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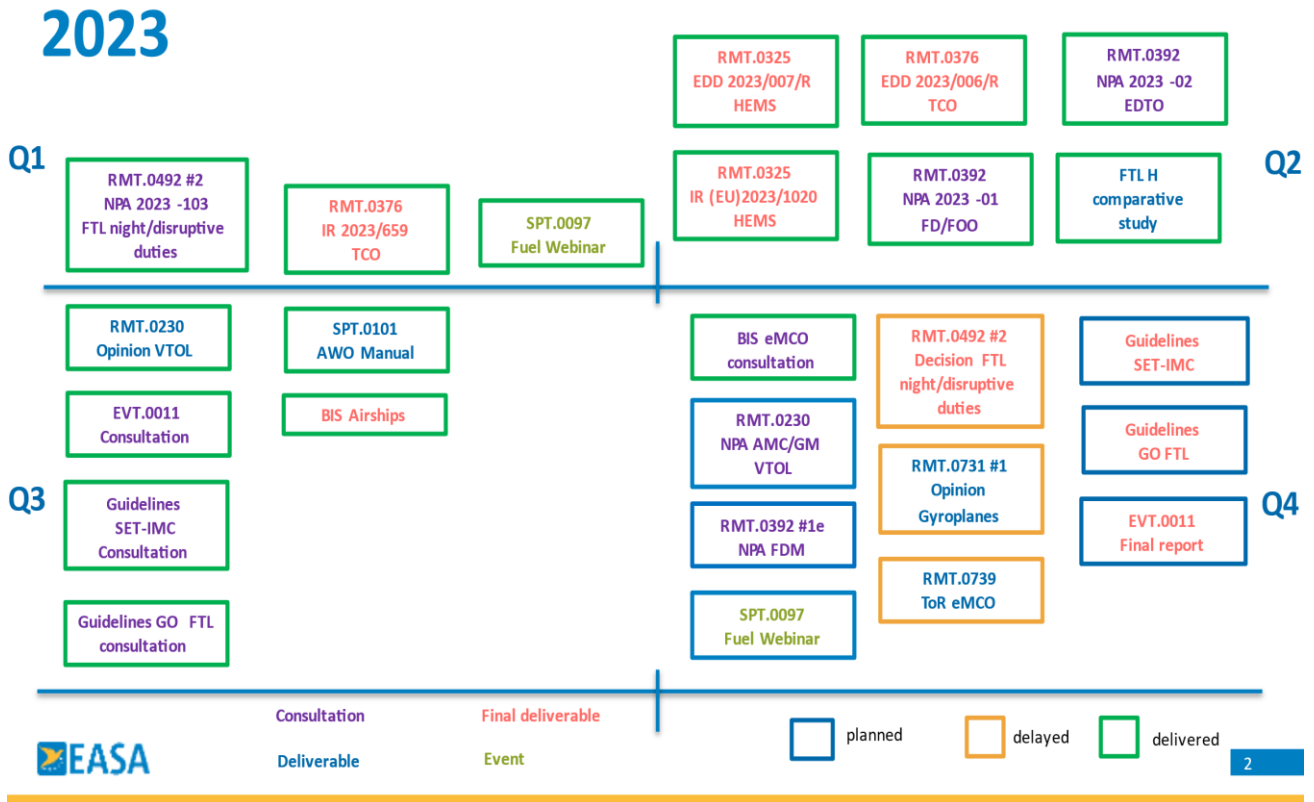
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Deliverables expected in 2023



Highlights

The HEMS regulatory package developed under [RMT.0325](#) was finalised with the publication of Commission Implementing Regulation (EU) 2023/1020 of 24 May 2023 and the related ED Decision 2023/007/R of 23 June 2023. The bulk of the provisions related to HEMS will become applicable in May 2024, with the applicability of some provisions delayed to 2026 and 2028. To note that, in addition to HEMS related provisions, ED Decision 2023/007/R of 23 June 2023 also included some editorial amendments to other AMC & GM to the Air OPS Regulation, which have already become applicable. These changes are already included in Revision 21 from September 2023 of the [Easy Access Rules for Air Operations](#).

One more NPA under [RMT.0392](#) will be published for consultation before end of 2023, including a work package on flight data monitoring (FDM) programme performance which was initially planned to be delivered only in the second phase of this task, as well as some miscellaneous amendments coming from feedback on implementation.

Under [RMT.0492](#), the Agency is finalising the Decision on night and disruptive duties following the consultation of the EASA Advisory Bodies in Q2 2023. The Decision should be published before end of the year. The Opinion for [RMT.0492/0493](#) has been postponed to 2025. A focused consultation of the Advisory Bodies is planned for Q3 2024, to support the finalisation of the Opinion.

The Agency has set up a task force composed of experts from MS and industry to work on a conceptual framework for [RMT.0494](#) on FTL requirements for Helicopter operations. Following the development of this concept, the ToR is planned for Q3 2024.

The BIS on eMCO is undergoing consultation by the Advisory Bodies until end of November 2023. The ToR for [RMT.0739](#) will be finalised once the comments on the BIS are reviewed and is planned to be published before end of 2023. At the same time, EASA will launch a request for the Advisory Bodies to nominate experts to join the dedicated rulemaking group.

A new task on airship operations has been added to [RMT.0731](#), following the finalisation of the BIS in August 2023. EASA is working with the same Task Force that had been set up to develop work on the BIS, and a consultation of the Advisory Bodies is planned for Q3 2024.

Under [RMT.0230](#), the Opinion on operational requirements for VTOL capable aircraft was published in August 2023. The NPA with the related AMC/GM is planned for end of Q4 2023.

The draft report of [EVT.0011](#) on Support programmes consulted with Advisory Bodies during the summer of 2023. A Webinar with interested stakeholders took place on 2 October 2023. Based on the feedback received, EASA is finalising the report, which should be published before the end of the year.

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OPS Rulemaking tasks

RMT.0318						
Single-engine helicopter operations						
Review the applicable regulations and the associated AMC and GM to re-evaluate the restrictions as regards the operation of single-engine helicopters over congested environments. Technological developments in hybrid propulsion that could have a positive impact on the performance of single-engine helicopters are anticipated in the next years and should be taken into consideration in the development of this task.						
Status						
On hold						
Working method						
Owner	EASA FS.2.1					
SubT	Development	Impact assessment		Consultation		
	By EASA with external support	Light		Focused - Affected parties		
Planning milestones						
SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
	ToR RMT.0318 06/02/2018	tbd	tbd	tbd	tbd	tbd
Changes since last meeting						
N/A						
Transition measures						
tbd						

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

To properly address the issues that stem from the non-implementation of or deviation from JAR-OPS 3 performance and public interest sites (PIS) provisions; in particular, performance in high mountains considering review of the safety level of HEMS flights at night following the issue of UK Safety Directive 2014/003.

Status
Completed
Working method
Owner EASA FS.2.1

SubT	Development	Impact assessment	Consultation
	By EASA with external support	Light	NPA-Public

Planning milestones

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
	26/03/2014	2018-04 18/06/2018	08/2022 26/09/2022	R (EU) 2023/1012 24/05/2023	EDD 2023/007/R 23/06/2023	May 2024

Changes since last meeting

RMT.0325 was finalised with the publication of Commission Implementing Regulation (EU) 2023/1020 of 24 May 2023 and the related ED Decision 2023/007/R of 23 June 2023, and will no longer appear in the EPAS Vol. ii 2024 edition.

Transition measures

The Commission Regulation will apply from 25 May 2024, except for the editorial changes to NCO.IDE.H.170(b) and SPO.IDE.H.190(b), which will become applicable immediately once the regulation enters into force. However, note that some of the changes have a longer delayed applicability:

- 3 years for SPA.HEMS.100 (c) and SPA.HEMS.130, in relation to the new scope of HEMS (point (61)(b) of Annex I Definitions);
- 5 years for SPA.HEMS.110 (e) and SPA.HEMS.125, in relation to the new scope of HEMS (point (61)(b) of Annex I Definitions).

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In addition, MSs may decide to apply the changes to the Operations Specifications form (Appendix II to Part-ARO) only when issuing new air operator certificates or making changes to existing certificates. This means that the OPS SPECS do not need to be re-issued just to apply the changes to the form.

To note that, in addition to HEMS related provisions, ED Decision 2023/007/R of 23 June 2023 also included some editorial amendments to other AMC & GM to the Air OPS Regulation, which have already become applicable. These changes are already included in Revision 21 from September 2023 of the Easy Access Rules for Air Operations.

RMT.0392 Regular update of the air operations rules

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

This task includes several work packages, covering different topics.

Subtask 1a covers the following topics:

- Alignment of extended diversion time operations (EDTO) (former RMT.0577) with the ICAO SARPs related to EDTOs and modernise the EASA ETOPS rules.
- Review of some helicopter requirements in Part-SPA and other subparts in various annexes to Regulation (EU) No 965/2012.
- Review of the authority requirements based on feedback from standardisation inspections.
- Changes stemming from RMT.0681 regarding the alignment of the implementing rules and acceptable means of compliance/guidance material with Regulation (EU) No 376/2014¹ 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 1e relates to flight data monitoring (FDM) programme performance, and adds some further amendments resulting from feedback with the implementation of the Air Ops requirements.

Subtask 2 will address the following topics:

- Operational requirements for flights related to design and production ('manufacturer flights') (former RMT.0348).
- Possible review of standard passenger weights (former RMT.0312) based on a survey to be commissioned by EASA.
- Review of the definition of 'complex motor-powered aircraft' (CMPA).
- Review of the requirements for aircraft weighing to consider allowing alternative means to actual weighing.

¹ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32014R0376&qid=1666639539251>

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- General regulatory amendments.

Subtask 3 will address the following topics:

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

This RMT will lead to changes at IR and at AMC and GM level.

Status

1a	Opinion development
1b	Opinion development
1c	Completed
1d	Completed
1e	NPA development
2	NPA development
3	Not started

Working method

Owner	EASA FS.2.1		
SubT	Development	Impact assessment	Consultation
1a	By EASA with external support	Light	NPA - Public
1b	By EASA with external support	Light	NPA - Public
1c	By EASA	Light	NPA - Public
1d	By EASA	Light	NPA - Public
1e	By EASA with external support	Light	NPA - Public
2	By EASA with external support	Light	NPA - Public

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3	By EASA with external support		Light	NPA - Public		
Planning milestones						
SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
1a	ToR 07/10/2020	NPA 2022-11 20/12/2022 NPA 2023-03 12/05/2023	2025-Q1	2025	2025	tbd
1b		NPA 2023-01 24/04/2023	2025-Q1	2025	2025	tbd
1e		2023 Q4	N/a	N/a	2024-Q4	tbd
2		2025	2026	2027	2027	tbd
3		2026	2027	2028	2028	tbd
Changes since last meeting						
<u>Subtasks 1a and 1b</u>						
<p>NPAs for Subtasks 1a and 1b were published for consultation. NPA 2022-11 was open for comments until 21/03/2023. NPA 2023-01, on training and qualifications for FOO/FD, and containing some adjustments to the fuel and AWO requirements, was open for comments until 24/07/2023. NPA 2023-03 on EDTO was open for consultation until 14/08/2023. EASA has started working on the review of the comments and drafting the Opinion.</p> <p>References to deliverables published under Subtasks 1a, 1b have changed in paragraph ‘status’ above.</p>						
<u>Subtask 1e</u>						
<p>The NPA covering Subtask 1e, which covers the anticipation of one of the work packages previously under Subtask 2, is now being drafted and aims to be published for consultation in Q4 2023.</p> <p>The description and timelines for Subtasks 2 and 3 have slightly changed. The delayed timelines are part of the structural measures agreed with the Management Board.</p>						
<u>Subtask 2</u>						
<ul style="list-style-type: none"> - Operational requirements for flights related to design and production (‘manufacturer flights’) (former RMT.0348). An expert group was established, and the group has held six meetings in 2023 to support drafting the NPA. 						

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- Complex motor-powered aircraft (CMPA). The working group has met five times since May 2023, mostly discussing the impact assessment.

Subtask 3

- Review of the operations requirements applicable to group operations. Work on this topic is developing on two fronts. EASA is working on a BIS on crew interoperability, which should be consulted with the ABs in 2024. At the same time, EASA continues to work to extend the Guidance for the oversight of group operations to FTL; this work should also be completed in 2023. The kick-off of the rulemaking work is expected in Q1 2024.
- Operations and equipment for high-performance aeroplanes (HPA) (former RMT.0414). The work on this topic still has not started, but some of the experts proposed by the advisory bodies for the review of existing performance classes have been asked to support an exemption case for single jet aeroplanes intended to be operated in CAT. The meetings to draft the exemption happened between May and August 2023. The conditions for an exemption from the technical requirements on Performance classes were defined. This work will be used in the future for the regulatory subtask on the review of aeroplane Performance Classes. During the work of this group, stakeholders requested that EASA considers allowing single-pilot operations of single-engine turbo-jet aeroplanes with a maximum operational passenger seating configuration (MOPSC) of up to 9. EASA is currently assessing the way forward on this topic.

Transition measures

tbd

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

This task includes two work packages:

- Subtask 1, dedicated to the development of harmonised and state-of-the-art rules for AEMS;
- Subtask 2, dedicated to reflecting the recommendations from the 2019 report on the “Effectiveness of Flight Time Limitation (FTL)” in the provisions applicable to FTL for CAT operations.

Status

1 Opinion development

2 Focused consultation

Working method

IP No: 4.1

Date: 8 November 2023

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Author/Focal Point of EASA: M. Verissimo

Owner	EASA FS.2.1					
SubT	Development	Impact assessment			Consultation	
1	By EASA with an RMG	Detailed			NPA - Public	
2	By EASA	Light			Focused	
Planning milestones						
SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
1	ToR RMT.0492 18/04/2012	NPA 2017-17 30/10/2017	2025	2026	2026	tbd
2		NPA 2023-103 20/03/2023	n/a	n/a	2023 Q4	2023 Q4
Changes since last meeting						
<u>Subtask 1</u>						
<p>Work on the development of the Opinion was put on hold waiting the results of the study conducted by EBAA, which have been received in Q4 2023. Work to finalise the Opinion will start in 2024, but the publication is only planned for 2025, following the delays to rulemaking under the structural measures agreed with the Management Board. Nevertheless, a focused consultation of the Advisory Bodies of the draft Opinion is planned for 2024-Q3.</p>						
<u>Subtask 2</u>						
<p>NPA 2023-103 was sent to the Advisory Bodies for consultation on 20/03/2023. The consultation closed on 31 May 2023. EASA is currently finalising the ED Decision, following the review of the comments.</p>						
Transition measures						
Subtask 1 – tbd						
<p>Subtask 2 – In NPA 2023-103 EASA did not propose a deferred implementation of the amendments to CS FTL.1.205 but invited stakeholders to provide their views thereabout. None of the stakeholders mentioned the need for transitional measures. However, a new element was included in AMC1 ORO.FTL.250 because of the comments received, and for this new element a deferred applicability of 6 months is considered appropriate.</p>						

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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

Opinion development

Working method
Owner EASA FS.2.1

SubT	Development	Impact assessment	Consultation
	By EASA with RMG	Detailed	NPA-Public

Planning milestones

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
	21/08/2012	NPA 2017-17 30/10/2017	2025	2026	2026	tbd

Changes since last meeting

Work on the development of the Opinion is still was put on hold waiting the results of the study conducted by EBAA, which is expected in Q3 2023 which have been received in Q4 2023. Work to finalise the Opinion will start in 2024, but the publication is only planned for 2025, following the delays to rulemaking under the structural measures agreed with the Management Board.

Transition measures

tbd

RMT.0494 FTL rules for helicopter commercial operations

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

Status

IP No: 4.1

Date: 8 November 2023

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Author/Focal Point of EASA: M. Verissimo

Initiation						
Working method						
Owner	EASA FS.2.1					
SubT	Development	Impact Assessment(s)			Consultation	
	By EASA with external support	Light			NPA - Public	
Planning milestones						
SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
	2024-Q3	2025	2026	2027	2027	tbd
Changes since last meeting						
<p>The Agency has set up a task force composed of experts from MSs and industry to work on a conceptual framework for future rulemaking activities. The work of the task force is not a rulemaking activity, but to agree on a common approach to FTL(H), considering the polarity of the positions taken by MS and different industry players. The first meeting was held on 16/10/2023, with more meetings planned in the coming months.</p>						
Transition measures						
tbd						

RMT.0495	FTL rules for aeroplane commercial operations other than CAT					
Establish harmonised and state-of-the-art rules for aeroplane commercial operations other than CAT.						
Status						
On hold						
Working method						
Owner	EASA FS.2.1					
SubT	Development	Impact Assessment(s)			Consultation	
	tbd	tbd			tbd	
Planning milestones						
SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability

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tbd	tbd	tbd	tbd	tbd	tbd
Changes since last meeting					
N/A					
Transition measures					
tbd					

RMT.0708	Controlled-flight-into-terrain prevention with helicopter terrain awareness warning systems (HTAWSs)					
<p>Mandating the installation of HTAWSs is expected to prevent between 8.5 and 11.5 CFIT accidents with fatalities or severe injuries within 10 years (medium safety improvement). This RMT will consider proposing the mandatory installation of HTAWS on board the helicopter for certain operations. HTAWS should only be required to be retrofitted to the current fleet if HTAWS ETSO standards are improved. An appropriate impact assessment for retrofit will need to be further developed. Based on the preliminary cost-effectiveness analysis, HTAWS for the following operations are not to be considered: NCO, SPO, and CAT with small helicopters in visual flight rules (VFR) operations (night and day). This also includes the involvement of the EASA Certification Directorate working with stakeholders on the evaluation of updated HTAWS ETSO standards</p> <p>Taking into account the different timelines for the development of HTAWS ETSO standards for onshore and offshore operations, two different Subtasks are created:</p> <ul style="list-style-type: none"> — Subtask 1a will cover offshore HTAWS rules. — Subtask 1b will cover onshore HTAWS rules. The development of this Subtask is put on hold awaiting the finalisation of onshore HTAWS ETSO standards. 						
Status						
Ongoing						
Working method						
Owner	EASA FS.2.1					
SubT	Development	Impact Assessment(s)		Consultation		
1a/b	By EASA with external support	Light		Focused - Affected parties		
Planning milestones						
SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability

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1a	ToR RMT.0708 31/07/2019	2025	2025	2026	2027	tbd
1b		tbd	tbd	tbd	tbd	tbd
Changes since last meeting						
The planned consultation timeline has been postponed to 2025.						
Transition measures						
tbd						

RMT.0739 Introduction of extended minimum-crew operations (eMCO)

Industry is currently developing technologies to allow the safe operation of large passenger aeroplanes by a single pilot during the cruise phase of the flight (extended minimum-crew operations (eMCO)). The integration of such technological developments needs to be accompanied by all the necessary measures to ensure an equivalent or higher level of safety for such operations, such as the presence of an advanced cockpit design with workload alleviation means, the capability to cope with crew incapacitation, effective fatigue management, the prevention of security threats, and human factors, mental and psychological considerations.

This task aims to amend the current legal framework applicable to air operations and aircrew training to allow eMCO, while ensuring at least an equivalent level of safety to that ensured by today's multi-crew operations.

Status

Not started

Working method
Owner EASA FS.2.1

SubT	Development	Impact Assessment(s)	Consultation
	By EASA with the support of a RMG	Detailed	NPA - Public

Planning milestones

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
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2023-Q4	2025	2026	2027	2027	tbd
Changes since last meeting					
<p>EASA is working on developing the ToR, which should be published before end 2023. The ToR will already consider the comments received on the BIS through the consultation of the Advisory Bodies. At the same time, EASA will launch a request for the Advisory Bodies to nominate experts to join the dedicated rulemaking group.</p>					
Transition measures					
tbd					

IP No: 4.1

Date: 8 November 2023

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Author/Focal Point of EASA: M. Verissimo

Rulemaking Tasks related to pilot training

RMT.0190 Requirements for relief pilots

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

Status

Opinion published

Working method

Owner EASA FS.3

SubT	Development	Impact Assessment(s)	Consultation
	By EASA with the support of a RMG	Detailed	NPA - Public

Planning milestones

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
	ToR RMT.0190 02/11/2012	NPA 2014-25 04/11/2014	Opinion 5/2023 13/10/2023	2024	2024	2024/2025

Changes since last meeting

Opinion published.

Opinion 5/2023 encompasses proposals for amendments to Regulations (EU) No 1178/2011 and No 965/2012, as developed by the following rulemaking tasks:

- RMT.0190 'Requirements for relief pilots'. Amendments are proposed to ensure that cruise relief co-pilots (CRCPs) are adequately trained to safely operate an aeroplane in the cruise segment of a flight, and that appropriate operating procedures are established for the transfer of authority from the commander to the CRCP.
- RMT.0287 (Subtasks 2a and 2b) 'Regular update of Part-MED, of Part-ARA Subparts ARA.AeMC and ARA.MED, and of Part-ORA Subpart ORA.AeMC'. Aside from amendments aiming to improve the level of safety and clarify of already existing rule text, the Opinion proposes to increase the pilot age limit for pilots involved in single-pilot helicopter emergency medical services (HEMS) operations, which is expected to have

a positive social impact on the patients in need of helicopter emergency intervention, by increasing the coverage of HEMS operations, and on the pilots' possibility to retire at an age closer to the legal retirement age.

- RMT.0587 'Regular update of regulations regarding pilot training, testing and checking, and related oversight'. The proposed amendments concern updates, improvements and clarifications on miscellaneous topics, such as helicopter training topics (vortex ring stage, autorotative landing), multi-pilot operation in single-pilot aircraft, and the use of flight simulation training devices (FSTDs) for training, testing and checking.
- RMT.0678 (Subtask 2) 'Simpler, lighter and better flight crew licensing requirements for general aviation'. The amendments proposed update, improve and clarify miscellaneous topics in the field of flight crew licensing (FCL) for general aviation, such as pilot privileges for electrically powered aeroplanes, credits for private pilot licence (PPL) applicants who have started light aircraft pilot licence (LAPL) training, and non-complex helicopter type rating revalidation via refresher training. The proposed regulatory material is expected to improve the regulatory framework in the context of the above-listed areas, while maintaining a high level of safety, particularly by better addressing CRCP activities, by providing more proportionate requirements for general aviation, by alleviating pilot age limits for pilots involved in single-pilot HEMS operations and by clarifying miscellaneous issues.

Transition measures

The opinion proposes to delay by 6 months the applicability of certain requirements, including those related to the extension of pilot age for HEMS pilots.

In addition, specific transition measures are proposed for medical assessment protocols and medical certificates, and for holders of a mountain rating.

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

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

- Subtask 1 was completed with the publication of Regulation (EU) 2018/1065 on 27/07/2018 and of Decision 2018/011/R on 06/11/2018.
- Subtask 2 was merged with RMT.0678 and will follow the RMT.0678 Subtask 2 timelines.
- Subtask 3 (current) will deal with a limited number of other non-controversial recommendations stemming from the GA and the Rotorcraft Safety Roadmaps and the EASA Sustainable Aviation Programme (ESAP), in consultation with the EASA Abs. This Subtask will also address the review of the definition of 'complex motor-powered aircraft' (CMPA) – refer to Article 140 of Regulation (EU) 2018/1139, as well as the deletion of the term 'Leisure Pilot Licence'.

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

Status

Opinion published

Working method

Owner EASA FS.3

SubT **Development**
Impact Assessment(s)
Consultation

Current By EASA

Detailed

NPA – Focused

Next To be defined at a later stage

To be defined at a later stage

To be determined at a later stage

Planning milestones

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
Current	ToR 11/05/2016	NPA 2023-104	Opinion 5/2023 13/10/2023	2024	2024	2024/2025
Next		tbd	tbd	tbd	tbd	tbd

Changes since last meeting

See more details under RMT.0190.

Transition measures

See more details under RMT.0190.

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

RMT.0599

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 Regulation as regards flight crew training requirements.

- Subtask 1 includes the introduction of evidence-based training (EBT) and competency-based training and assessment (CBTA) in the field of recurrent training (Subtask 1a) and other training-related implementation issues (Subtask 1b), such as better alignment of the requirements for operators and FCL helicopter training.

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

Subtask 1a was completed with the publication of Regulations (EU) 2020/2036 on 09/12/2020 and 2020/2193 on 16/12/2020 as well as of Decision 2021/002/R on 01/03/2021. Subtask 1b was completed with the publication of Decision 2022/014/R on 19/08/2022.

- Subtask 2 will include the extension of EBT to other parts of the operator’s training or to training that directly affects the operator (e.g. conversion course, command course, type rating training course), allowing for a single training philosophy within the operator. Subtask 2 will reflect the latest developments at ICAO level with regard to EBT and CBTA (e.g. ICAO Doc 9995, PANS TRG, “competency-to-tool concept”, etc).
- 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

ToR development

Working method

Owner EASA FS.3

SubT	Development	Impact Assessment(s)	Consultation
2	To be defined at a later stage	To be defined at a later stage	NPA – Public
3	To be defined at a later stage	To be defined at a later stage	NPA – Public

Planning milestones

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
2	2024-Q1	2025	2026	2027	2027	tbd
3	2024-Q4	2026	2027	2028	2028	tbd

Changes since last meeting

Initiation (ToR) of Subtask 2 postponed by one quarter to 2024/Q1.

Transition measures

tbd

Other rulemaking tasks relevant for OPS

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

Development of IRs (including implementing and delegated acts), AMC, GM and CS for UASs to implement Articles 55 to 57 of and Annex IX to the Basic Regulation.

The ToRs have been updated by publishing Issue 4 on 19/12/2022 to reflect the further evolution of the approach defined by EASA and agreed with the relevant stakeholders.

There are three categories of UASs defined as follows:

- ‘open’ category: low-risk operation that does not require authorisation or declaration before flight;
- ‘specific’ category: medium-risk operation that requires authorisation or declaration before flight;
- ‘certified’ category: high-risk operation that requires a certification process.

To implement an innovative new set of rules for the three categories and to address U-space, six subtasks had initially been identified, of which Subtasks A and B were completed between 2019 and 2022. A new Subtask G will be added with the 2024 edition of the EPAS Vol ii.

As concerns Subtask A related to UAS operations in the ‘open’ and ‘specific’ categories, the introduction of standard scenarios (STs) by amending the related implementing and delated acts is covered by RMT.0729.

The maintenance of Regulations (EU) 2019/945 and (EU) 2019/247 and the related AMC and GM, is covered by RMT.0729 and RMT.0730.

The regular update of the U-space regulation will be addressed by a dedicated RMT to be established.

Subtask C: UAS operations in the certified category and urban air mobility.

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 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 out of 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, the dedicated RMT.0731 will address in particular the CAW aspects related to these technologies.

Subtask D: Certification Specifications for Unmanned Aircraft Systems (CS-UAS and CS-Light UAS), Certification Specifications for vertical take-off and landing aircraft (CS-VTOL), and CS-ETSO.

IP No: 4.1

Date: 8 November 2023

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Author/Focal Point of EASA: M. Verissimo

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 CS-ETSO regarding equipment that is installed in UAS or used to operate UAS.

Subtask E: Airspace usage requirements and ATM/ANS interoperability requirements.

EASA will produce an opinion proposing to amend Regulation (EU) No 1332/2011 and other ATM/ANS regulations, as applicable, regarding airspace integration, and related decision with AMC and GM will follow. Another decision will amend CS-ACNS and related AMC.

Subtask F: Environmental protection

Environmental protection is planned to be addressed 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.

Subtask G: Certification Specifications for vertiports design (CS-VPT-DSN and Certification Specifications for aerodrome design (CS-ADR-DSN)

EASA will issue decisions to create CSs for vertiports design based on the 'prototype design specifications for vertiports' and to amend CS-SDR-DSN.

Status

Opinion published

Working method

Owner EASA ED.0.3

SubT	Development	Impact Assessment(s)	Consultation
C	By EASA with external support	Detailed	NPA - public
D	By EASA with external support	Light	NPA - public
E	By EASA with external support	Detailed	NPA - public
F	By EASA with external support	Light	NPA - public
G	By EASA with external support	Light	NPA - public

Planning milestones

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
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IP No: 4.1

Date: 8 November 2023

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Author/Focal Point of EASA: M. Verissimo

C	ToR Issue 4 19/12/2022	#1NPA 2022-06 30/06/2022	Opinion 3/2023 31/08/2023	TBD	TBD	TBD
		#2 2025	2026	TBD	TBD	TBD
		#3 2023-Q3	n/a	n/a	2024-Q3	TBD
		#4 2023-Q3	n/a	n/a	2024-Q3	TBD
		#5 2025	n/a	n/a	2026	TBD
		#6 2026	2027	TBD	n/a	TBD
		#7 2027	n/a	n/a	2028	TBD
D	#1 2025	n/a	n/a	2026	TBD	
	#2 2025	n/a	n/a	2026	TBD	
	#3 2025	n/a	n/a	2025	TBD	
	#4 TBD	n/a	n/a	TBD	TBD	
E	#1 TBD	TBD	TBD	TBD	TBD	
	#2 TBD	TBD	TBD	TBD	TBD	
	#3 TBD	n/a	n/a	TBD	TBD	
	#4 TBD	TBD	TBD	TBD	TBD	
F	#1 TBD	n/a	n/a	TBD	TBD	
	#2 TBD	n/a	n/a	TBD	TBD	
	#3 TBD	n/a	n/a	TBD	TBD	
G	#1 TBD	n/a	n/a	TBD	TBD	
	#2 TBD	n/a	n/a	TBD	TBD	

Changes since last meeting

Opinion 03/2023 including, among other things, the IRs for VTOL-capable aircraft operations was published in August 2023. EASA was assisted by an WG consisting of air operations experts from NCAs and industry.

In parallel, EASA and the WG have been developing AMC and GM to the IR for VTOL-capable aircraft operations. The NPA containing these AMC/GM is planned to be published end of Q4 2023.

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

Transition measures

Transition measures will be discussed with MS during EASA committee deliberations.

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

This RMT concerns 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 1: The objective is to amend the IRs and the AMC and GM with the first ‘regular update’ amendment containing non-controversial modifications, which were initially consulted in late 2017 with the EASA ABs, and to address wake turbulence separation in relation to PANS-ATM Amendment 9. This subtask will also ensure the necessary consistency with Annex IV (Part-ATS) to Regulation (EU) 2017/373 at AMC and GM level.
- Subtask 2: The objective is to address amendments concerning controversial issues (radiocommunication failure and SID/STAR phraseologies).
- 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. Consultation methods are currently under discussion.
- Subtask 5: The objective of this subtask is to propose amendments to the SERA RT phraseologies in order to ensure the necessary harmonisation in the pilot-ATCO communication and to prevent any misunderstanding that would potentially result in safety issues, especially in critical phases of flight such as the approach. This Subtask is completed with the publication of ED Decision 2022/020/R on 04/11/2022. Full alignment of the SERA RT phraseologies with those applicable at global level, as recently amended by ICAO is now ensured.

Status

Opinion published

Working method

Owner	EASA ED.4	Air Traffic Department
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SubT	Development	Impact Assessment(s)	Consultation
1	EASA with external support	Light	NPA - Public
2	EASA with external support	Light	NPA - Public

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Author/Focal Point of EASA: M. Verissimo

4	EASA with external support	Light	NPA - Public
5	EASA with external support	Light	Advisory Bodies consultation

Planning milestones

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
1	ToR 18/08/2017	NPA 2022-04 25.05.2022	Opinion 02/2023 18.08.2023	2024-Q1	2024-Q1	tbd
2		NPA 2022-04 25.05.2022	Opinion 02/2023 18.08.2023	2024-Q1	2024-Q1	tbd
4		NPA 2022-04 25.05.2022	tbd	tbd	tbd	tbd

Changes since last meeting

Opinion No 02/2023 was published on 18 August 2023, which covers Subtasks 1 and 2. It was discussed in the EASA Committee and Expert Group on 17-18 October 2023. It includes three draft regulations as follows:

- COMMISSION IMPLEMENTING REGULATION (EU) .../... of XXX amending Commission Regulation (EU) No 923/2012 as regards the updates of relevant ICAO provisions, the completion of the loss of radio communication failure procedure and the removal of the Supplement to the Annex;
- COMMISSION IMPLEMENTING REGULATION (EU) .../... of XXX amending Commission Regulation (EU) 2017/373 as regards the definition of SIGMET and certain requirements on special VFR (visual flight rules) and air traffic control clearances in consequence to the amendment of Regulation (EU) No 923/2012;
- COMMISSION DELEGATED REGULATION (EU) .../... of XXX amending Commission Regulation (EU) No 139/2014 as regards the requirements on communications.

The Opinion also includes minor proposed amendments to Annexes I ‘Part-DEFINITIONS’, IV ‘Part-ATS’ and VI ‘Part-AIS’ to Regulation (EU) 2017/373 (the ATM/ANS Common Requirements Regulation) and to Regulation (EU) No 139/2014 (the Aerodromes Regulation) for consistency purposes.

A safety recommendation (SR) addressed to EASA, related to the inclusion of information with regard to the on-board ballistic parachutes in the flight plan, is also addressed by this proposal and implemented by Regulation (EU) 2023/1772 already.

Transition measures

IP No: 4.1

Date: 8 November 2023

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Author/Focal Point of EASA: M. Verissimo

tbd

RMT.0524 Data link services

The objective of RMT.0524 is to ensure that the operational improvements associated with the safety and efficiency of the communication between ATCOs and pilots via data link are met. Considering the close link with RMT.0161 activities, and to benefit from minimum changes to the data link Regulation, the task has been divided into the following subtasks:

Subtask 1: The objective of this subtask is to address the amendment of CS-ACNS in relation to data link services. The execution of Subtask 1 is subject to availability and the positive EASA assessment of supporting industry standards.

Subtask 2: The objective of this subtask is to review Regulation (EC) No 29/2009 (the SES interoperability Regulation) (implementing repealed Regulation (EC) No 552/2004) to adapt it to the EASA framework. The resulting regulatory proposal will be consulted jointly with Subtask 2 of RMT.0161.

Subtask 3: This subtask aims to establish the related AMC and GM supporting the provisions introduced with Subtask 2 deliverables.

Subtask 4: This subtask aims to establish the first set of the EASA detailed specifications (DSs) based on the existing interoperability DLS rules and the relevant DLS Community Specifications (e.g. based on ETSI EN 303 214). The resulting regulatory proposal will be consulted jointly with Subtask 3 of RMT.0161.

Status

Ongoing

Working method
Owner EASA ED.4

SubT	Development	Impact Assessment(s)	Consultation
1	By EASA	Light	NPA - public
2	By EASA with external support	Light	NPA - Focused
3	By EASA	Light	NPA - Public
4	By EASA with external support	Light	NPA - Public

Planning milestones

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
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IP No: 4.1

Date: 8 November 2023

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Author/Focal Point of EASA: M. Verissimo

1	NPA 2023-07 07.07.2023	n/a	n/a	2023-Q4	tbd
2	NPA 2022-107 30.11.2022	Opinion 1/2023 31.01.2023	R 2023/1770 12.09.2023 R 2023/1772 15.9.2023	n/a	tbd
3	NPA 2023-05 14.06.2023	n/a	n/a	2023-Q4	tbd
4	NPA 2023- 05 14.06.2023	n/a	n/a	2023-Q4	tbd

Changes since last meeting

Subtask 1

NPA 2023-07 to amend CS-ACNS was published 7 July 2023 and proposed the necessary changes supporting the industrialisation as required by CP1 AF6 provisions.

Subtask 2, 3 and 4

Regulation 29/2009 (along with other SES interoperability regulations) was transposed into the new EASA regulatory framework. Regulation 2023/1770 of 12 September 2023 on airspace usage requirements (AUR), consolidates various aircraft equipage requirements including data link (for datalink see Annex I, Part COM). Regulation 923/2012 of 12 September 2023 on common rules of the air and operational provisions regarding services and procedures in air navigation, was amended by [Reg. 2023/1772](#) and includes requirements on various stakeholders including operators and flight crews.

As part of the RMT.0161 regulatory package, other regulations (relevant for data link ground domain) were adopted, which include Regulation 2023/1771 of 12 September 2023, Regulation 2023/1768 of 14 July 2023 and Regulation 2023/1769 of 12 September 2023.

NPA 2023-05 to provide AMC/GM/Detailed Specs was published 14 June 2023.

Transition measures

See the transition measures related with the conformity assessment, established for ground domain (including for datalink equipment).

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

The objective of the task is the development of the regulatory enablers, as 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, the AAS, as well as the associated WPGR recommendations.

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

For this purpose, this task addresses those issues which are not covered by other specific RMTs.

The objective of the initial subtask is detailed as follows:

Subtask 1: To amend the applicable EU regulatory framework (in particular Regulation (EC) No 1322/2011 (ACAS Regulation)) to permit the operation of aeroplanes equipped with either ACAS II version 7.1 or ACAS Xa within the European airspace and to amend Regulation (EU) 2018/1048 (the PBN Regulation) to address identified PBN operational issues.

Status

Development of Opinion

Working method

Owner EASA ED.4

SubT	Development	Impact Assessment(s)	Consultation
1	EASA with external support	Light	NPA - Public

Planning milestones

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
1	ToR RMT.0682 10/12/2019	NPA 2023-02 26.05.2023	2023-Q4	2024	2024	tbd

Changes since last meeting

NPA 2023-02 was published on 26 May 2023 and included changes to:

- Reg. 1332/2011, Reg. 2017/373, Reg. 965/2012, CS-ACNS, AMC-20, CS-ETSO to allow voluntary operation of aircraft equipped with ACAS Xa (concurrently to those equipped with TCAS II v. 7.1). Changes to Reg. 965/2012 are only at AMC/GM level to specify that ACAS X is an ACAS II and to amend training provisions for flight crew.
- (Minor amendments) Reg. 2018/1048 'PBN IR' to allow use of RNAV 4 and RNAV10 specifications in oceanic and remote continental airspaces, in lieu of RNAV 5 specification, remove obligations to use RF functionality or altitude constraints together with RNP 1 SID and STAR, to enable consistency of routes design with the local performance and operational needs and ensure alignment with the current definition of Category III operations, as per OPS IR.

The review of the comments to the NPA is in progress. No major changes are expected on the OPS part. The Opinion is expected 2024-Q1.

Transition measures

tbd

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

RMT.0728 Development of requirements for ground handling

The objective of this RMT is to develop IRs and AMC and GM to ensure compliance with the essential requirements contained in Annex VII to the Basic Regulation. The task will consider operational, organisation and authority requirements, as deemed necessary. The detailed objectives and actions have been defined in the Groundhandling Roadmap, which was subject to a focused consultation in the first quarter of 2019.

In addition, the task includes the items previously addressed in RMT.0705 and, therefore, also covers the development of requirements for:

- the establishment of the methods for the delivery, storage, dispensing and handling of dangerous goods at aerodromes; and
- ADR operators to train their personnel in the handling of dangerous goods when the ADR operator acts as a subcontractor (handling agent) of the air operators.

Status

Development of Opinion

Working method
Owner EASA FS.2

SubT	Development	Impact Assessment(s)	Consultation
	To be determined at a later stage	To be determined at a later stage	Focused

Planning milestones

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
	ToR RMT.0728 22/11/2019	30/09/2022	2023-Q4	2024-Q4	2024-Q4	2027

Changes since last meeting

EASA has been working on developing the Opinion, considering the comments received after the June 2022 webinar. The Opinion was consulted with the Advisory Bodies in Q3 2023 and should be published in Q4 2023. See AI 6 for more details.

Transition measures

IP No: 4.1

Date: 8 November 2023

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Author/Focal Point of EASA: M. Verissimo

The targeted applicability date of the regulatory material (GH Regulation and the amendments to Reg. (EU) 965/2012 Air OPS and 139/2014 Aerodromes) is proposed to be 3 years after the date of entry into force. This means a transition period of 3 years. For the cybersecurity requirements in the GH Regulation, a 6-year transition period is proposed, to enable affected organisations to first prepare for the specific ground handling requirements and to benefit from the lessons learned in the other aviation domains that should implement the new requirements at an earlier date (2026).

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 1:

This subtask is removed as it was completed with the publication of Regulation (EU) 2020/639 on 12/05/2020 and of Regulation (EU) 2020/1058 on 27/04/2020. The related AMC and GM are addressed under RMT.0730.

Subtask 2 (current cycle):

This subtask will address inconsistencies and lessons learned identified by the stakeholders during the application of Regulations (EU) 2019/945 and 2019/947.

Status

Development of NPA

Working method

Owner EASA ED.0.3

SubT	Development	Impact Assessment(s)	Consultation
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2	By EASA with external support	Detailed	NPA-Public
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Planning milestones

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
2	ToR RMT.0729 26/07/2019	2025-Q1	2025-Q4	2026	n/a	tbd

Changes since last meeting

n/a

IP No: 4.1

Date: 8 November 2023

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Author/Focal Point of EASA: M. Verissimo

Transition measures

tbd

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

The objective of this RMT is to regularly address miscellaneous issues to ensure that the UAS Regulations are fit for purpose, cost-effective, and in line with the latest ICAO SARPs and the Basic Regulation. It aims for general improvements of 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 will publish on its website guidelines providing useful information for the stakeholders. When the material will be considered mature, an NPA and the resulting Decision will be published.

- Subtask 1 is removed as it is completed with the publication of Decision 2020/022/R on 17/12/2020.

- Subtask 2: Additional PDRAs, AMC and GM for STSs (Regulations published under RMT.0729) and for the definition of geographical zones; general improvement of the related AMC and GM and recognition of industry standards.

Subtask 2 has been 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 in 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 will be published in 2023 with the remaining AMC and GM.

- Subtask 3: The Joint Authorities for Rulemaking on Unmanned Systems (JARUS) plan to publish in 2023-Q3 updates to the SORA, and 3 new PDRAs, following a JARUS public consultation. Unless major objections are raised by EASA or by EU stakeholders during the JARUS consultation, EASA plans to integrate that proposal into the EU drones regulations. In that case EASA will consult the ABs on the regulatory material doing so.

- Subtask 4: This subtask will produce 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 will be considered mature. It will include additional PDRAs, general improvements to the related AMC and GM, and recognition of additional industry standards. Guidelines on the design verification process have been published and more are under development.

Status

IP No: 4.1

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Development of Opinion

Working method
Owner EASA ED.0.3

SubT	Development	Impact Assessment(s)	Consultation
2	By EASA with RMG	Light	NPA-Focused
3	By EASA with external support	Light	NPA-Focused
4	tbd	tbd	tbd

Planning milestones

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
2	ToR RMT.0730 26/07/2019	NPA 2021-09 14/07/2021	n/a	n/a	Part 1 EDD 2022/002/R 07.02.2022	2022
3			n/a	n/a	2024-Q3	tbd
4		tbd	n/a	n/a	tbd	tbd

Changes since last meeting

n/a

Transition measures

tbd

RMT.0731 New air mobility

The current European regulatory framework for aviation safety has initially been designed for conventional fixed-wing aircraft, rotorcraft, balloons and sailplanes. The existing framework relies on the active contribution of human beings, increasingly assisted by automation, be it on board or on the ground. Propulsion is mostly provided by piston or turbine engines using fossil fuels.

The introduction of new technologies and air transport concepts (from multi-modal to autonomous vehicles) requires revisiting this framework. The purpose of this RMT is to develop rules or amend existing ones, where necessary, to address new technologies and operational air transport concepts, with the objective of adapting the regulatory

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framework to the performance-based regulation (PBR) principles. A general principle that will govern this RMT is that future requirements should be technology-neutral, where possible, while ensuring legal certainty.

This RMT leads to different streams of activities. The first stream was defined in 2019 in the field of continuing airworthiness requirements for electric and hybrid propulsion, indicated here below as Subtask 1. Based on current certification projects where the regulatory framework needs to be adapted (except for initial airworthiness), two other streams are now foreseen: gyroplanes and tilt rotors after the BIS consultations. Airships is a candidate for a future stream after the BIS consultation.

Potentially, more streams to cover other future projects will be added, including the development of CSs based on experience gained from certification projects applying special conditions (SCs) such as for VTOL aircraft or electric and hybrid propulsion.

Subtask 1: Electric and hybrid propulsion

Continuing airworthiness requirements for electric and hybrid propulsion for all types of aircraft. It covers also conventional aircraft which are not addressed in the current CAW rules (gyroplanes, tilt rotors, airships). The activities in the context of this subtask are coordinated with those of RMT.0230.

Notes:

- VTOL capable aircraft electric propulsion aspects related to the ADR, ATM, FCL and AIR OPS domains are addressed through RMT.0230.

- A first set of FCL and AIR OPS electric- and hybrid-propulsion-related requirements for other aircraft types are addressed through RMT.0678 (FCL) and RMT.0573 (AIR OPS - completed) respectively.

Subtask 2: Gyroplanes

FCL and AIR OPS Regulations 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 Regulations to be amended.

Subtask 3 also addresses the topics previously included within RMT.0587 as relevant to the development of ECQB for tilt-rotor pilot licences.

Subtask 4: Airships

Requirements for continuing airworthiness (SubT 4A), Aircrew (SubT 4B) and Air Operations (SubT 4C) to be developed.

Status

IP No: 4.1

Date: 8 November 2023

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Author/Focal Point of EASA: M. Verissimo

SubT 1	Opinion development					
SubT 2	Opinion development					
SubT 3	On hold					
SubT 4	NPA development					
Working method						
Owner	EASA SM.2					
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	
4	By EASA with external support	Light			NPA-Focused	
PLANNING MILESTONES						
SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
1	ToR issue 1 09/09/2020	NPA 2021-15 21/12/2021	2023-Q4	2024	2024	tbd
2	ToR Issue 2 12/05/2021	NPA 2021-12 15/11/2021	2023-Q4	2024	2024	2024 + 6 months
3		tbd	tbd	tbd	tbd	tbd
4A		2026	2027	2028	tbd	tbd
4B		2026	2027	2028	tbd	tbd
4C		2024-Q3	2025	2026	2026	tbd
Changes since last meeting						
<p>Work continues on Subtask 2, and the Opinion with operational requirements for gyroplanes was shared with the Advisory Bodies for consultation on 30 October 2023. The consultation will run until the end of November, and the Opinion is expected to be published still in 2023. The adoption by the Commission and the entry into force is expected to be end of 2024. For Subtask 2, a deferred applicability date of 6 months is foreseen to allow MS and NCAs to prepare for the FCL implementation.</p>						

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

Following the finalisation of the BIS on Airships in Summer 2023, a new Subtask 4 has been added, to cover the requirements for operations with airships. On the OPS side, work has already started. EASA is working with the same Task Force that had been set up to develop work on the related BIS.

Transition measures

For Subtask 2, a deferred applicability date of 6 months is foreseen to allow MS and NCAs to prepare for the FCL implementation.

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

Other relevant tasks

EVT.0011 Evaluation of the effectiveness of the provisions concerning staff support programmes, the psychological assessment of flight crews, and the systematic and random testing of psychoactive substances

Having regard to Commission Regulation (EU) 2018/1042, amending Regulation (EU) No 965/2012, the Agency shall conduct an evaluation of the effectiveness of the provisions concerning support programmes, the psychological assessment of flight crews and the systematic and random testing of psychoactive substances. The report will be published in 2023.

Status

Ongoing

Working method

Owner EASA FS.2.1

Development By EASA with external support

Expected Output

Deliverables

Evaluation report

Timeline

2023

Changes since last meeting

The draft report prepared by EASA based on the data collected was consulted with the Advisory Bodies in the summer of 2023. A Webinar with interested stakeholders took place on 2 October 2023. Based on the feedback received, EASA is finalising the report, which should be published before the end of the year.

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 relevance in terms of proportionality of the rules for small aeroplane operators and of the potential administrative burden and inefficiencies they cause.

Status

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

On hold

Working method
Owner EASA FS.2.1

Development By EASA with external support

Expected Output
Deliverable(s)
Timeline

Evaluation report

2026

Changes since last meeting

The start of the contract for this task has been postponed by one year due to budgetary concerns, which will lead to a postponement of the report.

RES.0006 Effectiveness of the FTL rules

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

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

The first phase of the assessment for this RES action has been completed (report published on 28/02/2019). The second phase started with the publication of a call for tender on 04/10/2019.

Status

Ongoing

Working method
Owner EASA SM.2 and EASA FS.2.1

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

Development By EASA with external support

Planning milestones
Starting date
Interim report
Final report

2021-Q4

2024-Q4

Changes since last meeting

The following has been delivered by the study contractor so far:

- Task 1.1: the definition of baseline (EASA, 2022);
- Task 1.2: the definition of the target crew population; and
- Task 2.1: the definition of scope and process for the data collection.

Two intermediate reports are available online (D1.1 and D2.1).

The data collection campaign is currently running. The baseline questionnaire has been adjusted to increase the participation rates for the data collection campaigns. Two operators have already provided data. Next operator campaign begins in November. The entire campaign is supposed to finish in June 2024, but if needed, an additional data collection campaign may be organised until the end of June 2024.

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 by passengers and crew in the aircraft cabin.

Provide experimental evidence for the establishment of limits (power output and quantity) as regards the transport of PEDs and study the effects of a risk increase/decrease.

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

Determine cabin and flight crew compartment tolerances and identify solutions both at aircraft and battery level.

Develop new and improve existing emergency procedures for cabin crews. Identify the need for safety promotion for passengers and ways to support aircraft operators in assessing the related risks.

Status

Ongoing

Working method

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

Owner	EASA SM.2	
Development	By EASA with external support	
Planning milestones		
Starting date	Interim report	Final report
2022-Q3	n/a	2025
Changes since last meeting		
Deliverables D1.1, hazard characterisation and testing plan, and D1.2, Representative PEDs and typical cabin situations, have already been delivered by the consortium and approved by EASA. The communication plan is already under development.		

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 with relevant safety promotion material. This includes:		
<ul style="list-style-type: none"> - Development of the EASA fuel scheme manual, - Organisations of workshop and events, - Development of safety promotion leaflets, online material, videos. 		
Status		
Ongoing		
Working method		
Owner	EASA SM.1	
Development	By EASA	
Expected Output		
Deliverables		Timeline
Webinars, guide, articles and social media promotion.		2024
Changes since last meeting		

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

EASA continues to work with the SPT.0097 task force. A [webinar](#) organised together with the DATAPP research project is scheduled for 14 November 2023. A further webinar may be organised in Q2 2024, and the EASA fuel manual should be published in Q1 2024.

Further information and material produced under this task can be found here:

<https://www.easa.europa.eu/community/topics/fuel-management-new-rules>

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

Develop new safety promotion material on high-profile safety issues for 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 (such as RMT.0379 on All Weather Operations -AWO - completed in 2022) and additional input from EASA stakeholders.

Status

Ongoing

Working method
Owner

EASA SM.1

Development

By EASA

Expected Output
Deliverables

Posters, videos, articles and social media promotion.

Timeline

Continuous

Changes since last meeting

EASA continues to work with the AWO task force. Two main deliverables were published since the last meeting:

- Version 1.2 of the AWO implementation manual was published on 7 August.
- Guidelines on the use of EFVS in SBAS operations were published on 18 August.

Both documents can be found here: <https://www.easa.europa.eu/community/topics/all-weather-operations-0>

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

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

The objective of this task is to support aeroplane and helicopter operators in organising training and checking effectively by:

- sharing good practices on the performance of line checks while exploring and presenting different approaches by NCAs;
- informing operators how to promote CRM and EBT training tailored to the needs of an operator and its pilots (with focus on the feedback from the operators on CRM and EBT training);
- promoting how familiarisation with aerodromes/heliports can be done while sharing best practices, including line training in different blocks for different kinds of situations (main capital airports, specific heliports, congested areas, off airfield night landings) and organising general/additional sign-off required for each specific block, etc.;
- sharing good practices in tracking due dates for training/checking;
- supporting the implementation of ED Decision 2022/014/R.

The objective is to complement the new regulatory package on UPRT and EBT with relevant safety promotion material. The safety promotion material for EBT includes support and guidance for the implementation of EBT mixed (ED Decision 2015/027/R) and following the publication of Implementing Regulation (EU) 2020/2036 on 11/12/2020 and the related ED Decision 2021/002/R, it also includes support and guidance material for the EBT baseline.

Oversight guidance for the transition to mixed EBT implementation is available at:

<https://www.easa.europa.eu/oversight-guidance-transition-ebt-mixed-checklist>

4 EBT Webinars have now been held and all the promotional material can be found on the Air Ops Community Site:

<https://www.easa.europa.eu/community/topics/evidence-based-training>

The EASA EBT manual can be found at <https://www.easa.europa.eu/en/downloads/137656/en>

Status

Ongoing

Working method

Owner EASA FS.3

Development By EASA

Expected Output
Deliverables

Safety Promotion material, including webinars

Timeline

2022-2023

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

EBT manual

2023-2024

Changes since last meeting

SPT.0012 task force was created to support the correct implementation of EBT. The group composition is now published in the Air OPS community [here](#). The task force members were nominated by Air OPS TEB and FS TEC.

A new version of the EBT manual was published on 7 November 2023.

SPT.0116

Webinar/Roadshow dedicated to FRM

Supporting the implementation of an appropriate FRM or FRMS by operators and their oversight by competent authorities through the organisation of webinars/workshops/conferences on specific topics to share information and best practices.

In March 2021, the first webinar on FRMS in cargo operations was organised.

Refer to <https://www.easa.europa.eu/newsroom-and-events/events/1st-webinar-fatigue-risk-management-cargo-and-demand-operations>

Another webinar is planned for 2024-Q1.

Note: this SPT might be reconsidered to become an 'IST' (Implementation Support Task).

Status

Ongoing

Working method

Owner

EASA FS.2

Development

By EASA

Expected Output

Deliverables

Training material and webinars/live events

Timeline

2024-Q1

Changes since last meeting

An FTL/ FRM Conference is being planned to be held in January 2024 in Vienna, co-organised by EASA and Austro Control.

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

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

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

Note: This SPT might be reconsidered to become an 'IST' (Implementation Support Task).

Status

Ongoing

Working method
Owner EASA FS.2

Development By EASA

Expected Output
Deliverables

EASA missions to MSs

Timeline

Continuous

Changes since last meeting

No changes since last meeting.

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

Development of written and video material containing explanatory material, examples, FAQs and recommendations.

Delivered so far:

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

Status

Ongoing

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

Working method

Owner EASA FS.2

Development By EASA

Expected Output

Deliverables

FTL/FRM Practical Guide Issue 2

Timeline

2024

Changes since last meeting

FTL/FRM Practical Guide Issue 2 being re-drafted following comments received by expert group. After internal review of the comments and consultation with the FTL/FRM expert group, the extent of the Practical Guide will be re-shaped to focus on the key aspects that are already contained in the FTL FAQ's.

BIS 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

Status

Ongoing

Working method

Owner EASA FS.3

Development By EASA

Expected Output

Deliverables

BIS

Timeline

2024

Changes since last meeting

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

Work on the draft BIS continues. The social partners have been involved in more dialogue meetings and have been asked to share more comments that could be taken into consideration in the BIS before released for consultation of the AB's.

BIS eMCO

The BIS will analyse the opportunity for AOC holders to exchange air crew among the same holding/parent companies, in EASA Member States

Status

Ongoing

Working method

Owner

EASA FS.2

Development

EASA with external support

Expected Output

Deliverables

BIS

Timeline

2023

Changes since last meeting

The BIS is undergoing consultation with the Advisory Bodies until the end of November 2023. EASA will consider the comments received not only to finalise the BIS but also to develop the TOR of RMT.0739.

BIS Parachuting operations

The objective of this BIS is to evaluate the best way to address a safety issue identified in relation to parachuting operations in the SPO and NCO environment.

Status

Ongoing

Working method

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

Owner	EASA FS.2	
Development	By EASA with external support	
Expected Output		
Deliverables		Timeline
BIS: Safety Promotion material, including webinars, guidance material, new AMC.		2024
Changes since last meeting		
<p>EASA is working with support from external experts. The group of experts started to work in Q4-2022, and 8 online meetings have been held so far. The group is supporting EASA in identifying, prioritizing, and planning safety and/or mitigating actions for the risks identified and assessed. EASA is close to finalise the document, which should be consulted with Advisory Bodies in 2024.</p>		

Guidance for Group Operations - FTL		
Status		
Ongoing		
Working method		
Owner	EASA FS.2	
Development	By EASA	
Expected Output		
Deliverables		Timeline
Guidelines		Q4 2023
Changes since last meeting		
<p>FTL tables have been sent to TeB members on 23/10/2023 for final round of review and any outstanding comments before GO Guidance package is published with the last cluster.</p>		

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

Guidelines on use of FSTD other than FFS

The objective of this work is to establish a common criterion for interpreting the applicable regulations on the use of FSTDs (other than FFS) for training and checking. In addition, the guidelines aim to ensure a level playing field within the EASA Member States.

Status

Completed

Working method

Owner

EASA FS.3

Development

By EASA

Expected Output

Deliverables

Guidelines

Timeline

2023 Q4/ Q1 2024

Changes since last meeting

The first issue of the guidelines has been published:

https://www.easa.europa.eu/sites/default/files/dfu/easa_position_paper_for_use_of_fstd_in_training_and_checking_final.pdf

EASA has established a new task force to further develop these guidelines by introducing a description on what could be a proper and reasonable combination of the use of FSTDs (other than FFS) when combined with aircraft. This second stream will be launched soon.

Guidelines related to the evaluation of the capability of a SET-IMC operators to conduct safe-forced landings

The objective of this tasks is to draft safety promotion material related to the requirements to conduct commercial air transport operations with single-engined turbine aeroplanes in IMC or at night (CAT SET-IMC).

Status

Ongoing

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

Working method

Owner

EASA FS.2.1

Development

 By EASA with the support of
 an expert group

Expected Output

Deliverables

Safety promotion material

Timeline

2023

Changes since last meeting

The SET-IMC guidelines were shared with the AB in July 2023 to ask for review and comments. EASA is consolidating feedback and will release an updated version by the end of 2023.

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

Recent and upcoming mandates:

ED Decision 2023/007/R of 23 June 2023 related to Commission Implementing Regulation (EU) 2023/1020 of 24 May 2023 amending Regulation (EU) No 965/2012 as regards helicopter emergency medical service performance and public interest sites	
When	Entry into force: 29 June 2023
	Applicability: 29 June 2023, 25 May 2024, 25 May 2026, 25 May 2028 (see article 8 of the Decision for more details)
What	The main objective of this Decision is to adopt AMC and GM to support the implementation of the amendments introduced to Regulation (EU) No 965/2012 by Commission Implementing Regulation (EU) 2023/1020 (the 'HEMS Regulation'). In addition, several small editorial amendments to the AMC & GM to Regulation (EU) No 965/2012.
Who is affected	Aircraft Operators, competent authorities
Reference	Regulation (EU) 965/2012
Related tasks	RMT.0325

Commission Implementing Regulation (EU) 2023/1020 of 24 May 2023 amending Regulation (EU) No 965/2012 as regards helicopter emergency medical service operations	
When	Entry into force: 14 June 2023
	Applicability: 14 June 2023, 25 May 2024, 25 May 2026, 25 May 2028 (see Article 3 of the Regulation for more details)
What	<p>The objective of this Regulation is to modernise the European Union's (EU) aviation regulatory framework applicable to helicopter emergency services and medical services. The Regulation introduces revised requirements with regard to the following:</p> <ul style="list-style-type: none"> – flights to/from public interest sites (PISs) located in congested areas; – helicopter emergency medical service (HEMS) flights by day or by night in relation to equipment, training, operating minima, and operating site/hospital site features;

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	<ul style="list-style-type: none"> – HEMS requirements for high-altitude operations; and – a new HEMS concept to cover mountain operations and rescue operations, other than search and rescue (SAR) operations. <p>The requirements introduced in this Regulation are expected to increase safety, and foster efficiency and proportionality while keeping the economic impact on HEMS operators at a minimum.</p>
Who is affected	Aircraft Operators - CAT - Helicopters - HEMS, MOs (Part-145)
Reference	Regulation (EU) 965/2012
Related tasks	RMT.0325

Package of 3 Decisions: [ED Decision 2023/008/R](#), [ED Decision 2023/009/R](#) and [ED Decision 2023/010/R](#) of 12 July 2023 as regards management of information security risks - Development of acceptable means of compliance and guidance material to support the Part-IS regulatory package implementation

When	Entry into force: 14 July 2023
	Applicability: 22 February 2026
What	<p>These Decisions issue acceptable means of compliance (AMC) and guidance material (GM) to the Part-IS regulatory package (Regulations (EU) 2022/1645 and 2023/203).</p> <p>ED Decision 2023/008/R includes AMC & GM to the Articles of Regulations (EU) 2022/1645 and (EU) 2023/203. ED Decision 2023/009/R includes AMC & GM to PART-IS.D.OR. ED Decision 2023/010/R includes amendments to the AMC & GM to Part-ARO and Part-ORO.</p> <p>The objective of the AMC and GM is to support and facilitate the application of the new Regulations, thereby maintaining a high level of safety and contributing to the protection of the aviation system against information security (cybersecurity) risks.</p>
Who is affected	DOA and POA holders, Part-ORO air operators, AeMCs, FSTD operators, U-space service providers and single common information service providers, apron management service providers, AOC holders (CAT), MOs, CAMOs, training organisations, ATM/ANS providers, aerodrome operators, Member States
Reference	Commission Regulations (EU) No 748/2012, No 1321/2014, 2017/373, 2015/340, No 139/2014, No 1178/2011, No 965/2012

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

Related tasks	RMT.0720, RMT.0251
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Commission Implementing Regulation (EU) 2023/203 of 27 October 2022 related to requirements for the management of information security risks with a potential impact on aviation safety for organisations and competent authorities	
When	Entry into force: 23 February 2023
	Applicability: 22 February 2026
What	<p>The objective of the Regulation is to efficiently contribute to the protection of the aviation system from information security risks, and to make it more resilient to information security events and incidents. To achieve this objective, the Regulation introduces provisions for the identification and management of information security risks which could affect information and communication technology systems and data used for civil aviation purposes, detecting information security events, identifying those which are considered information security incidents, and responding to, and recovering from, those information security incidents to a level commensurate with their impact on aviation safety.</p> <p>The provisions apply to competent authorities and organisations in all aviation domains (i.e. production and design organisations, air operators, maintenance organisations, continuing airworthiness management organisations (CAMOs), training organisations, aero-medical centres, operators of flight simulation training devices (FSTDs), air traffic management/air navigation services (ATM/ANS) providers, U-space service providers and single common information service providers, aerodrome operators and apron management service providers).</p> <p>In the case of OPS, amendments are introduced to Part-ARO and Part-ORO.</p> <p>This Regulation is part of a package together with Regulation (EU) 2023/203.</p>
Who is affected	DOA and POA holders, Part-ORO air operators, AeMCs, FSTD operators, U-space service providers and single common information service providers, apron management service providers, AOC holders (CAT), MOs, CAMOs, training organisations, ATM/ANS providers, aerodrome operators, Member States
Reference	Regulation (EU) 965/2012 (Annex II-III)

IP No: 4.1

Date: 8 November 2023

Air OPS TeB 2023-02

Author/Focal Point of EASA: M. Verissimo

Related tasks

RMT.0720