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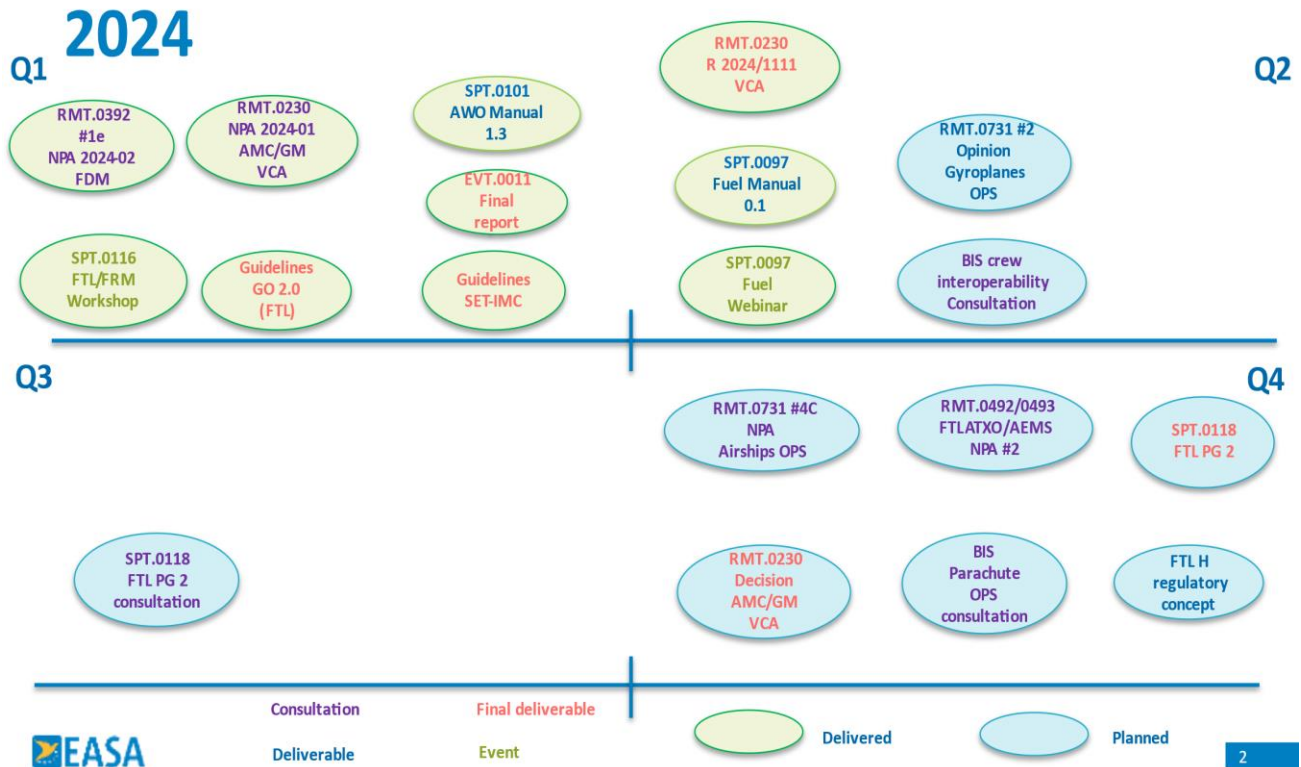
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Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

Deliverables expected in 2024



Highlights

Under [RMT.0392](#), an NPA covering Subtask 1e, on FDM, as well as other miscellaneous amendments was published in Q1 2024. An Opinion covering all items under Subtasks 1a, 1b and 1e is planned for Q3 2025. The NPA for the next phase of this task is now planned only for 2026.

Under [RMT.0492](#), the Agency intends to submit a second NPA to consultation of the Advisory Bodies in Q3 2024, leading to an Opinion in Q3 2025. is finalising the Decision on night and disruptive duties following the consultation of the EASA Advisory Bodies in Q2 2023.

The work on a concept paper on FTL requirements for Helicopter operations is progressing well. The ToR of [RMT.0494](#) is planned for Q2 2025.

The ToR for [RMT.0739](#) was published before end 2023, and EASA is currently working on the group composition, which should be finalised in A2 2024, with a first meeting of the RMG expected in Q4 2024. The timing for the NPA has been postponed, considering the timing of the associated certification processes.

Under [RMT.0731](#), an NPA with requirements applicable to airship operations is planned for Q4 2024. The Opinion with requirements for the operation of gyroplane sis expected in Q2 2024.

Under [RMT.0230](#), the Regulations adopted by the Commission following Opinion 3/2023 on operations with VTOL capable aircraft (VCA) have been published and will become applicable on 1 May 2025. EASA published NPA 2024-01 with related AMC and GM in Q1 2024, and the Decision is planned for Q4 2024.

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Author/Focal Point of EASA: M. Verissimo

OPS Rulemaking tasks

RMT.0318	Single-engine helicopter operations					
<p>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.</p>						
Status						
On hold						
Working method						
Owner	EASA FS.2.1					
SubT	Development	Impact assessment		Consultation		
	By EASA with external support	Light		NPA Focused		
Planning milestones						
SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
	ToR RMT.0318 06/02/2018	tbd	tbd	tbd	tbd	tbd
Changes since last meeting						
<p>Considering the developments in hybrid technology, EASA intends to start working on this task in 2026, with the objective to publish an NPA in 2026. The new timeline will be proposed in the upcoming consultation of the EPAS.</p>						
Transition measures						
tbd						

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Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

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.
- General amendments.

Subtask 3 will address the following topics:

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

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

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Author/Focal Point of EASA: M. Verissimo

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

Status

1a Opinion development

1b Opinion development

1e NPA consultation

2 NPA development

3 Not started

Working method
Owner EASA FS.2.1

SubT	Development	Impact assessment	Consultation
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1a	By EASA with external support	Light	NPA - Public
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1b	By EASA with external support	Light	NPA - Public
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1e	By EASA with external support	Light	NPA-Public
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2	By EASA with external support	Light	NPA - Public
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3	By EASA with external support	Light	NPA - Public
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Planning milestones

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
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1a	ToR 07/10/2020	NPA 2022-11 20/12/2022 NPA 2023-03 12/05/2023	2025-Q3	2026	2026	tbd
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1b		NPA 2023-01 24/04/2023	2025-Q3	2026	2026	tbd
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1e		NPA 2024-02 22/03.2024	2025-Q3	2026	2026	tbd
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2		2026	2027	2028	2028	tbd
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Date: 4 June 2024

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3	2027	2028	2029	2029	tbd
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Changes since last meeting

Subtasks 1a and 1b

EASA continues working on the review of the comments and drafting the Opinion.

Subtask 1e

The NPA covering Subtask 1e, which covers the anticipation of one of the work packages previously under Subtask 2, was published for consultation in Q1 2024. The deadline for the submission of comments will end on 24 June 2024.

Subtask 2

- Operational requirements for flights related to design and production ('manufacturer flights') (former RMT.0348). EASA continues working with the expert group established to support this subtask.
- Complex motor-powered aircraft (CMPA). EASA continues working to prepare the development of the impact assessment, which will be contracted out.
- The reference to a possible review of standard passenger weights (former RMT.0312) will be proposed to be removed in the next edition of EPAS Vol II, since the results of the survey commissioned by EASA show that there is no need to amend the current provisions: <https://www.easa.europa.eu/en/newsroom-and-events/news/easa-review-standard-passenger-weights-2022-shows-no-significant-change#:~:text=The%202021%2D22%20survey%20concludes,its%20update%20at%20this%20stage.>

Subtask 3

- Review of the operations requirements applicable to group operations. The BIS on crew interoperability should be consulted with ABs during the summer 2024. The work on the Guidance for the oversight of group operations has been completed following the publication of [Issue 2.0](#) in February 2024, covering FTL.
- Operations and equipment for high-performance aeroplanes (HPA) (former RMT.0414). The exemption package to cover performance of single jet aeroplanes in CAT operations, developed by EASA with the support of experts in Q2-3 2023, and which intended to allow operations of these aircraft under CAT while collecting data to support future rulemaking activity, still has not been used in practice.
In the meantime, EASA has started work to address the related topic of crew composition for CAT operations with single-engine turbo-jet aeroplanes with a maximum operational passenger seating configuration (MOPSC) of up to 9, which had been raised by stakeholders during the development of the exemption. One of the actions taken has been to coordinate with the FAA on this, and an information paper on this topic will be presented at the next ICAO FLTOPS meeting.

The timelines for all the planned deliverables have been postponed due to resource constraints.

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

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 NPA development for second (focused) consultation

 2 **Completed**

Working method

Owner EASA FS.2.1

SubT	Development	Impact assessment	Consultation
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1	By EASA with an RMG	Detailed	NPA - Public
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2	By EASA	Light	Focused
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Planning milestones

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
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1	ToR RMT.0492 18/04/2012	NPA 2017-17 30/10/2017	2025 Q3	2026	2026	18 months
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2		Q4 2024 NPA 2023-103 20/03/2023	n/a	n/a	ED Decision 2023/023/R 19/12/2023	20/12/2023, 20/06/2024
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Changes since last meeting

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

Subtask 1

Because of the time elapsed and changes made to the initial proposal NPA 2017-17, EASA decided to publish in 2024 a focused NPA to be consulted with the advisory bodies.

EASA partnered with EBAA for a bio-mathematical modelling of the revised FDP tables from the perspective of air taxi operations, as well as commissioned a second bio-mathematical modelling of the revised FDP tables from the perspective of AEMS operations.

Work on the development of the focused NPA started in Q1 2024 and is currently progressing. Work on the Opinion will start following the end of the focused consultation. The publication of the Opinion is planned for 2025.

Subtask 2

This Subtask was closed with the adoption of EDD 2023/023/R in December 2023.

Transition measures

Subtask 1 – In the NPA planned for Q4 2024 EASA will propose a delayed applicability of 18 months from entry into force.

Subtask 2 – ED Decision 2023/023/R became applicable on the day following its publication, except for the additions to AMC1 ORO.FTL.250, which were given 6 months of delayed applicability because of the comments received, and for this new element a deferred applicability of 6 months was considered appropriate.

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

NPA development for second (focused) consultation

Working method

Owner EASA FS.2.1

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

IP No: 4.1

Date: 4 June 2024

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Author/Focal Point of EASA: M. Verissimo

Planning milestones

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
	21/08/2012	NPA 2017-17 30/10/2017	2025 Q3	2026	2026	18 months
		2024 Q4				

Changes since last meeting

Because of the time elapsed and changes made to the initial proposal NPA 2017-17, EASA decided to publish in 2024 a focused NPA to be consulted with the advisory bodies.

EASA partnered with EBAA for a bio-mathematical modelling of the revised FDP tables from the perspective of air taxi operations, as well as commissioned a second bio-mathematical modelling of the revised FDP tables from the perspective of AEMS operations.

Work on the development of the focused NPA started in Q1 2024 and is currently progressing. Work on the Opinion will start following the end of the focused consultation. The publication of the Opinion is planned for 2025.

Transition measures

In the NPA planned for Q4 2024 EASA will propose a delayed applicability of 18 months from entry into force.

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

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
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IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

2025-Q2	2026	2027	2028	2028	tbd
Changes since last meeting					
<p>The task force set up to support the development of a conceptual framework for future rulemaking activities has so far met eight times. Work is ongoing on the concept paper which will distinguish different types of operation (commercial SPO, A-A, A-B, HOFO and HEMS). More meetings are planned, and an in-person meeting will be held on 3 July.</p> <p>The publication of the ToR will need to be postponed to 2025, with the consequential delays to the following deliverables.</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
	tbd	tbd	tbd	tbd	tbd	tbd
Changes since last meeting						
N/A						
Transition measures						
tbd						

IP No: 4.1

Date: 4 June 2024

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Author/Focal Point of EASA: M. Verissimo

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

Mandating the installation of HTAWS is expected to prevent between 8.5 and 11.5 CFIT accidents with fatalities or severe injuries within 10 years (medium safety improvement). This rulemaking task 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.

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

- Subtask 1a will cover offshore HTAWS.
- Subtask 1b will cover onshore HTAWS. 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
1a	ToR RMT.0708 31/07/2019	2025 Q3	2026	2027	2027	tbd
1b		tbd	tbd	tbd	tbd	tbd

Changes since last meeting

The consultation is planned for Q3 2025.

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

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

ToR publication

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
	ToR RMT.0739 20/12/2023	2026	2027	2028	2028	tbd

Changes since last meeting

The ToR was published in December 2023. EASA is currently working on the establishing the rulemaking group, following the nominations from the Advisory Bodies. The group should start working in Q4 2024. The NPA is now planned for 2026, following the latest planning of the related certification projects.

Transition measures

IP No: 4.1

Date: 4 June 2024

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Author/Focal Point of EASA: M. Verissimo

tbd

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

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 Q4	2024 Q4	2025 Q2

Changes since last meeting

Opinion 5/2023 encompassed proposals for amendments to Regulations (EU) No 1178/2011 and No 965/2012, as developed under RMT.0190, RMT.0287 RMT.0587 and RMT.0678 (Subtask 2).

Regarding RMT.0190, the opinion proposes amendments 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.

After presentations and discussions at the EASA Committee meetings in October 2023 and February 2024, the draft amending regulation is currently being prepared by the European Commission, with the plan to vote in the June 2024 EASA Committee meeting and to have the amending regulation published before the end of 2024.

Transition measures

IP No: 4.1

Date: 4 June 2024

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Author/Focal Point of EASA: M. Verissimo

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’.
- 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

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

Next	tbd	tbd	tbd	tbd	tbd
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Changes since last meeting

Opinion 5/2023 encompassed proposals for amendments to Regulations (EU) No 1178/2011 and No 965/2012, as developed under RMT.0190, RMT.0287 RMT.0587 and RMT.0678 (Subtask 2).

Regarding RMT.0587, the opinion proposes 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.

After presentations and discussions at the EASA Committee meetings in October 2023 and February 2024, the draft amending regulation is currently being prepared by the European Commission, with the plan to vote in the June 2024 EASA Committee meeting and to have the amending regulation published before the end of 2024.

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. 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

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

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-Q3	2026	2027	2028	2028	tbd
3	2024-Q4	2026	2027	2028	2028	tbd

Changes since last meeting

EASA has been working on the development of the ToR for Subtask 2.

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 delegated 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: 4 June 2024

Air OPS TeB 2024-01

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

Subtask C#3 - Enabling innovative air mobility with manned VTOL-capable aircraft: Decision development.

Working method

Owner EASA ED.0.3

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

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
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C #3	ToR Issue 4 19/12/2022	#1NPA 2022-06 30/06/2022	Opinion 3/2023 31/08/2023	2024/1111 10/04/2024	2024 Q4	01/05/2025
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IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

#2 NPA 2024-01

Changes since last meeting

Commission Implementing Regulation (EU) 2024/1111, including the provisions for the operations of VTOL-capable aircraft operations was published on 23 May 2024. More information, and references to other regulations adopted under this rulemaking tasks can be found here: [European Commission adopts regulatory package, giving go-ahead for VTOL operations and air taxis | EASA \(europa.eu\)](#).

EASA published a second NPA 2024-01 including AMC and GM to the IR for VTOL-capable aircraft operations. The public consultation phase ended on 3 May 2024, and EASA is now working on the EDD.

Transition measures

The Regulation will become applicable on 1 May 2025, together with the related AMC/GM.

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 6 (new).** The objective of this subtask is to process the second comprehensive ‘regular update’ to the SERA IR and the AMC and GM resulting from various inputs, including but not limited to alignment with the ICAO framework as evolved by amendments included in relevant State Letters; the result addressing of the assessment of safety recommendation FRAN-2023-008 (MSAW), as well as the amendments necessary based on ICAO State Letters 22/47 (in flight weather contingencies) and 22/108 (FF-ICE).

Status

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

Ongoing

Working method
Owner EASA ED.4 Air Traffic Department

SubT	Development	Impact Assessment(s)	Consultation
1	EASA with external support	Light	NPA - Public
2	EASA with external support	Light	NPA - Public
4	EASA with external support	Light	NPA - Public
5	EASA with external support	Light	Advisory Bodies consultation
6	EASA with external support	Light	NPA - Public

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	2024/403 30.01.2024 2024/404 30.01.2024 2024/405 30.01.2024	2024 Q2	01.05.2025
2		NPA 2022-04 25.05.2022	Opinion 02/2023 18.08.2023			
4		NPA 2022-04 25.05.2022	tbd	tbd	tbd	tbd
6		2024 Q3	2025	2025	2025	tbd

Changes since last meeting

Subtasks 1 and 2:

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

Following Opinion No 02/2023, in April 2024 the European Commission published a regulatory package consisting of two implementing acts and one delegated act, providing an update of the SERA framework and related amendments to the ATM/ANS Common Requirements and to the Aerodrome Regulation for regulatory consistency.

The objectives achieved are to:

- ensure synchronisation between the SERA regulatory framework and the International Civil Aviation Organization (ICAO) provisions, especially those of ICAO Doc 4444 'PANS-ATM' up to its Amendment 9, particularly in relation to new procedures on standard instrument departures (SID) and standard instrument arrivals (STAR) and other provisions identified as being of a 'rules-of-the-air' nature;
- introduce changes to the existing radio communication failure procedure in anticipation of a future amendment to ICAO Annex 2, thus bringing forward in time the related operational benefits;
- remove the Supplement to the Annex to the SERA Regulation, containing the commonly agreed differences to ICAO Standards and Recommended Practices (SARPs), and amend the requirements on the notification of differences by introducing regulatory references to Regulation (EU) 2018/1139;
- address issues in the implementation of the SERA Regulation as either identified by the European Union Aviation Safety Agency (EASA) through its standardisation activities or raised by stakeholders; and
- remove editorial mistakes and identified consistency issues.

EASA is working to complete this regulatory initiative with the publication of the associated acceptable means of compliance (AMC) and guidance material (GM), which is anticipated by Q2 2024.

Subtask 6:

ICAO published in April 2024 three State Letters (SL24/34a, SL24/35e and SL24/36e) to introduce the flight and flow - information for a collaborative environment (FF-ICE) services concept. The SLs amend Annex 10 and make consequential amendments to Annex 6 Parts I, II and III, which will require amendments to several regulation, including Regulation (EU) no 965/2012.

Transition measures

Subtasks 1 and 2:

All the Regulations will apply from 1 May 2025, except for the amendments to Appendix 6 to Regulation (EU) No 923/2012, on completion of a flight plan, which is applicable since 1 May 2024.

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

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 to support operators' requirements to have aircraft with automatic dependent surveillance-contract extended projected profile (ADS-C/EPP) capability. 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 was 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 and resulted in the publication of Commission Implementing Regulations (EU) 2023/1770, 2023/1771 and 2023/1772 of 12 September 2023.

Subtask 3: This subtask aimed to establish the related AMC and GM supporting the provisions introduced with Subtask 2 deliverables. This subtask was completed with the publication of ED Decision 2023/017/R of 26 October 2023.

Subtask 4: This subtask aimed 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. This subtask was completed with the publication of Commission Delegated Regulation (EU) 2023/1768 and ED Decision 2023/015/R on 26 October 2023.

Status
Completed
Working method
Owner EASA ED.4

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

1 By EASA

Light

NPA - public

Planning milestones
SubT **Initiation**
Consultation
Opinion
Regulation
Decision
Applicability

1

 NPA 2023-07
07.07.2023

n/a

n/a

 EDD
2024/003/R
21/05/2024

22/05/2024

Changes since last meeting

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

Subtask 1

This subtask has been completed with the publication of ED Decision 2024/003/R, which adopted Issue 5 of CS-ACNS.

Transition measures

N/A

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.

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 2023-04 26.05.2023	2024-Q1	2024 Q4	2024 Q4	tbd

Changes since last meeting

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

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

- 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 in Q2 2024.

Transition measures

tbd

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 Ground handling Roadmap, which was subject to a focused consultation in the first quarter of 2019.

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

- the establishment of the methods for the delivery, storage, 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.2.4

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

By EASA with external support

Detailed

NPA - Focused

Planning milestones

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability
	ToR RMT.0728 22/11/2019	30/09/2022	Opinion 01/2024 16/01/2024	2024 Q4	2024 Q4	2027 Q4
Changes since last meeting						
The Opinion is being discussed with the MS in the EASA Committee.						
Transition measures						
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. 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 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		
2	By EASA with external support	Detailed		NPA-Public		
Planning milestones						
SubT	Initiation	Consultation	Opinion	Regulation	Decision	Applicability

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

2	ToR RMT.0729 26/07/2019	2025 Q1	2025 4Q4	2026 Q4	n/a	tbd
Changes since last meeting						
n/a						
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 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. On 20 October 2023 Decision 2023/12/R was published with the remaining AMC and GM. This completes Subtask 2.

Subtask 3: The Joint Authorities for Rulemaking on Unmanned Systems (JARUS) plan to publish in 2024-Q1 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 UAS regulations. In that case, EASA will consult the ABs on the regulatory material before 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

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additional industry standards. Guidelines on the design verification process have been published and more are under development.

Status

Ongoing

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	2022/002/R 07/02/2022 2023/012/R 20/10/2023	2022
3		2024 Q2	n/a	n/a	2024-Q3	tbd
4		tbd	tbd	tbd	tbd	tbd

Changes since last meeting

Subtask 2 has been completed with the publication of EDD 2023/012/R.

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 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 more 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, such as multi-modal aircraft (usually called flying cars).

Subtask 1: Electric and hybrid propulsion

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

Notes:

- VTOL capable aircraft electric propulsion aspects related to the ADR, ATM, FCL and AIR OPS domains are addressed through RMT.0230.
- A first set of FCL and AIR OPS electric- and hybrid-propulsion-related requirements for other aircraft types are addressed through RMT.0678 (FCL) and RMT.0573 (AIR OPS - completed) respectively.

Subtask 2: Gyroplanes

FCL and AIR OPS 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.

IP No: 4.1

Date: 4 June 2024

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Author/Focal Point of EASA: M. Verissimo

Subtask 4: Airships

This new subtask will address the continuing airworthiness (CAW) rules (4A), aircrew rules (4B) and air operations rules (4C) for airships.

Status

SubT 1 Opinion development

SubT 2 Opinion development

SubT 3 On hold

SubT 4A On hold

SubT 4B On hold

SubT 4C 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
4A	By EASA with external support	Light	NPA-Focused
4B	By EASA with external support	Light	NPA-Focused
4C	By EASA with external support	Light	NPA - Public

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	2024-Q2	2025 Q2	2025 Q2	2025 + 6 months
3		tbd	tbd	tbd	tbd	tbd

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4A	2026	2027	2028	tbd	tbd
4B	2026	2027	2028	tbd	tbd
4C	2024 Q4	2025 Q3	2026	2026	tbd

Changes since last meeting

Subtask 2: The Opinion with operational requirements for gyroplanes is expected to be published still in Q2 2024. The adoption by the Commission and the entry into force is expected to be end of 2024.

Subtask 4C: The NPA related to subtask 4C is under finalisation. EASA internal consultation expected during summer 2024. Public consultation to start before the end of the year. This NPA proposes to create a dedicated regulation for airship operations while maintaining the applicability of Part-ARO to authority requirements. provisions contained in the Annex II (Part-ARO) to Reg. (EU) 965/2012. Therefore, the OPS regulation will require some minor adaptations. Additionally, the NPA will contain a proposal for a new FTL regulation dedicated to airship commercial operations.

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.

For Subtask 4, the NPA will propose measures to ensure a smooth transition for existing operators.

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

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 was published on 9 January 2024.

Status

Completed

Working method

Owner EASA FS.2.1

Development By EASA with external support

Expected Output

Deliverables

Evaluation report

Timeline

2023

Changes since last meeting

This task was completed with the publication of the report : <https://www.easa.europa.eu/en/document-library/general-publications/evaluation-report-implementation-support-programmes>

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: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

ToR development

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

EASA is working on the ToR for the contracting of the evaluation task. The ToR will be consulted in Q3 2024, aiming at having the contract stating beginning of 2025.

RES.0006 Effectiveness of the FTL rules

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

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

The first phase of the assessment for this RES action 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. Due to the COVID-19 pandemic the actual start of the project was delayed to 2024-Q1, to ensure that the data collection campaign will reflect a 'normal' period for airline operations.

Status

Ongoing

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

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

Development By EASA with external support

Planning milestones
Starting date
Interim report
Final report

2021-Q4

2025 Q2

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 supposed to finish in Q3 2024 with some delay due to the impact of COVID 19 on flight operations and lower participation rates of aircrew than expected. This has led to the need to postpone the finalisation of the report by 2 quarters.

 More information on the project as well as the intermediate reports can be found here: <https://www.easa.europa.eu/en/research-projects/effectiveness-flight-time-limitations-ftl>
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

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

Working method

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.

More information on the project can be found here: <https://www.easa.europa.eu/en/research-projects/loki-ped-lithium-batteries-firesmoke-risks-cabin>

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:

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

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

Status

Ongoing

Working method

Owner EASA SM.1

Development By EASA

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

Expected Output

Deliverables

Webinars, guide, articles and social media promotion.

Timeline

2025

Changes since last meeting

EASA continues to work with the SPT.0097 task force. A [webinar](#) organised together with the DATAPP research project was delivered on 14 November 2023. A further webinar was delivered on 07.05.2024, regarding RefuelEU aviation and other implementation issues (e.g., Statistical contingency fuel). The recording of the last webinar is available here:

<https://youtu.be/BeDg9OG93Hg?si=5M0iADRMXf-KWQpf>

Version 0.1 of the draft EASA fuel manual was published in May 2024.

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.

Two main deliverables have been published so far:

- Version 1.3 of the AWO implementation manual was published on 7 March 2024.
- 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>

Status

Ongoing

Working method

Owner

EASA SM.1

Development

By EASA

Expected Output

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

Deliverables	Timeline
Posters, videos, articles and social media promotion.	Continuous
Changes since last meeting	
Version 1.3 of the AWO implementation manual was published on 7 March 2024.	

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> (last version published in November 2023).

Status
Ongoing
Working method

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

Owner	EASA FS.3	
Development	By EASA	
Expected Output		
Deliverables		Timeline
Safety Promotion material, including webinars		2022-2023
EBT manual		2023-2024
Changes since last meeting		
No changes since last meeting		

SPT.0116	Webinar/Roadshow dedicated to FRM	
<p>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.</p> <p>In March 2021, the first webinar on FRMS in cargo operations was organised.</p> <p>Refer to https://www.easa.europa.eu/newsroom-and-events/events/1st-webinar-fatigue-risk-management-cargo-and-demand-operations</p>		
Status		
Ongoing		
Working method		
Owner	EASA FS.2	
Development	By EASA	
Expected Output		
Deliverables		Timeline
Training material and webinars/live events		Continuous
Changes since last meeting		

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

A conference organised jointly with Austro Control was held in Vienna in January 2024. Event materials are available here: <https://www.easa.europa.eu/en/newsroom-and-events/events/fatigue-risk-management-frm-conference>

Another conference is planned for Q1 2025 in Madrid, organised jointly with AESA.

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;

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Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

- FTL/FRM Inspector's checklist (3rd part) in 2022.

Status

Ongoing

Working method

Owner EASA FS.2

Development By EASA

Expected Output

Deliverables

FTL/FRM Practical Guide Issue 2

Timeline

Q4 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 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

Timeline

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

BIS

2024

Changes since last meeting

The draft BIS will be submitted for consultation of the ABs in Q2 2024.

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

Completed

Working method

Owner

EASA FS.2

Development

EASA with external support

Expected Output

Deliverables

BIS

Timeline

2023

Changes since last meeting

EASA reviewed all the comments received during the consultation of the BIS and took them into account when developing the ToR for 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

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

Ongoing

Working method
Owner

EASA FS.2

Development

By EASA with external support

Expected Output
Deliverables

BIS

Timeline

2025

Changes since last meeting

EASA is still working on the document, which should be consulted with Advisory Bodies in Q4 2024.

BIS Aircrew Fatigue

EASA is working on a revision of the BIS on Aircrew Fatigue, first developed before COVID-19.

Status

Ongoing

Working method
Owner

EASA FS.2

Development

By EASA

Expected Output
Deliverables

BIS

Timeline

2025

Changes since last meeting

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

The work on the BIS follows the assessment of a safety issue on Fatigue in the CAT-A safety portfolio (SI-0039). EASA is currently analysing available data. The BIS should be submitted to the ABs for consultation in 2025.

Guidance for Group Operations - FTL

Status

Completed

Working method

Owner

EASA FS.2

Development

By EASA

Expected Output

Deliverables

Guidelines

Timeline

February 2024

Changes since last meeting

Guidelines for the oversight of group operations have been completed with the FTL cluster tables. Version 2.0 is available here: <https://www.easa.europa.eu/en/document-library/general-publications/guidance-oversight-group-operations>.

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

Completed

Working method

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

Owner	EASA FS.2.1	
Development	By EASA with the support of an expert group	
Expected Output		
Deliverables		Timeline
Safety promotion material		26/03/2024
Changes since last meeting		
The SET-IMC guidelines were published in the EASA website on 26 March 2024: https://www.easa.europa.eu/en/document-library/general-publications/guidelines-commercial-ops-set-imc		

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

Recent and upcoming mandates:

Commission Implementing Regulation (EU) 2024/1111 amending Regulation (EU) No 1178/2011, Implementing Regulation (EU) No 923/2012, Regulation (EU) No 965/2012 and Implementing Regulation (EU) 2017/373, as regards the establishment of requirements for the operation of manned aircraft with a vertical take-off and landing capability	
When	Entry into force: 12 June 2024
	Applicability: 1 May 2025
What	The Regulation amends the articles and Annexes I (Definitions), II (Part-ARO), III (Part-ORO), and V (Part-SPA) of Regulation (EU) No 965/2012 and adds a new Annex IX with requirements for the operation of manned VTOL-capable aircraft (VCA).
Who is affected	Aircraft Operators, competent authorities
Reference	Regulation (EU) 965/2012
Related tasks	RMT.0230

ED Decision 2023/023/R of 15 December 2023 related to Regulation (EU) No 965/2012 as regards Flight and duty time limitations and rest requirements for commercial air transport with aeroplanes — night duties and late finish duties	
When	Entry into force: 19 December 2023
	Applicability: 19 December 2023, 19 June 2024 (see Article 2 of the Decision for more details)
What	<p>This Decision incorporates the scientific recommendations of the first study on 'Effectiveness of Flight Time Limitation (FTL)' in relation to night duties and late finish duties into the regulatory framework under Commission Regulation (EU) No 965/2012 to mitigate the risk of the onset and accumulation of fatigue for aircrews.</p> <p>The objective is to prevent the accumulation of abnormal amounts of fatigue for aircrews by considering the latest scientific knowledge and best practices available as regards fatigue risk management.</p> <p>This is expected to improve safety.</p>

IP No: 4.1

Date: 4 June 2024

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Author/Focal Point of EASA: M. Verissimo

Who is affected	Aircraft Operators, competent authorities
Reference	Regulation (EU) 965/2012, CS-FTL.1, AMC/GM Part-ORO
Related tasks	RMT.0346

[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)

IP No: 4.1

Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

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; – 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> <p>The Regulation becomes applicable on 25 May 2024, except for the editorial changes to NCO.IDE.H.170(b) and SPO.IDE.H.190(b), which became applicable on the date of entry into force into force. However, note that some of the changes have a longer delayed applicability:</p> <ul style="list-style-type: none"> - 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). <p>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.</p> <p>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.</p>
Who is affected	Aircraft Operators - CAT - Helicopters - HEMS, MOs (Part-145)
Reference	Regulation (EU) 965/2012
Related tasks	RMT.0325

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Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

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
Related tasks	RMT.0720, RMT.0251

[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	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

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Date: 4 June 2024

Air OPS TeB 2024-01

Author/Focal Point of EASA: M. Verissimo

	<p>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)
Related tasks	RMT.0720