



Initial draft EPAS Volume II 2024 edition Summary of changes

Contents

1. Structural measures (Rulemaking).....	2
2. New & reactivated Rulemaking Tasks (RMTs)	4
2.1 Regular Update RMTs	4
2.2 RMTs and Subtasks added following on from BIS and similar assessments.....	4
2.3 RMTs on hold in EPAS Vol. II 2023 Edition changing status	4
3. Member State Tasks (MSTs).....	5
3.1 New MSTs.....	5
3.2 MSTs deleted.....	5
4. New Implementation Support Tasks (ISTs)	5
5. Research (RES) projects.....	6
5.1 New RES projects	6
5.2 Main changes to existing RES projects.....	6
6. Overview of main changes by domain	7
6.1 Systemic safety and resilience	7
6.2 Competence of personnel.....	8
6.3 Flight operations — aeroplanes.....	8
6.4 Rotorcraft.....	9
6.5 General Aviation.....	9
6.6 Design and production (excluding Rotorcraft specific actions)	9
6.7 Maintenance and continuing airworthiness management.....	11
6.8 Air traffic management/air navigation services (ATM/ANS)	11
6.9 Aerodromes and groundhandling	12
6.10 Unmanned aircraft systems and manned VTOL-capable aircraft.....	13
6.11 New technologies and concepts	14
6.12 Environmental protection.....	15
Appendices.....	16
Appendix 1 - Overview of Best Intervention Strategies (BISs).....	16
Appendix 2 - Provisional Opinion planning 2024.....	20



1. Structural measures (Rulemaking)

During the preparation of SPD 2023-2025 a structural deficit in the EU Contribution to EASA has been identified. Short term measures have been adopted to balance the budget for 2023, but do not resolve the underlying causes, which will continue to negatively impact EASA's core business over the coming years.

At the Programming and Resources Advisory Group (PAR AG) meeting held on 22nd November 2022 it was agreed to submit to the Management Board an unbalanced budget in the draft SPD 2024-2026, on condition that acceptable structural measures be identified to balance the budget in the medium term.

The Member States, industry, European Commission, and the Agency have combined efforts in accepting reduced activity, reassigning staff, and expenses, and proposing the use of the accumulated reserve. This has resulted in a series of structural measures that (on paper) achieve a balanced budget for 2024, and significantly reduce the deficit for 2025-2027.

One measure agreed was to reprioritise activities (Measure M02), which includes the suspension of selected rulemaking activities in 2024 (Measure M02-02). It was agreed as well that the selection will be done as part of the consultation of the initial draft EPAS Vol. II 2024 edition.

EASA considered the priorities of all ongoing rulemaking activities, as well as their status, availability of resources specifically with the expertise needed for the rulemaking activities at stake, and the possibility to re-allocate rulemaking staff to activities under other funding sources.

Based on that exercise the Agency proposes – and seeks the view of the Advisory Bodies on the selection to keep or deprioritise - the following RMTs to be suspended for a given period in 2024. This will result in a delay of the next deliverable respectively planned under these RMTs.

The following table shows those delays.



RMT.0097	Functions of B1 and B2 support staff and responsibilities Opinion delayed to Q1 2025
RMT.0230	Introduction of a regulatory framework for the operation of drones NPA 2 on certified category delayed to Q1/2025, more internal technical discussion needed before NPA drafting can
RMT.0392 ST 2	Regular Update of the Air Operations rules Topics planned in RMT.0392 Subtask 2: Review of the operations requirements applicable to group operations; Operational requirements for flights related to design and production ('manufacturer flights'); Transposition of several amended ICAO SARPs, namely regarding flight data monitoring (FDM) programme; performance and the 'erase' function of the Cockpit Voice Recorders (CVR), Airborne Image Recorders (AIR); Possible review of standard passenger weights based on a survey to be commissioned by EASA; Review of the definition of 'complex motor-powered aircraft' (CMPA). NPA delayed to 2025
RMT.0492 RMT.0493	FTL for CAT operations of AEMS FTL for CAT by aeroplanes for air taxi and single-pilot operations Opinion delayed to 2025
RMT.0678 ST 3	Simpler, lighter, and better flight crew licensing requirements for GA Topics planned for RMT.0678 Subtask 3: mountain rating for helicopter; 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 the different LAPL and PPL requirements; and language proficiency requirements for GA pilots. NPA suspended until further notice
RMT.0719 ST 5	Regular update of the ATM/ANS rules Topics planned for RMT.0719 subtask 5: introduce a further set of AMC and GM for NAV providers to demonstrate that their equipment is regularly maintained and, where required, calibrated. NPA now scheduled for 2024Q3 and Decision in 2025
RMT.0729	Regular update of Regulations (EU) 2019/945 and 2019/947 NPA delayed to 2025, more internal technical discussion needed before NPA drafting can start

In addition, the following RMTs are put on hold:

RMT.0624	Remote aerodrome air traffic services This RMT is temporarily put on hold with the expectation to reactivate it once relevant further technological and operational developments to be considered would be identified.
RMT.0724	Improvement of operating information provided to rotorcraft flight crew This RMT is put on hold due to a lack of resources.
RMT.0727-2	Alignment of Part 21 with Regulation (EU) 2018/1139 (including simple and proportionate rules for General Aviation) The regulatory approach for Subtask 2 is under development, thus no timelines are shown.
RMT.0738	Next generation of air traffic controller licensing rules (IRs and AMC and GM) While having identified the potential need for regulatory action, the exact scope and content of the rulemaking task require further considerations. The task is therefore put on hold and the potential subtasks will be defined at a later stage.



2. New & reactivated Rulemaking Tasks (RMTs)

2.1 Regular Update RMTs

Five Regular Update RMTs are included. For most of them there will be no significant rulemaking activity in 2024. Three of those RMTs anticipate required maintenance of the conformity assessment framework (ATM/ANS and ADR ground equipment). The remaining two address the transposition of ICAO SARPs amendments. An ICAO transposition Regular Update RMT is now provided in each domain.

RMT.0740	Regular update of the airworthiness rules for the transposition of ICAO SARPs amendments
RMT.0743	Regular update of AMC/GM associated to ATM/ANS ground equipment conformity assessment framework
RMT.0744	Regular update of detailed specifications for ATM/ANS ground equipment
RMT.0745	Regular update of the CS for safety related ADR equipment
RMT.0746	Regular update of the aerodrome rules for the transposition of ICAO SARPs amendments

2.2 RMTs and Subtasks added following on from BIS and similar assessments

RMT.0731-4A	CAW rules for airships	BIS 'Airships'
RMT.0731-4B	Aircrew rules for airships	
RMT.0731-4C	Air Operations rules for airships	
RMT.0741	Take-off performance parameters and position errors — large aeroplanes	BIS 'Entry of Aircraft Performance Data'
RMT.0742	Artificial Intelligence Trustworthiness	AI Roadmap

2.3 RMTs on hold in EPAS Vol. II 2023 Edition changing status

Four RMTs are proposed to be reactivated for the EPAS Volume II 2024 edition:

RMT.0502	Regular update of CS for balloons
RMT.0706	Update of the authority and organisation requirements
RMT.0707	Medical regulation - combine Part-MED (Annex IV) of Commission Regulation (EU) No 1178/2011 and Part ATCO MED (Annex IX) of Commission Regulation (EU) 2015/34
RMT.0722	Provision of digital aeronautical data by the aerodrome operator

Further details are provided in Section 6.



3. Member State Tasks (MSTs)

3.1 New MSTs

One new MST is proposed:

MST.0043	Improvement of data quality in occurrence reporting
----------	---

Further details are provided in Section 6.1.

3.2 MSTs deleted

Three MSTs are deleted with the 2024 edition:

MST.0029	Implementation of the SESAR runway safety solutions
MST.0030	Implementation of the SESAR solutions aiming to reduce the risk of mid-air collisions en-route and in terminal manoeuvring areas
MST.0031	Implementation of the SESAR solutions aiming to facilitate safe instrument flight rule operations

Rationale:

The MSTs were initially created to serve the alignment with the ATM Master Plan (MP). Considering the potential for an overlap with new ATM MP editions and to eliminate duplicate reporting obligations through LSSIP and EASA SIS, these MSTs are deleted. In the future, EASA will perform an assessment of such solutions to determine where Member States will need to take action under the EPAS.

4. New Implementation Support Tasks (ISTs)

Following the creation of a new type of EPAS action 'IST' with the EPAS Vol. II 2023 Edition and the introduction of a first IST supporting the roll-out of the new Part-Information Security, two further ISTs are included:

IST.0002	Support the implementation of the ATM/ANS ground equipment conformity assessment framework	Related to RMT.0161
IST.0003	Support the implementation of U-Space regulations	Related to RMT.0230



5. Research (RES) projects

5.1 New RES projects

RES.0054	Detection of lithium batteries using airport security screening equipment
RES.0055	Training media allocation: Simulator vs. actual flying
RES.0056	New intelligence solutions exploiting big data technologies and data science
RES.0057	New health safety measures in aircraft
RES.0058	Colour vision requirements in the new full glass cockpit environment and modern ATCO consoles
RES.0059	Impact of climate change on commercial air transport with aeroplanes - review of scientific works

5.2 Main changes to existing RES projects

To facilitate the management of the Agency's Research Portfolio the existing RES.0042 and RES.0046 are split according to their specific subjects, each now constituting a distinct EPAS action. They will appear as stand-alone EPAS actions in the final EPAS Volume II 2024 edition:

RES.0042-1	Pilot and ATCO aero-medical fitness - Cardiology
RES.0042-2	Pilot and ATCO aero-medical fitness - Diabetes mellitus
RES.0046-1	Digital transformation - case studies to prepare the evolution of aviation standards - Data Science Applications
RES.0046-2	Digital transformation - case studies to prepare the evolution of aviation standards - Modelling and Simulation
RES.0046-3	Digital Transformation - case studies for aviation safety standards - Virtualisation



6. Overview of main changes by domain

6.1 Systemic safety and resilience

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

A new Subtask 3 'Changes to the AMC and GM to Part-145' is added.

This subtask targets the consultation of the SMS Industry International Standard SM-0001 as an acceptable means of compliance (AMC) to Part-145. No timelines are included yet because this work is dependent upon the availability of the updated Industry Standards.

RMT.0706 Update of the authority and organisation requirements

This RMT is reactivated, and a first Subtask is included to propose changes to the Implementing and Delegated acts in all domains where EU rules mandate an SMS. This Subtask will ensure that changes to ICAO Annex 19 Third edition, with projected applicability in 2026, will be assessed and implemented into the EU regulatory framework as deemed relevant. The working method and planning milestones still need to be determined.

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

This RMT changes to ongoing from its inactive status and a new Subtask RMT.0707-next 'Combine Part-MED and Part ATCO MED' is added.

RMT.0720 Management of information security risks

This RMT is completed with the publication of ED Decisions 2023/008/R, ED Decision 2023/009/R and ED Decision 2023/010/R on 13/07/2023.

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

The final deliverable 'Report on actions implemented to foster NCA's oversight capabilities' is delayed to 2024Q4.

A new **MST.0043 Improve the quality in occurrence reporting** is included.

An analysis of ECR occurrences in terms of coding and data quality by the Network of Analysts SPI Working Group revealed that data quality in the ECR needs to be improved to obtain accurate and reliable analysis results for the benefit of State safety management and the EU SRM.

Member States should promote the benefits of good data quality in occurrence reports. They should also organise workshops with the industry so that they better understand what is required for the analysis of occurrence reports.

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

The deliverable 'ISMS training objectives, pilot projects' is delayed to 2025.

RES.0033 Aviation resilience - cybersecurity threat landscape

The final Report is delayed and is now expected in 2026.

A new **RES.0057 New health safety measures in aircraft is added** to analyse scientifically proven solutions to reduce the spread of airborne infectious agents within the aircraft environment.



A new **RES.0058 Colour vision requirements in the new full glass cockpit environment and modern ATCO consoles is added** to assess the suitability of current colour vision requirements for pilots and air traffic controllers (ATCOs) in modern working environments.

A new **RES.0059 Impact of climate change on commercial air transport with aeroplanes - review of scientific works is added** to 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.

NOTE:

Pending the outcome of the related impact assessment (refer to the list of BISs in Appendix 1) a **new RMT** may be added to the final EPAS Vol. II 2024 edition related to the EPAS strategic goal¹ to manage the balance between aviation safety and other societal needs addressing **5G and future spectrum use**. The Agency is currently preparing a related '5G Roadmap towards Retrofit'. Stakeholder engagement will entail the organisation of dedicated workshops in 2023Q4/2024Q1, jointly organised with DG-CONNECT² and DG MOVE.

6.2 Competence of personnel

RMT.0255 Review of Part-66

This RMT is completed with the publication of Regulation (EU) 2023/989 on 23/05/2023 (publication of the Decision is pending). It will be removed for the final EPAS Volume II.

A new **RES.0055 Training media allocation: Simulator vs. actual flying** is added to provide an evaluation of the existing initial flight training requirements (as per Commission Regulation (EU) No 1178/2011), from 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 FSTD with an equivalent or better training output.

6.3 Flight operations — aeroplanes

RMT.0736 Regular update of the third-country operator Regulation.

This RMT is completed with the publication of Commission Delegated Regulation (EU) 2023/659 on 22/03/2023. It will be removed for the final EPAS Volume II.

RMT.0392 Regular update of the air operations rules

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

As a result of BIS 'Entry of Aircraft Performance Data, a new **RMT.0741 Take-off performance parameters and position errors - large aeroplanes** was added.

This task aims at mitigating, 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.

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

All deliverables are delayed to 2025 due to lack of internal resources which prevented the start of the work in 2023.

¹ Refer to EPAS Volume I 2023-2025 § 3.1.1.7, under strategic priority Level 1 'Systemic safety & resilience' and level 2 'Manage risk interdependencies'

² Directorate-General for Communications Networks, Content and Technology



EVT.0013 Evaluation of the rules for commercial, small-size aeroplane operators under Part-CAT and Part-SPO
The final evaluation report is delayed to 2026. It is due to the delayed start (from 2023 to 2024) of the task as a result of the structural measures agreed.

6.4 Rotorcraft

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

The Opinion for Subtask 1 'crash-resistant fuel systems' is rescheduled from 2023Q4 to 2024Q1, with a Commission IR now expected in 2025.

RMT.0712 Enhancement of the safety assessment processes for rotorcraft designs

This RMT is completed with the publication of ED Decision 2023/001/R on 07/02/2023.

RMT.0724 Improvement of operating information provided to rotorcraft flight crew

This RMT is put on hold due to a lack of resources.

MST.0031 Implementation of the SESAR solutions aiming to facilitate safe instrument flight rule operations

This MST is deleted to avoid overlap with the ATM Master Plan and duplicate reporting obligations through LSSIP and EASA SIS respectively.

SPT.0099 Helicopter hoist safety promotion

Pilot guidance on hoist operations initially planned for 2023 is now expected in 2025 only, due to a lack of resources.

RES.0008 Integrity improvement of rotorcraft main gear boxes (MGBs)

The final report is now expected for 2024Q2 (which means a delay of 1 year and 1 quarter).

RES.0011 Helicopter, tilt rotor and hybrid aircraft gearbox health monitoring - in-situ failure detection

This RES action remains on hold. It is part of the non-implemented research actions, for which prioritisation will be reviewed by EASA in due course. In the meantime, related technology developments are closely monitored by the EASA Research and Innovation Committee.

RMT.0325 Helicopter emergency medical service performance and public interest sites.

This RMT is completed with the publication of Commission Regulation (EU) 2023/1020 on 24/05/2023 and ED Decision 2023/007/R on 28/06/2023.

6.5 General Aviation

RES.0032 Use of iConspicuity devices/systems in flight information services

The status is changed from 'Not started' to 'Ongoing' and the final report is now expected in 2024Q3 (initial target was 2025Q2).

No other substantial changes are made to the EPAS actions in this domain.

6.6 Design and production (excluding Rotorcraft specific actions)

RMT.0031 Regular update of AMC & GM to Part 21

Subtask RMT.0031-2 'ETOPS' is moved to RMT.0184 as a new cycle. This change considers that CS-E is more impacted by ETOPS than Part 21.



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

The ED Decision will be published in 2023Q4 in combination with RMT.0673.

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

NPA 2023-06 was published on 21/06/2023. The ED Decision is now expected for 2024Q3.

RMT.0184 Regular update of CS-E

For ETOPS, initially planned to be addressed in under RMT.0031, a new cycle is added with a single NPA to be published proposing to repatriate the airworthiness elements currently included in AMC 20-6, in the AMC & GM to Part 21, CS-25, and CS-E. This new cycle 'ETOPS' will produce an NPA in 2024Q2.

RMT.0499 Regular update of CS-MMEL

The NPA for the current cycle is postponed by one year (2023Q3 to 2024Q3) due to a lack of resources.

RMT.0502 Regular update of CS Balloons

This Regular update RMT is reactivated to address the certification of Hot Airships (CS-31HA), which can be processed without significant resource impact, as the draft regulatory text exists already, it has been used in Special Conditions. The adoption of Part 21 Light raised the need to publish the detailed technical specifications for declared aircraft, including also for hot airships. An NPA is scheduled for 2024Q2.

Note: Certification specifications already exist for Gas Balloons (CS-31GB), Hot Air Balloons (CS-31HB) and Tethered Gas Balloons (CS-31TGB).

RMT.0673 Regular update of CS-25

The RMT scope is amended as the ETOPS NPA is now reflected under RMT.0184.

RMT.0687 Regular update of CS-23

The current cycle was completed with the publication of ED Decision 2023/002/R on 07/03/2023. The next cycle has not yet started. This RMT will thus be listed as inactive Regular update RMT in the next edition.

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

The NPA 2023-101 for Subtask 1 was issued on 30/03/2023.

Subtask 2 with proposals for the implementation of other amendments to Part 21 is put on hold. The regulatory approach for this Subtask is still under development, thus no timelines are shown.

As concerns Subtask 3 'certification of non-installed equipment (NIE)', a concept for the certification of NIE has been consulted with the affected stakeholders during 2023 and regulatory work will start in 2024. This Subtask will also include the development of requirements for the Continuing Airworthiness of NIE. Planning milestones for Subtask 3 'NIE' are: NPA 2024Q3 and Opinion 2025Q3.

A new Subtask 4 is introduced to 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. This results from a split of Subtask 3, to separate the work between NIE and ETSO. Planning milestones are: NPA 2025Q1 and Opinion 2026Q1.

RES.0050 Aircraft certification using modelling and numerical simulations

This RES project, initially planned to be completed in 2023Q2, is now announced for completion by 2023Q4.

RES.0051 Electric aircraft and hybrid propulsion

This RES project has now been initiated. The title is changed to read 'Electric and hybrid propulsion for regional and short-medium range aircraft transport categories' for better clarity.



6.7 Maintenance and continuing airworthiness management

RMT.0096 Amendments (IRs and AMC & GM) in line with the process of granting foreign Part-145 approvals

The RMT is delayed to 2026, due to reprioritisation of other CAW rulemaking. This RMT is to adapt the AMC/GM for the foreign Part-145 approvals. It is without effect for EU Part-145.

RMT.0588 Aircraft continuing airworthiness monitoring - review of key risk elements (KREs)

Initiation of this RMT is postponed. This RMT was discussed with the P&CA TeB (meeting 2022-1), and it was agreed not to delete it, but to keep it with a lower priority hence the proposal to move from 2025 to 2027.

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

RMT.0476 'Regular update of the standardised European rules of the air'

The timelines for Subtasks 1 and 2 are amended according to the effective execution of the work. Following the consultation of NPA 2022-04, EASA decided to put on hold Subtask 4 and to further consider the publication of proposed amendments on supersonic flights over the EU land for environmental protection purposes, in a coordinated manner with RMT.0733.

Subtask 4 is maintained as a placeholder in RMT.0476 for possible future actions.

Subtask 5 is removed as it was completed in 2022.

A new Subtask 6 is added 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 the alignment with the ICAO framework as evolved by amendments included in relevant ICAO State Letters (such as 22/47 'In Flight Weather Contingencies' or 22/108 'Flight & Flow Information for a Collaborative Environment (FF-ICE)') and to address relevant safety recommendations (FRAN-2023-008 'Minimum Safe Altitude Warning' (MSAW)).

RMT.0161 'Conformity assessment'

Subtasks 1 to 3 were completed, remaining Subtask 4 will from now-on constitute the main RMT objective, to be progressed further by the EASA Aerodromes section. Refer to Section 6.9 for further details.

RMT.0524 'Data link services'

The description for Subtask 1 is amended to clarify that it is focused on operators' requirement to have aircraft equipped with Automatic Dependent Surveillance - Contract / extended projected profile (ADS-C/EPP) capability. Planning milestones are updated according to the execution of the tasks.

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

Updates to the planning and execution of the milestones are made and references to the deliverables for Subtasks 1 and 2 added. The Opinions and Decisions for Subtasks 3 and 4 are now scheduled for 2024Q4.

RMT.0719 'Regular update of the air traffic management/air navigation services rules (IRs and AMC and GM)'

Planning milestones of the executed activities and rulemaking deliverables are reviewed.

Subtasks 3 and 4a are deleted, as they were completed in 2022. The scope of Subtask 5 is extended to also produce new AMC and GM for NAV providers, to demonstrate that their equipment is regularly maintained and, where required, calibrated.

The NPA for Subtask 5 is now scheduled for 2024Q3 (structural measures).

A new Subtask 6 is added to align Regulation (EU) 2017/373 and the related AMCs 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.



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

Subtasks 1 and 2 are deleted due to the execution of the tasks. The text is updated to reflect linkage with the introduction of the new framework on ATM Ground Systems. The status is changed from ongoing to on-hold because various aspects are still being discussed with stakeholders to identify concrete, mature and suitable solutions which would enable the evolution and the innovation of the scheme to respond to the expected transformation of the service provision as well as to align it with other relevant novelties, such as the introduction of the new ATM Ground System regulatory framework, or results from SESAR projects. EASA will use the year 2024 to gather, discuss, consolidate regulatory proposals and to prepare the related material, with an envisaged start of the rulemaking process in 2025.

Two new RMTs are added in the area of ATM/ANS, for regular updates, as follows:

- **RMT.0743 ‘AMC & GM associated to ATM/ANS ground equipment conformity assessment framework’**
- **RMT.0744 ‘Detailed specifications for ATM/ANS ground equipment’**

A new **IST.0002** is included to **support the implementation of the ATM/ANS ground equipment conformity assessment framework** (RMT.0161). A number of activities are planned, including but not limited to:

- o launching pilot certification projects of ATM/ANS ground equipment with volunteer organisations (i.e., design or production organisation of ATM/ANS ground equipment (DPO) ahead of the end of the transitional period;
- o maintaining a high level of awareness through information sharing and various activities and to address issues raised by stakeholders, as necessary;
- o promoting the effective implementation of the conformity assessment framework and enabling relevant technological evolution by establishing dedicated ‘EASA ATM/ANS ground equipment web-page’ on EASA website.

6.9 Aerodromes and groundhandling

RMT.0161 Conformity assessment - establishment of a European certification/declaration system for safety-related aerodrome equipment

Following completion of rulemaking for the conformity assessment of ATM/ANS related equipment (Subtasks 1-3) this RMT will from now on exclusively focus on safety-related aerodrome equipment. It will be progressed through two distinct Subtasks, as follows:

- o **Subtask 4:** establish the related EU regulatory framework to enable the Agency to issue certificates or to accept declarations of safety-related aerodrome equipment in order to contribute to the safe operation of aircraft at an aerodrome as specified in Article 36 of the Basic Regulation (EU) 2018/1139 and to ensure interoperability of aerodrome operations, as well as safe operation of aircraft at an aerodrome.
- o **New Subtask 5:** develop and publish a first package of new certification specifications (CS) and related guidance material (GM) related to safety-related aerodrome equipment or to amend existing CS or GM related to safety-related aerodrome equipment. Those CS and GM are needed to allow the applicant to demonstrate that the safety-related aerodrome equipment complies with the detailed certification specifications established in accordance with the implementing acts developed under Subtask 4 and developed under this Subtask 5.

Concurrently, a new **Regular Update RMT.0745** is included to further develop future new certification specifications (CS) and guidance material (GM) related to safety-related aerodrome equipment or to amend existing CS and GM related to safety-related aerodrome equipment, to take into account new technological developments, and to allow that the European system of attesting compliance remains relevant for new equipment that is used to ensure safe operation of aircraft and where CS and relevant GM are not yet available.

RMT.0722 Provision of digital aeronautical data by the aerodrome operator

This RMT is reactivated in the light of the EPAS strategic priorities (cf. Volume I Section 3.3.1.2) and the need to ensure the availability of adequate data for the purpose of performance-based navigation, as well as to support the introduction of new avionics, to enable safer air operations and use of new technologies.



RMT.0728 Development of requirements for groundhandling

The Opinion is rescheduled from 2023Q1 to 2023Q4, with a Commission IR now expected in 2024Q1.

A new **RMT.0746 Regular update of the aerodrome regulation for the transposition of ICAO SARPs amendments** is included. The first cycle will address the transposition of ICAO amendments to Annex 14 Volume II on heliports.

A new **RES.0054 Detection of lithium batteries using airport security screening equipment is added** to evaluate the feasibility of the detection of lithium batteries transported as checked baggage using the security screening equipment and processes in operation at airports.

6.10 Unmanned aircraft systems and manned VTOL-capable aircraft

RMT.0230 Introduction of a regulatory framework for the operation of drones

To implement an innovative new set of rules for the three categories and to address U-space, six Subtasks had initially been identified, of which Subtasks A and B were completed between 2019 and 2022. A new Subtask G is added with this edition, in accordance with Issue 4 of the ToRs published on 19/12/2022³.

All timelines were reviewed and adjusted in line with current Rulemaking capacities and to reflect progress.

- As concerns Subtask A related to **Unmanned Aircraft System operations in the ‘open’ and ‘specific’ categories**, the introduction of standard scenarios (STSs) by amending the implementing and delegated acts for the ‘open’ and ‘specific’ category is covered by RMT.0729.
- Subtask B: **U-space and airspace integration** is removed as it was completed with the publication of Regulation (EU) 2021/1338 on 12/08/2021 and ED Decisions 2022/022/R, 2022/023/R, and 2022/024/R on 20/12/2022.
- Subtask C addressing **Unmanned Aircraft System operations in the ‘certified’ category and urban air mobility: C#3 and C#4** will also address the changes to the AMCs & GM on Part 21. New C#6 and C#7 are added in accordance with the latest ToRs.
- Under Subtask D EASA will issue new **CSs for UAS (CS-UAS and CS-Light UAS)**, including AMCs 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.
- Under Subtask E EASA will produce an Opinion proposing to amend Regulation (EU) No 1332/2011 and other ATM/ANS Regulations, as applicable, regarding **airspace integration**, a related decisions with the AMCs and GM will then follow. Another decision will amend the **Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance (CS-ACNS)**.
- Under Subtask F EASA will address **Environmental protection**, in a two-phased approach. EASA will use special conditions (SCs) to propose the first set of requirements. Once experience is acquired, the regulatory framework will be adapted as necessary.
- Under the new Subtask G EASA will issue decisions to create **Certification Specifications for vertiports design (CS-VPT-DSN) based on the ‘Prototype Technical Design Specifications for Vertiports’** and to amend the Certification Specification for aerodrome design (CS-ADR-DSN).

For the maintenance of Regulations (EU) 2019/945 and 2019/947 and the AMC and GM developed under Subtask A two dedicated RMTs were already included in the EPAS Volume II (refer to RMT.0729 and RMT.0730).

³ <https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0230>



New **IST.0003** is proposed to **support the implementation of the U-space Regulatory Framework**. This will be drawn upon the expertise within the new Task Force for U-space Regulatory Framework implementation established by the Agency together with Member State Focal points, with the aim to share and develop best practices for U-space Service Providers (USSP) and Single Common Information Service Providers (SCISP) certification.

RMT.0729 Regular update of Regulations (EU) 2019/945 and 2019/947 (drones in the ‘open’ and ‘specific’ categories)

The NPA publication is deferred to 2025, in accordance with the structural measures, to reduce the rulemaking activities in 2024. This decision also reflects the need for more internal technical discussion before NPA drafting can start.

RMT.0730 Regular update of the AMC and GM to Regulations (EU) 2019/945 and 2019/947 (drones in the ‘open’ and ‘specific’ category)

The second Decision for Subtask 2 ‘Additional PDRAs, AMC and GM for STSs and for the definition of geographical zones; general improvement of the related AMC and GM and recognition of industry standards’, was partially completed with the publication of NPA 2021-09. Since the proposed amendments affecting the verification of design of drones were controversial, it was decided to split the Decision into two parts. On 7 February 2022, Decision 2022/002/R was published, including all the amendments which do not affect the demonstration of compliance with the design of drones. A second Decision with the remaining AMC and GM is now expected in 2023Q3.

RES.0022 SESAR 2020 research projects aiming to safely integrate drones in the airspace and RES.0023 SESAR [exploratory](#) projects on U-space and very large-scale demonstrations projects results are now closed.

RES.0022 deliverables are pending publication on the SESAR website.

RES.0023 deliverables are available here:

- **SESAR exploratory projects on U-space**
 - [BUBBLES -Defining the BUildingBasic BLocksfor a U-Space SEparationManagement Service](#)
 - [ICARUS - Integrated Common Altitude Reference system for U-Space](#)
 - [ASPRID - Airport System Protection from Intruding Drones](#)

- **Demonstrating U-space/Urban air mobility (UAM) -very large-scale demonstration project results**
 - [AMU-LED -Air mobility urban -Large experimental demonstrations](#)
 - [CORUS X-UAM -Concept of Operations for European U-space Services -Extension for Urban Air Mobility](#)
 - [GOF2.0 -Integrated Urban Airspace VLD](#)
 - [SAFIR-Med -Safe and Flexible Integration of Advanced U-space Services for medical Air Mobility](#)
 - [U-space4UAM -Large Scale Demonstrations Project](#)
 - [ATM U-space interface –AURA \(P.J34\)](#)

6.11 New technologies and concepts

RMT.0624 ‘Remote aerodrome air traffic services’

With ED Decision 2023/005/R of 31 March 2023, EASA published Issue 3 of the Guidance material on Remote Aerodrome Air Traffic Services. References to the current edition of the ATM MP and related objectives have been updated. This task is temporarily put on hold with the expectation to reactivate it once relevant further technological and operational developments to be considered would be identified.

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

The planning milestones, consultation method, the list of affected stakeholders and of regulations are amended in accordance with the execution of the task.



RMT.0731 New Air Mobility

As a result of 'BIS Airships', Subtasks 4.A 'CAW rules for airships', 4.B 'Aircrew rules for airships' and 4.C 'Air Operations rules for airships' are added.

As a result of the AI Roadmap, a new **RMT.0742. Artificial Intelligence Trustworthiness** is added.

A new **RES.0056 New intelligence solutions exploiting big data technologies and data science** is added to provide a mature reference platform for exploitation of big data technologies and data science solutions by aviation stakeholders.

NOTE:

In line with the EPAS strategic priority **3.4.10 Prepare for safe higher airspace operations** and subject to the endorsement of the recommendations and proposed options included in the 'EASA HAO Roadmap'⁴ a new RMT may be initiated to define the regulatory framework for this type of operations, with an envisaged start in 2025.

6.12 Environmental protection

RES.0024 Assessment of environmental impacts - engine emissions

The publication of the final research report is now expected in 2025, (initially 2024).

No other substantial changes are made for the EPAS actions in this domain.

⁴ <https://www.easa.europa.eu/en/newsroom-and-events/news/roadmap-higher-airspace-operations-hao-proposed-easa>



Appendices

Appendix 1 - Overview of Best Intervention Strategies (BISs)

This table provides an overview of the status of the BISs as of 16 August 2023.

BIS title	Short description	Status for EPAS
BISs addressing emerging or cross-domain issues		
New: Impact of 5G on aviation safety	Considering the future spectrum use in the context of the roll-out of 5G technology an impact assessment will be conducted to scope EASA rulemaking required to address the possible impact that the deployment of 5G may have on the safe operation of radio altimeters and determine the need for retrofit. Such impact assessment will build upon the work being performed by various study groups and stakeholder bodies advising DG CONNECT & DG MOVE. This BIS may lead to a new RMT to be initiated towards the end of 2024/early 2025.	AB consultation: tbc
Entry of Aircraft Performance Data ⁵	Safety issue related to the use of erroneous take-off parameters. RMT.0741 has been initiated with the objective 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.	AB consultation between 31 March and 31 May 2023
Weather information to pilots - GA and Rotorcraft	The actions identified in this BIS are intended to encourage MS, users, and service providers to support and implement data and infrastructure solutions to facilitate the increased use of weather information devices and to consider such developments holistically with, for example, technology for sharing of 'conspicuity' information.	No new actions for the EPAS Vol. II 2024 edition
Airborne collision risk	The BIS addressed the safety issue on airborne collision risk. The outcome of the assessment is that a broader use of iConspicuity solutions and the improvement of their interoperability together with a better airspace utilisation and design, while ensuring compatibility with the U-space regulatory framework, should be at the heart of the strategy to define future actions.	No new actions for the EPAS Vol. II 2024 edition
Language Proficiency oversight and assessment	The BIS assesses the feasibility and benefits of establishing a common set of minimum criteria for language proficiency assessment and oversight of language assessment bodies, both for flight crews and ATCOs.	No new actions for the EPAS Vol. II 2024 edition
Human factors - competence for regulatory staff	The BIS addresses the need of regulatory staff to have specific HF competencies to be able to perform their duties in overseeing how effectively human factors are addressed within organisations, as this is a significant contributor in assuring a high level of safety. This BIS led to the inclusion of SPT.0115 'Provide Member States with a basis for training their staff in human factors' in EPAS 2021-2025.	No new actions for the EPAS Vol. II 2024 edition
Human factors - design and use of procedures	The BIS analyses the safety issues with regard to the design, use and management of procedures in the aviation industry. Outcome: The following new EPAS actions were agreed after the AB consultation: SPT.0129, SPT.0130, SPT.0131 and SPT.0132, for Vol. II 2023 edition.	No new actions for the EPAS Vol. II 2024 edition

⁵ Previously named « Erroneous take-off parameters »



BIS title	Short description	Status for EPAS
Safety management	The BIS was updated in 2021; it focuses on better implementation support as well as oversight of the SSP and SMS.	No new actions for the EPAS Vol. II 2024 edition
ACAS RA Not Followed	This safety issue is concerned with the encounters where flight crew did not follow the ACAS RA correctly to resolve the potential conflict and avoid the mid-air collision. All actions are already launched (Safety promotion campaign executed, RMT.0499 with NPA in Q3/2023 and RMT.0599 with ED decision published).	AB consultation: 13 March to 12 May 2023
Aircrew		
Flight crew licences - flight instructors	The assessment addresses the supply of competent flight instructors. Outcome: RMT.0194 Modernisation and simplification of the European pilot licensing and training system and improvement of the supply of competent flight instructors	No new actions for the EPAS Vol. II 2024 edition
Flight crew licences - pilot age	The assessment comes from the scientific study which recommends increasing the pilot age for commercial single-pilot operations for aeroplanes and helicopters from 60 to 65 years. Outcome: RMT.0287 Regular update of Part-MED of the Aircrew Regulation. The pilot age scope is limited to helicopters.	No new actions for the EPAS Vol. II 2024 edition
Flight crew licences - competence-based training	The assessment focused on competence-based training for the appropriate pilot licenses and ratings. Outcome: RMT.0194 is ongoing and addresses the competency-based training for the appropriate pilot licences and ratings. The impact assessment will be part of the NPA.	No new actions for the EPAS Vol. II 2024 edition
Aircrew fatigue (flight time limitations)	The BIS on aircrew fatigue has three main purposes: <ul style="list-style-type: none"> 1. Follow up on a scientific evaluation on the rules regulating flight time limitation. 2. Strengthen fatigue risk management by operators and aircrews. 3. Raise awareness of shared responsibilities. 	No new actions for the EPAS Vol. II 2024 edition
Commercial Air Transport		
Crew interoperability	The BIS will analyse the opportunity for AOC holders to exchange air crew among the same holding/parent companies, in EASA Member States.	AB consultation foreseen in Q4 2023
Emergency evacuation	The BIS will review several studies and recommendations and, if needed, propose actions for operations and certification aspects.	No new actions for the EPAS Vol. II 2024 edition
Ice in flight (CAT FW)	The BIS will analyse the safety issue 'Flight in adverse weather conditions for CAT FW'.	No new actions for the EPAS Vol. II 2024 edition
Weather information to pilots - CAT FW	This BIS includes actions to promote availability of enhanced meteorological information, the up-link of that information to the cockpit and to increase pilot awareness of the type-specific icing characteristics, and of the meteorological regimes in which the type may be more susceptible to icing.	No new actions for the EPAS Vol. II 2024 edition



BIS title	Short description	Status for EPAS
General Aviation		
Risks associated with parachute operations	A BIS is being progressed on the safety in parachuting aircraft operations.	AB consultation foreseen for Q4 2023
Rotorcraft		
Rotorcraft	<p>The updated BIS Rotorcraft focuses on small helicopter operators, integrating the results of the evaluation on the administrative burden on small helicopter operators from the Air OPS Regulation and the related soft law (EVT.0010).</p> <p>This BIS addresses the evaluation recommendations in the context of existing actions and determines the need for new EPAS actions.</p> <p>Outcome: The following new EPAS actions were agreed after the AB consultation: MST.0041, SPT.0127 and SPT.0128.</p> <p>Note: RMT.0318 Single-engine helicopter operations to operate over hostile and congested environment will resume in a future date to be defined at a later stage, without further analysis after an internal EASA review.</p>	No new actions for the EPAS Vol. II 2024 edition
Maintenance and continuing airworthiness management		
Single CAMO for business group operators	<p>To assess the case of operators forming part of a single business group, having one CAMO organisation managing the continuing airworthiness of all (or some) aircraft of all (or some) AOC holders in the group.</p> <p>Outcome: RMT.0734 One business group CAMO (completed)</p>	No new actions for the EPAS Vol. II 2024 edition
New products, systems, technologies and operations		
Electric and hybrid propulsion	<p>The BIS addresses electric and hybrid propulsion systems and the regulatory gap with the current regulations, certification specifications and procedures.</p> <p>Outcome: RMT.0731 New air mobility</p> <p>Subtask 1 on continuing airworthiness related to introduction of new designs, technologies, and types of operation for which regulatory updates are needed (ToR published).</p>	No new actions for the EPAS Vol. II 2024 edition
Road / gyroplanes	<p>The BIS addresses the issue of regulatory gap in the continuous airworthiness, flight crew licensing and AIR OPS rules for gyroplane operations.</p> <p>Outcome: RMT.0731 New air mobility Subtask 2 ‘Gyroplanes’ (ToR published, scope: FCL requirements for private pilot licence and non-commercial operations)</p>	Work in progress on the flying cars (dual transport mode aircraft) and the rules to enable operations with CAT/SPO gyroplanes. AB consultation planned for Q4 2023.
Tilt-rotors	<p>Similar to gyroplanes, current rules need to be updated to provide flight crew licensing and air operations requirements for tilt rotor.</p> <p>Outcome: RMT.0731 New Air Mobility Subtask 3 “tilt-rotors” (ToR published).</p>	No new actions for the EPAS Vol. II 2024 edition



BIS title	Short description	Status for EPAS
Airships	Similar to gyroplanes and tilt rotors, the current regulatory framework needs to be updated to enable airship operations.	AB consultation from 19 July to 17 September 2021. ABs will be informed on the outcome of the BIS in Q3 2023.
New business models		
Extended Minimum-Crew Operations in large aeroplanes	This BIS assesses the main challenges associated with the proposed concepts for extended minimum crew operations or single-pilot operations, investigating hazards and risk mitigation actions and means to perform compliance demonstration. At a later stage, SiPO may be considered as well. Note: For this specific topic RMT.0739 was added with the EPAS Vol II 2023 edition.	AB consultation is planned for Q3 2023.



Appendix 2 - Provisional Opinion planning 2024

#	RMT	Title	Affected Regulation(s)	Planned Quarter
1	RMT.0710 (ST1) RMT.0740 (first cycle)	Improvement in the survivability of rotorcraft occupants in the event of a crash – crash-resistant fuel systems Regular update of Regulations (EU) 748/2012 and (EU) 2015/640 and associated AMC&GM and CS-26 for the transposition of ICAO SARPs amendments	Reg (EU) 748/2012 Reg (EU) 2015/640	Q1
2	RMT.0514 (ST 2)	Implementation of the CAEP/12 ICAO SARPs	Reg (EU) 2018/11339 Reg (EU) 748/2012	Q2
3	RMT.0668 (ST 3 + 4)	Regular update of air traffic controller licensing rules - recognition of third-country ATCO licences under Regulation (EU) 2015/340; harmonise the initial training qualification output to handle complex and dense air traffic situations and to enhance the qualification requirements for instructors and assessors	Reg (EU) 2015/340	Q2
4	RMT.0719 (ST 4b)	Align Regulation (EU) 2017/373 with the evolving ICAO provisions (in particular with Annex 4, Annex 10, Annex 11, Annex 15, PANS-ATM, PANS-AIS) as well as introduce changes for regulatory consistency.	Reg (EU) 2017/373	Q2
5	RMT.0278 RMT.0521	Importing aircraft from other regulatory systems and review of Part 21 Subpart H Airworthiness review process	Reg (EU) 1321/2014 Reg (EU) 748/2012	Q3
6	RMT.0161 (ST 4)	Conformity assessment Establish the related EU regulatory framework as regards safety-related aerodrome equipment.	New Regulation Reg (EU) 139/2014	Q3
7	RMT.0196 (ST 2)	Update of the flight simulation training device requirements Review the technical requirements for training devices in order to: (1) reflect their actual capability and technology advancements in support of introducing the ‘task to tool’ - concept for aeroplanes and helicopters; and (2) enable special conditions for other categories of aircraft	Reg (EU) 1178/2011	Q3