2029
2		<tbd>	<tbd>	<tbd>	<tbd>

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 - Minimum fuel callout SPAN-2017-005 - Guidance material
Reference(s)	https://www.easa.europa.eu/community/topics/fuel-management-new-rules
Dependencies	n/a
Affected stakeholders	AOC holders (CAT)
Strategic level	Standard
Strategic priority	3.3.1
Owner	

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

SPT.0101	Development of new safety promotion material for high-profile safety issues in commercial, large aeroplane operations (including, aerodromes, ground handling, maintenance and ATM/ANS)

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.

Also covering ongoing safety promotion material from completed EPAS tasks to ensure the safety issue still maintains visibility. Specifically this includes work on effectiveness of SMS, safety culture/ reporting, human factors and language proficiency.

Status	Ongoing
SIs	SI-0015 - Entry of aircraft performance data SI-0041 - Effectiveness of safety management SI-0042 - Emergency evacuation SI-0045 - Bird/Wildlife Strikes SI-0047 - Disruptive Passenger SI-0054 - Poor language proficiency causing communication breakdown SI-2026 - Lack of effectiveness of safety management systems SI-3001 - Inadequate evaluation of organisational and safety culture due to insufficient leadership competence and/or commitment to HF/HP principles SI-4010 - Airborne separation SI-9003 - Insufficient consideration of flight crew human factors in the continued airworthiness process of the type design
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	AOC holders (CAT)
Strategic level	Standard
Strategic priority	
Owner	EA.2 - Communications & Safety Promotion Department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Development of new safety promotion material for high-profile safety issues in commercial, large aeroplane operations (including aerodromes, ground handling, maintenance and ATM/ANS)	2026

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.	2026

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.4.2 - Research & Innovation Section

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.4.2 - Research & Innovation Section

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

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 to 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.0759 Operational requirements for flights related to design and production ('manufacturer flights')

Due to their unique characteristics, flights associated with design and production activities are currently exempt from the scope of Commission Regulation (EU) No 965/2012. These flights are presently conducted in accordance with national regulations and, where applicable, the requirements outlined in Commission Regulation (EU) No 748/2012.

The primary objective of this rulemaking task is to establish a harmonised safety level by developing operational requirements and conditions governing the conduct of such flights.

Status	**New**		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	DOA holders, POA holders, aircrew, national competent authorities		
Affected regulation(s)	Commission Regulation (EU) No 1178/2011 Commission Regulation (EU) No 965/2012		
Strategic level	Standard	**Strategic priority**	
Harmonisation	No		

WORKING METHOD			
Owner	FS.2.1 - Air Operation Standards section		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA with external support	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	2026-Q1	2026-Q3	2027	2028	2028

3.1.3 Efficiency/proportionality

Issue/rationale

Passenger and cargo air transport generates producer, consumer and wider economic benefits. However, regulatory and administrative burden is also generated, which should be reduced, while maintaining an acceptable level of safety and/or environmental protection.

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.

How we want to achieve it: actions

RMT.0392 Regular update of the air operations rules

This task aims to update the air operations rules, as necessary, to reflect technological and market developments, incorporate lessons learned from implementation and standardisation inspections, and transpose the latest amendments to ICAO Annex 6 Parts I, II and III, ICAO Annex 18 and other relevant ICAO documents.

This task will be developed in several phases, each potentially including several subtasks or work packages, covering different topics.

Phase 1 started in 2020 and included several Subtasks.

Subtask 1a:

- alignment of extended diversion time operations (EDTO) (former RMT.0577) with the ICAO SARPs related to EDTOs and modernisation of the EU ETOPS rules.
- review of some helicopter requirements in Part-SPA and other 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 implementing rules and 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 November 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 March 2023.

Subtask 1e relates to fight data monitoring (FDM) programme performance and adds some further amendments resulting from feedback with the implementation of the air operations 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. This subtask was completed with the publication of EASA ED Decision 2025/001/R of 21 January 2025.

Phase 2 will be launched in 2026 and will address the following main topics, in addition to general amendments:

- Transposition of an amendment to the ICAO SARPs related to flight data analysis programme (FDAP) (ICAO SLII AN 11/1.3.36-24/34).
- Review of the requirements for aircraft weighing to consider allowing alternative means to actual weighing.

Subtask 3 should be launched in 2028 and will address the following main topics, in addition to general amendments:

- Transposition of several amended ICAO SARPs, including these regarding the 'erase' function of cockpit voice recorders (CVRs) and airborne image recorders (AIRs).
- Requirements for maintenance check flights (MCFs).

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

Status	Ongoing
SIs	SI-9003 - Insufficient consideration of flight crew human factors in the continued airworthiness process of the type design

RMT.0392	Regular update of the air operations rules
SRs	FRAN-2009-021 - Operational instructions on the possible flight continuation to an aerodrome other than the nearest accessible one. UNKG-2020-001 - To have an aural warning to alert pilots to the presence of elevated levels of carbon monoxide. AAIB 2020-007 -
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 adopting Amendment 44 to Annex 6 Part I. AN 11/1.3.33 (EASA reference: SL 033e) issued by ICAO on 30 July 2020 adopting Amendment 45 to Annex 6 Part I. AN 11/1.3.34-22/15 (EASA reference: SL 015e) issued by ICAO on 30 March 2022 adopting Amendment 47 to Annex 6 Part I. AN 11/1.3.35-22/75 (EASA reference: SL 075e) issued by ICAO on 29 July 2022 adopting Amendment 48 to Annex 6 Part I. AN 11/1.3.36-24/34 (EASA reference: SL 034e) issued by ICAO on 18 April 2024 adopting Amendment 49 to Annex 6 Part I. SL AN 11/6.3.31-20/31 (EASA reference: SL 031e) issued by ICAO on 8 April 2020 adopting Amendment 37 to Annex 6 Part II. AN 11/6.3.32 (EASA reference: SL 032e) issued by ICAO on 30 July 2020 adopting Amendment 38 to Annex 6 Part II. AN 11/6.3.33-22/16 (EASA reference: SL 16e) issued by ICAO on 31 March 2022 adopting Amendment 40 to Annex 6 Part II. SL AN 11/32.3.15-20/32 (EASA reference: SL 032e) issued by ICAO on 7 April 2020 adopting Amendment 23 to Annex 6 Part III. SL AN 11/32.3.16-22/13 (EASA reference: SL 013e) issued by ICAO on 31 March 2022 adopting Amendment 24 to Annex 6 Part III.
Other ref.	n/a
Dependencies	RMT.0230 RMT.0492 RMT.0587 RMT.0599 RMT.0643 RMT.0681 RMT.0727 RMT.0731 RMT.0735
Affected stakeholders	Aircraft operators - All, Member States and National competent authorities (NCAs), aircrew, design and production organisations, flight operations officers and flight dispatchers.
Affected regulation(s)	Commission Implementing Regulation (EU) 2018/1976 Commission Regulation (EU) 2018/395 Commission Regulation (EU) No 452/2014 Commission Regulation (EU) No 965/2012
Strategic level	Strategic **Strategic priority** 3.6.2
Harmonisation	Yes - ongoing

RMT.0392 Regular update of the air operations rules

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
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	2026-Q1	2026-Q4	2027
1b		NPA 2023-01 2023-04-24	2026-Q1	2026-Q4	2027
1e		NPA 2024-02 2024-03-22	n/a	n/a	2026-Q1
2		2027	2028	2029	2029
3		2029	2030	2031	2031

RMT.0760 Group operations

Due to their unique characteristics, flights associated with design and production activities are currently exempt from the scope of Commission Regulation (EU) No 965/2012. These flights are presently conducted in accordance with national regulations and, where applicable, the requirements outlined in Commission Regulation (EU) No 748/2012.

The primary objective of this rulemaking task is to establish a harmonised safety level by developing operational requirements and conditions governing the conduct of such flights.

Status	**New**		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	AOC holders, national competent authorities, aircrew		
Affected regulation(s)	Commission Regulation (EU) No 965/2012		
Strategic level	Standard	**Strategic priority**	
Harmonisation	No		

WORKING METHOD

Owner	FS.2.1 - Air Operation Standards section		
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	2026-Q1	2027	2028	2029	2029

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 an evaluation report (EVT.0013)	2026

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	See Chapter 6

3.2 Specialised operations - aeroplanes

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

Issue/rationale

The higher-risk key risk areas (KRAs) for operators that conduct specialised operations with aeroplanes either under Part-SPO[1] or Part-NCO[2]are provided in the EASA Annual Safety review (https://www.easa.europa.eu/en/publication-types/annual-safety-review).

Currently there is no dedicated safety issue domain for SPO aeroplanes; the associated safety issues are described in the related safety issue domains of the Safety Risk Portfolio (refer to EPAS Volume III).

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 and related safety issue domains of the Safety Risk Portfolio.

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	3.3.3
Owner	EA.2 - Communications & Safety Promotion Department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce safety promotion material (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

The higher-risk key risk areas (KRAs) for rotorcraft operations are provided in the EASA Annual Safety Review (https://www.easa.europa.eu/en/publication-types/annual-safety-review).

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

In 2024, helicopter operations recorded 7 fatal accidents, 37 non-fatal accidents, and 38 serious incidents. Compared to the average over the previous decade, 2024 saw an increase in non-fatal accidents and serious incidents, while the number of fatal accidents remained close to the lowest levels observed in the last ten years.

The breakdown of occurrences by operation type in 2024 was as follows: commercial air transport accounted for 40%, flight training for 29%, specialised operations for 21%, and 10% were linked to non-commercial activities.

In the 5-year period (2020-2024), a total of 75 fatalities were recorded in helicopter accidents. When considering both fatal and non-fatal accidents, the average fatality rate was 0.38 fatalities per accident. However, when focusing only on fatal accidents, the average fatality rate increased to 2 fatalities per accident.

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

- SI-8051 Inadvertent flight into IMC
- SI-8028 Inadequate airborne separation under VFR operation
- SI-8031 Inadequate obstacle clearance during any flight phases

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 issue domains of the Safety Risk Portfolio (refer to EPAS Volume III, in particular Chapters 2, 3 and 5).

How we want to achieve it: actions

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	Ongoing		
SIs	SI-9007 - Helicopter rotor and rotor drive system failures		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Design Organisations, Operators and Maintenance Organisations		
Affected regulation(s)	CS-27 Amendment 10 CS-29 Amendment 12		
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**
	ToR RMT.0752 2025-07-29	2026-Q2	n/a	n/a	2027

RMT.0757 Air pocket design feature and occupant underwater escape

This task aims at:

- updating the CS-29 and CS-27 ditching requirements and AMC, following the research projects on high mounted flotation systems / air pocket and helicopter underwater escape;
- introducing in CS-29 and CS-27 the air pocket concept; this concept will not be introduced as a mandatory requirement, but will provide an alternative approach for an applicant to meet the overall safety objective for occupant survivability in a ditching or survivable water impact.

For rotorcraft equipped with means providing an air pocket when capsized in water, allow seaworthiness to be demonstrated with a simpler test methodology (i.e. regular waves, as previously allowed before issue of CS-29 Amdt 5, instead of irregular waves as requested by the current Amdt of CS 29.801).

Status	**New**		
SIs	SI-9009 - Hazardous conditions following helicopter ditching		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Rotorcraft manufacturers		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	CT.5.1 - Initial Airworthiness Standards & Specifications section		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA	To be determined at a later stage	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	ToR RMT.0757 2025-09-24	2026-Q1	n/a	n/a	2026-Q4

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
Sls	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 - Anti-skid surfaces for helicopters operating in wintry / slippery conditions
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	Aircraft operators - helicopters
Strategic level	Standard
Strategic priority	
Owner	

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Safety promotion material regarding the top safety issues for rotorcraft as identified in the Safety Issues in EPAS Volume III through relevant content. This specifically includes also sling load operations.	2026

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
Sls	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	

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Organise safety events (SPT.0096)	2026-2028

SPT.0099 Helicopter hoist safety promotion

This task aims at developing 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'.

The first major deliverables have been now published: https://www.easa.europa.eu/community/topics/espn-r-helicopter-hoist-pilot-training-guide (December 2024) and https://www.easa.europa.eu/community/topics/espn-r-hoist-pcds-guide-v10 (April 2025). The next deliverable (Hoist Simulation Training Guide) requires industry feedback through the Rotorcraft Community.

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	SPN

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce pilot guidance on hoist operations (SPT.0099)	2026

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)	2026

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

SPT.0111	**Flight examiner manual**	See Section 2.2
SPT.0119	**Promoting iConspicuity**	See Chapter 5
MST.0002	**Promotion of SMS**	See 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**	See Section 3.1

4.2 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 to/from the AOC;
- harmonise/standardise Member States' practices and develop 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**
MSs to simplify their processes, including the use of common application forms, compliance lists, etc, based on input from the Helicopter Expert Group.	2027
MSs to harmonise the process for the issue/change of AOC (with interface to CAMOs and ATOs), considering input from the Helicopter Expert Group	2028
MSs to harmonise the process to add/remove and aircraft to/from the AOC, considering input from the Helicopter Expert Group	2028
MSs to harmonise the process of implementation of EFB provisions, considering input from the Helicopter Expert Group	2027
MSs to harmonise the process of approval / removal of an item to/from the MEL, including through a common application form, considering input from the Helicopter Expert Group	2027

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 on and examples of 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 on and examples of 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	3.1.2.2
Owner	SPN

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce safety promotion material (SPT.0127)	2026-2028

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	3.1.2.2
Owner	SPN

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce safety promotion material (SPT.0128)	2026-2028

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

RMT.0392	Regular update of the air operation rules	See 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 rotorcrafts are addressed in Chapter 4.

5.1 Safety

The higher-risk key risk areas (KRAs) for GA are provided in the EASA Annual Safety Review (https://www.easa.europa.eu/en/publication-types/annual-safety-review).

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

This section is further subdivided per type of GA aircraft, to mirror the structure of the safety issue domains of the Safety Risk Portfolio 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, among others through successful implementation of the GA Flightpath 2030+ programme.

How we monitor improvement

Continuous monitoring of the safety issues identified in the safety issue domains 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 - Pilot management of in-flight 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)	2026

MST.0027 Promotion of safety culture in GA

Member States' NCAs should as part of their State safety management activities 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 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**
Facilitate and promote safety culture as part of SSP/SPAS (task MST.0027)	2026

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-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**
Promote best practices (MST.0038)	2025
Provide feedback on the implementation of MST.0038	2026

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 objectives of this task are 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-4010 - Airborne separation SI-8028 - Inadequate airborne separation under VFR operation
SRs	AUST-2008-002 - Anti-collision warning system AUST-2016-001 - Requirements Regarding Collision Warning Systems AUST-2016-002 - Collision warning systems AUST-2016-003 - Collision warning system AUST-2016-004 - Collision warning systems IRLD-2014-017 - Calibration aircraft should be fitted with TCAS FRAN-2015-057 - Airborne system for traffic detection FRAN-2016-100 - Support system for the detection of general aviation traffic NETH-2018-003 - Electronic devices to improve the timely conspicuity of other traffic SWTZ-2016-002 - Introduction of compatible collision warning systems, International Civil Aviation standards-based for general aviation
Reference(s)	BIS 'Airborne collision risk'
Dependencies	RES.0021 RES.0032 RMT.0230 RMT.0519 RMT.0690
Affected stakeholders	Pilots, aircraft operators, NCAs, ANSPs, industry (e.g. avionics manufacturers)
Strategic level	Standard
Strategic priority	3.3.3
Owner	SPN

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce safety promotion material (SPT.0119)	2026-2028

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-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	3.3.5
Owner	SPN

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce safety promotion material (SPT.0120)	2026-2028

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	SI-0054 - Poor language proficiency causing communication breakdown SI-4001 - Pilot management of in-flight technical failures SI-4005 - Approach path management on GA aeroplanes SI-4023 - Risks associated with parachuting operations
SRs	n/a
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	GA
Strategic level	Strategic
Strategic priority	3.3.3
Owner	SPN

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce safety promotion material (SPT.0125)	2026

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

RMT.0230	**Introduction of a regulatory framework for UAS operations and innovative aerial services**	Chapter 10
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 medical certification requirements for aircrew and air traffic controllers, and the related oversight**	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

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	3.3.3
Owner	SPN

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce Safety promotion material (task SPT.0088)	2026-2028

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 issue domains 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 issue domains 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

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 CSs 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 CSs 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 with or guidance on the CSs.

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	DOA holders		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	3.6.3
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			

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2		2025-Q4	n/a	n/a	2026-Q2
3		2027	n/a	n/a	2027

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

RMT.0678	**Regular update of the air operation rules**	See section 2.2

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

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

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.

How we monitor improvement

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

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
Sls	SI-0002 - Icing on ground
SRs	FRAN-2009-001 - Operational requirements relating to the ground de-icing pre-flight check FRAN-2014-006 - Ground ice detection system RUSF-2013-001 - SWED-2011-016 - Requirements on aircraft design organizations in terms of demonstrating that the aircraft has full manoeuvrability during all phases of the takeoff procedure after the application of de- and anti-icing fluids.
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	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-Q4

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	SI-0015 - Entry of aircraft performance data		
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**	3.3.4
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	NPA 2025-01 2025-07-01	2026-Q2	2026-Q4	2026-Q2

RMT.0755 Changed product rule (CPR)

The main objective of this rulemaking task is to amend the changed product rule (CPR) in Regulation (EU) No 748/2012. The associated guidance material should be also modified. This regulatory amendment (as well as the amendment to the associated guidance material) will be based on the recommendations from the CPR International Authorities Working Group (IAWG).

The CPR IAWG that involves the FAA, EASA, the TCCA, ANAC, the CAAC and the JCAB was established in 2021 to reevaluate the current CPR assumptions and practices, to consider lessons learned and to recommend amendments to the CPR regulatory text. The CPR IAWG uses as input the CPR Aviation Rulemaking Committee (ARC) that develops industry's proposals in recommendation reports, the first of which was issued in December 2024.

The CPR IAWG works on a harmonised regulatory text and guidance for CPR to be implemented by each involved authority. EASA works intensely within CPR IAWG to ensure that the outcome of that Working Group could be smoothly implemented in Regulation (EU) No 748/2012 with the usual adaptations for consistency within the EU regulatory framework.

Status	**New**		
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	n/a		
Affected stakeholders	Design approval holders		
Affected regulation(s)	Commission Regulation (EU) No 748/2012		
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 with external support	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	2026-Q1	2027	<tbd>	<tbd>	<tbd>

RMT.0764 Flight crew alerting system - large aeroplanes

In July 2011, CS 25.1322 and its associated new AMC were amended (CS-25 Amdt 11). This amendment (harmonised with the FAA) contained new certification standards aimed at improving the effectiveness of the flight crew alerting systems (FCAS) in supporting the flight crew with the identification, prioritisation and management of alerts. However, this amendment is applicable to new aeroplane designs (i.e. new Type Certificate (TC), and Major changes to existing TC when applicable per the Changed Product Rules in Part 21).

FCAS which were designed to comply with earlier CS-25 amendments may not provide an acceptable level of safety in the mid to long term, when used in modified aeroplane designs with high levels of integration and automation.

In the U.S., Chapter 447 of Title 49 of United States Code was amended to add §44744, Flight Crew Alerting, aiming at enhancing FCAS. §44744 prescribes that, from December 2022, no transport category airplane type certificate (new or amended) may be issued by the FAA unless the airplane incorporates an FCAS that, at a minimum, displays and differentiates among warnings, cautions and advisories; and includes functions to assist the flight crew in prioritising corrective actions and responding to system failures.

In order to maintain an acceptable level of safety in the mid to long term, the objective of this rulemaking task is to require FCAS of already type-certified large aeroplanes to comply with the certification standards of CS 25.1322 at Amdt. 11 to the maximum extent possible. An impact assessment will be developed to evaluate different options of such retrospective requirements. A human factors study may be used to support the impact assessment. The possibility to improve flight crew training requirements will also be considered as a possible measure to complement design changes, if deemed beneficial.

Status	**New**		
SIs	SI-9005 - Outdated certification bases established for major changes to type certificates		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	CS-25		
Dependencies	n/a		
Affected stakeholders	Large aeroplane TC holders, large aeroplane operators		
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**
	By EASA	Detailed	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	2026-Q1	2028	2029	2029	2029

RMT.0765 Emergency evacuation

This task is as a follow-up to the BIS Emergency Evacuation report.

CS 25.810 requires a threshold of 1.8m (6 ft) for evacuation via overwing exits. This requirement will be reviewed with the objective being to ensure that type certificate holders provide passengers using an overwing exit with a safe and effective route to the ground.

The means to achieve this outcome may vary, provided the level of safety is demonstrated. The existing requirement would remain unchanged for aircraft limited to 19 passengers.

Status	**New**		
SIs	n/a		
SRs	UNKG-2020-022 - Reduce the 1.8 m height criteria in CS 25.810		
ICAO ref.	n/a		
Other ref.	BIS Evacuation		
Dependencies	n/a		
Affected stakeholders	Aircraft TC holders		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	
Harmonisation	No		

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

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	2026-Q4	<tbd>	n/a	n/a	<tbd>

RMT.0766 Safe operation of large aeroplanes in SLD icing conditions

Large aeroplane manufacturers are facing limitations in terms of available means to demonstrate compliance with the current certification specifications (CS-25) related to the safe aeroplane operation in supercooled large droplet (SLD) icing conditions (defined in Appendix O to CS-25).

These limitations constitute a break to the development of innovative large aeroplane designs, such as sustainable technologies aiming at reducing environmental impacts.

The manufacturers industry has been highlighting this concern for several years, and formally requested in July 2025 (letter from the AIA and ASD associations) the initiation of a new rulemaking task in order to resolve the identified issues and secure the development and certification of non-conventional aeroplanes in the years to come.

The objective of this rulemaking task is to develop an amendment to CS-25 to:

- provide practical means of demonstrating compliance with the Appendix O icing conditions,
- clarify the steps to establish a threshold for safe operation,
- update the guidance to enhance the effectiveness of the certification process.

The support from an international rulemaking group of experts is sought.

Status	**New**		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Large aeroplane manufacturers		
Affected regulation(s)	n/a		
Strategic level	Strategic	**Strategic priority**	3.3.4 and 3.5.2
Harmonisation	Yes - intended		

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

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	2026-Q1	2028	n/a	n/a	2030

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.4.2 - Research & Innovation Section

PLANNING MILESTONES

Starting date	Interim report	Final report
		2026

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	Ongoing
SIs	n/a
SRs	n/a
Reference(s)	Composite Materials Handbook 17 (CMH-17) https://www.easa.europa.eu/en/research-projects/design
Dependencies	n/a
Affected stakeholders	DOA holders, MOs (Part-145)
Owner	SM.4.2 - Research & Innovation Section

PLANNING MILESTONES

Starting date	Interim report	Final report
		2027

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 requirements where harmonisation 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

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

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 acceptable means of compliance and guidance material

The objective of this rulemaking task is to regularly address miscellaneous issues of non-controversial nature, in order to ensure that the Initial Airworthiness Regulation and the associated AMC & GM are fit for purpose, cost-effective, and can be implemented in practice.

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	NORW-2018-007 - Review of manufacturer's CAW Programmes		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	RMT.0392-2		
Affected stakeholders	Design approval applicants / holders, POA applicants / holders, DOA applicants / holders, NCAs, EASA (on a case-by-case basis)		
Affected regulation(s)	Commission Regulation (EU) No 748/2012		
Strategic level	Standard	**Strategic priority**	3.6.3
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	2026-Q1	2026-Q2	2026-Q2

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 CSs 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 CSs 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**	3.6.3
Harmonisation			

WORKING METHOD			
Owner	CT.5 - Policy, Innovation & Knowledge 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		2026-Q3	n/a	n/a	2027

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 CSs 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 CSs as established by EASA during previous certification projects, and to address non-complex and non-controversial issues raised by stakeholders.

Subtask 2: NPA proposing various selected eligible items.

Subtask 3 (ETOPS/EDTO): a single NPA will be published proposing to repatriate the airworthiness elements currently included in AMC 20-6, CS-E, CS-25 and the AMC & GM to Part 21.

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**	3.6.3
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		2025-Q4	n/a	n/a	2026-Q4
3		2026-Q2	n/a	n/a	2027

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 CSs 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 CSs 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	Manufacturers of ETSO articles		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	3.6.3
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	2025/017/R 2025-09-15

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 CSs 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 CSs 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	n/a		
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**	3.6.3
Harmonisation	Yes - intended		

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 2024-07 2024-12-17	n/a	n/a	2025-Q4

RMT.0502 Regular update of the CS for balloons

The objective of this RMT is to regularly address miscellaneous issues of non-controversial nature, in order to ensure that the CSs 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 CSs 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 CSs 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**	3.6.3
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-Q3	n/a	n/a	2027

RMT.0508 Regular update of CS-CCD

The objective of this RMT is to regularly address miscellaneous issues of non-controversial nature, in order to ensure that the CSs 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 changes to improve ease of implementation based on experience gained and best practices.

The current cycle aims at addressing miscellaneous issues of non-controversial nature gathered since the last revision in 2019.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Design organisations of complex motor-powered aircraft and other design organisations dealing with changes or STCs to these aircraft, cabin crew.		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	
Harmonisation	No		

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		2026-Q4	n/a	n/a	2027

RMT.0509 Regular update of CS-FCD

The objective of this RMT is to regularly address miscellaneous issues of non-controversial nature, in order to ensure that the CSs 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 CSs 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 changes to ensure consistency with RTM.0196 'Update of flight simulation training device requirements' and to take into account Industry recommendations and best practices.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	RMT.0196		
Affected stakeholders	Aircraft design organisations and other design organisations dealing with changes or supplemental type certificates (STCs) to aircraft		
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		2026-Q2	n/a	n/a	2027

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 CSs 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 CSs 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**	3.6.3
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-Q3	n/a	n/a	2027

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 CSs 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 CSs as established by EASA during previous certification projects, and to address non-complex and non-controversial issues raised by stakeholders.

Note: an NPA on EDTO/ETOPS, proposing the repatriation of the AMC 20-6 initial airworthiness provisions, will be published. Although this NPA will propose to amend CS-25, CS-E and the AMC & GM to Part 21, it will be published under RMT.0184 to avoid duplicating the number of NPAs in each affected Regular update RMT (RMT.0184, RMT.0673 and RMT.0031).

Status	Ongoing		
SIs	n/a		
SRs	FRAN-2005-001 - On-board systems to determine weight and balance NETH-2007-004 - To provide weight and centre of gravity measurements to the crew SWED-2016-005 - Design criteria of PFD units		
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**	3.6.3
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-Q2	n/a	n/a	2027

RMT.0688 Regular update of CS-SIMD

The objective of this RMT is to regularly address miscellaneous issues of non-controversial nature, in order to ensure that the CSs 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 CSs 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 changes to ensure consistency with RTM.0196 'Update of flight simulation training device requirements' and to take into account experience gained and best practices.

Status	Ongoing
SIs	n/a
SRs	n/a
ICAO ref.	n/a
Other ref.	n/a
Dependencies	RMT.0196
Affected stakeholders	Applicants for aircraft type certificates for which the pilot type rating training makes use of approved full flight simulators (level B, C, D) or flight training devices for helicopters, and other applicants dealing with changes to an already approved definition of scope of validation source data
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		2026-Q2	n/a	n/a	2027

RMT.0690 Regular update of CS-STAN

The objective of this RMT is to regularly address miscellaneous issues of non-controversial nature, in order to ensure that the CSs are fit for purpose, cost-effective, can be implemented in practice.

This task will support general aviation (GA) in Europe by reducing the administrative burden for the embodiment of simple changes and simple repairs in certain aircraft when applying the acceptable methods, techniques and practices defined in CS-STAN, and will thus promote safety.

New regular update cycle for CS-STAN - Amendment 5.

Revision of current standard changes and standard repairs based on the practical experience reported by the stakeholders. Adding new standard changes and standard repairs.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Operators other than airlines, AMOs (Part-145, Part-CAO and Part-M Subpart F), and maintenance engineers or mechanics.		
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	
Harmonisation	No		

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

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
2		2026-Q4	n/a	n/a	2027

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 developed proposals in accordance with Article 140(3) of Regulation (EU) 2018/1139 in relation to aircraft primarily intended for sport and recreational use. The objective of this subtask was to introduce simple rules that will allow the application of a proportionate approach for sport and recreational aircraft. It took 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 included 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 was cancelled.

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 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**	3.6.3
Harmonisation	Yes - intended		

WORKING METHOD

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

PLANNING MILESTONES

SubT	Initiation	Consultation	Opinion	Commission IR	Decision
3		NPA 2025-02 2025-07-07	2026-Q1	2026-Q4	2026-Q4
4		2025-Q4	2027	2027	2027

RMT.0754 Regular update to the Detailed Technical Specifications for Part 21 Light (DS-21LD)

The objective of this RMT is to regularly address miscellaneous issues of non-controversial nature, in order to ensure that the DSs are fit for purpose, cost-effective and can be implemented in practice. In particular, the intent of the regular update is to keep DS-21LD up to date with new technological and market developments, to incorporate lessons learned, to update the references included in DS-21LD, and to address non-complex and non-controversial issues raised by stakeholders.

Status	**New**		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	Design organisations (in the GA domain)		
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 with external support	Light	NPA - Focused

PLANNING MILESTONES

SubT	Initiation	Consultation	Opinion	Commission IR	Decision
	2026-Q1	2026-Q2	n/a	n/a	2026-Q4

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 to a well-functioning single market.

How we monitor improvement

Continuous monitoring of the safety issues identified in the relevant safety issue domains (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**	3.2.4
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	2027	2028	2028

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	RMT.0278		
Affected stakeholders	NCAs, CAMOs, CAOs, AMOs, independent certifying staff, pilot-owner, applicants for airworthiness certificates		
Affected regulation(s)	Commission Regulation (EU) No 1321/2014 Commission Regulation (EU) No 748/2012		
Strategic level	Strategic	**Strategic priority**	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 2025-Q2	08/2024 2024-12-17	2025-Q4	2026-Q2

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**	3.3.4
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.0132 Best practices for the performance of critical maintenance tasks

The objective of this task is to share best practices how to minimise the risk of errors by mechanics resulting from misinterpretation and the general use of maintenance instructions during the performance of critical aircraft maintenance tasks. The task will look at how the maintenance organisation can supplement the maintenance instructions provided by the aircraft manufacturer to prevent credible errors and mishaps, and raise awareness and understanding on important steps and possible traps during the maintenance of these critical tasks.

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	3.3.4
Owner	FS.1 - Maintenance & Production department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce guidance, podcast/videocast, article, social media promotion (SPT.0132)	2026

7.2 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 to 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.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	NCAs, CAMOs, CAOs, AMOs, independent certiying staff, pilot-owner, applicants for airworthiness certificates
Affected regulation(s)	Commission Regulation (EU) No 1321/2014 Commission Regulation (EU) No 748/2012
Strategic level	Strategic **Strategic priority** 3.6.4
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 2024-12-17	2025-Q4	2026-Q2

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', RMT.0096 'Amendments (IRs and AMC & GM) in line with the process of granting foreign Part-145 approvals'. It will also exclude the Appendix I to AMC to Part-66, the type rating list, rendering RMT.0541, which addresses the periodic update of this list, unnecessary.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	ICAO Annex 6, Part 1, Chapter 4.7		
Other ref.	n/a		
Dependencies	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**	3.6.4
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-Q4	2026-Q4	2027	2027

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

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. EASA will also regularly address the miscellaneous issues of non-controversial nature in order to ensure that the AMC/GM and the detailed specifications for ATM/ANS equipment remain fit for purpose, are cost-effective, enable relevant technological evolution, and are in line with the latest ICAO SARPs. In particular, EASA 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

The application of the new regulatory framework for ATM/ANS equipment 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. In addition is should 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 provided in the EASA Annual Safety review (https://www.easa.europa.eu/en/publication-types/annual-safety-review).

The associated ATM/ANS safety issues are described in the corresponding Safety Risk Portfolio (refer to EPAS Volume III).

How we want to achieve it: actions

RMT.0761	Revision of Regulation (EU) 2018/1048 (the PBN IR)

After the completion of BIS-44 'Safe Operations in a PBN Environment', EASA has confirmed, with the support of several stakeholders, the impact of the restrictions to fly conventional navigation, as well and the need to further support the implementation of contingency measures.

Following the BIS recommendation, the objectives of this rulemaking task are to amend Regulation (EU) 2018/1048:

(a) to address the negative effects resulting from the restrictions to fly conventional navigation, particularly, ILS CAT I procedures; and

(b) to further support the implementation of contingency measures.

Status	**New**		
SIs	SI-0034 - Impact of GNSS interferences on civil aviation operations		
SRs	FRAN-2024-007 - Maintaining the level of safety of approach operations in Europe in 2030		
ICAO ref.	n/a		
Other ref.	EASA BIS 'Safe Operations in a PBN Environment'		
Dependencies	IST.0005		
Affected stakeholders	NCAs, air operators - all, aerodrome operators, flight crews, ATCOs, ATM/ANS equipment manufacturers (airborne and ground)		
Affected regulation(s)	Commission Implementing Regulation (EU) 2018/1048		
Strategic level	Strategic	**Strategic priority**	
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	FS.4.2 - ATM Standards & Implementation Section		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA with RMG	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	2025-Q4	2026-Q3	2027	2028	2028

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
Sls	SI-4010 - Airborne separation
SRs	n/a
Reference(s)	European Action Plan for Airspace Infringement Risk Reduction (EAPAIRR) EASA BIS 'Airborne Collision Risk'
Dependencies	n/a
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 24/24, 24/29, 24/31, 24/41, 24/42, 24/45, 24/46 (FF-ICE).

Furthermore, the need for additional alignment of SERA with Amendment 79 to ICAO Annex 3 and Regulation (EU) 2017/373 is also identified.

Status	Ongoing		
SIs	n/a		
SRs	FRAN-2023-008 - Altimeter setting (QNH) read-back error, triggering of a MSAW on final approach		
ICAO ref.	ICAO SL 24/24, 24/29, 24/31, 24/41, 24/42, 24/45, 24/46		
Other ref.	n/a		
Dependencies	RMT.0719 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**	3.6.5
Harmonisation	No		

WORKING METHOD			
Owner	FS.4.2 - ATM Standards & Implementation Section		
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-Q4	2026-Q2	2027	2027

RMT.0743 Regular update of the acceptable means of compliance and guidance material 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 objectives: Initial amendments to AMC and GM related to:

- equipment classification and attestation methods;
- contractual activities;
- organisational changes that require EASA approval;
- further guidance on administrative procedures;
- equipment with functionalities subject to various attestation methods;
- alignment of major/minor changes of equipment subject to SoC and certification/declaration;
- deviations from DSs and from AMC to DSs
- links between certification, minor/major changes, and part number;
- DDP and DDC elements;
- clarifications on the ATM directives.

Subtask 2: additional amendments to the AMC and GM related to:

- occurrence reporting and assessment of defects;
- further details of minor/major changes;
- attestation of incomplete functions and boundaries of equipment;
- EASA level of involvement in certification.

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 Delegated Regulation (EU) 2023/1768 Commission Implementing Regulation (EU) 2017/373 Commission Implementing Regulation (EU) 2023/1769		
Strategic level	Strategic	**Strategic priority**	3.6.5
Harmonisation			

WORKING METHOD			
Owner	FS.4 - Air Traffic and Airspace Management Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA	Light	NPA - Public
2	By EASA with external support	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0743 2024-06-11	NPA 2025-06 2025-10-24	n/a	n/a	2026-Q2
2		2027	n/a	n/a	2027

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 regularly update 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 existing equipment not yet included and Part 1 General.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
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**	3.6.5
Harmonisation			

WORKING METHOD			
Owner	FS.4 - Air Traffic and Airspace Management Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA with external support	Light	NPA - Public
2	By EASA with RMG	Light	NPA - Public

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0744 2024-06-17	2025-Q4	n/a	n/a	2026-Q2
2		2026-Q4	n/a	n/a	2027

RMT.0750 Regular update of the requirements on 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	Ongoing		
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**	3.4.6
Harmonisation	No		

WORKING METHOD			
Owner	ED.4 - Air Traffic department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA	Light	NPA - Focused

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	2026-Q3	2027	2028	2028	2028

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 a dedicated 'EASA ATM/ANS ground equipment webpage' on the 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
Create EASA ATM/ANS ground equipment web page (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**	See Section 2.5
RMT.0230	**Introduction of a regulatory framework for UAS operations and innovative aerial services**	See Section 10.1
RMT.0682	**Implementation of the regulatory needs in support of the SESAR deployment**	See Chapter 11
RMT.0731	**New air mobility**	

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 and provide for efficiency/proportionality, in terms of developing and maintaining a legal framework commensurate with the complexity of the ADR activities , the management of potential risks and the need to ensure international interoperability where European aerodromes are used by airlines and pilots from different parts of the world and where operations and design of aerodromes originate from international standards (ICAO Annex 14). This section does not include actions to ensure a level playing field.

The actions under the strategic objective of safety in the aerodrome domain will ensure the uniform application of the rules directed at Member States and aerodrome operators to safeguard aerodromes against activities and developments in their surroundings which may pose unacceptable risks to aircraft using them. The regulatory material expected from this rulemaking action (RMT.0751) is linked to what is already contained in Article 38 ´Protection of aerodrome surroundings´ of Regulation (EU) 2018/1139 and its Annex VII, Chapter 3 on aerodrome surroundings. This maintains a high uniform level of safety in the Member States.

For the strategic objective efficiency/proportionality, there are three actions envisaged. RMT.0746 transposes the ICAO Standards and Recommended Practices (SAPRs) in Annex 14 'Aerodrome design and operations' to ensure transposition of global safety standards and thus interoperability of the aviation system, where aerodrome design and operations are based on global safety standards developed by ICAO. Such amendments to ICAO SARPs should be transposed into the European aerodrome safety rules ensuring the alignment of their applicability dates with those of the ICAO SARPs. This ensures a harmonised level of safety among Member States and assists them in meeting their legal commitments to the Chicago Convention, i.e. the ICAO annexes.

Another action in this section addresses the conformity assessment of safety-related aerodrome equipment (RMT.161). Here the objective is to develop a harmonised and mutually recognised mechanism of attestation (through statements of compliance, declaration of compliance and certification) of safety-related aerodrome equipment by the Agency. This regulatory framework will be developed in accordance with the applicable provisions of the Basic Regulation, and in particular Articles 3, 36 and 79 of that Regulation.

Finally, the last action (EVT.0012) under efficiency/ proportionality is intended to evaluate the aerodrome rules found under Commission Regulation (EU) No 139/2014 10 years following their implementation.

How we monitor improvement

Continuous monitoring of the safety issues identified in the relevant safety issue domains (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 higher-risk key risk areas (KRAs) for the aerodrome and ground-handling domain are provided in the EASA Annual Safety review (https://www.easa.europa.eu/en/publication-types/annual-safety-review).

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

How we want to achieve it: actions

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 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. This will ensure a harmonised and common approach to the protection of aerodrome surroundings.

Status	Ongoing		
SIs	n/a		
SRs	n/a		
ICAO ref.	Annex 14		
Other ref.	Article 38 of Regulation (EU) 2018/1139 and Commission Regulation (EU) No 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**	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	2028	2029	2029

9.1.2 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 competitiveness.

What we want to achieve

Harmonise the applicable requirements where this would ensure fair competition. Remove obstacles to a well-functioning single market.

How we monitor improvement

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

How we want to achieve it: actions

The section is included as a placeholder for future actions.

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 detailed 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 CSs or GM related to safety-related aerodrome equipment. Those CSs 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	DENM-2010-003 - Bird strike monitoring activity		
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**	3.6.5
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	2026-Q3	2027	2027
5		2026-Q3	n/a	n/a	2027

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**	3.6.6
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	ToR RMT.0746 2025-04-11	2026-Q1	2026	2027	2027

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 February 2014. Since 2018, the Agency has been monitoring the implementation of the applicable provisions through EASA standardisation activities. An evaluation will be performed to assess their relevance, effectiveness and efficiency of the provisions. This EVT has been reactivated.

Status	Ongoing
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 an evaluation report for EVT.0012	2027

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 (SERA)	See Section 8.2
RMT.0230	Introduction of a regulatory framework for UAS operations and innovative aerial services	See Chapter 10
RMT.0682	Implementation of the regulatory needs in support of the SESAR deployment	See Chapter 11
RMT.0731	New air mobility	

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

The risks associated with ground-handling - and apron-management-related services include all risks related to operations of aircraft on the ground, e.g. during turnaround, when aircraft are being serviced, during ramp handling activities, aircraft stand allocation and aircraft marshalling, etc.). The safety risk also includes the risk of collision of an aircraft with another aircraft, obstacles or vehicles while the aircraft is moving on the ground, either under its own power or being towed.

New European regulations on ground handling (GH) services were published in early 2025 (Regulation (EU) 2025/20 for ground handling services and organisations providing them, as well as Regulation (EU) 2025/23 regarding requirements for competent authorities to conduct oversight of ground handling services and organisations providing them). While the GH safety regulations will apply as of 2028, already today and over the course of the next years, EASA will support their implementation (IST.0004), that apply to the largest group of personnel in the aviation sector, i.e. ground handling personnel. In the context of implementation support under IST.0004, a network of future GH inspectors is already working with EASA to set up common oversight standards and a common evaluation (under EASA's coordination) of the most used industry standards (as per the requirement in the GH Regulations) – to ensure that industry standards meet the safety objectives of the GH Regulations. In addition, dissemination events to prepare the GH industry and Member States and to train inspectors will continue during the transition period and are accessible to all interested stakeholders.

Apron management services are already regulated under Regulation (EU) No 139/2014 on aerodrome safety. RMT.0746, on the transposition of ICAO SARPs, will ensure alignment between the ICAO standards and the EU regulatory framework for aerodrome safety.

The higher-risk key risk areas (KRAs) for the aerodrome and ground-handling domain are provided in the EASA Annual Safety review (https://www.easa.europa.eu/en/publication-types/annual-safety-review).

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

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. 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

IST.0004 Support the implementation of the ground handling (GH) Regulations

The European Union has extended the mandate of aviation safety regulations to include ground handling (GH). To this end, new Regulations were published in March 2025 (Commission Implementing Regulation (EU) 2025/23 regarding competent authority oversight of organisations providing GH services and Commission Delegated Regulation (EU) 2025/20 regarding requirements for GH services and for organisations providing them).

The Regulations, while published in March 2025, will apply from 27 March 2028. During the transition period from 2026 to 2028 this implementation support task will assist stakeholders in preparing for the implementation of the new Regulations. The Agency, together with MSs and industry, has established a task force with the aim of sharing and developing guidelines and good practices for authorities and industry. GH organisations will have to prepare their management system and declare their activities in line with the new GH regulatory framework, while authorities will have to prepare for oversight of GH organisations.

In addition, a network of future GH competent authority inspectors with support from the Agency, will organise mock-up audits to test the cooperative oversight concept, develop guidelines and support material for authorities to conduct oversight and to 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. 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 provide support on the interpretation of the new regulations, AMC & GM.

Moreover, in order to support the common understanding of the EU GH Regulations, 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	Ongoing
SIs	n/a
SRs	GERF-2018-002 - Activities regarding aircraft de-icing
Reference(s)	n/a
Dependencies	n/a
Affected stakeholders	NCAs, GHSPs, ADR operators, aircraft operators - all, ground handling staff
Owner	FS.4 - Air Traffic and Airspace Management Department

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Inspector guidance, compliance guidance, checklists and procedures (IST.0004)	2028

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

UAS operations in the 'open' and 'specific' category are regulated by Commission Implementing Regulations (EU) 2019/947 and 2019/945.

These regulations need to be complemented with additional actions to enable a harmonised implementation of these rules at EU level and to introduce UAS operations in the 'certified category'. 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 (e.g. 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. 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 developed the 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 UAS operations and innovative aerial services

The objective of this RMT is to develop IRs, AMC, GM and CSs for UASs to implement Articles 55 to 57 of and Annex IX to 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 the U-space, six subtasks had initially been identified, of which Subtasks A and B were completed between 2019 and 2022. The previous identified Subtask F (amendment of the Certification Specifications on noise, emission and environmental requirements) was transferred to RMT.0733. The previous identified Subtask D#4 (amendment of CS-ETSO) was transferred to RMT.0457.

Subtask A (completed): this subtask 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.

Subtask B (completed): the regular update of the U-space Regulation is 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.

This subtask covers, in a step-wise approach, the establishment of regulations and associated AMC & GM to cover the above types of operations:

- C#1 (completed): regulations applicable to Type #3 operations and to the IAW and CAW of UAS in the 'specific' category
- C#2: regulations applicable to Type #1 operations
- C#3 (completed): AMC & GM supporting the implementation of regulations applicable to Type #3 operations
- C#4: AMC &GM supporting the implementation of regulations applicable to IAW and CAW of UAS in the 'specific' category [batch #1]
- C#5: AMC & GM supporting the implementation of regulations applicable to Type #1 operations
- C#6: regulations applicable to Type #2 operations

RMT.0230 Introduction of a regulatory framework for UAS operations and innovative aerial services

- C#7: AMC & GM supporting the implementation of regulations applicable to Type #2 operations
- C#8: regulations applicable to Type #3 operations [night VFR and IFR]
- C#9: AMC & GM supporting the implementation of regulations applicable to Type #3 operations [night VFR and IFR]
- C#10: AMC & GM supporting the implementation of regulations applicable to IAW and CAW of UAS in the 'specific' category [batch #2]

Subtask D: Certification Specifications for unmanned aircraft systems (CS-UAS and CS-Light UAS) and Certification Specifications for VTOL-capable aircraft (CS-VTOL).

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.

The subtasks are as follows:

- D#1: development of CS-UAS
- D#2: development of CS-Light UAS
- D#3: development of CS-VTOL

Subtask D#4 (Update of CS-ETSO) has been transferred to RMT.0457.

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).

The subtasks are identified as follows:

- E#1: amendment of Part-ACAS
- E#2: amendment of ATM/ANS interoperability regulations
- E#3: amendment of CS-ACNS
- E#4: amendment of ATCO licensing and ATM/ANS common requirements

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 3. Subtask F of RMT.0230 is therefore cancelled, as its content will be addressed under 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.

RMT.0230 Introduction of a regulatory framework for UAS operations and innovative aerial services

The subtasks are identified as follows:

— G#1: development of CS-VPT-DSN

— G#2: amendment of CS-ADR-DSN

Status	Ongoing
SIs	SI-2014 - Airborne conflict with an unmanned aircraft system (UAS)
SRs	ITAL-2017-001 - Unmanned helicopters to be equipped with automatic emergency recovery capability to reduce vertical velocity in case of engine malfunction during flight
ICAO ref.	Transposition into the EU regulatory framework of updates to SARPs applicable to remotely piloted aircraft systems (RPAS)
Other ref.	n/a
Dependencies	RMT.0457 RMT.0727 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 Delegated Regulation (EU) 2024/1107 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) 2024/1109 Commission Implementing Regulation (EU) No 923/2012 Commission Regulation (EU) No 1178/2011 Commission Regulation (EU) No 1332/2011 Commission Regulation (EU) No 748/2012 Commission Regulation (EU) No 965/2012
Strategic level	Strategic **Strategic priority** 3.4.3.1
Harmonisation	Yes - intended

WORKING METHOD			
Owner	CT.6.1 - IAM Policy section		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
C10	By EASA with external support	Detailed	NPA - public
C2	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

RMT.0230	Introduction of a regulatory framework for UAS operations and innovative aerial services		
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

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
C10		2028	n/a	n/a	2029
C2		2029	2030	n/a	n/a
C4		NPA 2024-06 2024-09-04	n/a	n/a	2026-Q1
C5		2030	n/a	n/a	2031
D1		2028	n/a	n/a	2029
D2		2028	n/a	n/a	2029
D3		2028	n/a	n/a	2028
E1		2029	2030		n/a
E2		2029	2030		n/a
E3		2030	n/a	n/a	2031
E4		2030	2031		n/a

IST.0006 Support to counter UAS (C-UAS) initiatives

In 2020 EASA launched a C-UAS action plan which resulted in the publication of guidelines for the management of incidents with drones and of a research project aimed at investigating the vulnerability of manned aircraft to drone strikes.

The objective of this task is to continue supporting the implementation of C-UAS initiatives through the following activities:

- educate the public to prevent and reduce misuse of UAS at or around aerodromes through the development of dedicated guidance on the use of UAS geographical zones;
- ensure that C-UAS measures are swiftly considered and implemented from a global safety perspective by supporting the activities of civilian and military regulatory authorities and standards developing organisations;
- support the European Commission in the adaptation of the legal basis for UAS occurrence reporting and the update of the relevant occurrence reporting tools (ECCAIRS).

Status	**New**
SIs	n/a
SRs	n/a
Reference(s)	n/a
Dependencies	RMT.0230 RMT.0729 RMT.0730 SPT.0091
Affected stakeholders	UAS manufacturers, UAS operators, NCAs, remote pilots
Owner	CT.6.1 - IAM Policy section

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Guidelines for the implementation of UAS geographical zones	2026-2030
Technical support and coordination with civilian and regulatory authorities and standards developing organisations for the introduction and implementation of C-UAS measures	2026-2030
Technical support to the European Commission for the update of the regulatory framework for the reporting of UAS occurrences and for the update of the ECCAIRS reporting tool	2026-2030

SPT.0091	European safety promotion on civil drones

The objectives of this task are to:

- coordinate European activities to promote the safe operation of drones to the general public;
- promote the safe use of drones and enhance 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 under 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 RMT.0729 RMT.0730
Affected stakeholders	UAS operators (private and commercial)
Strategic level	Strategic
Strategic priority	3.4.3.4
Owner	SPN

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce safety promotion material for SPT.0091	2026-2028

In addition to the above, the following RMT is also relevant:

RMT.0731	New air mobility	See Chapter 11

10.2 Efficiency/proportionality

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 as identified by the stakeholders during the application of Regulations (EU) 2019/945 and 2019/947. In order to simplify the consultation process, it will be split into two NPAs, the first focusing on improvement resulting from the feedback received and the second focusing on simplification of the UAS regulation.

Status	Ongoing		
SIs	SI-2014 - Airborne conflict with an unmanned aircraft system (UAS)		
SRs	n/a		
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**	3.4.3.1
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	CT.6.1 - IAM Policy 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-Q4	2027	2028	2028

RMT.0730 Regular update of the acceptable means of compliance and guidance material 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. This RMT 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) published in June 2024 updates to the SORA, and 3 new PDRAs, following a JARUS public consultation conducted in 2023. No major objections were raised by EASA or by EU stakeholders during the JARUS consultation. EASA plans to recognise the JARUS consultation meeting through 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 the 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 similarly to 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**	3.4.3.1
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	CT.6.1 - IAM Policy section		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
3	By EASA with external support	Light	NPA - Focused

RMT.0730	Regular update of the acceptable means of compliance and guidance material to Regulations (EU) 2019/945 and 2019/947 (drones in the 'open' and 'specific' category)

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**
3		NPA 2024-107 2024-11-29	n/a	n/a	2025/018/R 2025-09-29
4		2025-Q4	n/a	n/a	2026-Q2
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) and Commission Implementing Regulation (EU) 2021/666 (rules of the air)) and related acceptable means of compliance and guidance material

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.	n/a		
Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders			
Affected regulation(s)	n/a		
Strategic level	Standard	**Strategic priority**	3.4.3.2
Harmonisation			

WORKING METHOD			
Owner	FS.4 - Air Traffic and Airspace Management Department		
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-Q4	2027	n/a	n/a	2027

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 the certification of U-space service providers (USSPs) and single common information service providers (SCISPs). 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.

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 2026.

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 enhance 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
SIs	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	

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Produce FAQs, checklists, application forms, compliance matrices, guidelines (task IST.0003)	2026
Provide support to the European research and demonstration projects on U-space conducted under SESAR 3JU or at national level (IST.0003)	2026

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 ecosystem, 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. Several new business models are emerging: the increased interest for flying 'taxis' in the cities, the increased digitalisation of aviation systems, the introduction of more autonomous vehicles as well as of completely autonomous cargo aircraft, combined with the need to reduce emissions coming from aviation.

These developments will challenge the way authorities regulate and oversee the aviation system. Competent authorities should continue working closer 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. 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

Provide an up-to-date and proportionate regulatory framework enabling the development and safe and sustainable introduction of future business models and innovative products and services.

Identify efficiency gains in regulatory developments necessary to address new business models through early discussion with stakeholders, at organisational or product level.

How we monitor improvement

The EASA ABs regularly provide feedback on the effectiveness of the activities.

How we want to achieve it: actions

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 Detailed Specification 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 adaptations to domain-specific regulatory material for other affected domains as necessary.

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 - 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 Delegated Regulation (EU) 2023/1768 Commission Delegated Regulation (EU) 2024/1107 Commission Implementing Regulation (EU) 2017/373 Commission Implementing Regulation (EU) 2019/947 Commission Implementing Regulation (EU) 2021/664 Commission Implementing Regulation (EU) 2023/1769 Commission Implementing Regulation (EU) 2023/203 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		
Strategic level	Strategic	**Strategic priority**	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-Q4	n/a	n/a	2027
2		2025-Q3	n/a	n/a	2027
3		2026-Q1	2026	2027	2027
4		2026-Q4	2028	2028	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 Delegated Regulation (EU) 2022/1645 Commission Implementing Regulation (EU) 2017/373 Commission Implementing Regulation (EU) 2019/947 Commission Implementing Regulation (EU) 2023/203 Commission Implementing Regulation (EU) No 923/2012 Commission Regulation (EC) No 2150/2005 Commission Regulation (EU) 2015/340 Commission Regulation (EU) No 1178/2011 Commission Regulation (EU) No 1321/2014 Commission Regulation (EU) No 1332/2011 Commission Regulation (EU) No 748/2012 Commission Regulation (EU) No 965/2012 Regulation (EU) 2018/1139 Regulation (EU) 549/2004 Regulation (EU) 550/2004 Regulation (EU) 551/2004 Regulation (EU) No 376/2014		
Strategic level	Strategic	**Strategic priority**	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.0065 Higher-airspace operations

In accordance with the '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;
- 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)	n/a
Dependencies	n/a
Affected stakeholders	
Owner	SM.4.2 - Research & Innovation Section

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

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 envisaged: 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:

- Electric propulsion aspects of VTOL-capable aircraft 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.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 1332/2011 Commission Regulation (EU) No 965/2012		
Strategic level	Strategic	**Strategic priority**	3.4.3.3
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 ToR RMT.0731 - Issue 3 2025-04-28	NPA 2021-15 2021-12-21	04/2024 2024-06-19	2025/134 2025-01-29 2025/111 2025-01-24 2025/133 2025-01-29	2025-Q4
2	ToR RMT.0731 - Issue 2 2021-05-12	NPA 2021-12 2021-11-15	04/2024 2024-06-19	2025/134 2025-01-29 2025/111 2025-01-24 2025/133 2025-01-29	2025-Q4
3		<tbd>	<tbd>	<tbd>	<tbd>
4A		2026-Q4	2027	2028	2028
4B		2026-Q4	2027	2028	2028
4C		NPA 2025-04 2025-10-10	2026-Q3	2027	2027

11.1.3 Implementation of the ATM Master Plan

Issue/rationale

The European ATM Master Plan 2025 outlines a set of Strategic Deployment Objectives (SDOs) that are crucial for modernising air traffic management in Europe in the next decades. These SDOs are designed to ensure the efficient and safe integration of new technologies and procedures into the ATM system.

What we want to achieve

Enable the safe implementation of the ATM Master plan.

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

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 different subtasks 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.

Subtask 2: To amend the EU regulatory framework to enable the Deployment Actions (DA) from Strategic Deployment Objective (SDO) 1, Alerts for reduction of collision risks on taxiways and runways, which mitigates SI-2006 'Inappropriate clearance due to undetected occupied runway'.

Subtask 3: To amend the EU regulatory framework to enable the Deployment Actions (DA) from Strategic Deployment Objective (SDO) 3, Dynamic airspace configuration, which addresses the risks related to SI-2032 'Mass diversions'.

Subtask 4: To amend the EU regulatory framework to enable the Deployment Actions (DA) from Strategic Deployment Objective (SDO) 7, Transition towards high performance of air-ground connectivity (multilink), which supports improved data link connectivity and performance.

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.0744		
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**	3.4.6
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	FS.4 - Air Traffic and Airspace Management Department		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
1	By EASA with external support	Light	NPA - Public
2	By EASA	Light	NPA - Public
3	By EASA	Light	NPA - Public
4	By EASA	Light	NPA - Public

RMT.0682 Implementation of the regulatory needs in support of the SESAR deployment

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0682 2019-12-10	NPA 2023-04 2023-05-26	03/2024 2024-06-19	2025/520 2025-03-21	2026-Q1
2		2027	2028	2028	2028
3		2028	2029	2030	2030
4		2028	2029	2030	2030

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 issue domains (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

11.2.1 SES 2+ framework implementation

Issue / rationale

The entry into force of Regulation (EU) 2024/2803 on the implementation of the Single European Sky brought some remarkable novelties, namely:

- the distinct roles played by the national competent authorities (NCAs) and the national supervisory authorities (NSAs) when performing certification and oversight of ATM/ANS providers;
- the introduction of additional conditions that must be met by organisations which are contracted to provide ANS, in particular, compliance with requirements for certification/declaration, national security and defence, location of the organisation's principal place of business in the EU, and EU ownership and control; and
- the definition of air traffic data services (ADS), their classification as ANS, and the establishment of essential requirements for these innovative services.

EASA has conducted a regulatory analysis, by which the need to align several ATM/ANS and U-space regulations, but primarily Regulation (EU) 2017/373, with Regulation (EU) 2024/2803, has been confirmed.

What we want to achieve

The alignment of existing ATM/ANS & U-space regulations with the requirements of Regulation (EU) 2024/2803, thus correcting any detected regulatory inconsistencies and ensuring legal certainty. In addition, another objective is to detail the common requirements for the providers of ADS with a view to enabling implementation.

How we monitor improvement

- Through regular feedback on the implementation of the regulatory requirements and related AMC and GM by the EASA Advisory Bodies.
- Through planned standardisation activities, which can also allow the detection of implementation issues.

How we want to achieve it: actions

RMT.0719 Regular update of air traffic management/air navigation services rules (IRs and acceptable means of compliance and guidance material)

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: In consideration of the adoption of the conformity assessment regulatory framework for ATM/ANS equipment, the objective of this subtask is to revise and simplify the requirements for safety (support) assessment and the related AMC and GM. Such a revision is expected to facilitate implementation and to ensure regulatory consistency. NPA 2019-04 is, therefore, no longer relevant and another NPA will be published.
- 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 update Regulation (EU) 2017/373 and associated AMC and GM to:
  - ensure consistency with the requirements of Regulation 2024/2803 (SES2+);
  - implement the outcome of regular monitoring of implementation through standardisation activities and regular feedback received from the EASA Advisory Bodies; and
  - ensure alignment with evolving ICAO provisions.

Proposals for amendment to other Implementing and Delegated Acts under the EASA Basic Regulation scope may also be developed for regulatory consistency.

- 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 State Letter 2020/26 approval of Amendment 1 to the PANS-AIM ICAO State Letter 2020/27 approval of Amendment 9 to the PANS-ATM ICAO State Letter 2023/26 adoption of Amendment 93 to Annex 10, Volume I ICAO State Letter 2024/24 adoption of Amendment 93 to Annex 10, Volume II ICAO State Letter 2024/25 adoption of Amendment 92 to Annex 10, Volume III ICAO State Letter 2024/30 adoption of Amendment 62 to ICAO Annex 4 ICAO State Letter 2024/31 adoption of Amendment 53 to ICAO Annex 11 ICAO State Letter 2024/40 adoption of Amendment 43 to ICAO Annex 15 ICAO State Letter 2024/42 approval of Amendment 3 to the PANS-AIM ICAO State Letter 2025/23 adoption of Amendment 18 to Annex 14, Volume I ICAO State Letter 2025/28 adoption of Amendment 10 to Annex 14, Volume II ICAO State Letter 2025/27 adoption of Amendment 44 to ICAO Annex 15 ICAO State Letter 2025/30 approval of Amendment 4 to the PANS-AIM ICAO State Letter 2024/41 approval of Amendment 12 to the PANS-ATM ICAO State Letter 2025/21 adoption of Amendment 91 to Annex 10, Volume V ICAO State Letter 2025/25 adoption of Amendment 93 to Annex 10, Volume III ICAO State Letter 2025/31 adoption of Amendment 94 to Annex 10, Volume I ICAO State Letter 2025/37 adoption of Amendment 94 to Annex 10, Volume II ICAO State Letter 2025/15 approval of Amendment 13 to the PANS-ATM ICAO State Letter 2025/24 adoption of Amendment 82 to Annex 3 ICAO State Letter 2025/26 adoption of Amendment 54 to Annex 11 ICAO State Letter 2025/36 approval of the first edition of the Procedures for Air Navigation Services — Meteorology (PANS-MET, Doc 10157)

RMT.0719	Regular update of air traffic management/air navigation services rules (IRs and acceptable means of compliance and guidance material)

Other ref.	n/a		
Dependencies	n/a		
Affected stakeholders	ATM/ANS providers, Network Manager, aircraft operators, NCAs		
Affected regulation(s)	Commission Implementing Regulation (EU) 2017/373		
Strategic level	Standard	**Strategic priority**	3.6.5
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 2027	2028	n/a	2028
4b		NPA 2023-08 2023-11-09	02/2025 2025-09-25	2025-Q4	2026-Q4
5		2026-Q2	n/a	n/a	2027
6		NPA 2025-05 2025-10-13	2026-Q2	2027	2026

RMT.0762 Common requirements for air traffic data services (ADS) providers

Regulation (EU) 2024/2803 amended the Basic Regulation to incorporate, inter alia, new essential requirements (ERs) for a new air navigation service, i.e. air traffic data service (ADS). These ERs set the basis for the development of innovative services in support of air traffic management (ATM) and air traffic control (ATC) purposes. ADS providers will therefore offer operational data, including surveillance data, meteorological data, network manager data, and aeronautical information data, to enable enhanced interoperability between different service providers, and facilitate cross-border cooperation.

The objective of this rulemaking task is to establish the necessary detailed requirements for certification and oversight of ADS providers, which will be incorporated into Regulation (EU) 2017/373 by creating a dedicated new Part-ADS.

Status	**New**		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	n/a		
Dependencies	RMT.0719 RMT.0744		
Affected stakeholders	ATM/ANS providers, organisations involved in the design, production and maintenance of ATM/ANS equipment, national competent authorities.		
Affected regulation(s)	Commission Implementing Regulation (EU) 2017/373		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I section 3.4.10
Harmonisation	Yes - intended		

WORKING METHOD

Owner	FS.4.2 - ATM Standards & Implementation Section		
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
	2027	2028	2029	2029	2029

RMT.0763 Alignment of the common requirements for ATM/ANS providers with SES 2+

Regulation (EU) 2024/2803 introduces the new Single European Sky (SES) regulatory framework, including a number of amendments to Regulation (EU) 2018/1139 for consistency.

The Agency has performed a regulatory analysis of the impact of the Single European Sky (SES2+) Regulation on the ATM/ANS and ATCO delegated and implementing acts that are currently in force. This analysis concluded that a swift alignment is needed to ensure consistency between Regulation (EU) 2017/373 and Regulation 2024/2083 on the following specific subjects:

— contracted activities; and

— the distinct roles assigned to the SES2+ NSA and the Common Requirements NCA.

Status	**New**		
SIs	n/a		
SRs	n/a		
ICAO ref.	n/a		
Other ref.	Regulation (EU) 2024/2803		
Dependencies	RMT.0719		
Affected stakeholders	Providers of ATM/ANS services (ANSPs); Member States; NCAs (including military); NSAs; Network Manager; EASA		
Affected regulation(s)	n/a		
Strategic level	Strategic	**Strategic priority**	EPAS Volume I section 3.4.10
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	FS.4.2 - ATM Standards & Implementation Section		
SubT	**Development**	**Impact Assessment(s)**	**Consultation**
	By EASA	Light	NPA - Focused

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
	ToR RMT.0763 2025-08-11	n/a	2025-Q4	2026-Q3	2026-Q3

11.2.2 European electronic personnel licences

RMT.0737 Enabling digital personnel licensing in Europe

Subtask 1: the objective of Subtask 1 is to introduce personnel licences issued in digital format (DPLs) (referred to as 'electronic personnel licences (EPLs))' 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 objective of this RMT is to develop requirements for the implementation of DPLs in the EU regulatory framework in order to:

- enable the issue, display, validation and verification of an EU DPL on self-contained mobile electronic visual display devices (the DPL will be optional to the hard-copy paper licence; nevertheless, the Member States' NCAs will have an obligation to accept valid DPLs issued by other Member States);
- ensure security, confidentiality, data protection, integrity, authentication and accessibility of the DPL;
- guarantee interoperability of the DPL between different issuing and verifying NCAs and other affected stakeholders;
- transpose ICAO Annex 1 SARPs related to the DPL (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 a DPL 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) 2018/395 Commission Regulation (EU) No 1178/2011 Commission Regulation (EU) No 1321/2014		
Strategic level	Strategic	**Strategic priority**	3.4.2.1
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

PLANNING MILESTONES					
SubT	**Initiation**	**Consultation**	**Opinion**	**Commission IR**	**Decision**
1	ToR RMT.0737 2022-09-20	NPA 2024-08 2024-12-19	2026-Q2	2027	2027
2		<tbd>	<tbd>	<tbd>	<tbd>

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 to a large degree also depends 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 so that European industry remains 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.

The information below concerns the status of environmental standards. For the full picture, see the European Aviation Environmental Report (EAER)[5], which provides an overview of the historic, current and forecast environmental performance of the European aviation sector.

As far as global environmental protection standards are concerned, EASA:

- engages in CAEP/14 on the engine NOx stringency update and the scoping of noise stringency updates for helicopters and small propeller-driven aeroplanes;
- consults on the proposed European 'air taxi' noise regulation (NPA), and supports the Commission in the final adoption of associated delegated act;
- drive the development of a globally harmonised ICAO noise certification approach for drones and 'air taxis';
- publish a noise assessment scheme for gyroplanes.

As far as green technologies are concerned, EASA develops certification requirements and delivers electric, hybrid & hydrogen propulsion projects to:

- ensure harmonisation and development of global international standards;
- contribute to the Clean Aviation Programme and the implementation of the AZEA Roadmap with a total system outlook;
- partner with Member States for capacity building, benefiting from lessons learnt from national and European research and innovation projects on green technologies.

On the sustainable aviation front, EASA:

- manages the safe implementation of Refuel-EU Aviation and supports the EU Sustainable Transport Investment Plan;
- develops the uptake of the Flight Emission Label by airlines;
- prepares the 2028 European Aviation Environmental Report;
- leads the ICAO CAEP/14 Work Programme on fuels and market-based measures.

5 European Aviation Environmental Report 2025 | EASA

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

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

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 the SARPs in 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 3 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 13th meeting of the Committee on Aviation Environmental Protection (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**	3.5
Harmonisation	Yes - intended		

WORKING METHOD			
Owner	CT.5.1 - Initial Airworthiness Standards & Specifications section		
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	02/2024 2024-05-28	2025/870 2025-05-05 2025/1065 2025-08-12	2025/016/R 2025-08-13
3	ToR RMT.0514 Issue 3 2024-09-23	2026-Q2	2026-Q4	2027	2027

RMT.0733 Environmental protection requirements for products not covered by ICAO Annex 16

This RMT addresses the development of environmental protection requirements (EPRs) for the cases when Volumes I, II and III of ICAO Annex 16, as implemented under RMT.0514, do not contain 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		
Strategic level	Strategic	**Strategic priority**	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	ToR RMT.0733 Issue 2 2024-12-12	NPA 2025-03 2025-08-22	2026-Q4	2027	2027
3		<tbd>	<tbd>	<tbd>	<tbd>

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;
- supporting 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	Ongoing
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.4.2 - Research & Innovation Section

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

Appendixes

Appendix A:

Rulemaking and safety promotion deliverables published in 2025

The tables below show all rulemaking deliverables that were published until 31st October 2025.

Rulemaking deliverables:

ToRs

Reference	Title	Publ. date
ToR RMT.0424 - Issue 2	Regular update of medical certification requirements for aircrew and air traffic controllers, and the related oversight	2025-07-08
ToR RMT.0599 - Issue 2	Update of Subpart FC of Part-ORO/Evidence-based training and other elements	2025-07-17
ToR RMT.0731 - Issue 3	New air mobility	2025-04-28
ToR RMT.0746	Regular update of the aerodrome rules for the transposition of ICAO SARPs amendments	2025-04-11
ToR RMT.0752	Continued integrity verification programme (CIVP)	2025-07-29
ToR RMT.0753	Regular update of Regulations (EU) 2023/203 and 2022/1645 and associated AMC & GM	2025-02-19
ToR RMT.0757	Air-pocket design feature and occupant underwater escape	2025-09-24
ToR RMT.0763	Alignment of the common requirements for ATM/ANS providers with SES 2+	2025-08-11

NPAs

Reference	Title	Task number
NPA 2025-01	Take-off performance parameters and position errors - large aeroplanes	RMT.0741
NPA 2025-02	Alignment of Regulations (EU) Nos 748/2012 and 1321/2014 with Regulation (EU) 2018/1139 - Certification and continuing airworthiness of non-installed equipment	RMT.0727-3
NPA 2025-03	Environmental protection requirements for products not covered by ICAO Annex 16 | Noise requirements for VCA	RMT.0733
NPA 2025-04	New air mobility | Rules for air operations with airships (AsOP)	RMT.0731-3
NPA 2025-05	Regular update of the ATM/ANS rules	RMT.0719-6

OPINIONS

Reference	Title	Task number Subtask(s)
Opinion No 01/2025	Update of the flight simulation training device requirements	RMT.0196-2A
Opinion No 02/2025	Regular update of the air traffic management / air navigation services rules	RMT.0719-4B

DECISIONS

Reference	Title	Type	Task number Subtask(s)
2025/001/R	Regular update of the air operations rules - ICAO alignment		RMT.0392-1a RMT.0392-1f
2025/002/R	Amendments to the AMC & GM to Regulations (EU) Nos 1178/2011 and 965/2012		RMT.0190 RMT.0287-2a RMT.0287-2b RMT.0587-3 RMT.0678-2
2025/003/R	Turbine-engine endurance and initial maintenance programme testing | Substantiation of piston-engine time between overhauls or replacements		RMT.0180
2025/004/R	Certification Specifications and Guidance Material for Aerodrome Design (CS-ADR-DSN)		RMT.0591-3
2025/005/R	Repeal of CS-34, CS-36 and CS-CO2		
2025/006/R	Development of requirements for ground handling		RMT.0728
2025/007/R	Development of requirements for ground handling		RMT.0728
2025/008/R	Development of requirements for ground handling		RMT.0728
2025/009/R	Development of requirements for ground handling		RMT.0728
2025/010/R	Introduction of a regulatory framework for the operation of drones - Enabling innovative air mobility with manned VTOL-capable aircraft - AMC & GM to Regulation (EU) No 965/2012		RMT.0230-C3
2025/011/R	Introduction of a regulatory framework for the operation of drones - Enabling innovative air mobility with manned VTOL-capable aircraft - AMC & GM to Regulation (EU) No 1178/2011		RMT.0230-C3
2025/012/R	Introduction of a regulatory framework for the operation of drones - Enabling innovative air mobility with manned VTOL-capable aircraft - AMC & GM to Regulation (EU) No 923/2012		RMT.0230-C3
2025/013/R	Regular update of the AMC & GM to Regulations (EU) 2022/1645 and 2023/203 | AMC & GM to the Articles of Regulations (EU) 2022/1645 and 2023/203 - Issue 1, Amendment 1	AMC	RMT.0753-1

Reference	Title	Type	Task number Subtask(s)
2025/014/R	Regular update of the AMC & GM to Regulations (EU) 2022/1645 and 2023/203 | AMC & GM to Part-IS.D.OR - Issue 1, Amendment 1 | AMC & GM to Part-IS.I.OR - Issue 1, Amendment 1	AMC	RMT.0753-1
2025/015/R	Regular update of the AMC & GM to Regulations (EU) 2022/1645 and 2023/203 | AMC & GM to Part-IS.AR - Issue 1, Amendment 1	AMC	RMT.0753-1
2025/016/R	Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II and III - CAEP/12 | Awareness of Regulation (EU) 2015/640 provisions applicable to design approval holders		RMT.0514 RMT.0740
2025/017/R	Regular update of CS-ETSO	CS	RMT.0457 RMT.0682
2025/018/R	Regular update of the AMC and GM to Commission Implementing Regulation (EU) 2019/947 — Operation of drones in the 'open' and 'specific' category | AMC & GM to Commission Implementing Regulation (EU) 2019/947 — Issue 1, Amendment 3	AMC	RMT.0730
2025/019/R	Amendment to Issue 4 of the AMC & GM to CS-23		RMT.0687

Appendix B:
Rulemaking deliverables planned in 2026

ToRs

Nr	Baseline quarter	Task number	Task title
1		RMT.0747	Higher-airspace operations
2	Q1	RMT.0751	Protection of aerodrome surroundings
3	Q1	RMT.0754	Regular update to the Detailed Technical Specifications for Part 21 Light (DS-21LD)
4	Q1	RMT.0755	Changed product rule (CPR)
5	Q1	RMT.0759	Operational requirements for flights related to design and production ('manufacturer flights')
6	Q1	RMT.0760-1	Group operations
7	Q1	RMT.0764	Flight crew alerting system - large aeroplanes
8	Q1	RMT.0766	Safe operation of large aeroplanes in SLD icing conditions
9	Q3	RMT.0750-1	Regular update of the use of airspace and requirements on aircraft equipment
10	Q3	RMT.0758-1	Complex motor-powered aircraft (CMPA) and high-performance aircraft (HPA)
11	Q4	RMT.0765	Emergency evacuation

NPAs and other consultations

Nr	Baseline quarter	Task number	Task title
1	Q1	RMT.0251-3	Embodiment of safety management system requirements into Commission Regulations (EU) Nos 1321/2014 and 748/2012
2	Q1	RMT.0730-5	Regular update of the acceptable means of compliance and guidance material to Regulations (EU) 2019/945 and 2019/947 (drones in the 'open' and 'specific' category)
3	Q1	RMT.0742-3	Artificial intelligence trustworthiness
4	Q1	RMT.0746-1	Regular update of the aerodrome rules for the transposition of ICAO SARPs amendments
5	Q1	RMT.0757	Air-pocket design feature and occupant underwater escape
6	Q2	RMT.0184-3	Regular update of CS-E
7	Q2	RMT.0194-1	Modernisation and simplification of the European pilot licensing and training system and improvement of the supply of competent flight instructors
8	Q2	RMT.0424-1	Regular update of Part-MED
9	Q2	RMT.0509-2	Regular update of CS-FCD

Nr	Baseline quarter	Task number	Task title
10	Q2	RMT.0514-3	Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II and III
11	Q2	RMT.0673-7	Regular update of CS-25
12	Q2	RMT.0688-2	Regular update of CS-SIMD
13	Q2	RMT.0719-5	Regular update of air traffic management / air navigation services rules (IRs and acceptable means of compliance and guidance material)
14	Q2	RMT.0729-2	Regular update of Regulations (EU) 2019/945 and 2019/947 (drones in the 'open' and 'specific' categories)
15	Q2	RMT.0752	Continued integrity verification programme (CIVP)
16	Q2	RMT.0754	Regular update to the Detailed Technical Specifications for Part 21 Light (DS-21LD)
17	Q3	RMT.0128-2	Regular update of CS-27&29, and CS-VLR
18	Q3	RMT.0502-2	Regular update of the CS for balloons
19	Q3	RMT.0519-2	Regular update of CS-ACNS
20	Q3	RMT.0749-3	Regular update of Regulation (EU) 2023/2117 (Repository of civil-aviation-related information)
21	Q3	RMT.0759	Operational requirements for flights related to design and production ('manufacturer flights')
22	Q3	RMT.0761	Revision of Regulation (EU) 2018/1048 (the PBN IR)
23	Q4	RMT.0508-2	Regular update of CS-CCD
24	Q4	RMT.0690-2	Regular update of CS-STAN
25	Q4	RMT.0731-4A	New air mobility
26	Q4	RMT.0731-4B	New air mobility
27	Q4	RMT.0742-4	Artificial intelligence trustworthiness
28	Q4	RMT.0744-2	Regular update of the detailed specifications for ATM/ANS ground equipment

Opinions

Nr	Baseline quarter	Task number	Task title
1		RMT.0742-3	Artificial intelligence trustworthiness
2		RMT.0746-1	Regular update of the aerodrome rules for the transposition of ICAO SARPs amendments
3	Q1	RMT.0031-3	Regular update of the Initial Airworthiness Regulation and associated acceptable means of compliance and guidance material - DOA and POA issues
4	Q1	RMT.0392-1a	Regular update of the air operations rules
5	Q1	RMT.0392-1b	Regular update of the air operations rules

Nr	Baseline quarter	Task number	Task title
6	Q1	RMT.0544	Review of Part-147
7	Q1	RMT.0727-3	Alignment of Part 21 with Regulation (EU) 2018/1139 (including simple and proportionate rules for General Aviation)
8	Q1	RMT.0749-2	Regular update of Regulation (EU) 2023/2117 (Repository of civil-aviation-related information)
9	Q2	RMT.0161-4	Conformity assessment - Establishment of a European certification/declaration system for safety-related aerodrome equipment
10	Q2	RMT.0476-6	Regular update of the standardised European rules of the air (SERA)
11	Q2	RMT.0719-6	Regular update of air traffic management/air navigation services rules (IRs and acceptable means of compliance and guidance material)
12	Q2	RMT.0737-1	Enabling digital personnel licensing in Europe
13	Q2	RMT.0741	Take-off performance parameters and position errors - large aeroplanes
14	Q2	RMT.0161-5	Conformity assessment
15	Q3	RMT.0731-4C	New air mobility
16	Q4	RMT.0514-3	Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II and III
17	Q4	RMT.0707-2	Medical regulation - combination of Part-MED (Annex IV) to Commission Regulation (EU) No 1178/2011 and Part ATCO MED (Annex IX) to Commission Regulation (EU) 2015/340
18	Q4	RMT.0719-5	Regular update of air traffic management / air navigation services rules (IRs and acceptable means of compliance and guidance material)
19	Q4	RMT.0733-2	Environmental protection requirements for products not covered by ICAO Annex 16
20	Q4	RMT.0735-1	Regular update of the CAW Regulation

Decisions

Nr	Baseline quarter	Task number	Task title
1		RMT.0719-6	Regular update of air traffic management/air navigation services rules (IRs and acceptable means of compliance and guidance material)
2	1	RMT.0392-1E	Regular update of the air operations rules - Regular update of air operation rules - FDM
3	1	RMT.0668-3	Regular update of air traffic controller licensing rules (IRs and acceptable means of compliance and guidance material)
4	1	RMT.0668-4	Regular update of air traffic controller licensing rules (IRs and acceptable means of compliance and guidance material)
5	1	RMT.0682-1	Implementation of the regulatory needs in support of the SESAR deployment - Introduction of ACAS Xa for operations in single European sky (SES) & PBN specifications for oceanic operations
6	2	RMT.0031-3	Regular update of the Initial Airworthiness Regulation and associated acceptable means of compliance and guidance material - DOA and POA issues
7	2	RMT.0196-2	Update of the flight simulation training device requirements - Work Package 2
8	2	RMT.0278	Importing aircraft from other regulatory systems, and review of Part 21 Subpart H
9	2	RMT.0521	Airworthiness review process
10	2	RMT.0687-2	Regular update of CS-23 - RMT.0687 - Second cycle
11	2	RMT.0730-4	Regular update of the acceptable means of compliance and guidance material to Regulations (EU) 2019/945 and 2019/947 (drones in the 'open' and 'specific' category) - RMT.0730 - future cycle
12	2	RMT.0741	Take-off performance parameters and position errors - large aeroplanes
13	2	RMT.0743-1	Regular update of the acceptable means of compliance and guidance material associated with the ATM/ANS ground equipment conformity assessment framework - Subtask 1
14	2	RMT.0744-1	Regular update of the detailed specifications for ATM/ANS ground equipment - Cycle 2024
15	3	RMT.0763	Alignment of the common requirements for ATM/ANS providers with SES 2+
16	4	RMT.0184-2	Regular update of CS-E - RMT.0184 - Next cycle
17	4	RMT.0251-3	Embodiment of safety management system requirements into Commission Regulations (EU) Nos 1321/2014 and 748/2012 - Changes to the acceptable means of compliance and guidance material to Part-145
18	4	RMT.0719-4b	Regular update of air traffic management/air navigation services rules (IRs and acceptable means of compliance and guidance material) - Align Regulation (EU) 2017/373 with the evolving ICAO provisions
19	4	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)

Nr	Baseline quarter	Task number	Task title
20	4	RMT.0730-5	Regular update of the acceptable means of compliance and guidance material to Regulations (EU) 2019/945 and 2019/947 (drones in the 'open' and 'specific' category) - Amendment of acceptable means of compliance and guidance material
21	4	RMT.0741	Take-off performance parameters and position errors - large aeroplanes
22	4	RMT.0754	Regular update to the Detailed Technical Specifications for Part 21 Light (DS-21LD)
23	4	RMT.0757	Air-pocket design feature and occupant underwater escape

Appendix C:

Overview of new, deleted and completed actions in 2025, actions on hold and regular-update RMTs without an active cycle in this edition

The tables below show the actions that are considered as new, deleted, completed, on hold, or not having an active cycle in this edition, on Oct. 31st 2025.

New

Task number	Task title
IST.0005	PBN implementation support
IST.0006	Support to counter UAS (C-UAS) initiatives
IST.0007	Support the implementation of the FSTD capability signature (FCS) framework
RMT.0754	Regular update to the Detailed Technical Specifications for Part 21 Light (DS-21LD)
RMT.0755	Changed product rule (CPR)
RMT.0757	Air-pocket design feature and occupant underwater escape
RMT.0758	Complex motor-powered aircraft (CMPA) and high-performance aircraft (HPA)
RMT.0759	Operational requirements for flights related to design and production ('manufacturer flights')
RMT.0760	Group operations
RMT.0761	Revision of Regulation (EU) 2018/1048 (the PBN IR)
RMT.0762	Common requirements for air traffic data services (ADS) providers
RMT.0763	Alignment of the common requirements for ATM/ANS providers with SES 2+
RMT.0764	Flight crew alerting system - large aeroplanes
RMT.0765	Emergency evacuation
RMT.0766	Safe operation of large aeroplanes in SLD icing conditions

Deleted / Cancelled / Merged

Task number	Task title	Reason
RMT.0494	FTL rules for helicopter commercial operations	Cancelled
RMT.0495	FTL rules for aeroplane commercial operations other than CAT	Cancelled
SPT.0057	Safety management implementation and international cooperation	Cancelled
SPT.0102	Development of new safety promotion material on high-profile aerodrome and ground handling safety issues	Merged
SPT.0103	Development of new safety promotion material for high-profile air traffic management safety issues	Merged
SPT.0104	Develop new safety promotion material for high-profile maintenance safety issues	Merged

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
RMT.0318	Single-engine helicopter operations
RMT.0624	Remote aerodrome air traffic services
RMT.0708	Controlled flight into terrain prevention with helicopter terrain awareness warning systems (HTAWSs)
RMT.0710	Improvement in the survivability of rotorcraft occupants in the event of a crash
RMT.0722	Provision of digital aeronautical data by the aerodrome operators
RMT.0724	Improvement of the operational information provided to rotorcraft flight crew
RMT.0738	Next generation of air traffic controller licensing rules (IRs and acceptable means of compliance and guidance material)
RMT.0739	Development of a regulatory framework for the safe deployment of advanced flight deck technologies (smart cockpits)

Completed

Task number	Task title
IST.0001	Supporting the implementation of the IS management system (ISMS) by industry and NCAs
MST.0001	Member States to give priority to the work on SSPs
MST.0032	Oversight capabilities / focus areas
MST.0035	Oversight capabilities / focus area: fraud cases in Part-147
MST.0036	PPL/LAPL learning objectives in the 'Meteorological Information' part of the PPL/LAPL syllabus
MST.0040	Safety and security reporting coordination mechanism
RES.0006	Effectiveness of the FTL rules
RES.0010	Ice detection
RES.0024	Assessment of environmental impacts - engine emissions
RES.0028	Extended minimum-crew operations (eMCOs) - single-pilot operations risk assessment framework
RES.0030	Cabin air quality - chronic exposure to contamination events
RES.0039	Member States to give priority to the work on SSPs
RES.0040	Oversight capabilities / focus areas
RES.0043	Oversight capabilities / focus area: fraud cases in Part-147
RES.0052	PPL/LAPL learning objectives in the 'Meteorological Information' part of the PPL/LAPL syllabus
RES.0054	Detection of lithium batteries using airport security screening equipment
RES.0062	Safety and security reporting coordination mechanism
RES.0063	Assessment of environmental impacts - engine emissions

Task number	Task title
RES.0064	Cabin air quality - chronic exposure to contamination events
RMT.0180	Turbine-engine endurance and initial maintenance inspection testing, and substantiation of piston-engine time between overhauls (TBO)
RMT.0190	Requirements for relief pilots
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
RMT.0711	Reduction in accidents caused by failures of critical rotor and rotor drive components through improved vibration health monitoring systems
RMT.0728	Development of requirements for ground handling
SPT.0078	PPL/LAPL learning objectives in the 'Meteorological Information' part of the PPL/LAPL syllabus
SPT.0105	Language proficiency requirements - raise awareness on language proficiency requirements implementation, together with ICAO, the industry and the Member States
SPT.0115	Provide Member States with a basis for training their staff in human factors
SPT.0117	Assessment of environmental impacts - engine emissions
SPT.0118	Develop practical guides, promotion material and e-learning content on aircrew fatigue
SPT.0130	Member States to give priority to the work on SSPs
SPT.0131	Oversight capabilities / focus areas

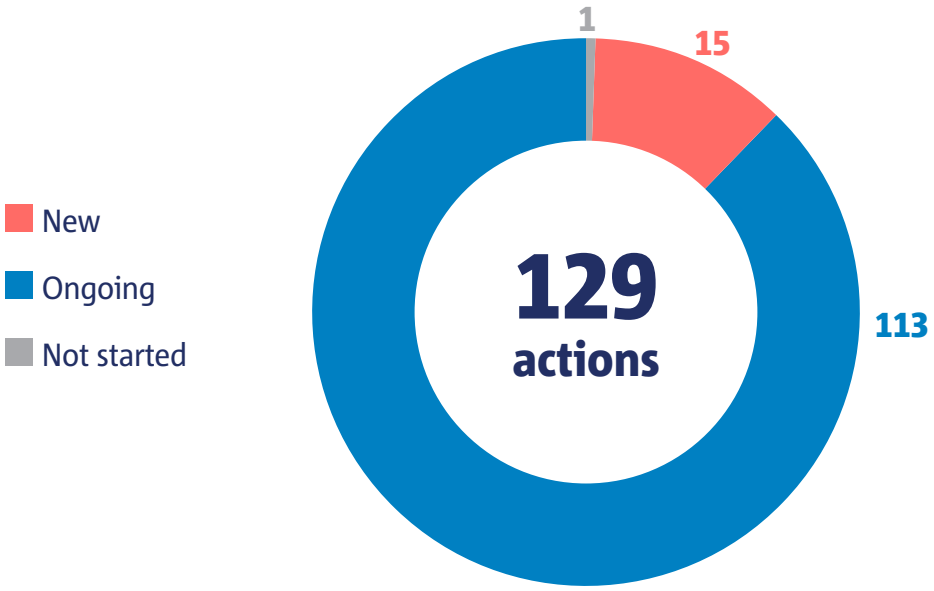
Regular-update RMTs without an active cycle, for which no detailed information is provided in this edition

Task number	Task title
RMT.0037	Regular update of CS-22
RMT.0503	Regular update of CS-APU
RMT.0541	Regular update of aircraft type ratings for Part-66 aircraft maintenance licences
RMT.0587	Regular update of regulations regarding pilot training, testing and checking and the related oversight
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.0740	Regular update of Regulations (EU) No 748/2012 and (EU) 2015/640 and associated AMC & GM and CS-26 to transpose ICAO SARPs
RMT.0745	Regular update of the CS for safety-related ADR equipment
RMT.0753	Regular update of Regulations (EU) 2023/203 and 2022/1645 and associated acceptable means of compliance and guidance material

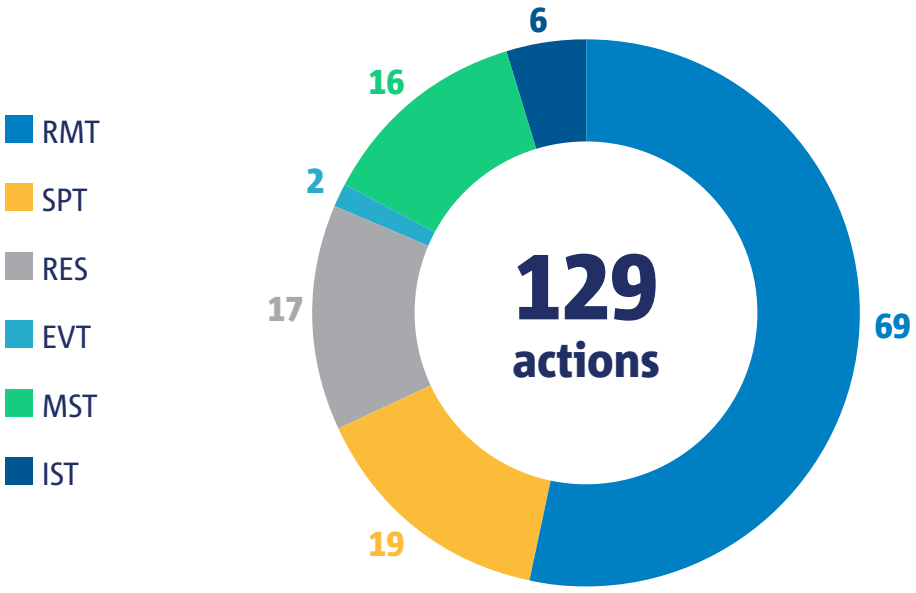
Appendix D:
Key indicators in terms of EPAS actions

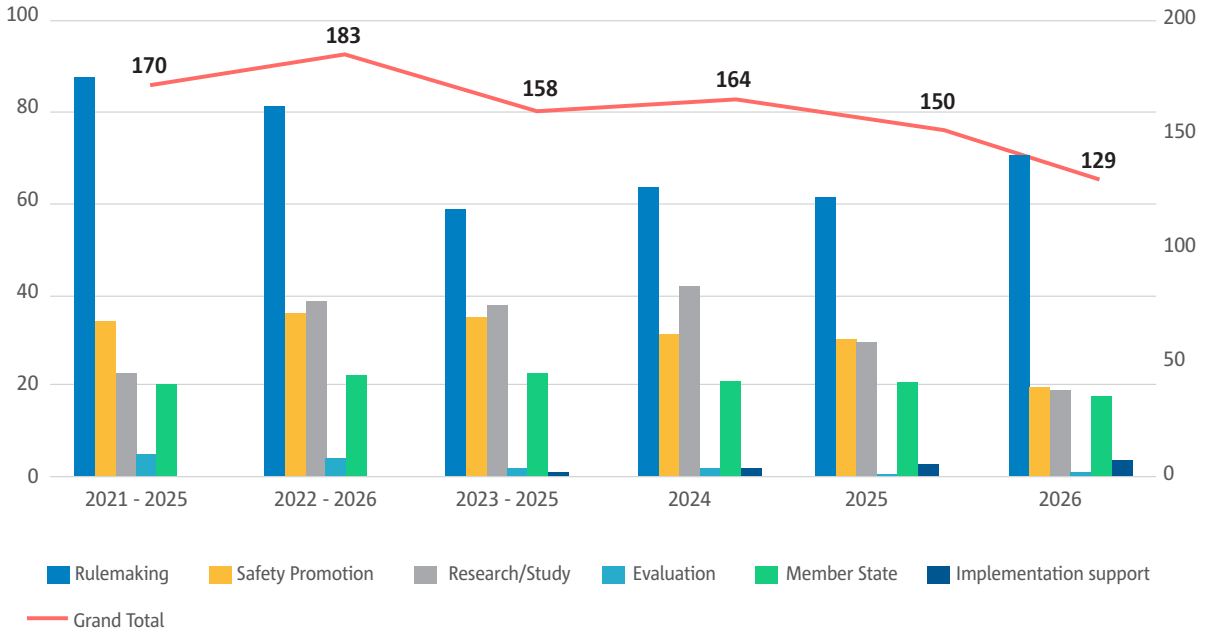
This Appendix presents an overview on the number of actions detailed in Volume II, illustrating the distribution by EPAS action type and the evolution over the last years.

Active EPAS actions per status



Active EPAS actions per category

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40
20
0
200
150
100
50
0
170
183
158
164
150
129
2021 - 2025
2022 - 2026
2023 - 2025
2024
2025
2026
Rulemaking
Safety Promotion
Research/Study
Evaluation
Member State
Implementation support
Grand Total

Appendix E:
Overview of Best Intervention Strategies (BISs)

This table provides an overview of the status of the ongoing BISs as of Oct. 26th 2025, which are sufficiently progressed to then lead soon to a decision for new EPAS actions.

BIS title	Short description	Status for EPAS
Cross-domain		
Safe Operations in a PBN Environment	The BIS assesses the feasibility of the restrictions to use conventional navigation procedures from 6 June 2030 and the deployment of contingency measures by ATM/ANS service providers mandated by Regulation (EU) 2018/1048.	AB consultation between 14 August and 26 September 2025
Airborne collision Risk (updated BIS)	The BIS updates the safety issue on airborne collision risk by integrating the outcomes of a new Safety Issue Assessment on airspace infringement and the iConspicuity roadmap.	AB consultation planned for Q1 2026
General Aviation		
Risks associated with parachuting operations	A new BIS is planned on the safety in parachuting aircraft operations.	AB consultation planned for Q1 2026
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).
Aircrew		
Aircrew fatigue (updated BIS)	The BIS on aircrew fatigue is to strengthen fatigue risk management by airline operators and aircrews and raise awareness of shared responsibilities.	AB consultation planned for Q1 2026
Commercial Air Transport		
Emergency evacuation	This BIS identifies the areas for improvement in the present regulatory certification and operational environment that would need to be addressed to minimise injuries during emergency evacuation and still keep its effectiveness.	AB consultation between 1 October and 15 November 2025

BIS title	Short description	Status for EPAS
Maintenance and continuing airworthiness management		
Inadequate management of repetitive defects	The BIS will propose actions to address the safety issue SI-9001 “Inadequate management of repetitive defects”	AB consultation planned for Q4 2025
Systemic safety and resilience		
Fatigue in non-aircrew operational personnel	The BIS on fatigue in non-aircrew operational personnel is to address fatigue risk management for operational staff who are not flight and cabin crew (SI-3005).	AB consultation planned for Q1 2026

Appendix F: Index

EValuation Tasks

Implementation Support Tasks

Member State Tasks

RESearch projects

RuleMaking Tasks

Safety Promotion Tasks

EASA
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