Annual EUR
Regional Aviation Safety Plan
2023-2025

Implementation Report

Reference period 2023

Document identification sheet

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EUR Regional Aviation Safety Plan 2023-2025 **Implementation Report** **Reference period 2023**	
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Abstract

The EUR RASP Implementation Report presents an overview of progress achieved so far in the implementation of a subset of EUR RASP actions with reference to EUR RASP 2023-2025. The EUR RASP actions included in the survey were selected with the support of the EUR RASP WG on the basis of the relevance of the actions with regards to regional safety strategy as well as the expected completion target. The implementation survey also included a number of questions for States to report on challenges encountered with action implementation as well as to highlight new risks and propose related actions for consideration in subsequent EUR RASP planning cycles.

The request to respond to the EUR RASP 2023 Survey was sent based on the Decision 06/03 of the sixth meeting of the EASPG Regional Expert Safety Group (RESG/06) communicated via the ICAO State Letters EUR/NAT 23-0322.TEC (MEA/SUL) and EUR/NAT 23-0336.TEC (MEA/SUL) dated 17 October 2023.

The ICAO EUR area of accreditation covers 55 States. In addition, a response from Iceland accredited with ICAO NAT Region was received to ensure full coverage for EASA States. Those States are referred to as EUR and NAT States in this report.

Two main data sources were consulted in order to produce the report: 1) the data collected via the EUROCONTROL Local Single Sky Implementation (LSSIP) mechanism for 43 States and 2) that collected by means of a dedicated questionnaire received from 09 States outside the LSSIP mechanism.

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Document change record

The following table records the complete history of the successive editions of the present document.

EDITION	DATE	REASON FOR CHANGE	SECTIONS PAGES AFFECTED
0.1	29/02/2024	Initial draft	All
0.2	14/05/2024	Comments from RESG RASP WG/06 and RESG/07 meetings integrated	All
0.3	10/06/2024	Final draft (for endorsement by EASPG PCG/06)	All
0.4	21/08/2024	Final (approved by EASPG via correspondence)	All

Disclaimer

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This report includes data from the LSSIP Database for the reference year 2023.

Although great care was taken in both the collection of data and the production of the charts, complete accuracy cannot be guaranteed. Errors brought to the ICAO EUR/NAT RO's attention shall be corrected. The use of the document is at the user's sole risk and responsibility.

Notices

National boundaries depicted on the charts are only indicative and have no political significance.

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Introduction

In line with the GASP principles and objectives EUR States are encouraged to regularly submit relevant information pertaining to State safety management activities to the EUR RESG, with a view to supporting safety management at regional level and enabling the compilation of regional results. EUR States are also invited to share information on how they have considered specific regional safety actions and what additional risks and actions should be considered in regional aviation safety planning. Accordingly, the EUR RASP survey constitutes a structured means for providing such information so that it can be considered in the development and further evolution of the EUR RASP.

Individual State inputs to the EUR RASP survey have been analysed by the EASPG RESG, assisted by the RESG RASP WG. The results of such analysis were provided to the ICAO EUR/NAT regional office for the purpose of compiling the annual EUR RASP implementation report. The final EUR RASP implementation report was submitted to the EASPG PCG and further endorsed by EASPG via correspondence in July 2024.

The scope of the EUR RASP survey will be reviewed and updated annually and agreed with the EUR RESG. Such review will take due account of future developments in the area of ICAO USOAP CMA and EASA Standardisation of EASA States' State Safety Programmes (SSPs) and State Plans for Aviation Safety (SPAS) to minimise the potential for multiple, overlapping reporting obligations on EUR States.

How the survey was designed

For a majority of survey questions pre-defined response categories were used, combined with a number of survey questions for free text entries to collect qualitative input. Free text entries were limited in size and an indication of the size limit provided.

As several survey questions relate to EU rulemaking actions, the applicability of each question was provided. This was necessary as for EASA Member States in most aviation domains responsibilities pertaining to ICAO Critical Elements 1 and 2 are exercised at European Union level. The implementation of those actions, once the rule changes are fully applicable, is subject to regular monitoring through the established EASA Standardisation process.

States were provided with contact details: EURRASP.Support@Eurocontrol.int - to address any difficulties encountered with this survey tool; eurrasp@icao.int – in case of questions related to the content and scope of this survey.

Confidentiality Note:

In the production of this report any personal data and information collected was treated with confidentiality, in accordance with the EU General Data Protection Regulation 2016/679. The data and information provided was aggregated in a way as to eliminate the risk of recognising any private entity or person who answered to or is mentioned in the responses.

This implementation report is not intended to evaluate or judge a State's oversight process or its efficiency and it will not be made publicly available. The information collected is used solely for the purpose of regional safety planning, in particular to feed the next EUR RASP cycle, determine the scope and content of future EUR RASP survey, and more importantly, to identify implementation support needs.

Outcome of the survey initiated in October 2023

In line with the GASP principles and objectives 55 States from the ICAO European Region, including 30 EASA Member States, plus Iceland, accredited to ICAO North Atlantic Region, had the opportunity to submit relevant information pertaining to State safety management activities to the EUR RESG via the appropriate EUR RASP Questionnaire coordinated with the EUROCONTROL LSSIP mechanism as well as allowing e-mail submissions. Appropriate submissions had been received from all States, except Belarus, Monaco, San Marino and Tunisia (See map). Full list of States is attached in Annex 1.
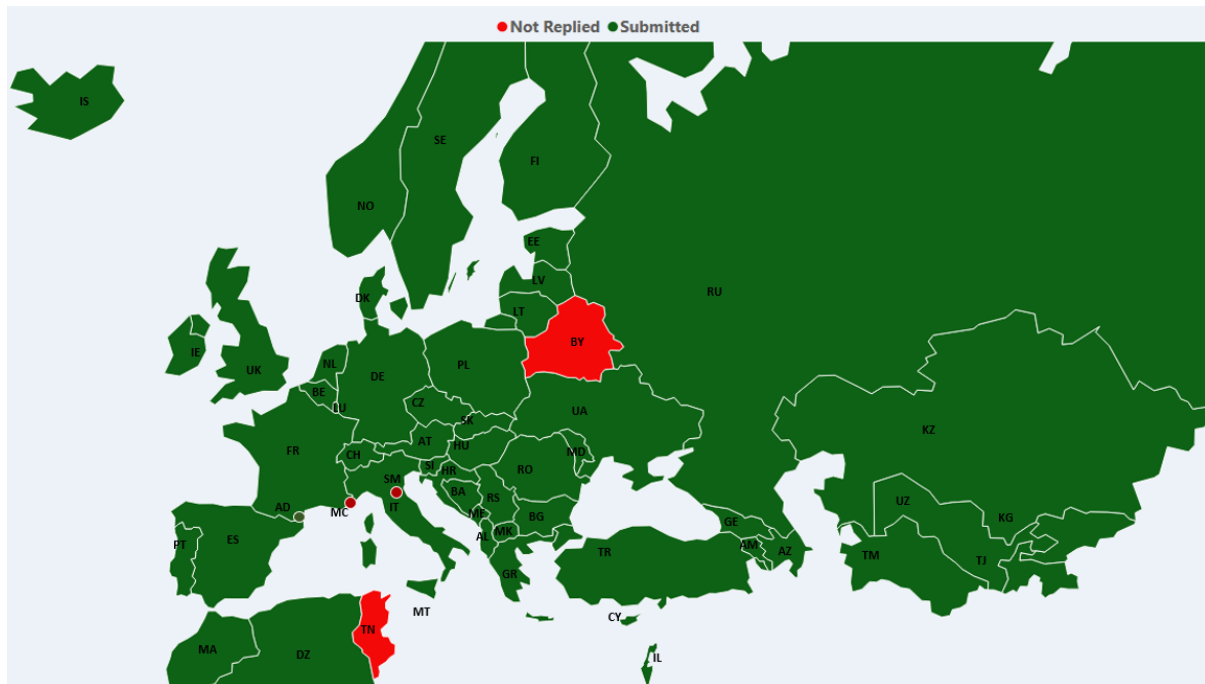
The summarized status of implementation of the EUR RASP safety actions selected for the EUR RASP 2023 Survey is presented in the Annex 2.

The survey also enabled the collection of valuable information on safety promotion activities developed by International and Regional Organizations as well as by individual States. This information is summarized in Annex 3 to this report.

PART A Systemic Issues

| EUR.RMT.0001 | Embodiment of safety management system (SMS) requirements into applicable State's legislation | |

Question 1.1.1 Have you implemented Annex 19 SMS SARPs into your State legislation for the **approved training organizations** in accordance with Annex 1 exposed to safety risks related to aircraft operation during the provision of its services

● COMPLETED ● NO ANSWER ● ON-GOING ● PLANNED IN 2024
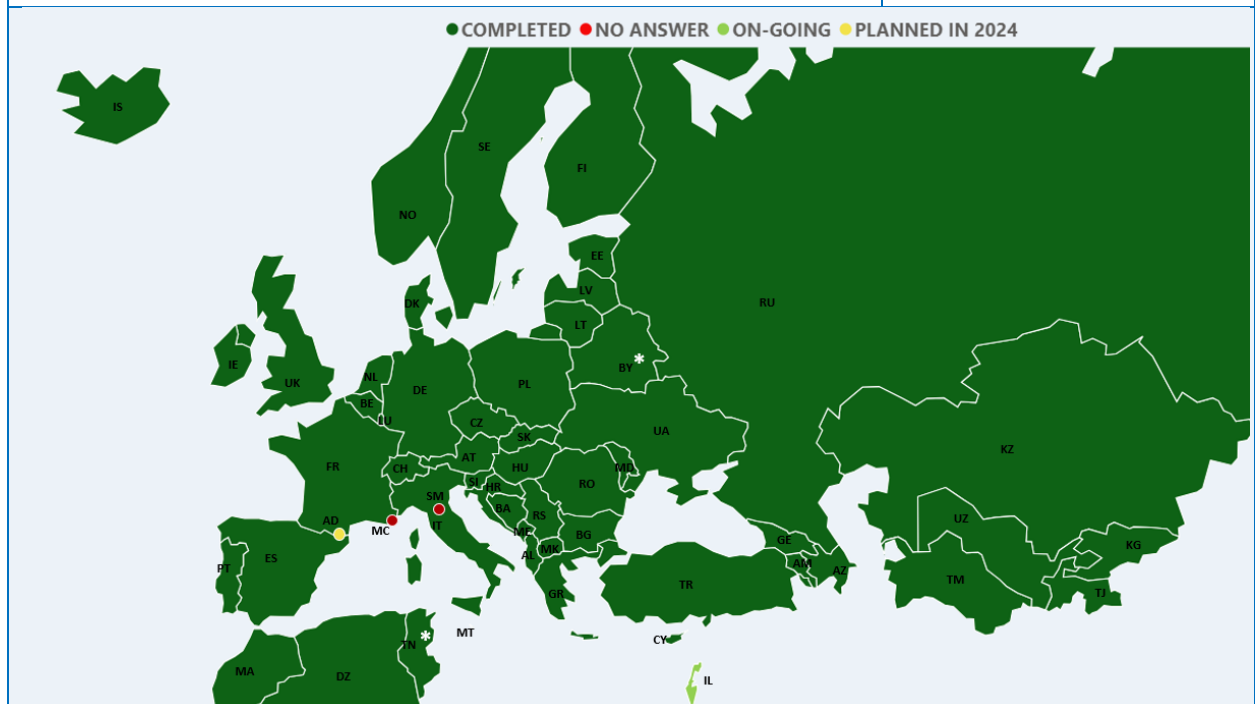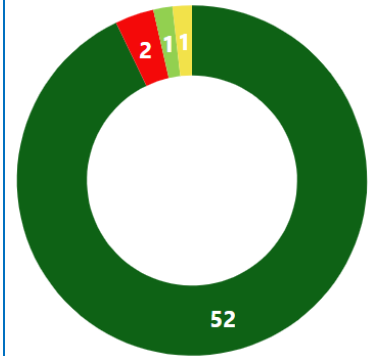
Implementation summary (end 2023):
For **approved training organizations** (in accordance with Annex 1) 52 EUR and NAT States (93%) indicated that work was completed. For 1 State (2%) work is planned for 2024 and for 1 State (2%) work is in progress. It is expected that all States will implement this action before the end of 2025.
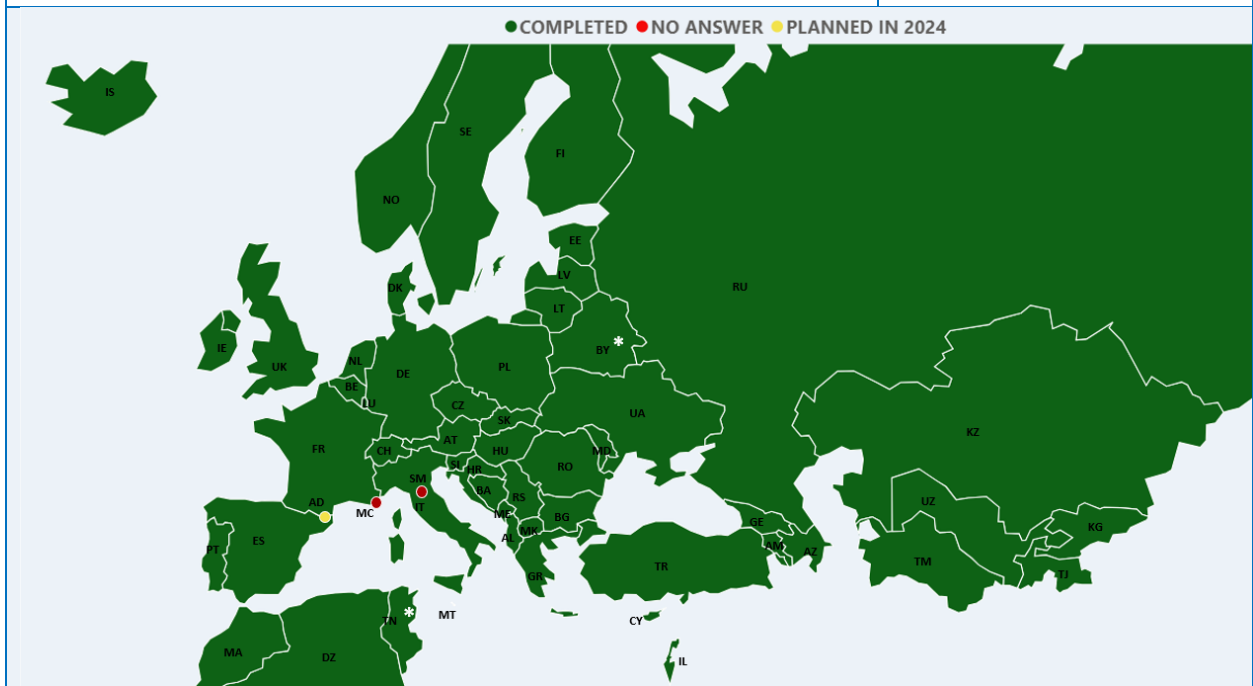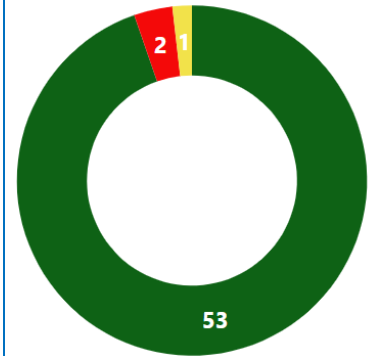
Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

PART A Systemic Issues

EUR.RMT.0001	Embodiment of safety management system (SMS) requirements into applicable State's legislation	

Question 1.1.2 Have you implemented Annex 19 SMS SARPs into your State legislation for **operators of aeroplanes or helicopters** authorized to conduct international commercial air transport

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Implementation summary (end 2023):

For **operators of aeroplanes or helicopters** authorized to conduct international commercial air transport (in accordance with Annex 6, Part I or Part III, Section II) 53 EUR and NAT States (95%) indicated that work was completed. For 1 State (2%) work is scheduled for 2024. It is expected that all States will be compliant before the end of 2025.

Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

PART A Systemic Issues

EUR.RMT.0001	Embodiment of safety management system (SMS) requirements into applicable State's legislation	
EPAS action RMT.0251	RMT.0251	

Question 1.1.3 Have you implemented Annex 19 SMS SARPs into your State legislation for approved **maintenance organizations** providing services to operators of aeroplanes or helicopters engaged in international commercial air transport?

● COMPLETED ● NO ANSWER ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024 ● PLANNED IN 2025 and beyond
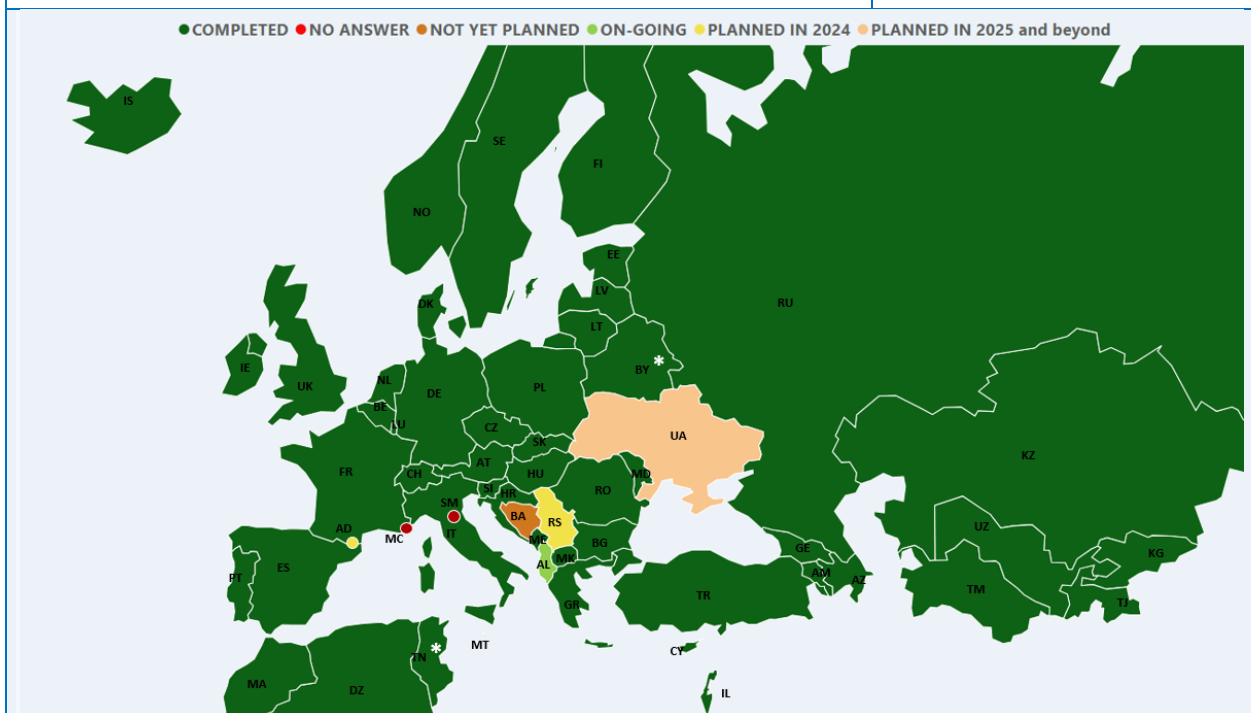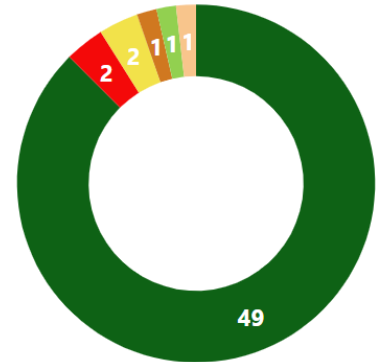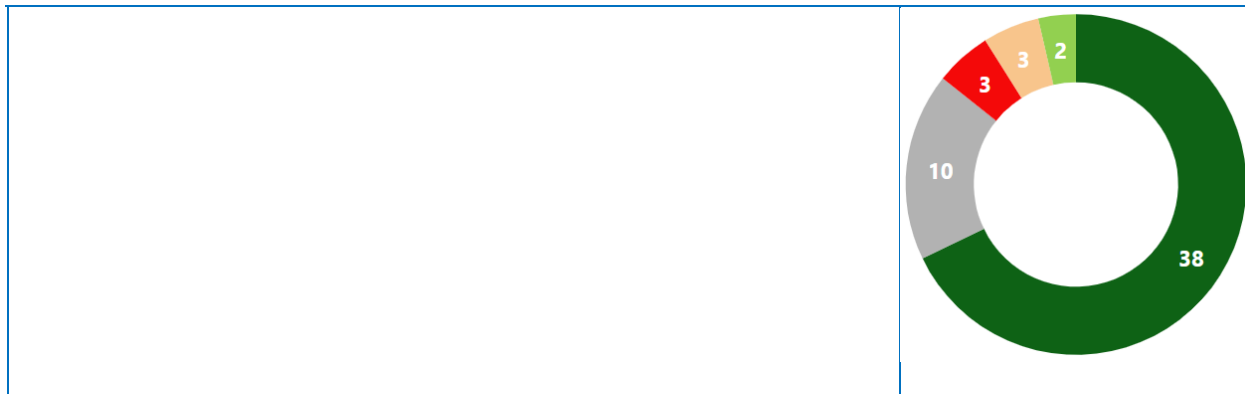
Implementation summary (end 2023):

For approved **maintenance organizations** providing services to operators of aeroplanes or helicopters engaged in international commercial air transport (in accordance with Annex 6, Part I or Part III, Section II) 49 EUR and NAT States (88%) indicated that work was completed. Three States (6%) have planned an activity for upcoming years. For 1 State (2%) work is in progress.

Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

PART A Systemic Issues

EUR.RMT.0001	Embodiment of safety management system (SMS) requirements into applicable State's legislation	
EPAS action RMT.0251	RMT.0251	

Question 1.1.4 Have you implemented Annex 19 SMS SARPs into your State legislation for organizations responsible for the **type design of aircraft, engines or propellers**

● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● ON-GOING ● PLANNED IN 2025 and beyond
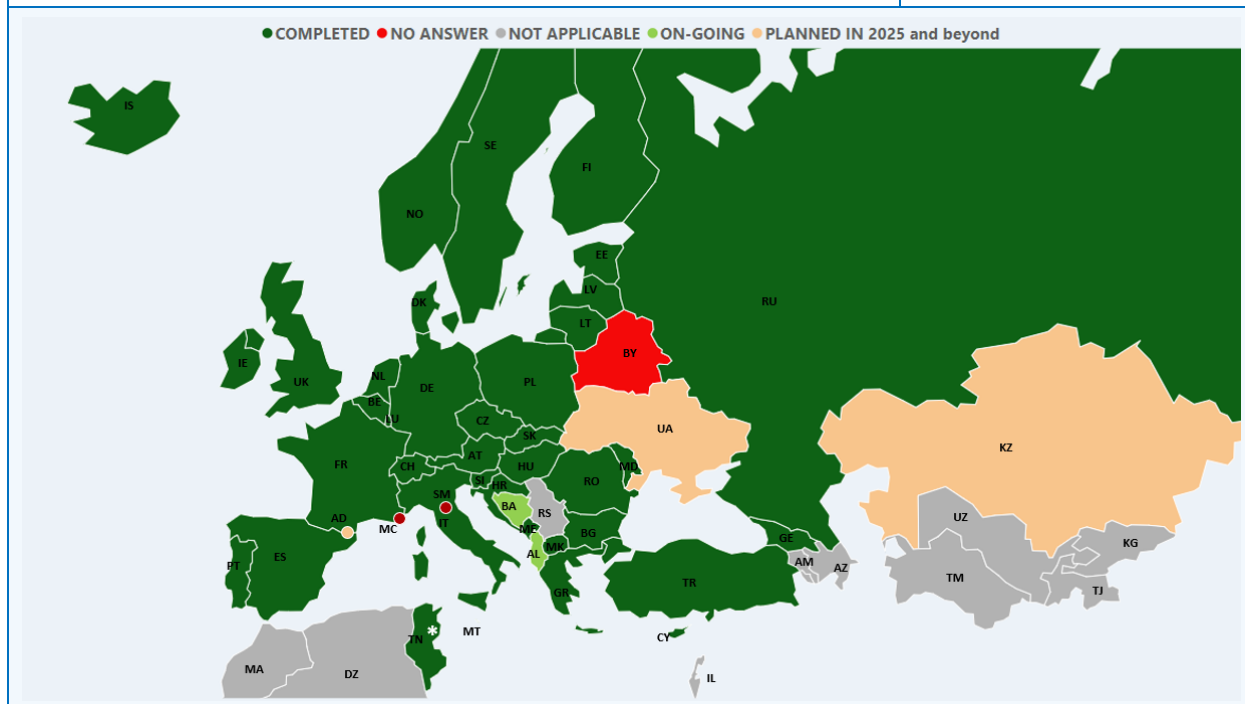
Implementation summary (end 2023):

For organizations responsible for the **type design of aircraft, engines or propellers** (in accordance with Annex 8) 38 EUR and NAT States (68%) have completed implementation of the relevant safety action. Information from 3 States (5%) is missing. 3 States (5%) planned their work for 2025 and 2 States (4%) indicated work as 'in progress'.
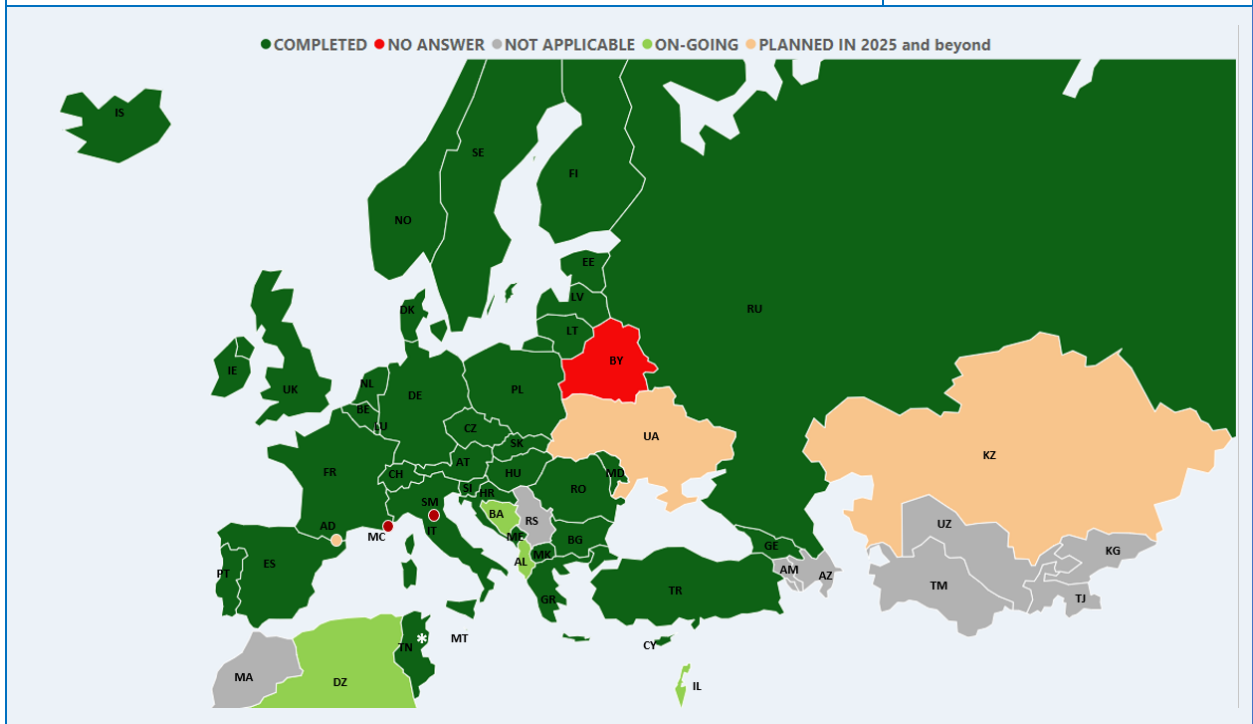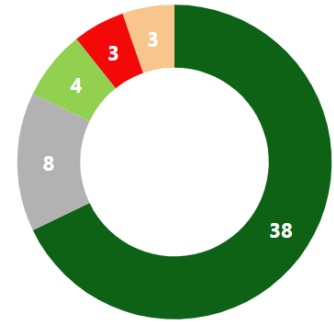
Remark(*): The response from Tunisia was taken from the 2022 survey.

PART A Systemic Issues

EUR.RMT.0001	Embodiment of safety management system (SMS) requirements into applicable State's legislation	

Question 1.1.5 Have you implemented Annex 19 SMS SARPs into your State legislation for organizations responsible for the **manufacture of aircraft, engines or propellers**

Implementation summary (end 2023):

For organizations responsible for the **manufacture of aircraft, engines or propellers** (in accordance with Annex 8) 38 EUR and NAT States (68%) have completed implementation of the relevant safety action. Information from 3 States (5%) is absent. 3 States (5%) planned their work for 2025 and 4 States (7%) indicated work as 'in progress'.
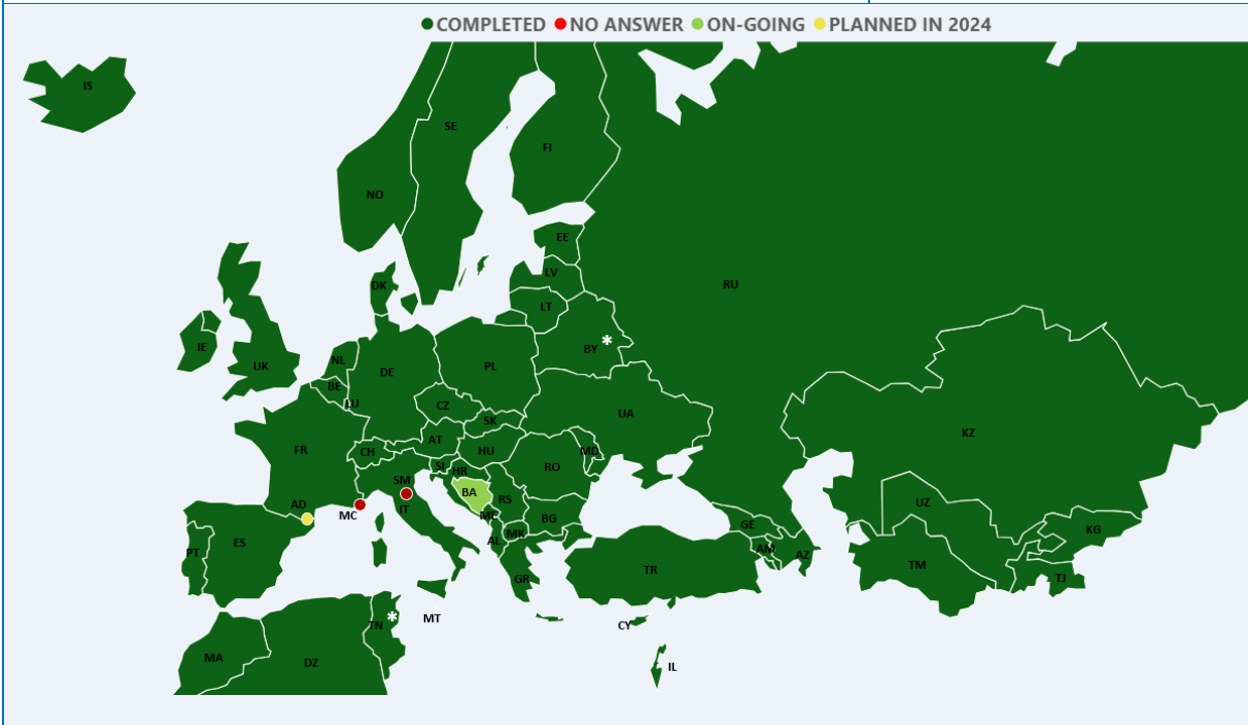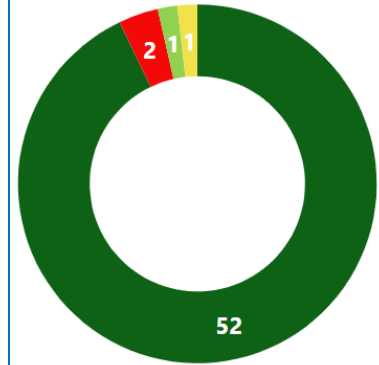
Remark(*): The response from Tunisia was taken from the 2022 survey.

PART A Systemic Issues

EUR.RMT.0001	Embodiment of safety management system (SMS) requirements into applicable State's legislation	

Question 1.1.6 Have you implemented Annex 19 SMS SARPs into your State legislation for **air traffic services** (ATS) providers

Implementation summary (end 2023):

For **air traffic services (ATS)** providers (in accordance with Annex 11) the process of establishing the regulatory requirements is completed for 93% of EUR and NAT States. One State (2%) has reported this action as 'on-going' and one State (2%) - as 'planned in 2024'.
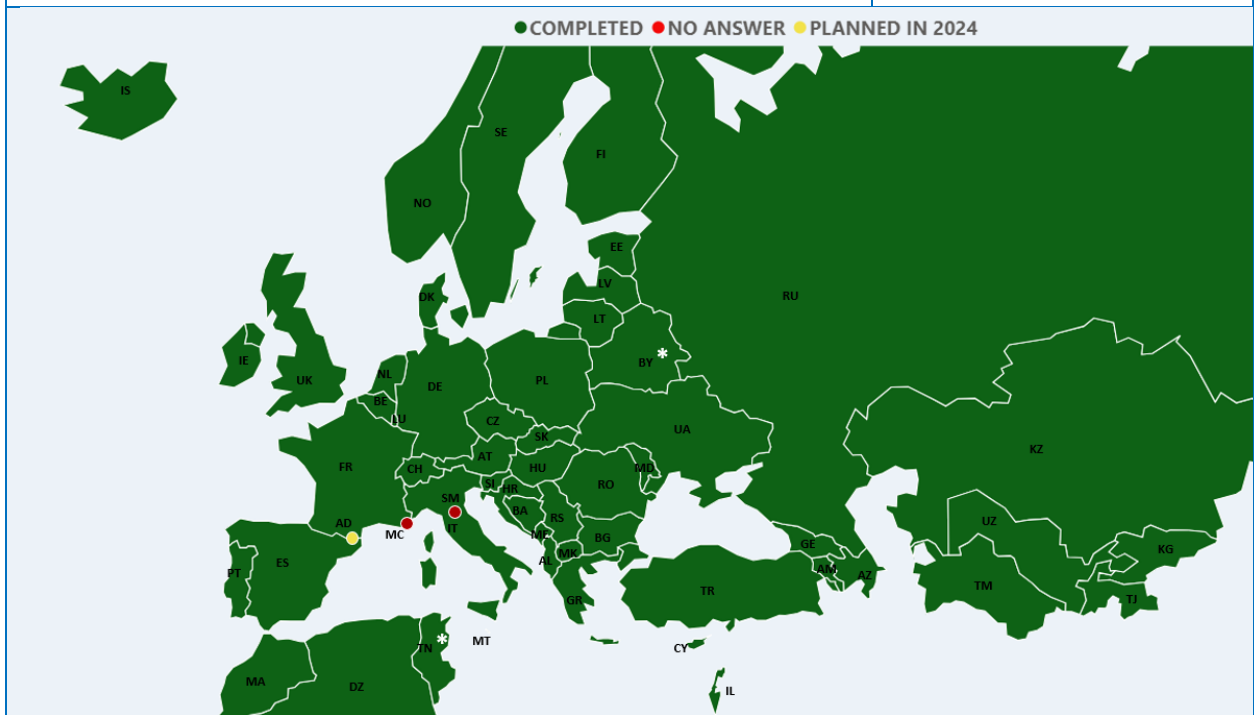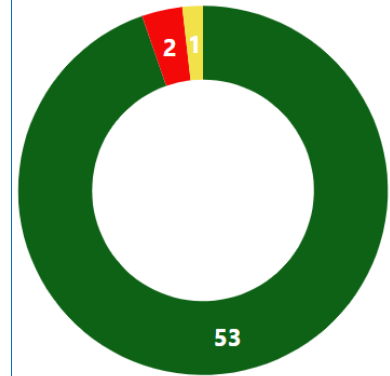
Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

PART A Systemic Issues

EUR.RMT.0001	Embodiment of safety management system (SMS) requirements into applicable State's legislation	

Question 1.1.7 Have you implemented Annex 19 SMS SARPs into your State legislation for **certified aerodromes**

COMPLETED ● NO ANSWER ● PLANNED IN 2024

Implementation summary (end 2023):
For operators of **certified aerodromes** (in accordance with Annex 14, Volume I) the process of establishing the regulatory requirements is completed for 95% of EUR and NAT States. Only one State (2%) has reported this action as 'planned in 2024'.
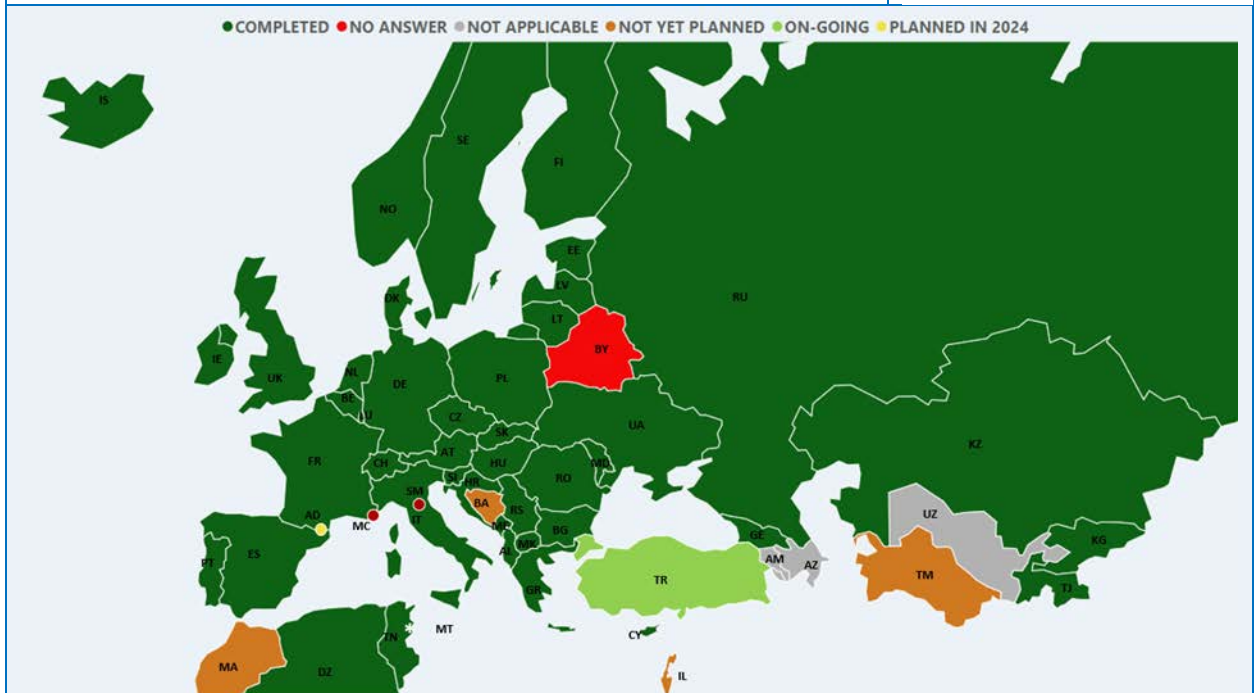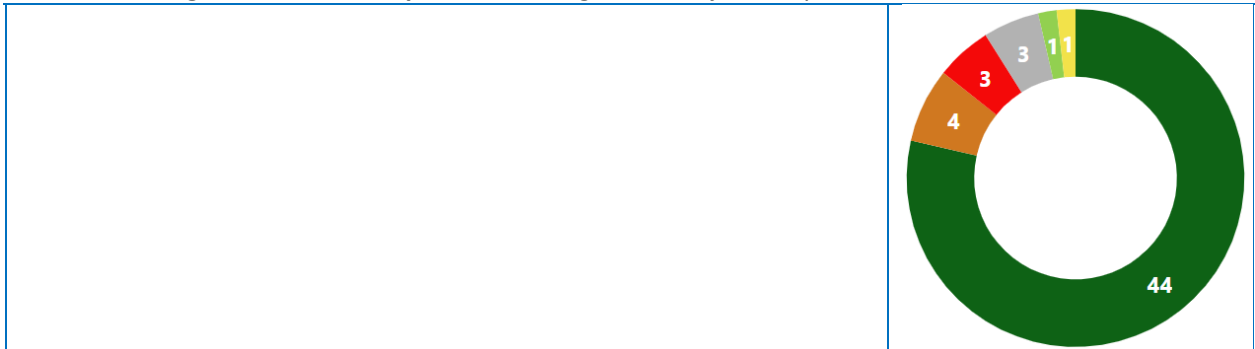
Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

PART A Systemic Issues

EUR.RMT.0001	Embodiment of safety management system (SMS) requirements into applicable State's legislation	

Question 1.1.8 Have you implemented Annex 19 SMS SARPs into your State legislation for **international general aviation operators** of large or turbojet aeroplanes

● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024

Implementation summary (end 2023):

For **international general aviation operators** of large or turbojet aeroplanes (in accordance with Annex 6, Part II, Section 3) 44 EUR and NAT States (79%) have reported the action as completed. For 3 (5%) States data is missing. 4 (7%) States have not planned action yet. For 3 States (4%) work is in progress or planned for 2024 as the latest.
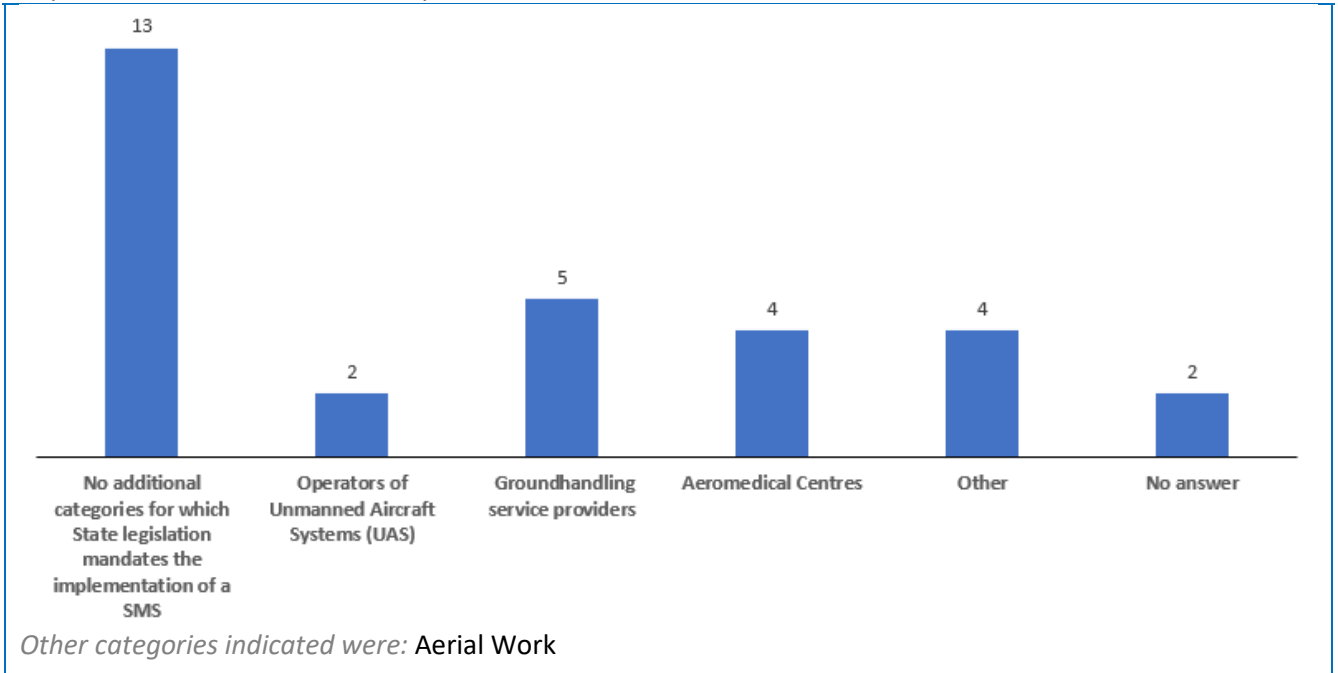
Remark(*): Response from Tunisia was taken from the 2022 survey.

Question 1.2. Are there additional service providers for which your State legislation mandates the implementation of an SMS? If so, please indicate which ones.

Other categories indicated were: Aerial Work

Question 1.3. Please indicate what the challenges/constraints/obstacles are preventing the implementation of Annex 19 SMS SARPS into your legislation by the established target date.
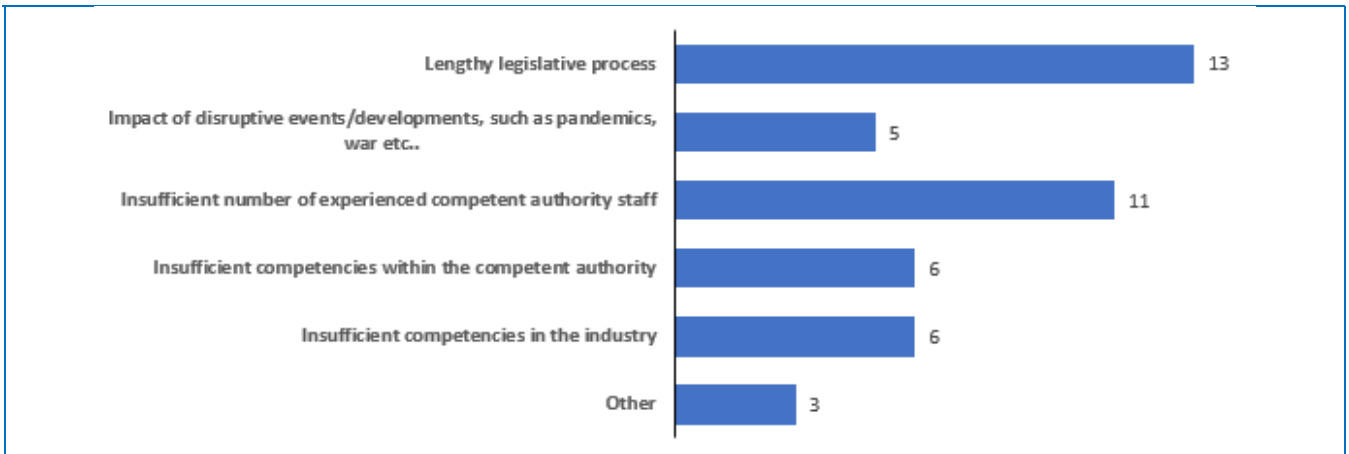
Implementation summary (end 2023):

Transposition of Annex 19 SMS SARPs is less advanced for the following categories of service providers, but still shows good progression compared to the previous survey:
1. Organizations Responsible for type design and manufacture of aircraft (implementation rate 68%)
2. International General Aviation (implementation rate 79%)
3. Approved maintenance organizations (implementation rate 88%)

Other domains to whom States apply SMS requirements were identified as follows:
1. Aeromedical Centres (4 States)
2. Ground handling Providers (5 States)
3. Operators of Unmanned Aircraft Systems (2 States)
4. Aerial works (1 State)

In terms of the challenges the most quoted were:
1. The lengthy legislative process. (13 states)
2. Insufficient number of experienced competent authority staff. (11 States)
3. Insufficient competencies within the competent authority. (6 States)
4. Insufficient competencies in the industry. (6 States)
5. Impact of disruptive events/developments, such as pandemics, war etc. (5 States)

Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

Conclusion:
Progress reported by the States is satisfactory for all domains. The question shall be retained in the next issue of the EUR RASP survey.
The RESG is encouraged to continue coordination with those States who did not respond and should consider developing focused promotion campaigns/training on a regional level for those States who indicated that there are Insufficient competencies within the competent authority and industry.

PART A Systemic Issues

EUR.RMT.0002	EUR.RMT.0002 Implement requirements on occurrence reporting	

Description:
Development of the necessary requirements and guidance material for the service providers and the CAA personnel on establishing and effective operation of the mandatory and voluntary reporting systems in line with ICAO Annex 19 second edition Chapter 5 'Safety Data and Safety Information Collection, Protection, Analysis and Exchange' and Appendix 3 'Principles for the protection of safety data, safety information and related sources' and considering the need to review existing legislation.

EPAS action: n/a

Question 2.1. Have you developed requirements on occurrence reporting that meet Annex 19 Chapter 5 and Appendix 3 SARPs as a minimum?

COMPLETED ●NO ANSWER ●ON-GOING ●PLANNED IN 2024 ●PLANNED IN 2025 and beyond

PART A Systemic Issues

Question 2.2. IF COMPLETED, have you provided guidance material or other implementation support for your Industry regarding the implementation of occurrence reporting /safety reporting systems?
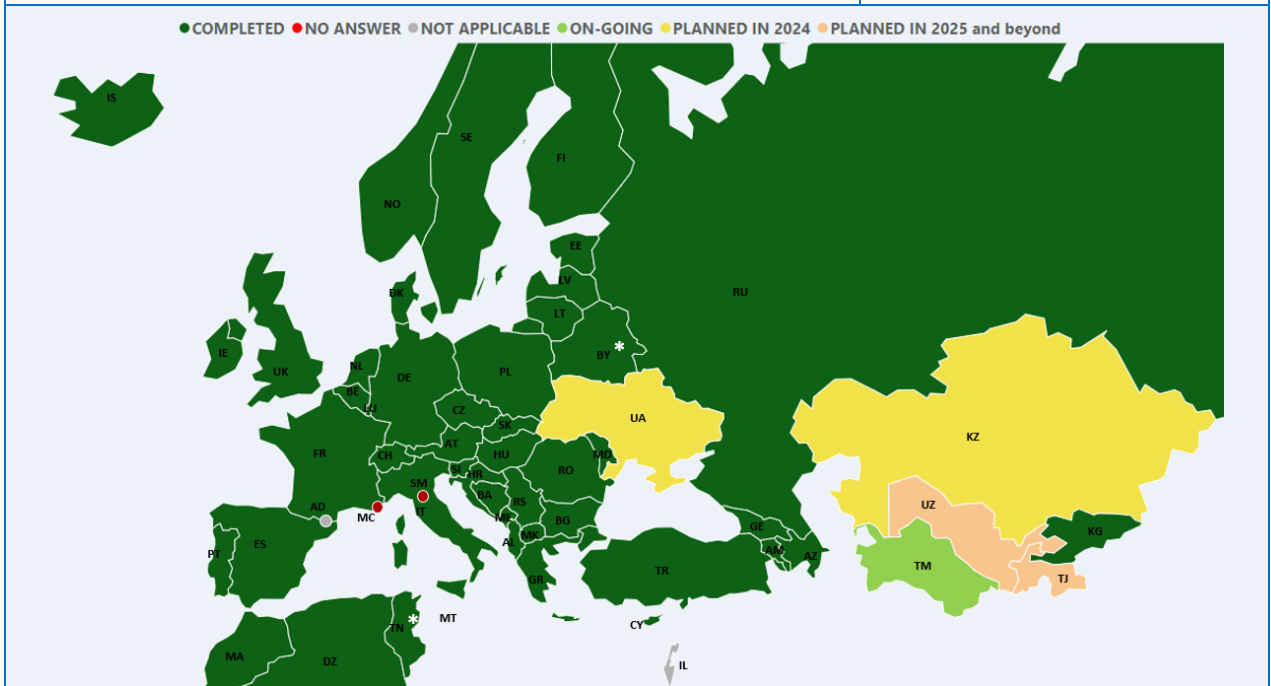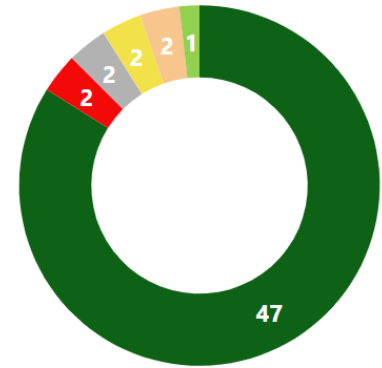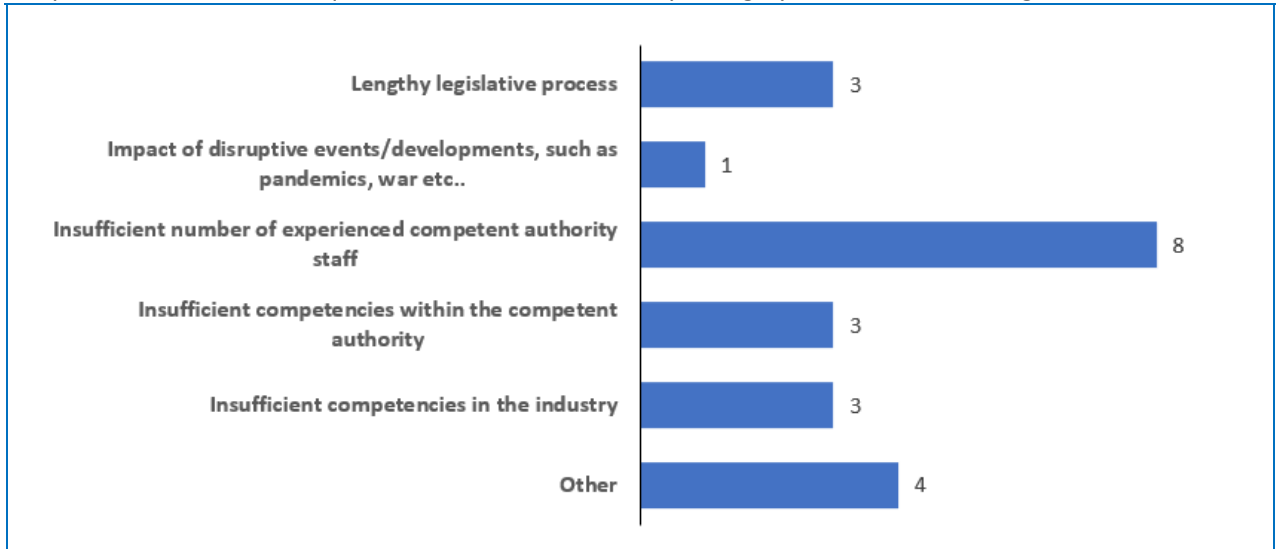
PART A Systemic Issues

EUR.RMT.0002	EUR.RMT.0002 Implement requirements on occurrence reporting	

Questions 2.3 Please indicate what the challenges/constraints/obstacles are preventing the implementation of the requirements on occurrence reporting by the established target date.

Implementation summary (end 2023):

The progress on implementation of occurrence reporting requirements in EUR/ NAT States slightly improved, with one more State having completed its activity since the last survey. Therefore, 48 States (86%), including all EASA States have reported this action as completed,. For 2 States information is missing. 4 States (7%) are in progress with their activity. Two States are planning their activity: one for 2024 and one – for 2025 and beyond.

Out of 48 States who issued regulatory requirements, 47 States have provided guidance to the industry on relevant implementation aspects. One State is in the process of developing such guidance and 4 States (8%) planned their activity for the upcoming years.

Among the most common challenges identified by States were:
1. Insufficient number of experienced competent authority staff.
2. Insufficient number of qualified competent authority staff and in the industry.
3. Lengthy legislative process.

Other difficulties shared by States:
1. Lack of reporting culture.
2. Availability of IT tools, databases etc. to support the implementation of the requirements.
3. External political sanctions.

Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

Conclusion:

Progress reported by the States is satisfactory.

The RESG is encouraged to continue coordination with those States who did not respond and should consider developing focused promotion campaigns/training on a regional level for those States who indicated that there are Insufficient competencies within the competent authority and industry.

The RESG will also explore possible solutions (for IT tools, databases, etc) to support the implementation of the requirements

PART A Systemic Issues

EUR.RMT.0016	Cybersecurity risks with impact on aviation safety	

Description:
Create a regulatory system which efficiently contributes to the protection of the aviation system from cyber-attacks and their consequences. To achieve this objective it is proposed to introduce a regulation covering all the aviation domains (design, production, maintenance, operations, aircrew, ATM/ANS, ADRs), which include high-level, performance-based requirements, supported as applicable by acceptable means of compliance (AMC), guidance material and Industry Standards.

EPAS action RMT.0720 (completed)

Question 3.1. Have you adopted regulations which efficiently contribute to the protection of the aviation system from cyber-attacks and their consequences, and which cover all aviation domains, ensuring compliance with ICAO Annex 17?

PART A Systemic Issues

Question 3.2. Please indicate the challenges/constraints/obstacles associated with the implementation of the regulatory framework by the established target date.
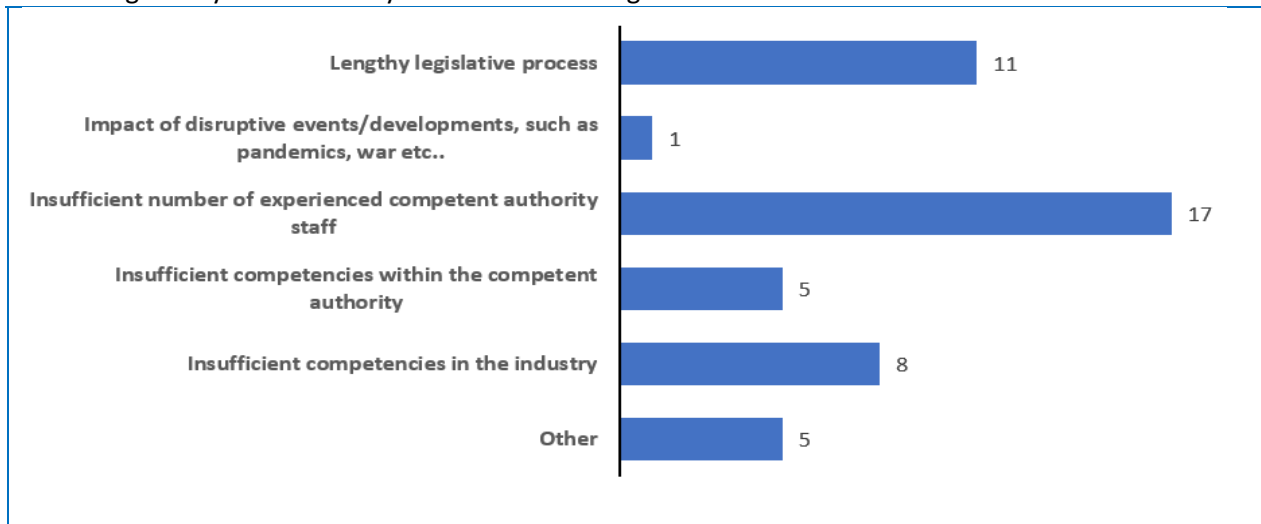
Implementation summary (end 2023):

<u>Implementation of regulations</u> which efficiently contribute to the protection of the aviation system from cyber-attacks and their consequences <u>does not show good progression</u> in the EUR and NAT States, comparing to the previous survey. This safety action is completed for EASA States. For 11 States this action is ongoing or just planned with latest implementation deadlines identified beyond 2025.

The most common challenges identified by States are as follows:
- Insufficient number of experienced competent authority staff,
- Lengthy legislative process and

Insufficient competencies within the competent authority and in the industry.

Other difficulties shared by States:
- Lack of appropriate coordination on safety data exchange between CAA and operators;
- Availability of IT tools: technical IT solutions to gather, store, address and analyse the occurrence reports at CAA and also transfer them to ECCAIRS.
- Lack of reporting culture in rotorcraft operators and general aviation;
- Human factor failure.

Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

Conclusion:

Progress reported by the EUR States (Non-EASA States) is not satisfactory.

The RESG is encouraged to continue coordination with those States who did not respond and should consider developing focused promotion campaigns/training on a regional level for those States who indicated that there are Insufficient competencies within the competent authority and industry.

To support the implementation of this safety action it is suggested to:
- Establish training criteria for the involved personnel, preferably at ICAO level;
- Utilize available guidance material from other domains: for example, ISO/IEC 27002:2022 Information security, cybersecurity and privacy protection — Information security management systems — Requirements.
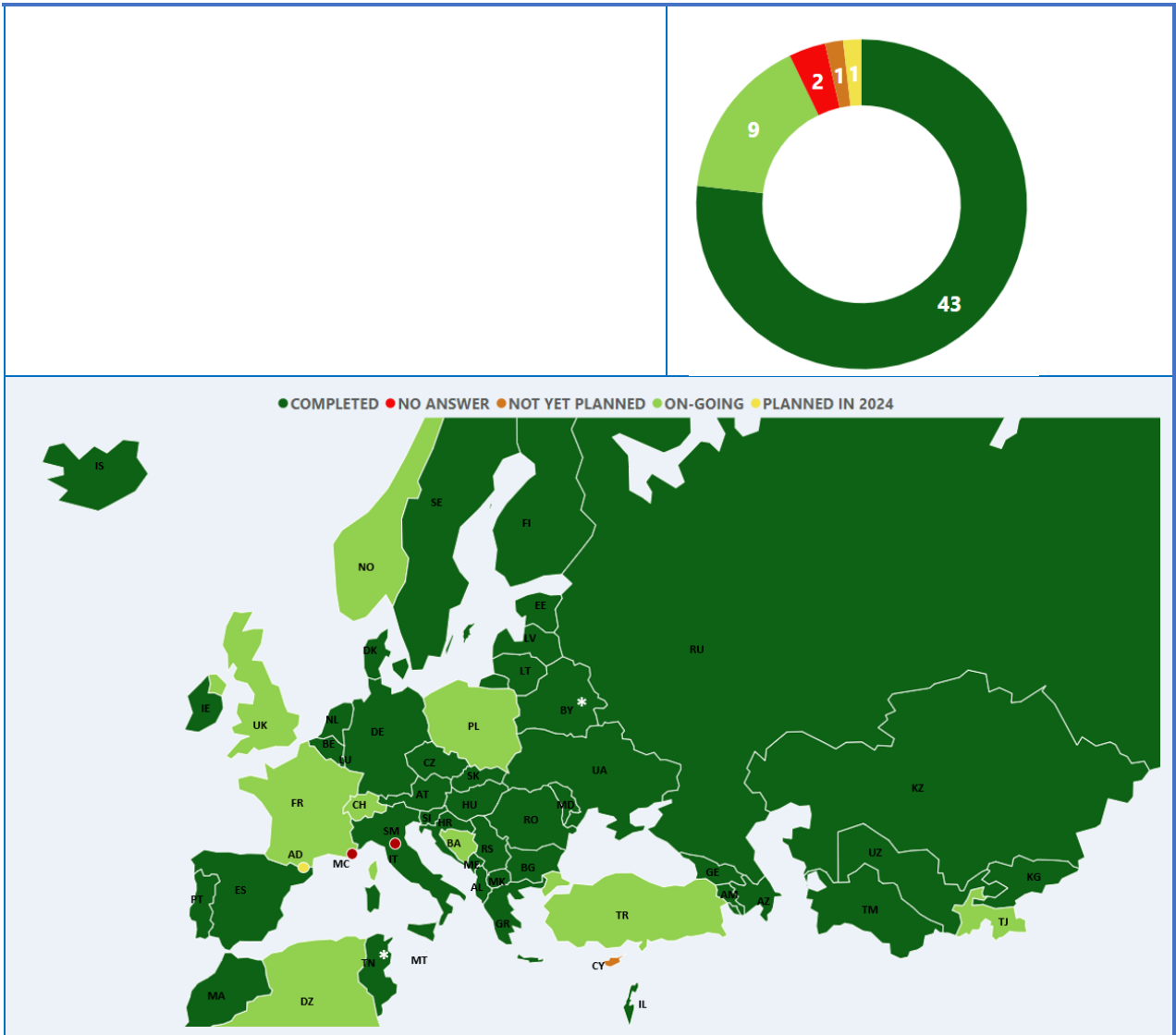
PART A Systemic Issues

Description: To further strengthen the oversight capabilities, CAA should ensure the availability of adequate personnel to discharge their safety oversight responsibilities.

EPAS action MST.0032

Question 4.1. Have you implemented a methodology to determine staffing requirements?

COMPLETED ● NO ANSWER ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024

PART A Systemic Issues

Question 4.2. Please indicate the challenges/constraints/obstacles associated with the implementation of the above recommended practice.

Challenge	Count
Lengthy legislative process	4
Impact of disruptive events/developments, such as pandemics, war etc..	6
Insufficient number of experienced competent authority staff	18
Insufficient competencies within the competent authority	6
Insufficient competencies in the industry	1
Other	6

Implementation summary (end 2023):
Implementation of a methodology to determine staffing requirements <u>slightly progressed</u> within EUR and NAT States: 43 States (77%) completed the action. 9 States (16%) are progressing the necessary developments. One State planned this activity for 2024 and one State has not planned it yet.

Among common challenges in the implementation the States have highlighted the following:
- Insufficient number of experienced competent authority staff;
- Impact of disruptive events/developments, such as pandemics, war etc.;
- Insufficient competencies within the competent authority.

Among other challenges the following were mentioned:
- *Time-consuming process;*
- *Lack of budget for hiring staff;*
- *Lack of suitable software/tool for resource assessment.*

Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

Conclusion:
Progress reported by the States is satisfactory.
The RESG needs to continue coordination with those States who did not respond.
Possible assistance solutions should be further discussed at the RESG.

# PART A Systemic Issues

EUR.RMT.0015	Amendment of requirements for flight recorders and underwater locating devices

Description: To amend applicable regulations to comply with latest ICAO requirements for flight recorders and underwater locating devices.

EPAS action RMT.0400

Question 5.1. Have you included into relevant regulatory provisions the latest ICAO requirements for flight recorders and underwater locating devices (as minimum, Amendment 48 to Annex 6 part 1 and Amendment 24 to Annex 6 part III)?

PART A Systemic Issues

Question 5.2. Please indicate the challenges/constraints/obstacles associated with the implementation of the above safety action.
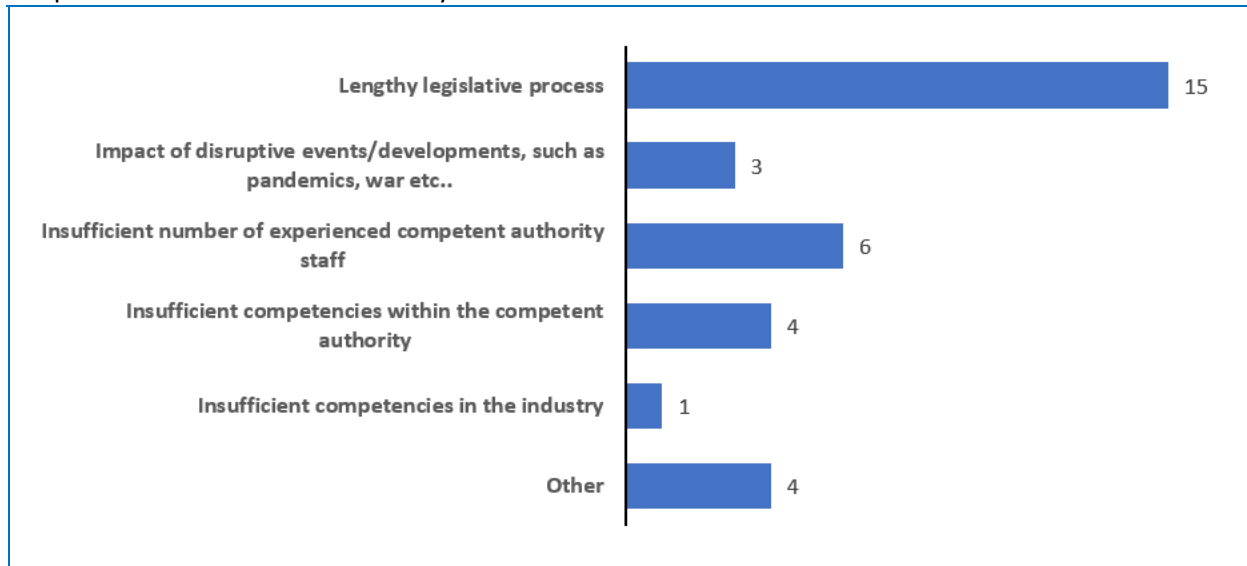
Implementation summary (end 2023):

24 EUR and NAT States (43%) completed the action by updating relevant regulatory provisions with the latest ICAO requirements for flight recorders and underwater locating devices.

12 States (21%) declared the status as 'in progress'. There are 8 States that have planned their activity for the upcoming years: 4 States for 2024 and 4 States for 2025 and beyond. 1 State has not planned any activity yet.

Among common challenges in the implementation the States have highlighted the following:
- Lengthy legislative process;
- Insufficient number of experienced competent authority staff;
- Impact of disruptive events/developments, such as pandemics, war etc.;
- Insufficient competencies within the competent authority.

Other reported challenges were:
  – *Delays with a necessary equipment;*
  – *Postponement in certain provisions in accordance with EASA NPA 2022-104;*
  – *Correlation between the EU legislation and ICAO SARPS*

Conclusion:

Progress reported by the States is satisfactory.

RESG needs to continue coordination with those States who did not respond.

PART A Systemic Issues

Strategy for Cybersecurity in Aviation

Description: To develop a Strategy for Cybersecurity in Aviation

EPAS action: SPT.0071, GASeP (completed)

Question 6.1. Have you developed and adopted a Strategy for Cybersecurity in aviation?
(for example, based on ICAO: Aviation Cybersecurity Strategy (icao.int) and/or European Strategic
Coordination Platform - Strategy for Cybersecurity in Aviation: https://www.easa.europa.eu/easa-and-
you/cyber-security/maineasa-activities#group-easa-downloads)?

PART A Systemic Issues

Question 6.2. Please indicate the challenges/constraints/obstacles associated with the implementation of the above safety action.
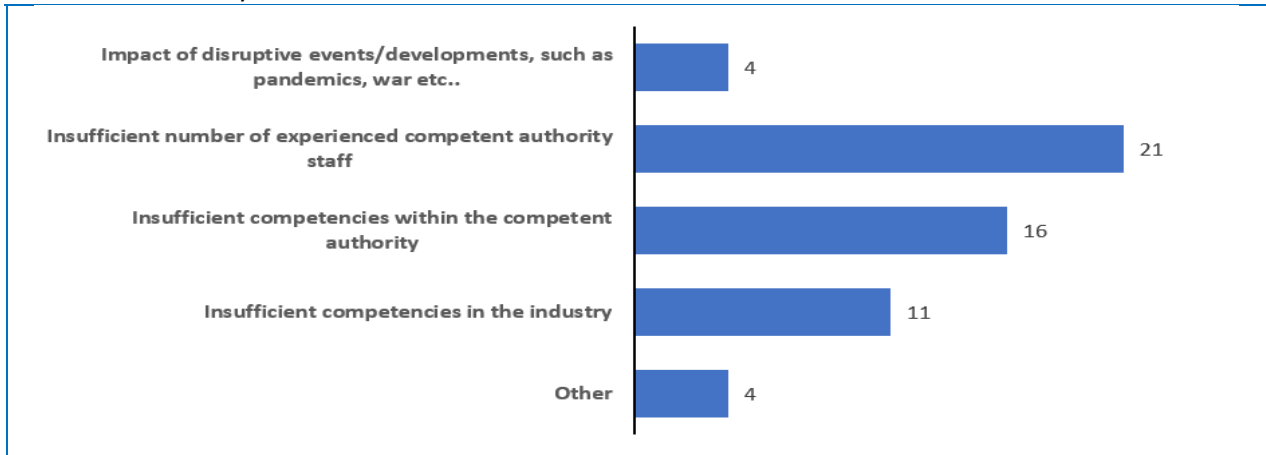
Implementation summary (end 2023):

Development and adoption of the Strategy for Cybersecurity in aviation shows low progress: 15 EUR and NAT States (27%) reported this as completed.

Information from 7 States (13%) is missing. 12 States (21%) declared their status as 'in progress'. There are 8 States that have planned their activity for the upcoming years: 4 States for 2024 and 4 States for 2025 and beyond. 1 State has not decided yet.

Among common challenges in the implementation the States have highlighted the following:
- Lengthy legislative process;
- Insufficient number of experienced competent authority staff;
- Impact of disruptive events/developments, such as pandemics, war etc.;
- Insufficient competencies within the competent authority.

Other reported challenges were:
- *Delays with a necessary equipment;*
- *Postponement in certain provisions in accordance with EASA NPA 2022-104;*
- *Correlation between the EU legislation and ICAO SARPS*
- *Need to coordinate with another Appropriate Authority on cybersecurity (such as National Cyber Security Directorate)*

Conclusion:

Progress reported by the states is not satisfactory. **The majority of the EUR and NAT States were struggling with cyber security issues**. The question shall be remained in the next issue of RASP.

RESG needs to continue coordination with those states who did not respond, to consider developing **a cyber-security strategy and to implement it.**

RESG is suggested to propose g**uidance material to be developed on regional level** to support the implementation of the requirements.

PART A Systemic Issues

Description: To review and improve existing regulatory requirements and guidance material for the establishment and safety oversight of Search and Rescue services, making use of the documents developed by the EUR SAR Task Force
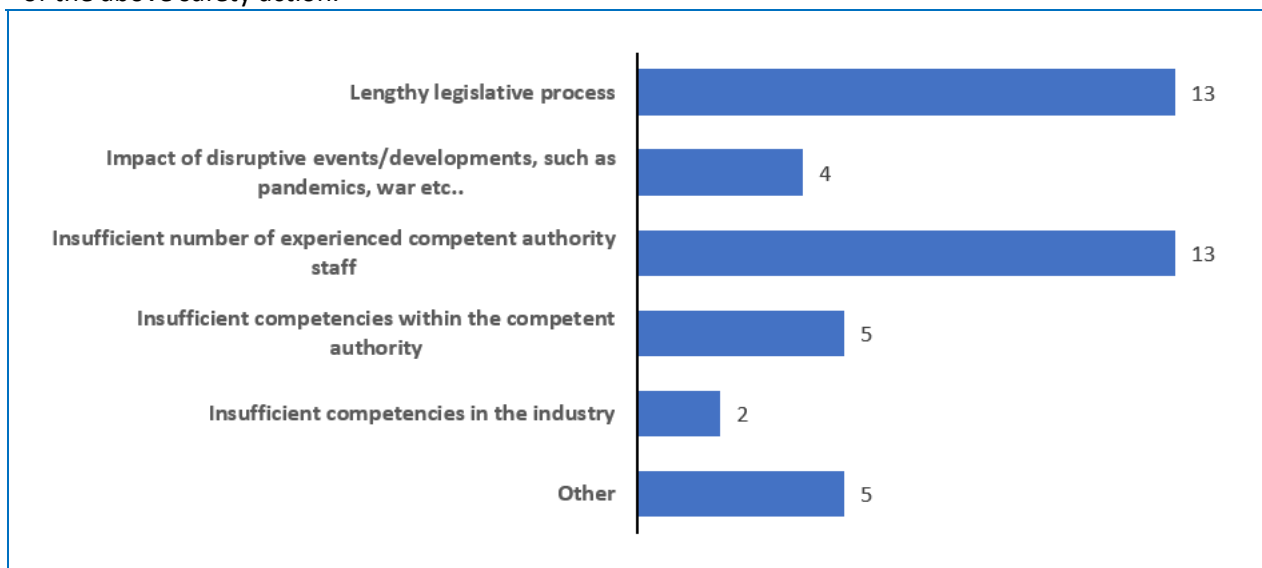
EPAS action: n/a

Question 7.1. Have you reviewed and improved existing regulatory requirements and guidance material for the establishment and safety oversight of Search and Rescue services, making use of the documents developed by the EUR SAR Task Force?

Legend: COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024 ● PLANNED IN 2025 and beyond
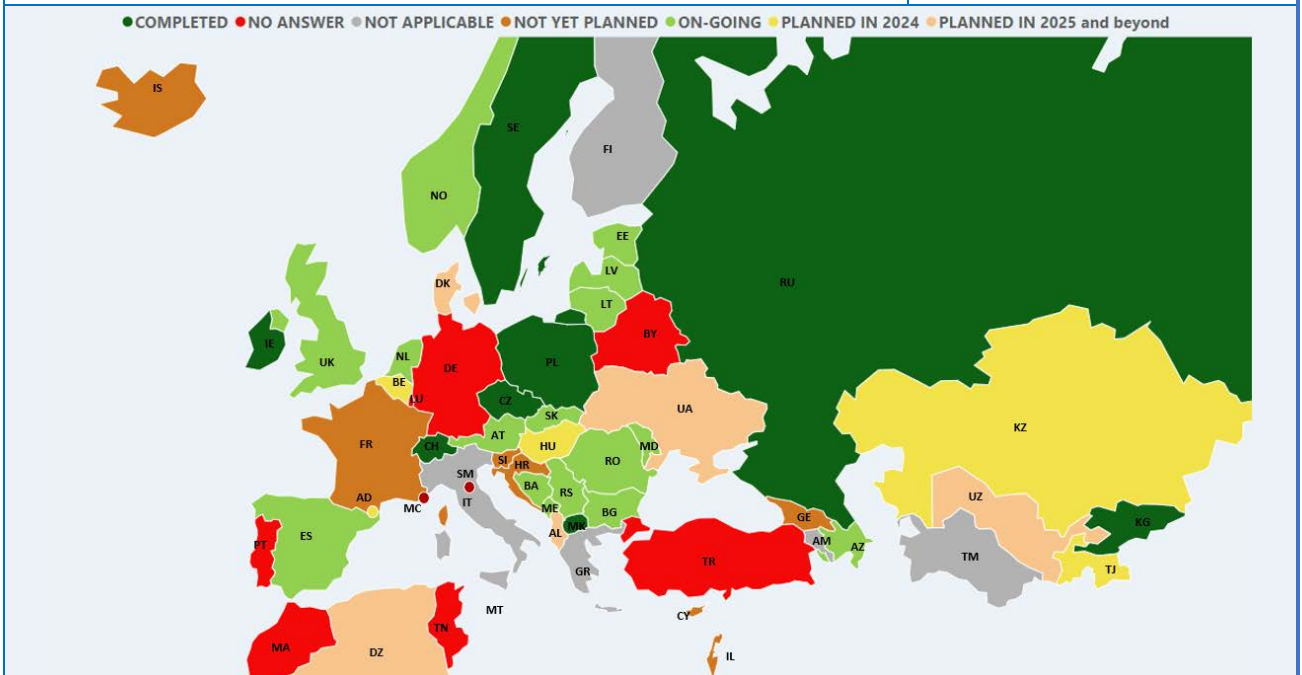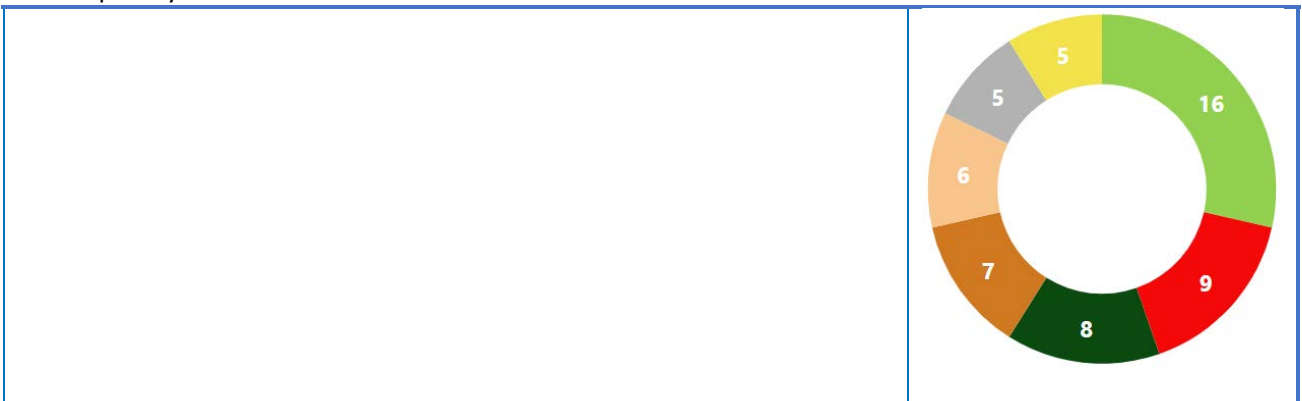
PART A Systemic Issues

Question 7.2. Please indicate the challenges/constraints/obstacles associated with the implementation of the above safety action.

Challenge	Count
Lengthy legislative process	13
Impact of disruptive events/developments, such as pandemics, war etc..	4
Insufficient number of experienced competent authority staff	13
Insufficient competencies within the competent authority	5
Insufficient competencies in the industry	2
Other	5

Implementation summary (end 2023):

Improving existing regulatory requirements and guidance material for the establishment and safety oversight of Search and Rescue services is <u>progressing slowly</u>: 8 EUR and NAT States (14%) reported this action as completed .

12 States (29%) declared their activity as 'in progress'. 5 States (9%) planned their work for 2024 and 6 States (11%) – for 2025 and beyond. 7 States (13%) reported that they have not planned an activity yet.

Among common challenges in the implementation, the States have highlighted:
- Lengthy legislative process;
- Insufficient number of experienced competent authority staff;
- *Absence of established coordination between eligible organizations;*

5 States (9%) marked this action as not applicable, indicating it is beyond the competence for civil aviation authorities.

Conclusion:

The replies show that for a high number of States the SAR issues are not handled under the umbrella of civil aviation (e.g. SAR done by the military).

The ICAO EUR/NAT office is asked to encourage States to foster their internal communication and collaboration of all involved State entities. States should also make use of the available guidance material.

PART A Systemic Issues

     Update of the rules on air operations.

Description: To improve the CAA organisation structure and organisational requirements in the area of the Air OPS Regulation taking into account identified implementation issues;
 — Better identify inspector qualifications;
— Take into account new business models, as appropriate;
— Take into account the development of any lessons learned from the implementation of SMS;
— Ensure compliance with the ICAO Standards And Recommended Practices (SARPs);
— Address identified safety issues such as pax seating and briefing

EPAS action RMT.0516 (completed)

Question 8.8. Please indicate the challenges/constraints/obstacles you encountered in implementing the above EUR RASP action.
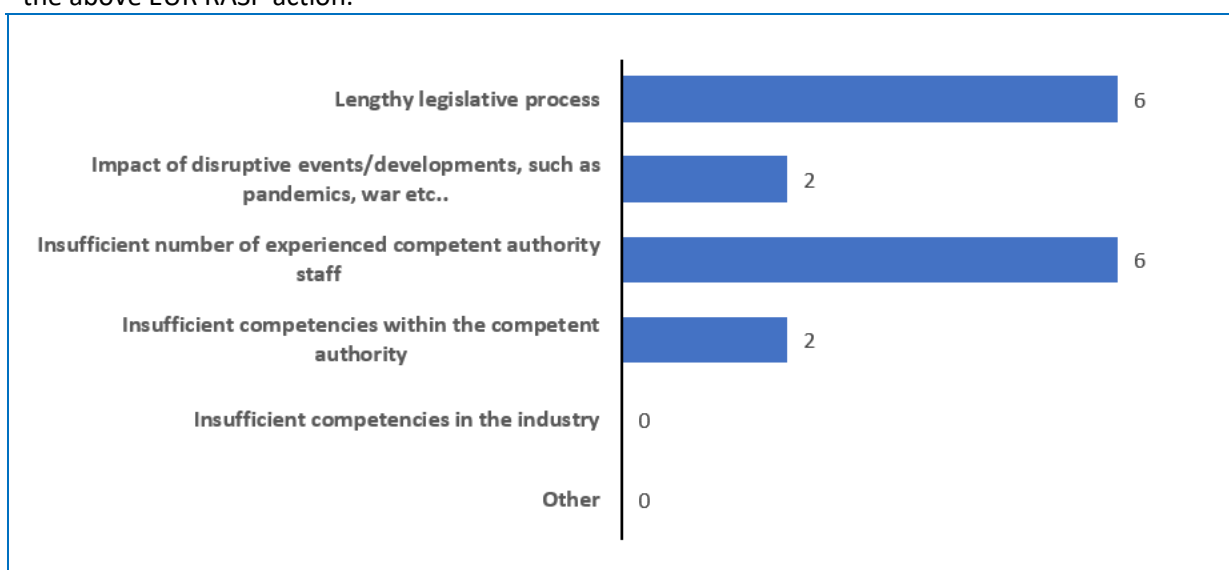
Implementation summary (end 2023):
Following the analysis of State responses the RESG RASP WG/06 and RESG/07 have concluded that the data collected for questions 8.1 to 8.7 did not provide sufficient clarity on the status of implementation of the related EUR RASP Safety action. Therefore it was agreed to exclude the graphical representation of the results for Questions 8.1-8.7 from this report.

Among common challenges in the implementation, the States have highlighted:
* Lengthy legislative process;
* Insufficient number of experienced competent authority staff.

Conclusion:
The progress reported could not be fully assessed.
The RESG needs to continue coordination with those States who did not respond.

PART B Aviation Personnel

Description:
Review of the provisions for initial and recurrent training in order to address upset prevention and recovery training (UPRT). The review will also address the implementation of the ICAO provisions (namely Annex 1, Annex 6 part I, PANS-TRG, Doc 9868, Doc 10011, Doc 9625). Other aspects to be covered are manual aircraft handling of approach to stall and stall recovery (including at high altitude), the training of aircraft configuration laws, the recurrent training on flight mechanics, and training scenarios (including the effect of surprise).

EPAS action RMT.0581 (completed)

Question 9.1. Have you amended applicable legislation i.a.w. the above ICAO SARPs and PANS to address upset prevention and recovery in initial and recurrent training?

● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● ON-GOING ● PLANNED IN 2025 and beyond
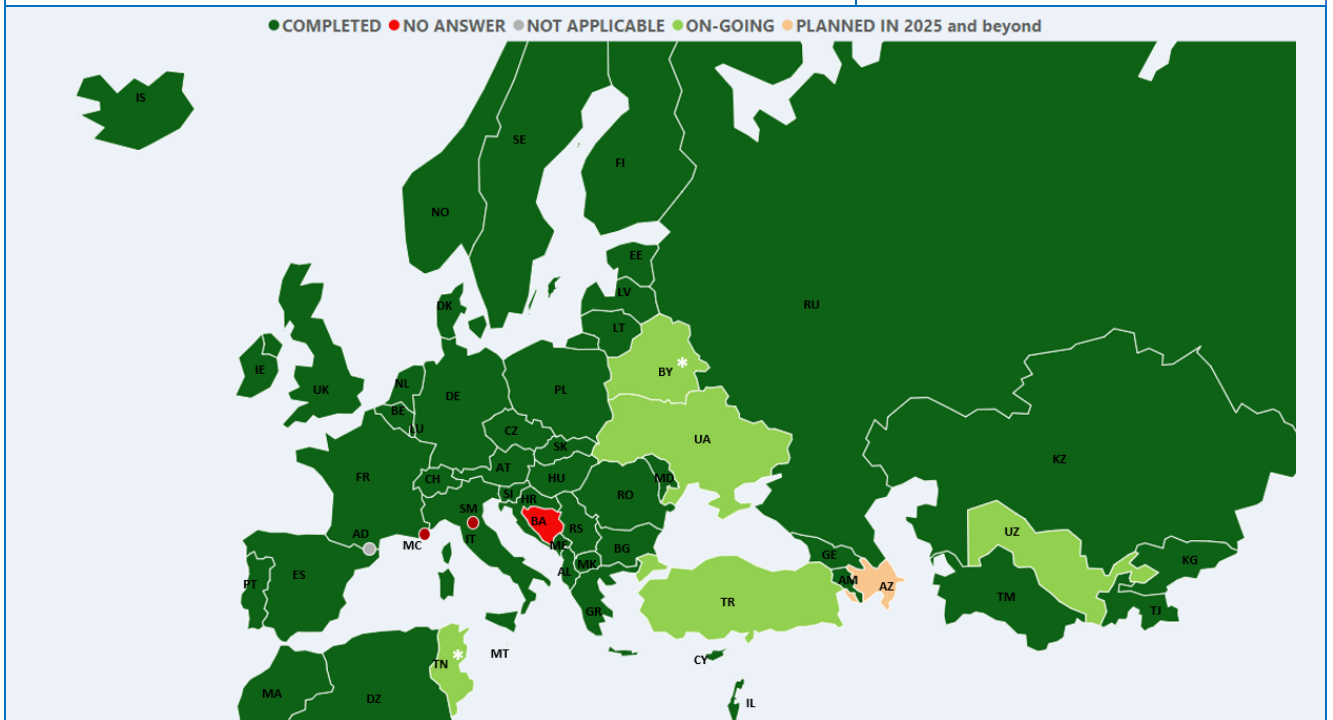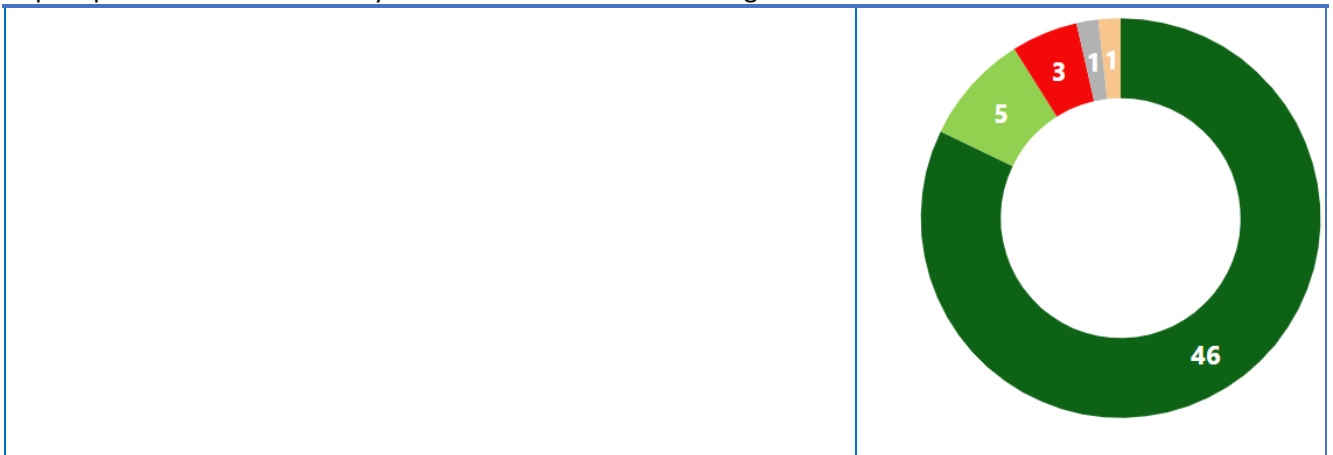
PART B Aviation Personnel

EUR.RMT.0029	Loss of control prevention and recovery training	

Question 9.2. Please indicate the challenges/constraints/obstacles associated with the implementation of the regulatory framework for upset prevention and recovery training by the established target date.

Implementation summary (end 2023):

Comparing with the 2022 survey EUR and NAT States report limited progress for this action: 46 States (82%) including all EASA States, reported it as completed.

5 States (9%) are in progress with their activity and 1 is planned it in 2025 or beyond.

Among common challenges in the implementation, States have highlighted the following:

- Lengthy legislative process;
- Insufficient number of experienced competent authority staff;
- Absence of established coordination between eligible organizations.

Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

Conclusion:

Progress reported by the States is satisfactory.

The RESG needs to continue coordination with those States who did not respond.

PART B Aviation Personnel

Description:
Enhance the application and harmonisation among flight examiners of standards and best practices to ensure that any applicant is qualified by a comparable level of knowledge, competence and skill.

Through a reliable and objective testing and checking guidance, foster the achievement of optimal outcomes in the interest of effectiveness, efficiency, fairness and transparency.

Promote the application of common standards for training programmes for examiners among all EUR States' CAAs. This SPT will entail:

- developing a flight examiner manual (FEM) that provides guidelines to flight examiners on the conduct of examinations with a view to improving the standardisation and fairness of examiners;

- providing recommendations to competent authorities on the usefulness of using common standardised forms and, in addition, common notification procedure(s) for examiners with a valid examiner certificate.

EPAS action SPT.0111

Question 10.1. Have you taken action to harmonise flight examination within your State?
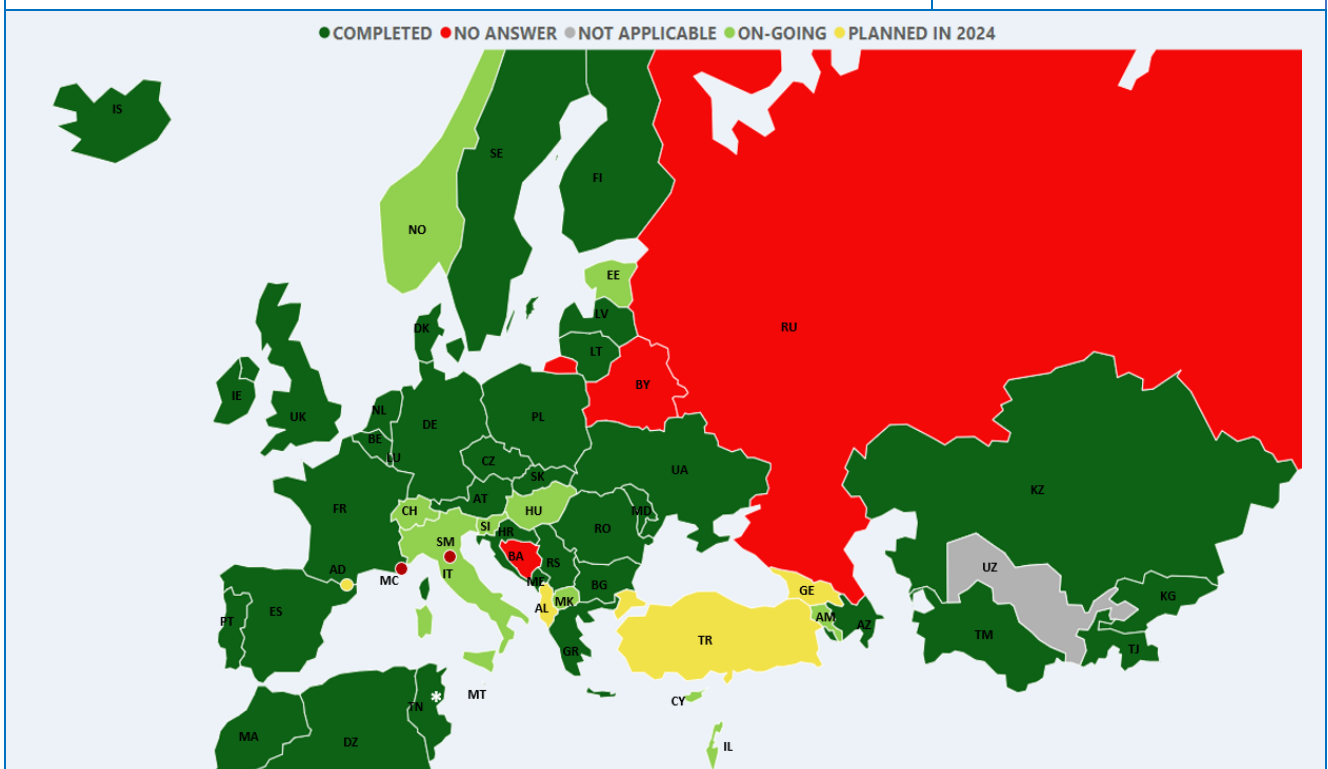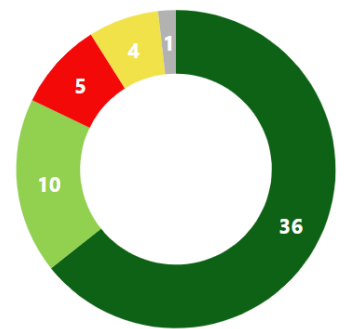
Question 10.2. Have you implemented **common standardised forms** for examiners with a valid examiner certificate?

COMPLETED · NO ANSWER · NOT APPLICABLE · ON-GOING · PLANNED IN 2024
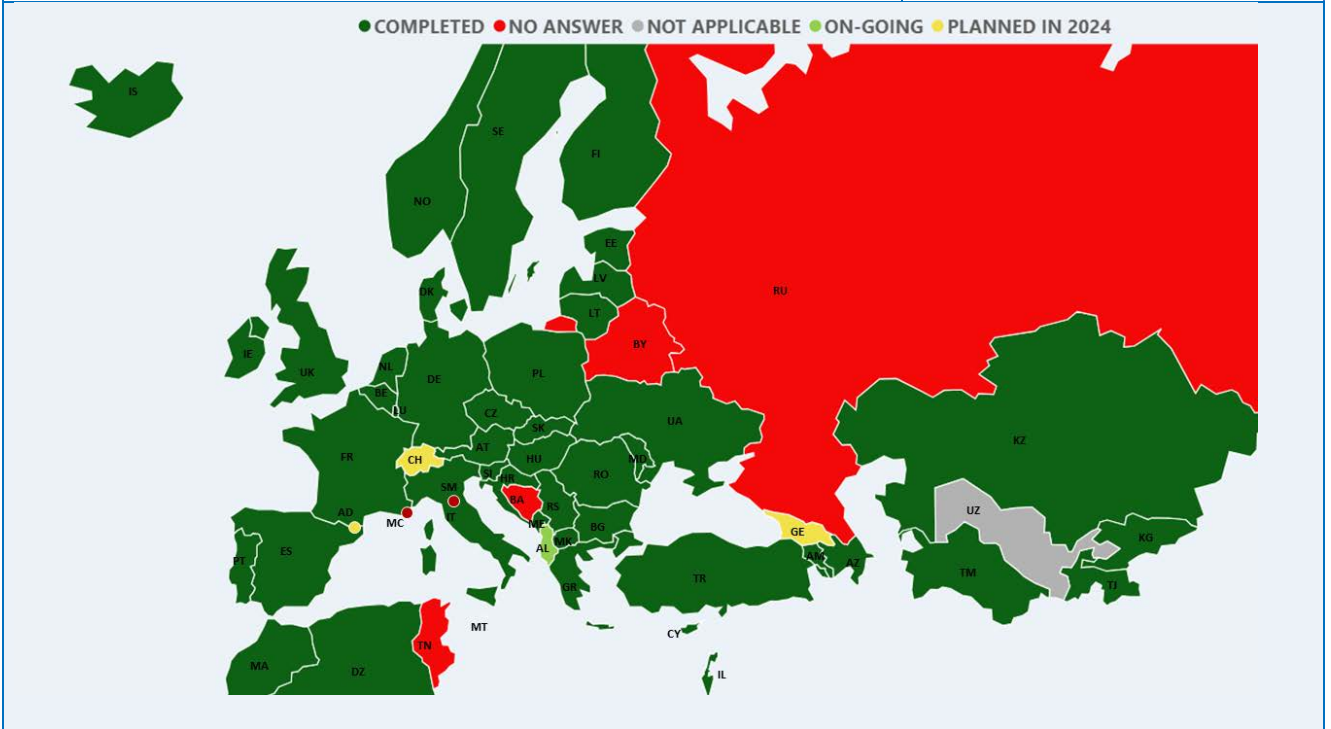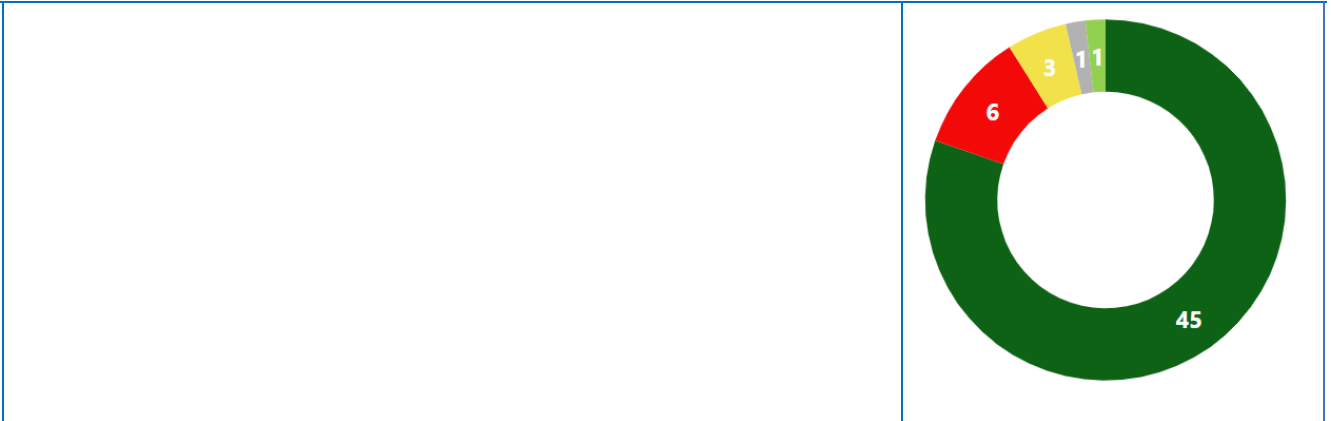
PART B Aviation Personnel

Question 10.3. Have you implemented **notification procedures** for examiners with a valid examiner certificate?

● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024
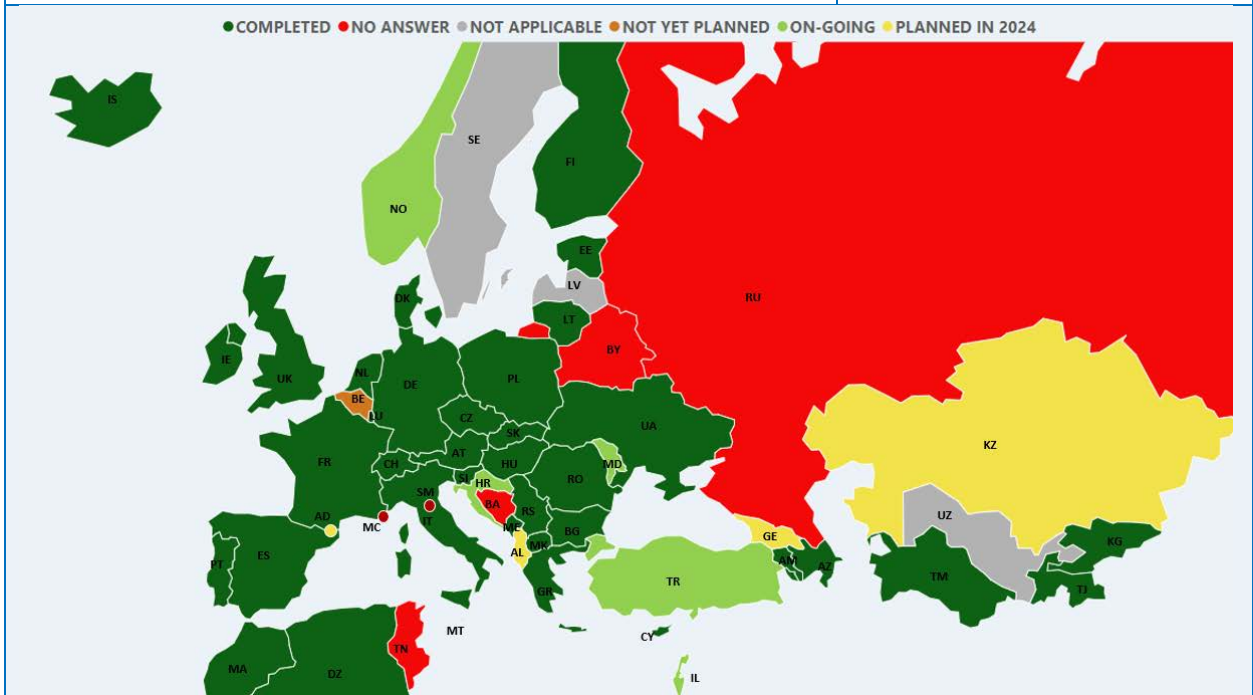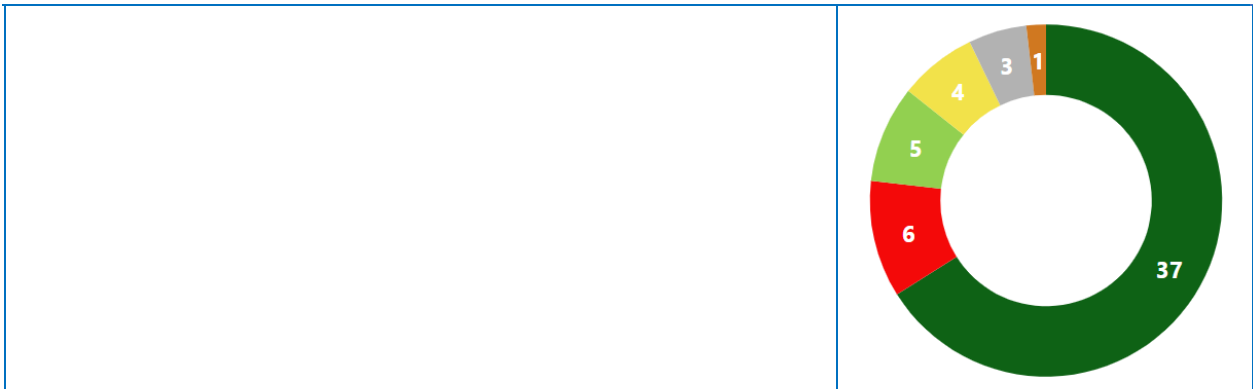
Implementation summary (end 2023):

Actions regarding harmonisation of flight examination show good progress, comparing with the previous survey: Status is reported as completed for 36 EUR and NAT States (64%). Specifically, 45 States (80%) implemented common standardised forms and 37 States (66%) implemented notification procedures for examiners.

Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

Conclusion:

Based on the above it was agreed to extend the timeline for action implementation to Q4 2025
The RESG needs to define additional support to non-EASA States to implement the respective safety action.

PART B Aviation Personnel

Description:
Address topics identified by the industry balloon and sailplane experts on the aircrew and on the medical side with regards to the balloon and sailplane operations licensing requirements

EPAS action RMT.0654 (completed)

Question 11.1. Have you established **balloon licensing requirements** to address topics identified by the industry balloon experts on the aircrew and on the medical side with regards to the balloon operations licensing requirements?
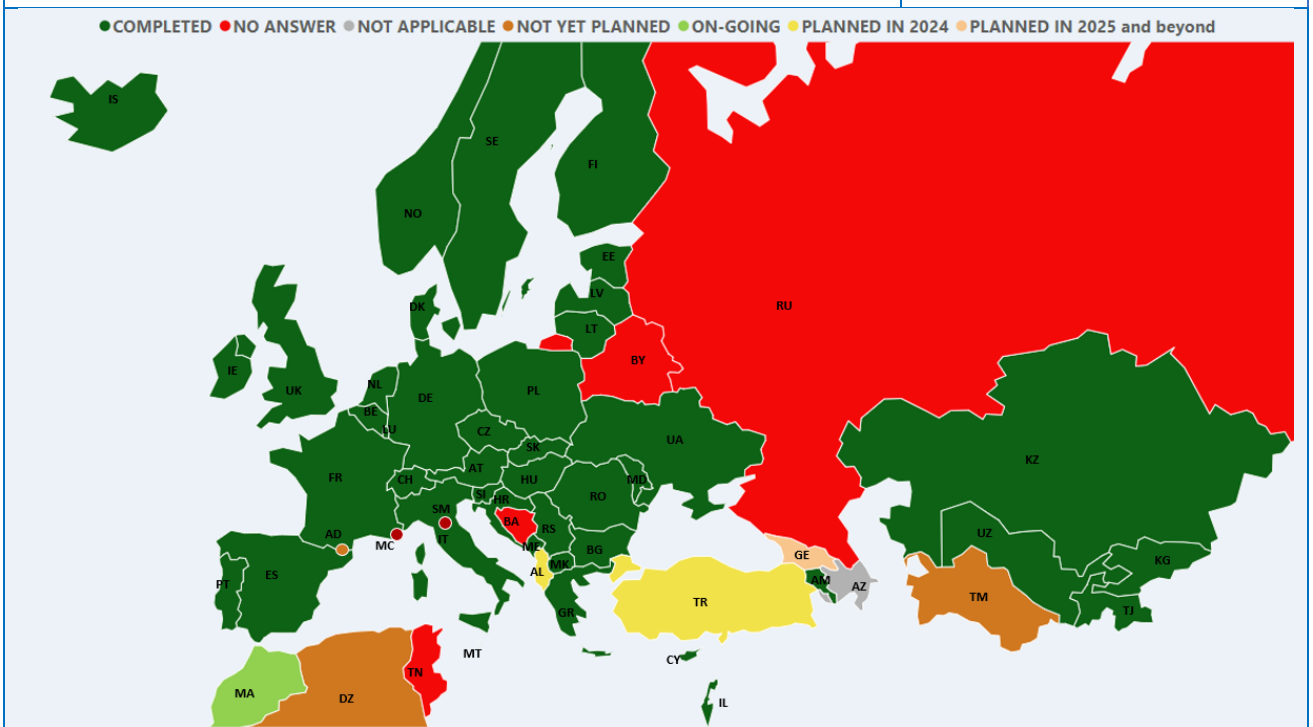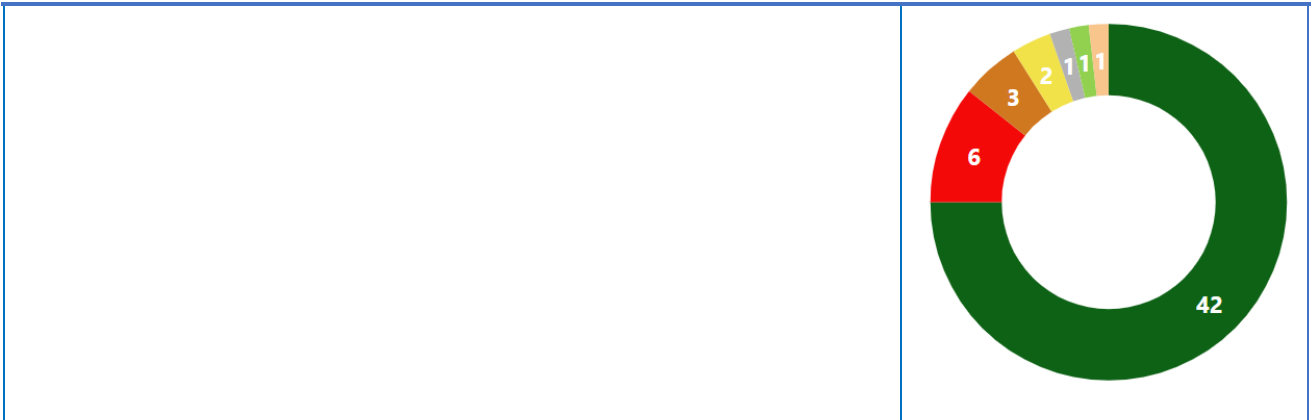

● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024 ● PLANNED IN 2025 and beyond

PART B Aviation Personnel

| **EUR.RMT.0026** | **Balloon and sailplane licensing requirements** | |

Question 11.2. Please indicate the challenges/constraints/obstacles associated with the implementation of the above safety action
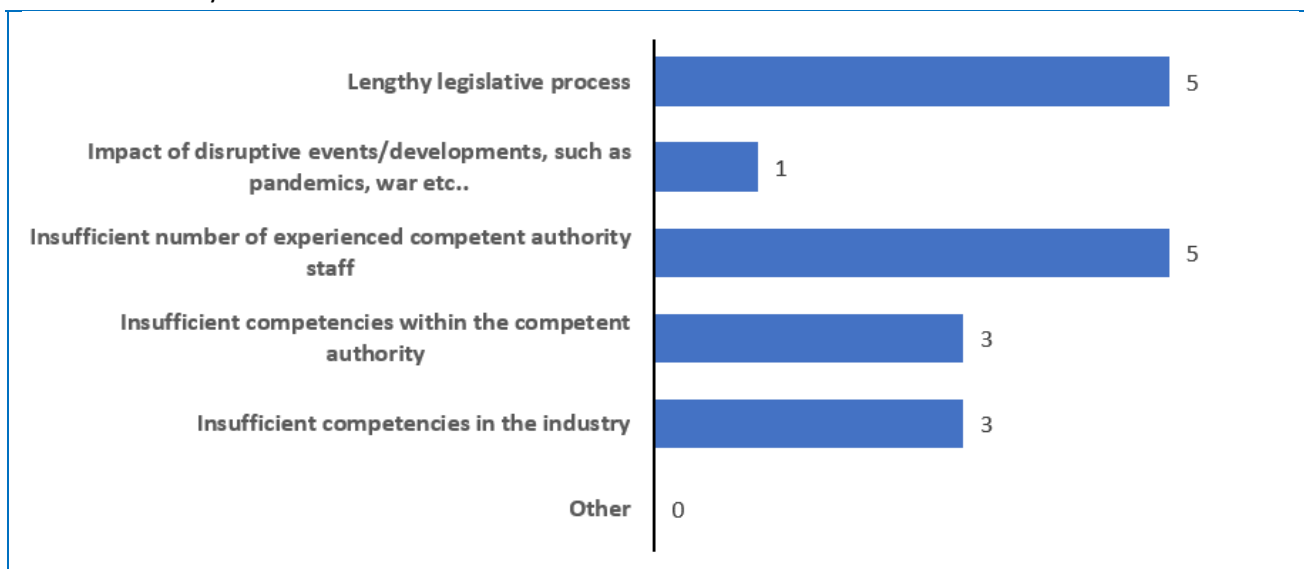
Implementation summary (end 2023):

42 EUR and NAT States (75%), including all EASA States, reported the action as completed.
4 States indicated work as 'in progress' or 'planned for upcoming years'.

Among common challenges in the implementation, States have highlighted the following:
- Lengthy legislative process;
- Insufficient number of experienced competent authority staff;
- Insufficient competencies within the competent authority and in the industry.

Conclusion:

Progress reported by the States is satisfactory. Nevertheless, based on the above it was agreed to extend the timeline for the action implementation to Q4 2026.

The RESG needs to continue coordination with those States who did not provide an information regarding the progress.

PART B Aviation Personnel

EUR.RMT.0026	Balloon and sailplane licensing requirements	

Description:
Address topics identified by the industry balloon and sailplane experts on the aircrew and on the medical side with regards to the balloon and sailplane operations licensing requirements

EPAS action RMT.0654 (completed)

Question 12.1. Has your State established **sailplane licensing requirements** to address topics identified by the industry sailplane experts on the aircrew and on the medical side with regards to the sailplane operations licensing requirements?
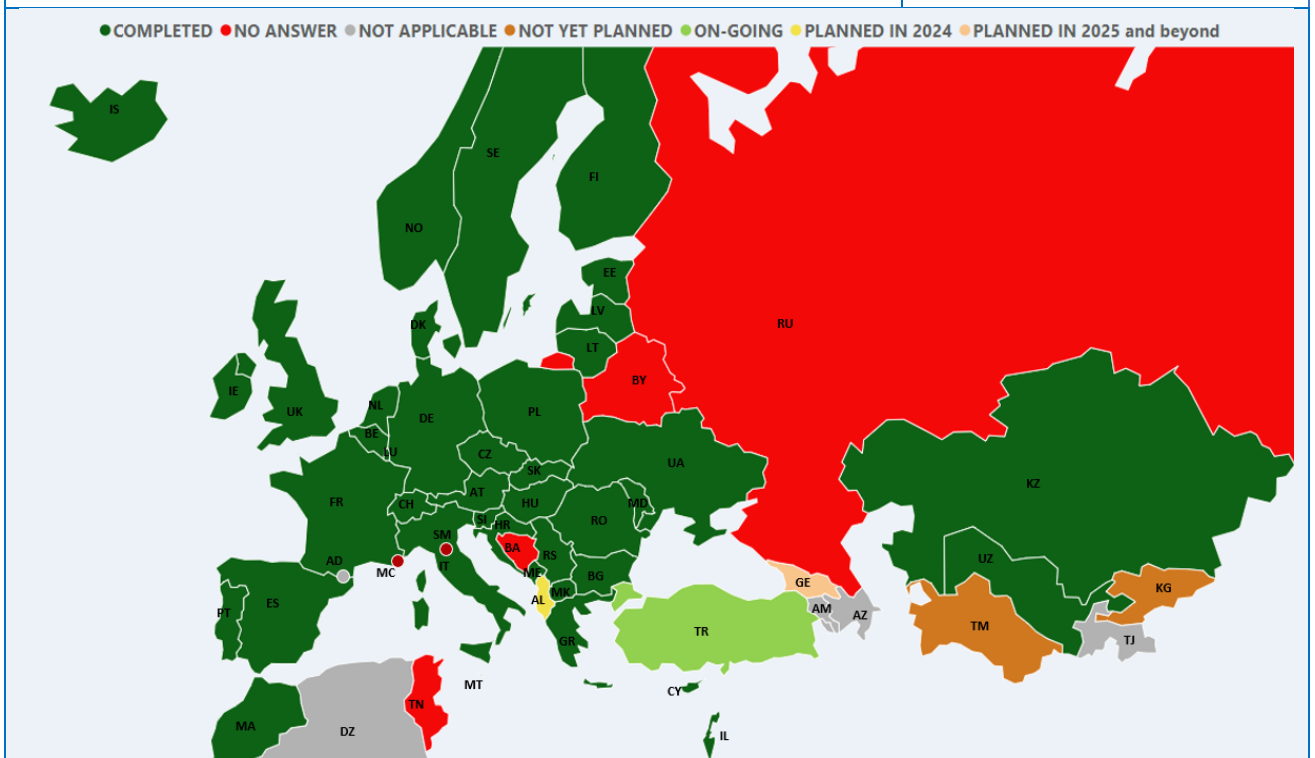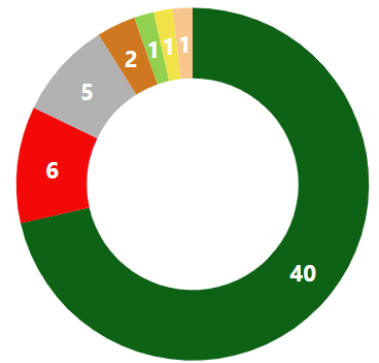
● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024 ● PLANNED IN 2025 and beyond

PART B Aviation Personnel

EUR.RMT.0026	Balloon and sailplane licensing requirements	

Question 12.2. Please indicate the challenges/constraints/obstacles associated with the implementation of the above safety action.
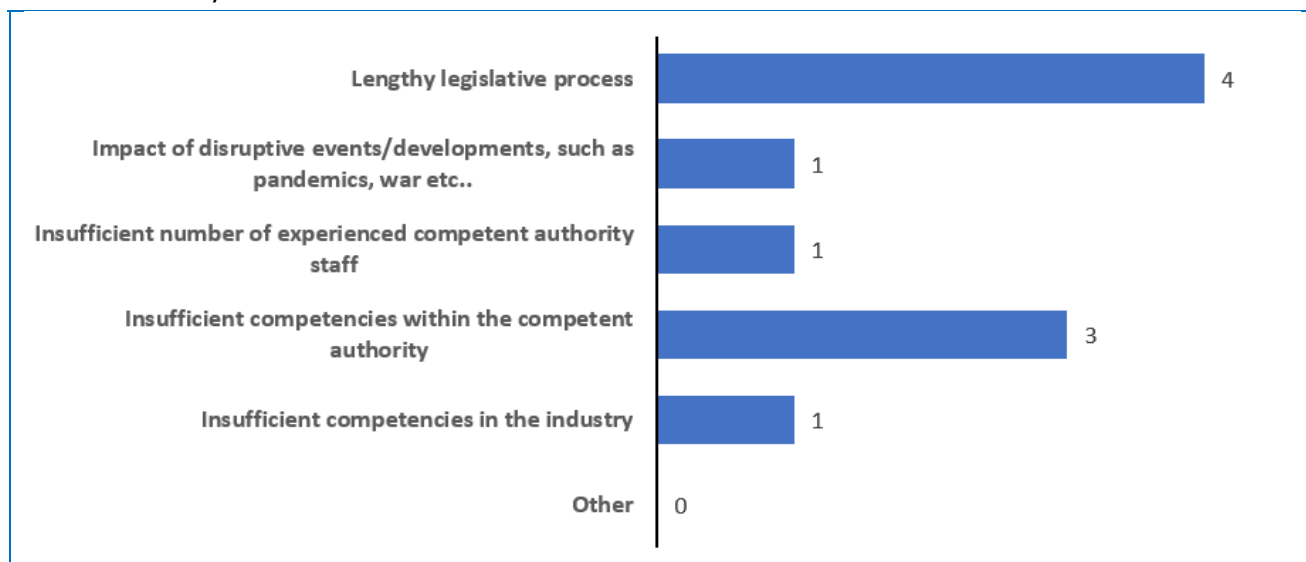
Implementation summary (end 2023):

40 EUR and NAT States (71%), including all EASA States, indicated this action as completed.

3 States indicated work as 'in progress' or 'planned for the upcoming years'. 2 States indicated they have not planned any actions yet.

Among common challenges in the implementation, States have highlighted the following:
- Lengthy legislative process;
- Insufficient competencies within the competent authority.

5 States (9%) indicated this action as not applicable due to the absence of sailplane activity.

Conclusion:

Progress reported by the States is satisfactory. Nevertheless, based on the above analysis it was agreed to extend the timeline for the action implementation to Q4 2026.

The RESG will consider additional support to be provided at later stage, depending on the implementation progress of the respective action in 2024.

PART C Flight Operations - Aeroplanes

EUR.RMT.0039	Fuel/energy planning and management	

Description:
Review and update the fuel/energy management regulations, taking into account ICAO amendments and related Safety Recommendations, and providing for operational flexibility.

EPAS action RMT.0573 (completed)
EPAS action SPT.0097

Question 13.1. Have you reviewed and updated the legislation applicable to fuel/energy management, taking into account ICAO amendments and related Safety Recommendations?

COMPLETED • NO ANSWER • NOT APPLICABLE • NOT YET PLANNED • ON-GOING • PLANNED IN 2024 • PLANNED IN 2025 and beyond
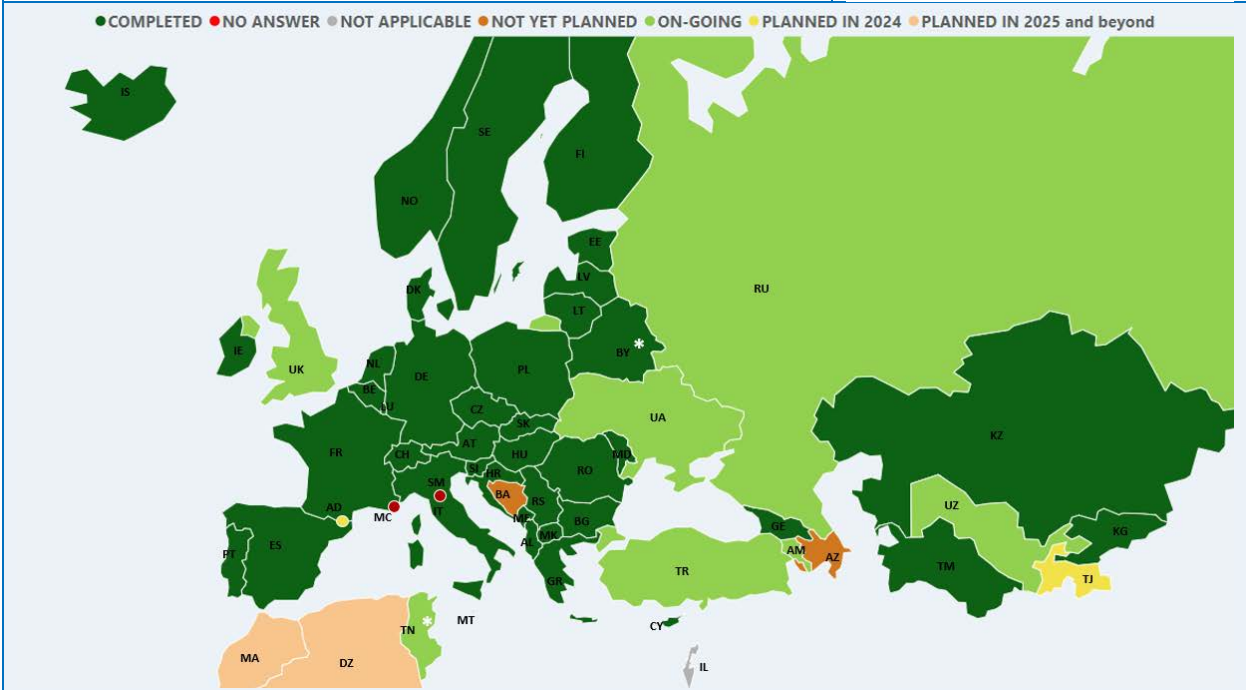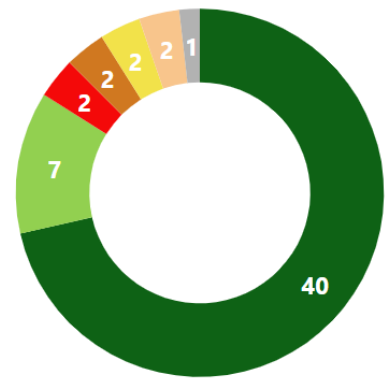
PART C Flight Operations - Aeroplanes

EUR.RMT.0039	Fuel/energy planning and management	

Question 13.2. Please indicate any challenges/constraints/obstacles associated with the review/update of the legislation applicable to fuel/energy management by the established target date.
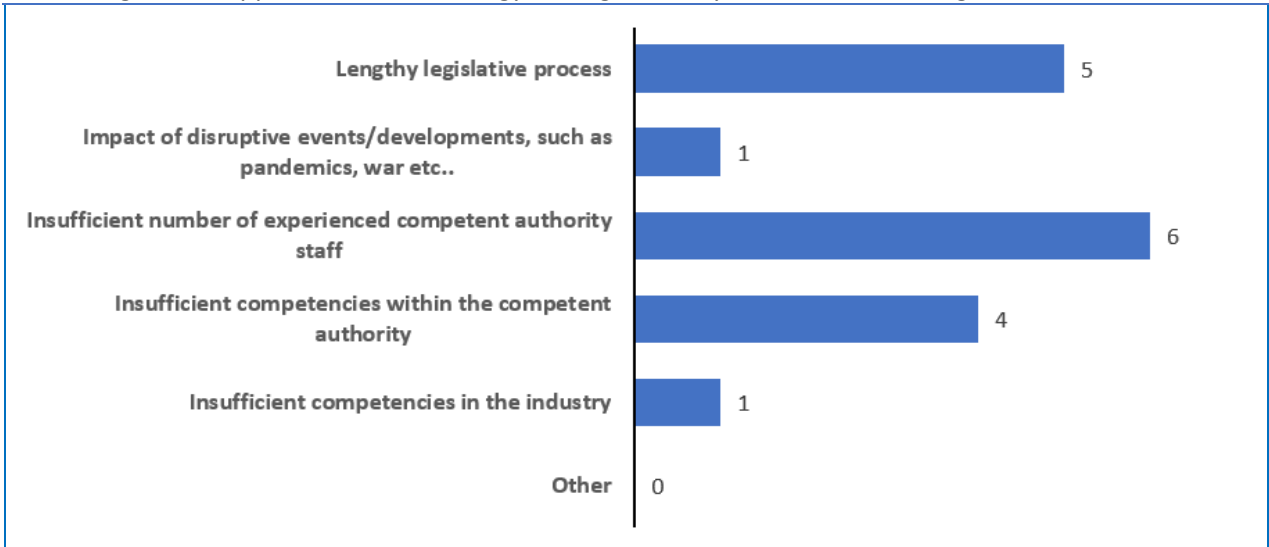
Implementation summary (end 2023):

EUR and NAT States reported no progress in the implementation of this action comparing to 2022 year's survey. 40 States (71%) indicated their activity as completed. 7 States (13%) reported it as in the process of implementation and 4 States (8%) indicated they plan to start necessary regulatory changes in 2024 or 2025.

Among common implementation challenges highlighted:
- lengthy legislative process and
- insufficient number of experienced competent authority staff.

Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

Conclusion:

Progress reported by the States is noted.
It was agreed to extend the timeline to Q4 2024.
The RESG will consider best practice sharing workshops to support the implementation of this safety action.

PART C Flight Operations - Aeroplanes

EUR.SPT.0040   Promote the new provisions on fuel/energy planning and management

Description:

The objective is to complement the new regulatory package on fuel planning and management with relevant safety promotion material.

EPAS action n/a

Question 14.1. Have you implemented a safety promotion campaign to complement the new regulatory package on fuel planning and management with relevant safety promotion material?

Legend: COMPLETED • NO ANSWER • NOT APPLICABLE • NOT YET PLANNED • ON-GOING • PLANNED IN 2024 • PLANNED IN 2025 and beyond
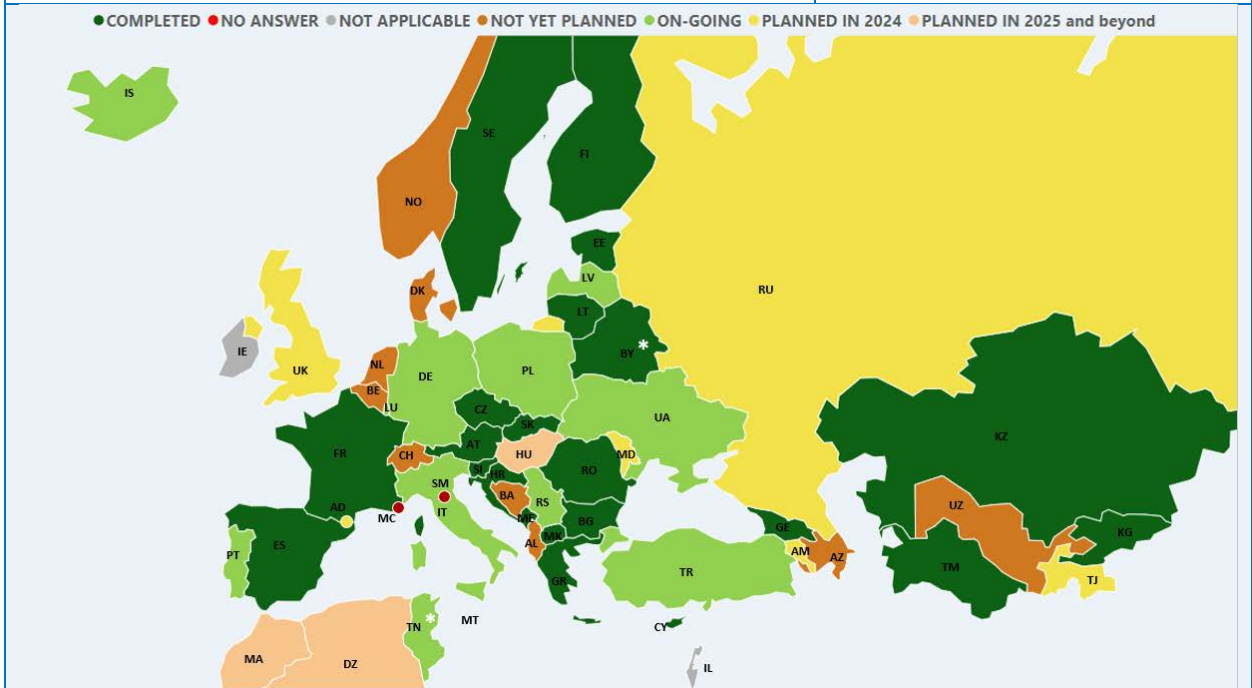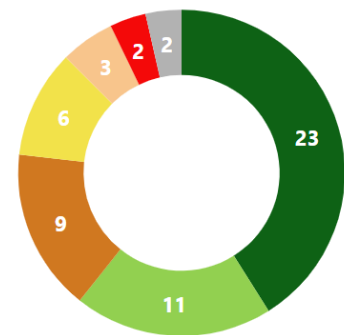
Implementation summary (end 2023):

There is a low progress comparing to the 2022 survey in the implementation of safety promotion campaign to complement the new regulatory package on fuel planning and management with relevant safety promotion material: 23 EUR and NAT States (41%) report this action as completed. For 20 States (36%) campaigns were either planned to start or already in progress, with latest implementation indicated to be beyond 2025.

Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

Conclusion:
Progress reported by the States is not satisfactory. Based on the above it was agreed to extend the timeline to Q4 2024.

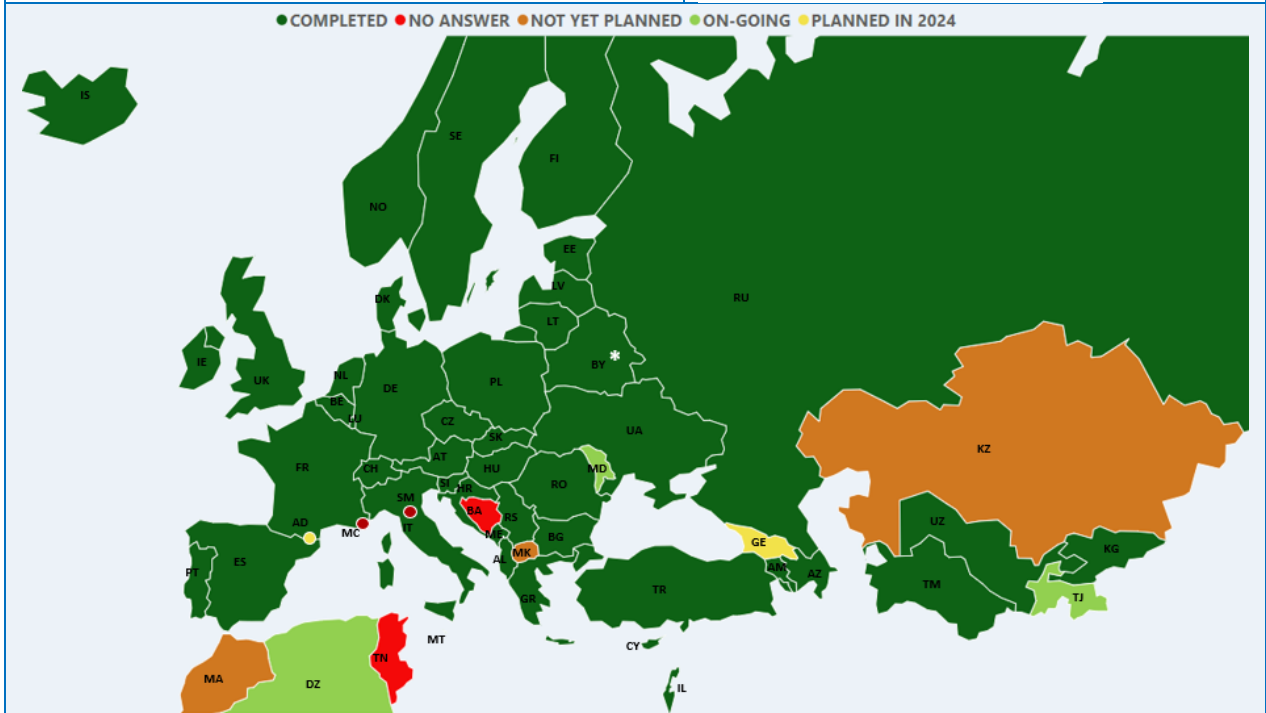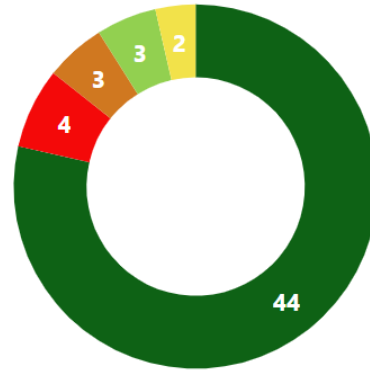The RESG will consider best practice sharing workshops to support the implementation of this safety action.

PART C Flight Operations - Aeroplanes

| EUR.RMT.0014 | Implement preventive measures in the field of aircrew medical fitness | |

Description:

States should implement the following preventive measures:

(1) carrying out a psychological assessment of the flight crew before commencing line flying;

(2) enabling, facilitating and ensuring access to a flight crew support programmes; and

(3) performing systematic drug and alcohol (D&A) testing of flight and cabin crew upon employment

EPAS action RMT.0700 (completed)

Question 15.1. Are you carrying out a **psychological assessment** of the flight crew before commencing line flying?

● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024
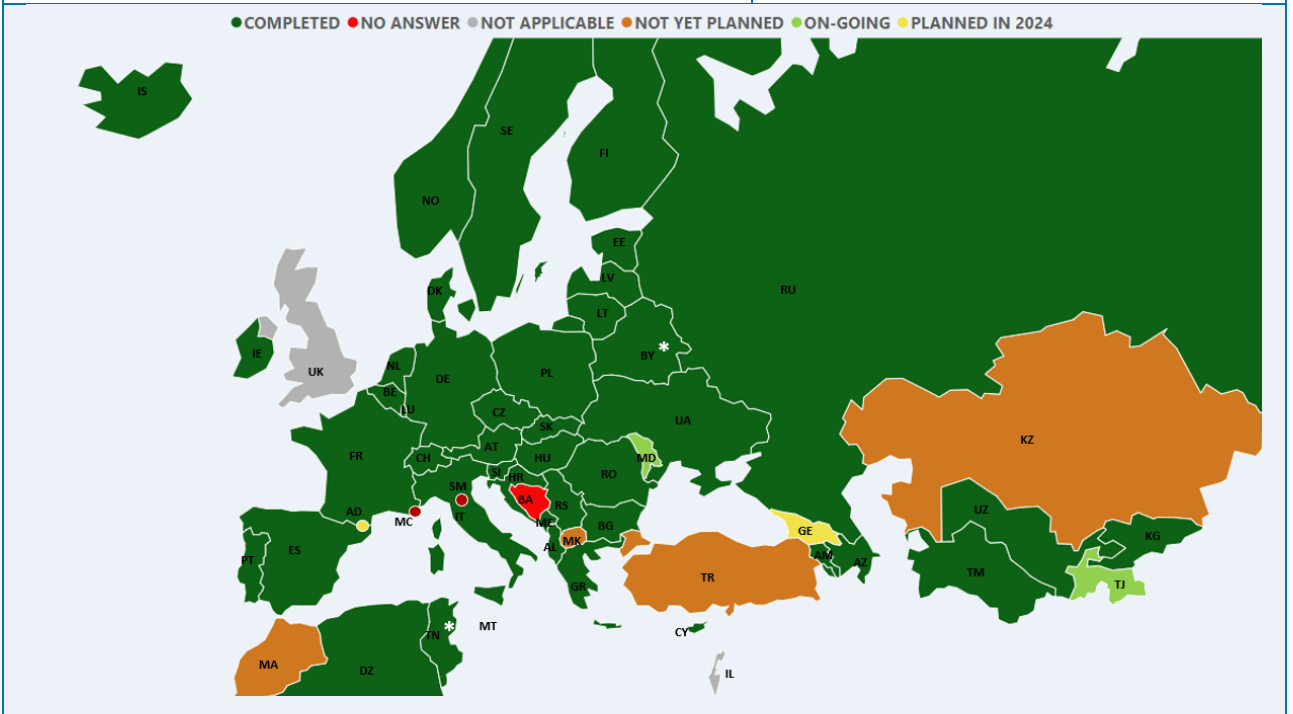
EUR.RMT.0014	Implement preventive measures in the field of aircrew medical fitness	

Question 15.2. Are you enabling, facilitating and ensuring access to a **flight crew support programmes**?

COMPLETED • NO ANSWER • NOT YET PLANNED • ON-GOING • PLANNED IN 2024

PART C Flight Operations - Aeroplanes

EUR.RMT.0014	Implement preventive measures in the field of aircrew medical fitness	

Questions 15.3. Please indicate the challenges/constraints/obstacles associated with the implementation of the preventive measures in the field of aircrew medical fitness.
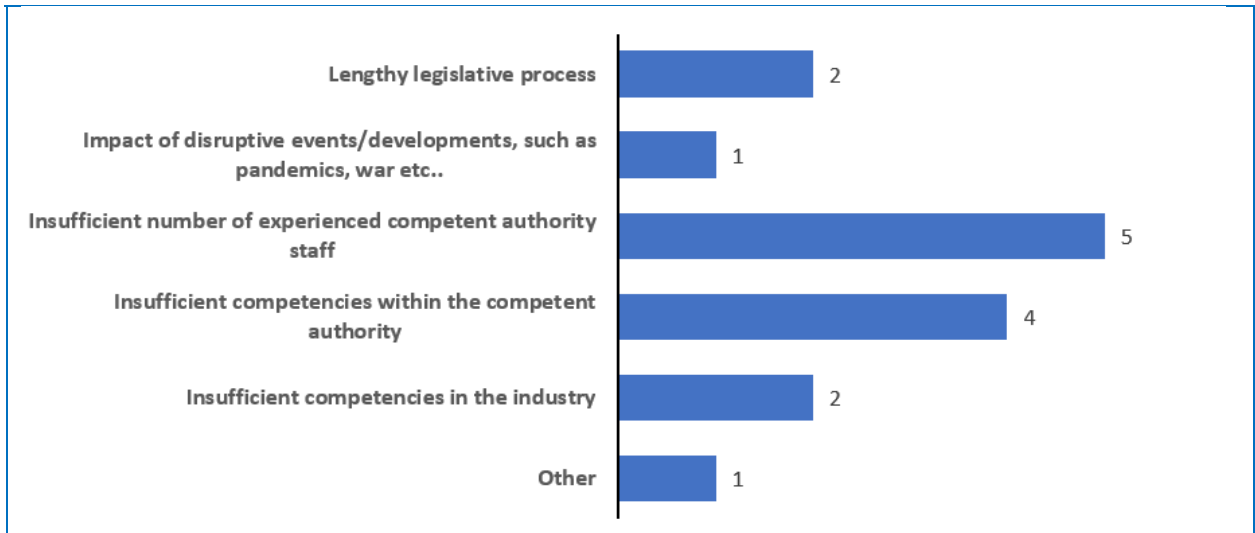
Implementation summary (end 2023):
EUR and NAT States have good progress in carrying out a psychological assessment of the flight crew before commencing line flying: 43 (77%) EUR and NAT States completed, including all EASA States.
5 States (36%) rulemaking is in process of implementation or planned an activity for upcoming years.

Insufficient number of experienced competent authority staff was indicated as main challenge.

44 (79%) of EUR and NAT States (including all EASA States) have completed the action to enable, facilitate and ensure access to a flight crew support programmes

Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

Conclusion:
Progress reported by the States is not satisfactory. Based on the above it was agreed to extend the timeline to Q4 2024.
The RESG needs to continue coordination with those States who did not respond.

PART C Flight Operations - Aeroplanes

EUR.SPT.0043	Flight data analysis (FDA) precursors of main operational safety risks (Subtask 1)

Description:

States in partnership with EASA, industry, other regional and international organisations should complete the good practice documentation which supports the inclusion of main operational safety risks such as RE, RI, LOC-I, CFIT and MAC into operators' FDA (FDM in EU terminology) programmes.

States in partnership with EASA, industry, other regional and international organisations should support effective use of FDA (as part of AOC holders' SMS, in particular by promoting the updated European Operators Flight Data Monitoring forum (EOFDM) document that will become available in 2022 and promoting the use of the EOFDM precursors aligned with the needs of operators and the evolution of the safety risks for large aircraft.

EPAS actions SPT.0076 (completed) and SPT.0112 (completed)

Question 16.1. Have you completed the good practice documentation which supports the inclusion of main operational safety risks such as RE, RI, LOC-I, CFIT and MAC into operators' FDA programmes?
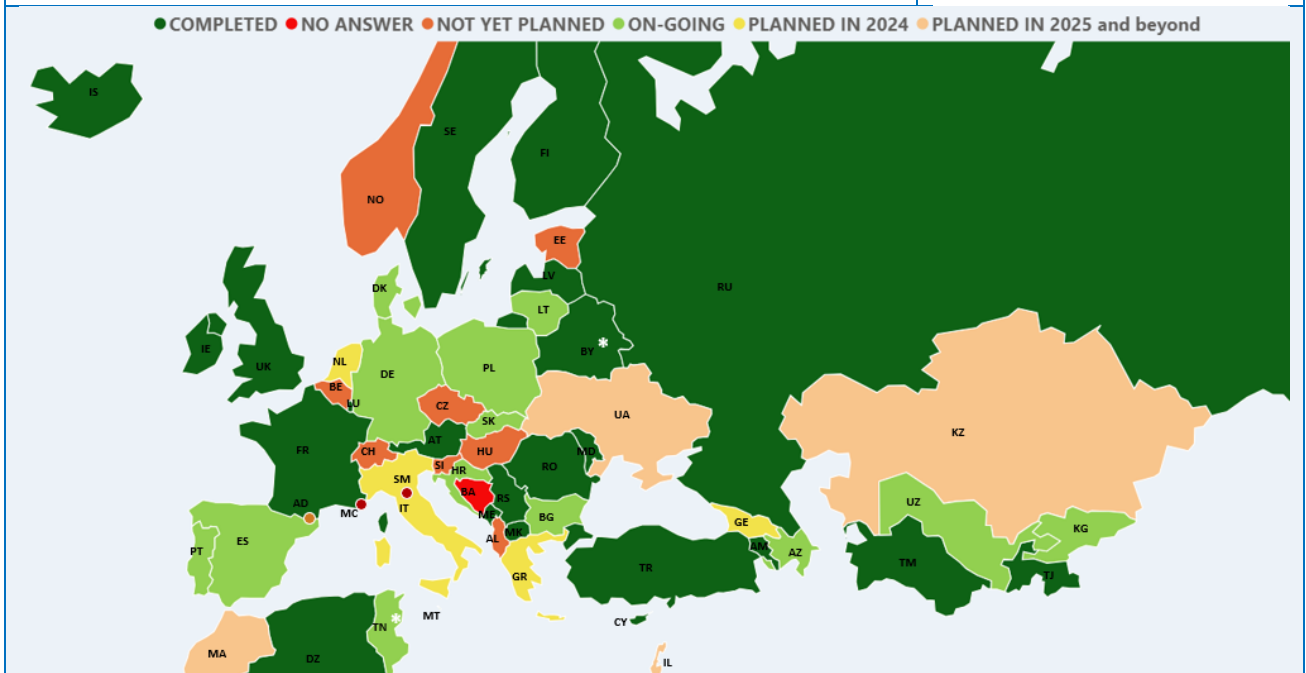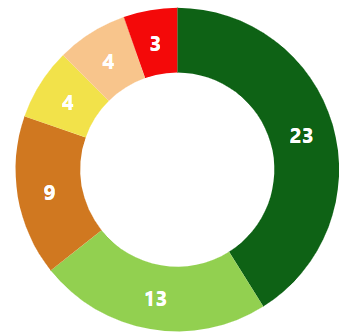
● COMPLETED ● NO ANSWER ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024 ● PLANNED IN 2025 and beyond

PART C Flight Operations - Aeroplanes

EUR.SPT.0043	Flight data analysis (FDA) precursors of main operational safety risks (Subtask 1)

Question 16.2. Please indicate any challenges/constraints/obstacles associated with supporting effective use of FDA.
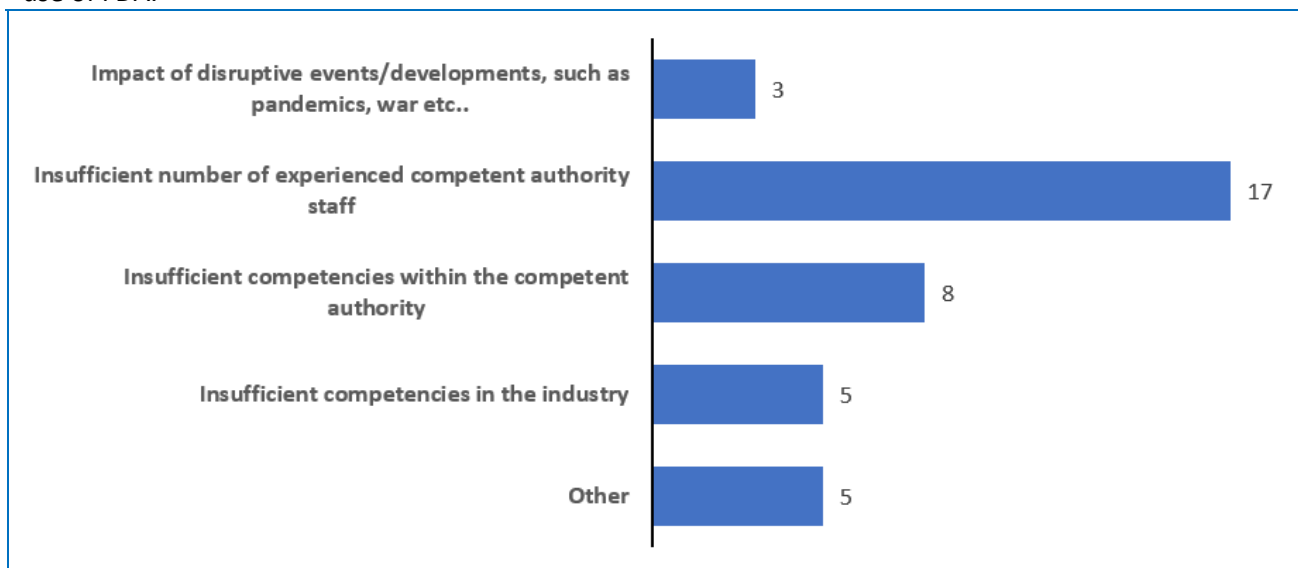
Implementation summary (end 2023):

EUR and NAT States show <u>low progress</u> in the implementation of this action comparing with last year's survey: 23 (41%) EUR and NAT States reported this as completed. 21 States (37%) reported this action as ongoing or just planned, with latest implementation date beyond 2025.

Insufficient number of experienced competent authority staff was strongly highlighted by States among common implementation challenges.
Other challenges included:
- lack of resources,
- lengthy communication process with interested stakeholders and
infrastructure constrains.

Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

Conclusion:

Implementation of this safety action is considered to be an essential safety net. Therefore, the States are encouraged to expedite the implementation using available best practices and sharing expertise. The revised completion target for this action, set for Q4 2025, is not expected to be further extended.
To support the implementation of this safety action the RESG agreed to consider organising a workshop on the topic.

The establishment of a Pan-European or even broader information exchange forum on the topic could be also beneficial for the purposes of sharing best practices.

PART C Flight Operations - Aeroplanes

Description:
Global Action Plans for the Prevention of Runway Incursions (GAPPRI) and Excursions (GAPPRE) contain several recommendations to CAAs, aerodrome operators and EASA in order to mitigate the risks. Those actions should be reviewed to be included into relevant regulatory provisions. This includes revision and update of relevant regulations and guidance material to incorporate relevant changes of Annex 14 and PANS ADRs.

EPAS action RMT.0703 (completed)

Question 17.1. Have you included into relevant regulatory provisions and guidance material the recommendations stemming from the Global Action Plans for the Prevention of Runway Incursions (GAPPRI) and Excursions (GAPPRE), with reference to ICAO Annex 14 and PANS ADRs?
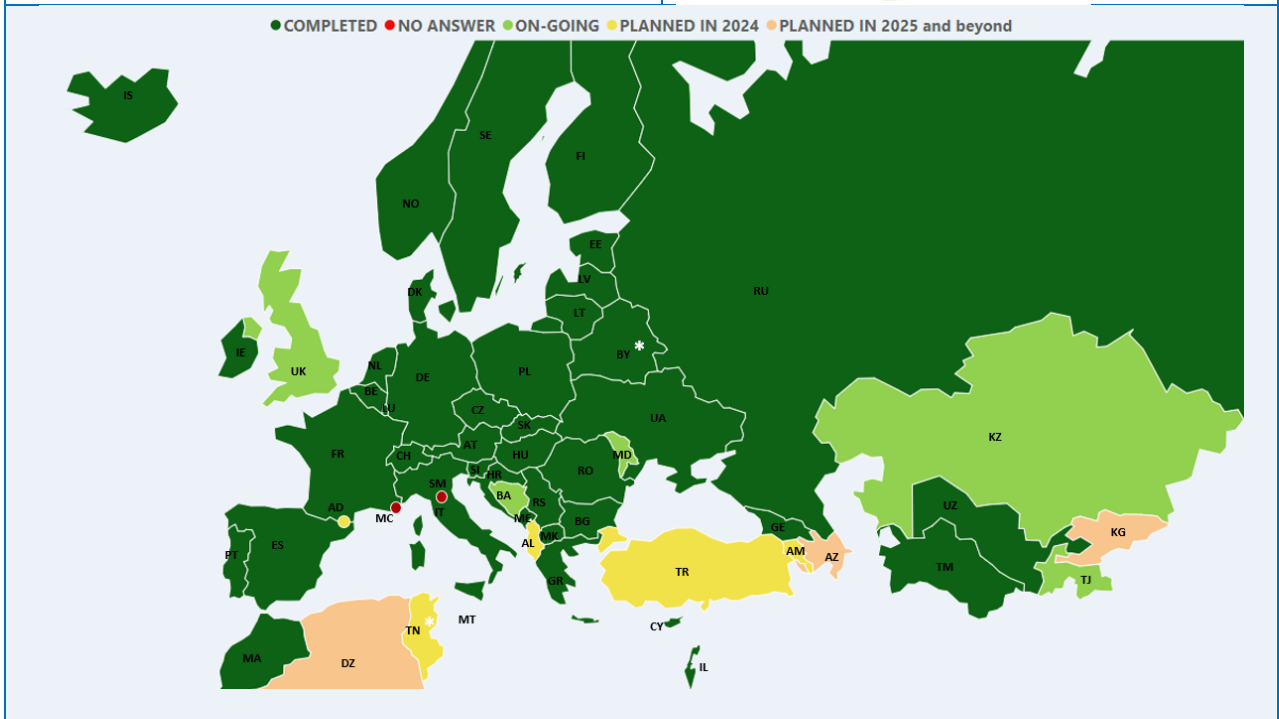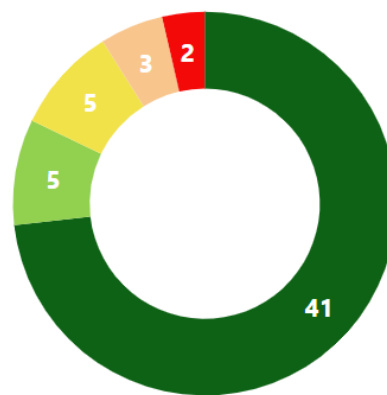
PART C Flight Operations - Aeroplanes

EUR.RMT.0078 | **Runway safety** |

Question 17.2. Please indicate any challenges/constraints/obstacles you encountered in addressing GAPPRI and GAPPRE.
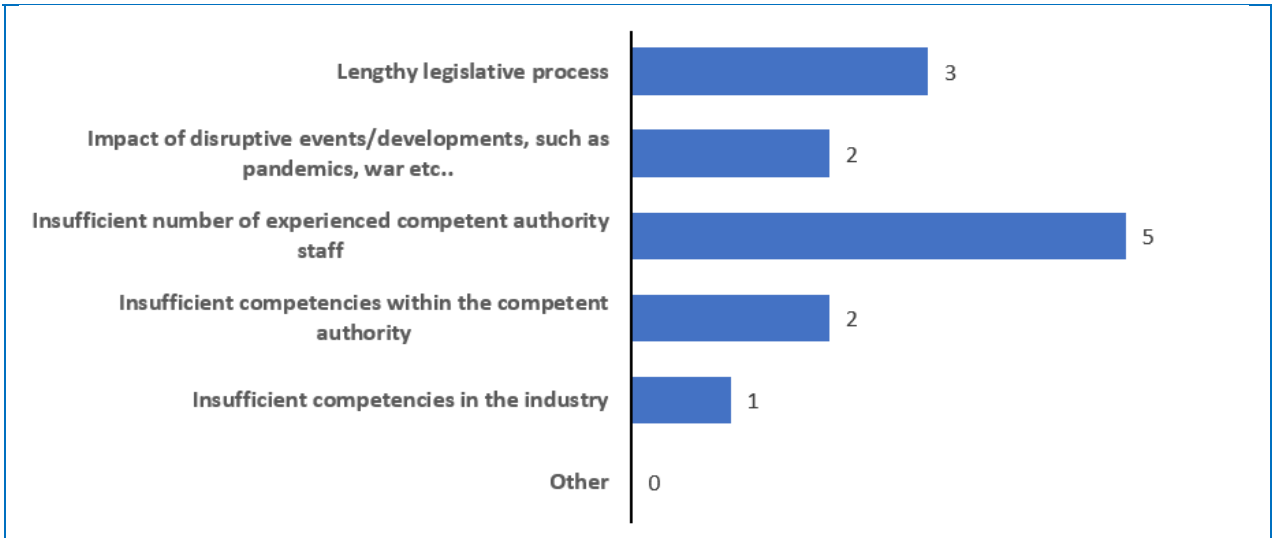
Implementation summary (end 2023):

EUR and NAT States have reported low progress with the implementation of this action, comparing with last year's survey: 41 (73%) EUR and NAT States reported it as completed. 13 States (23%) reported this action as ongoing or just planned with latest implementation date beyond 2025.

Among top implementation challenges the States highlighted insufficient number of experienced competent authority staff and lengthy legislative process.

Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

Conclusion:

Based on the above it was agreed to extend the timeline of this action to Q4 2025 and remind the States of the importance and safety benefits of the recommendations listed in the plans.

Other (non-regulatory) measures can be considered by States in consultation with the industry to support necessary safety improvements under relevant safety management systems (at the State level and among individual service providers).

PART C Flight Operations - Aeroplanes

Improve flight simulation training devices (FSTDs) fidelity

Description:

An ICAO harmonisation issue, as the main purpose is to include in the applicable legislation elements from ICAO Do
use of FSTDs in flight training. The task will also address three safety recommendations (SRs) and aims at includi
findings from the loss of control avoidance and recovery training (LOCART) and other working group results. Harm
the Federal Aviation Administration (FAA) should be considered.

EPAS action RMT.0196

Question 18.1. Has your State included in the applicable legislation elements from ICAO Doc 9625 for the use of FST
training also to include results and findings from the loss of control avoidance and recovery training (LOCART) and o
group results: increase the fidelity of the provisions to support the approach-to-stall training and implement the new
prevention and recovery training (UPRT) requirements?
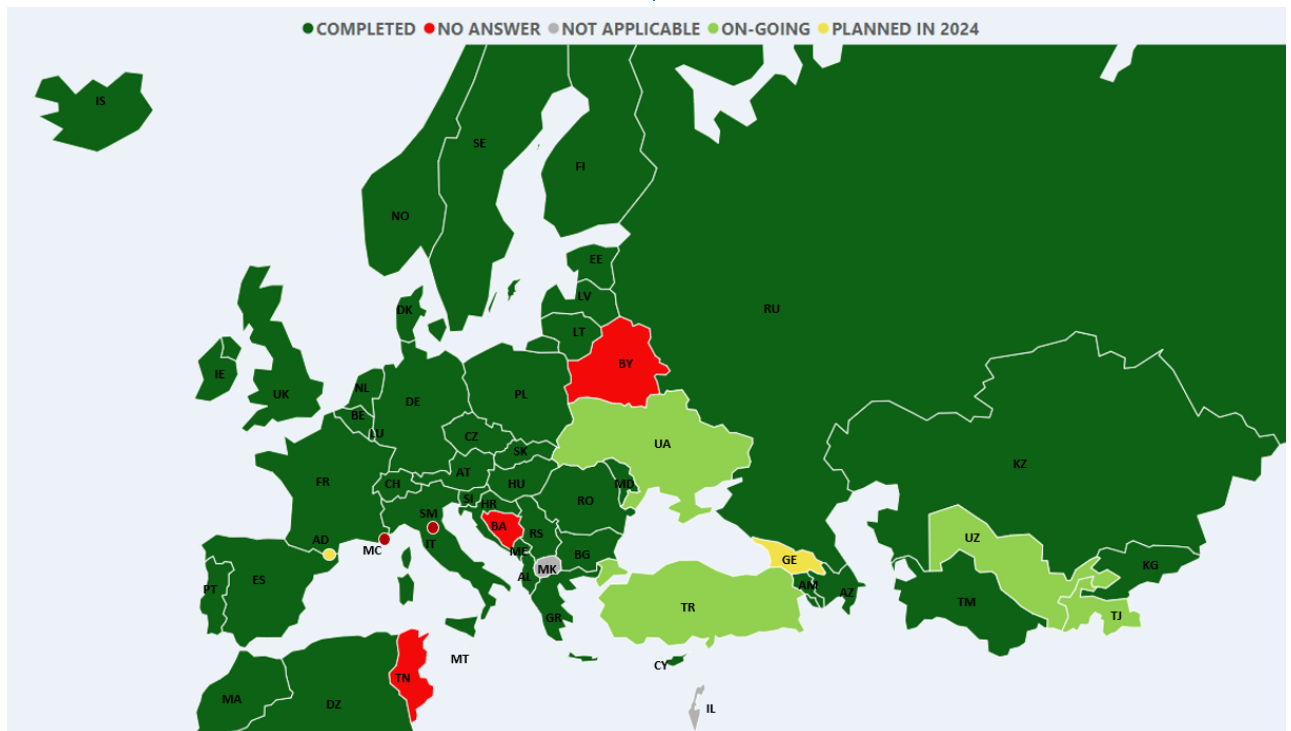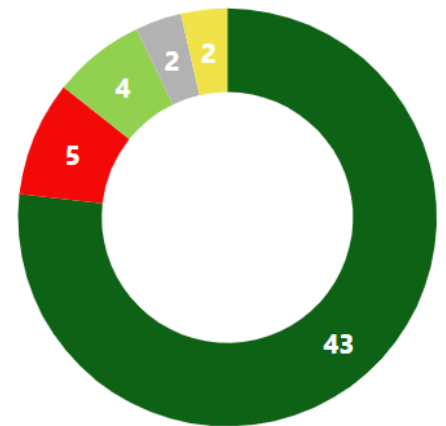
PART C Flight Operations - Aeroplanes

EUR.RMT.0024	Improve flight simulation training devices (FSTDs) fidelity	

Question 18.2. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.
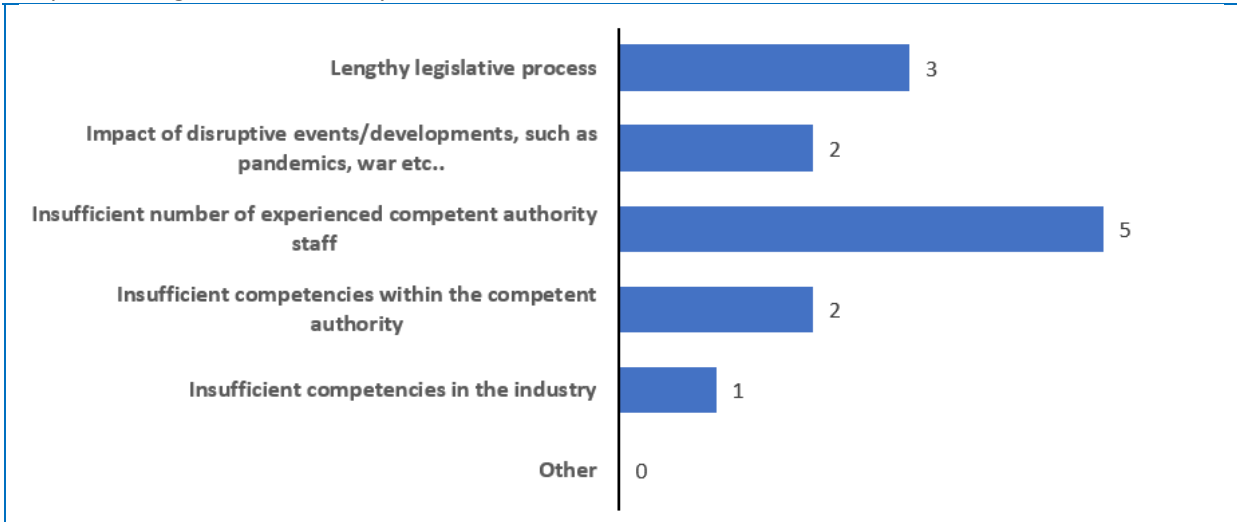
Implementation summary (end 2023):

EUR and NAT States are progressing in updating the applicable legislation with elements from ICAO Doc 9625 for the use of FSTDs in flight training.

43 EUR and NAT States (77%) reported this action as completed . 6 States (11%) reported it as 'in progress' of implementation or 'planned by the end of 2024'.

Among top challenges in the implementation the States identified the following:
- Insufficient number of experienced competent authority staff
- Lengthy legislative process

Conclusion:

Progress reported by the States is noted.
The action shall be extended Q4 2024.
RESG needs to continue coordination with those states who did not respond.

PART C Flight Operations - Aeroplanes

EUR.RMT.0031	Raise of awareness of the risk posed by icing in-flight and potential mitigations

Description:
Help to mitigate the risk of accidents and other occurrences due to icing in-flight by raising awareness of this safety Issue. This should include information on the situations where icing in-flight may occur and how flight crew ca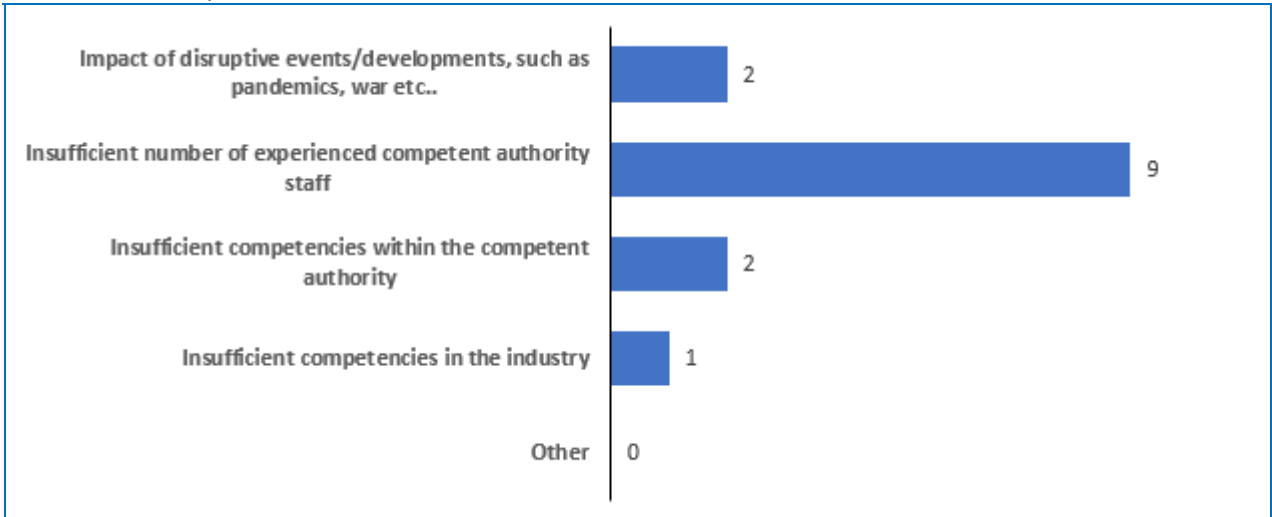n recognise some of the factors that might lead to accidents. Information should also be provided on the measures that operators and flight crew specifically can take to mitigate the risk of an accident occurring.

EPAS action SPT.0109 (completed)

Question 19.1. Have you developed and publicised promotional material that includes information on the situations where icing in-flight may occur and how flight crew can recognise some of the factors that might lead to accidents?
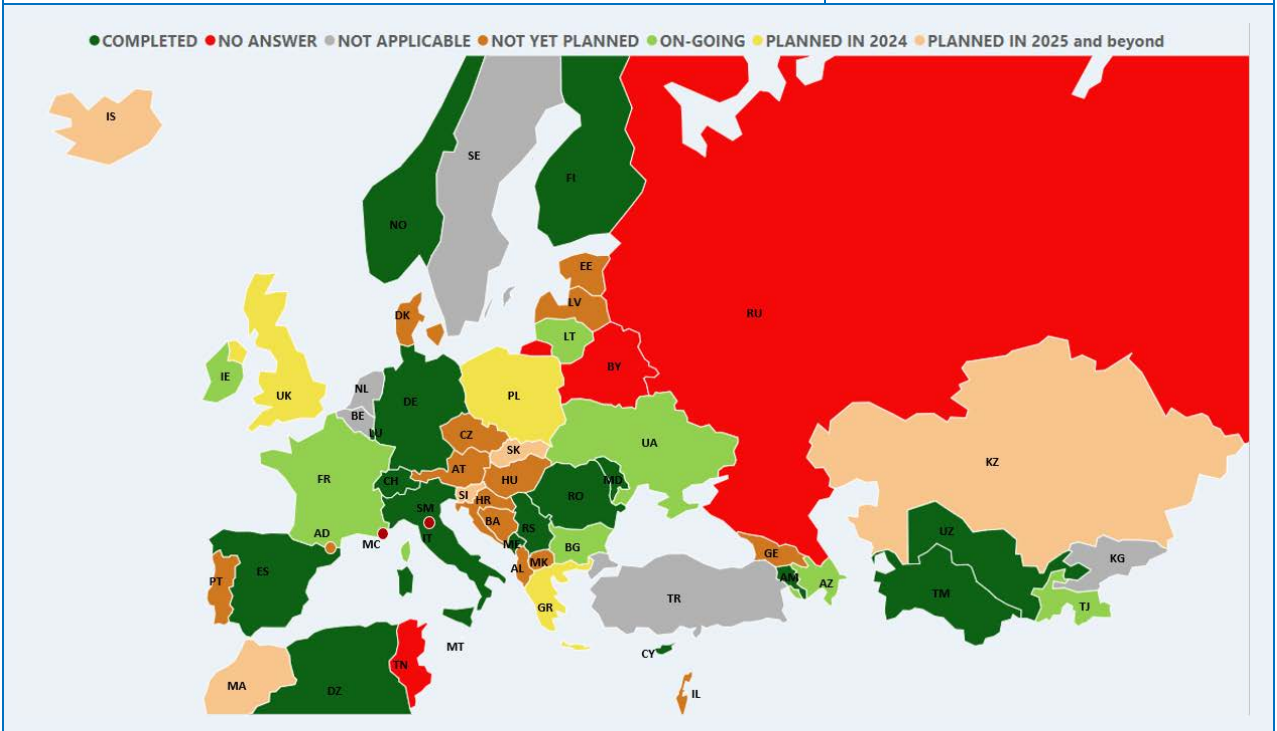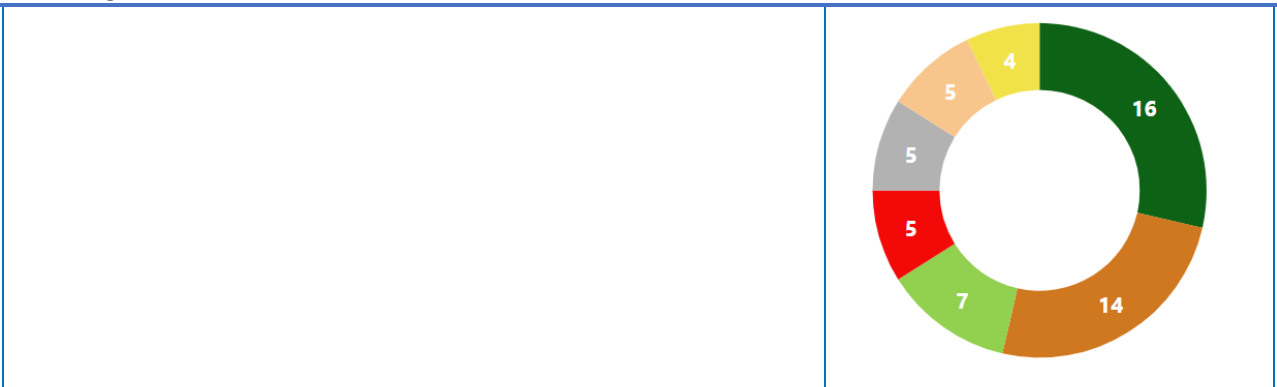
PART C Flight Operations - Aeroplanes

EUR.RMT.0031	Raise of awareness of the risk posed by icing in-flight and potential mitigations

EPAS action SPT.0109 (completed)

Question 19.2. Have you developed measures has your State taken to ensure that Information is also provided on the measures that operators and flight crew specifically can take to mitigate the risk of an accident occurring (f.eg. GASP SEIs (industry) – Mitigate contributing factors to LOC-I accidents and incidents and https://www.easa.europa.eu/community/topics/icing-flight)
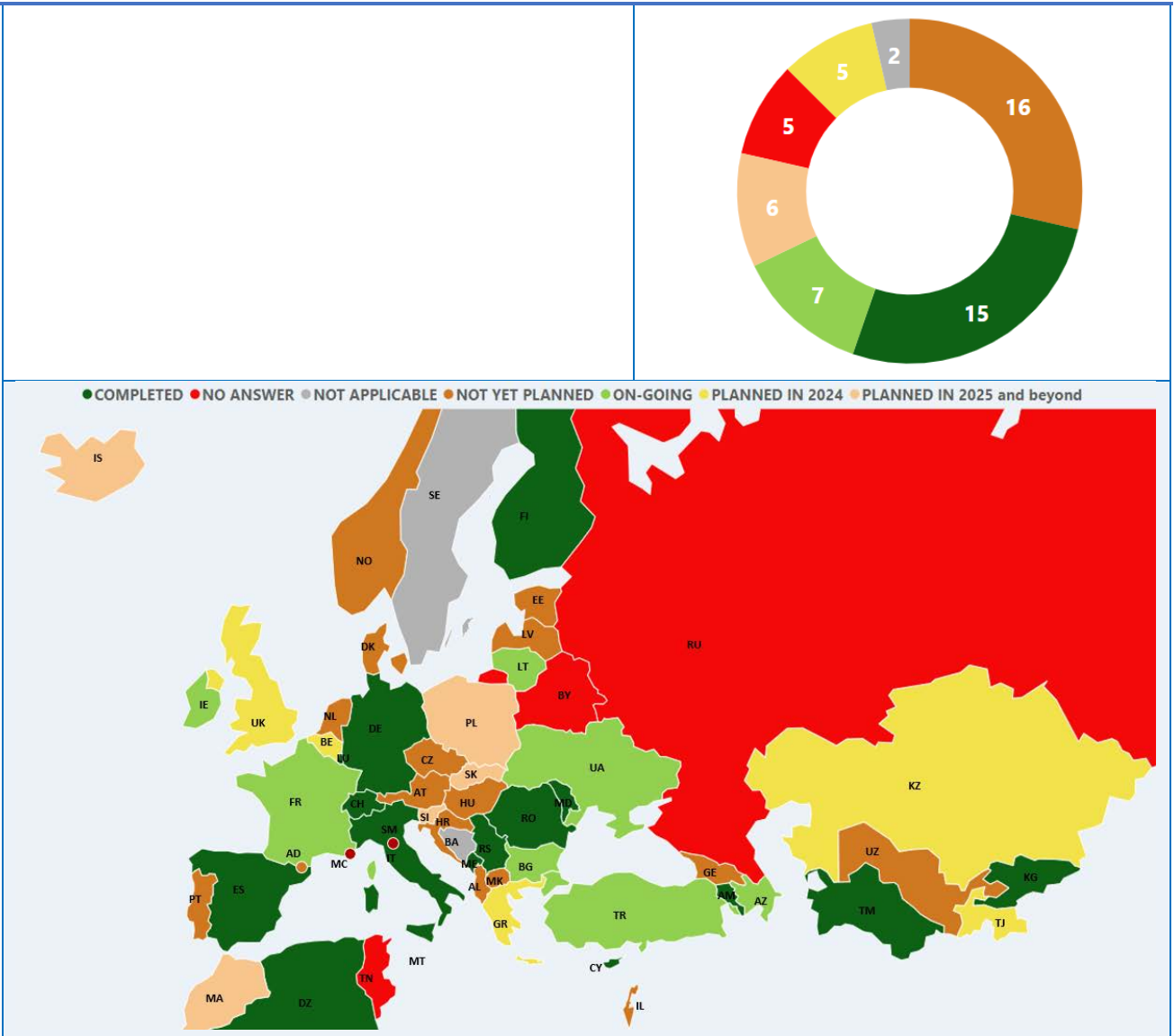
PART C Flight Operations - Aeroplanes

EUR.RMT.0031	Raise of awareness of the risk posed by icing in-flight and potential mitigations

Question 19.3. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.

Implementation summary (end 2023):

The action for developing and publishing promotional material (that includes information on the situations where icing in-flight may occur and how flight crew can recognise some of the factors that might lead to accidents) has low progress within EUR and NAT States: Only 16 States (29%) indicated the status as completed.

14 States (34%) reported that they have not planned activity yet. 16 States (29%) reported that they were in process of implementation or that they planned an activity for upcoming years.

That also refers to the action to include information on the measures that operators and flight crew specifically can take to mitigate the risk of an accident occurring: 27% of the States reported it as completed.

Insufficient number of experienced competent authority staff was indicated as main challenge.

Conclusion:

Progress reported by the States is not satisfactory. The action shall be extended to Q4 2024.
The RESG needs to continue coordination with those States who did not respond.

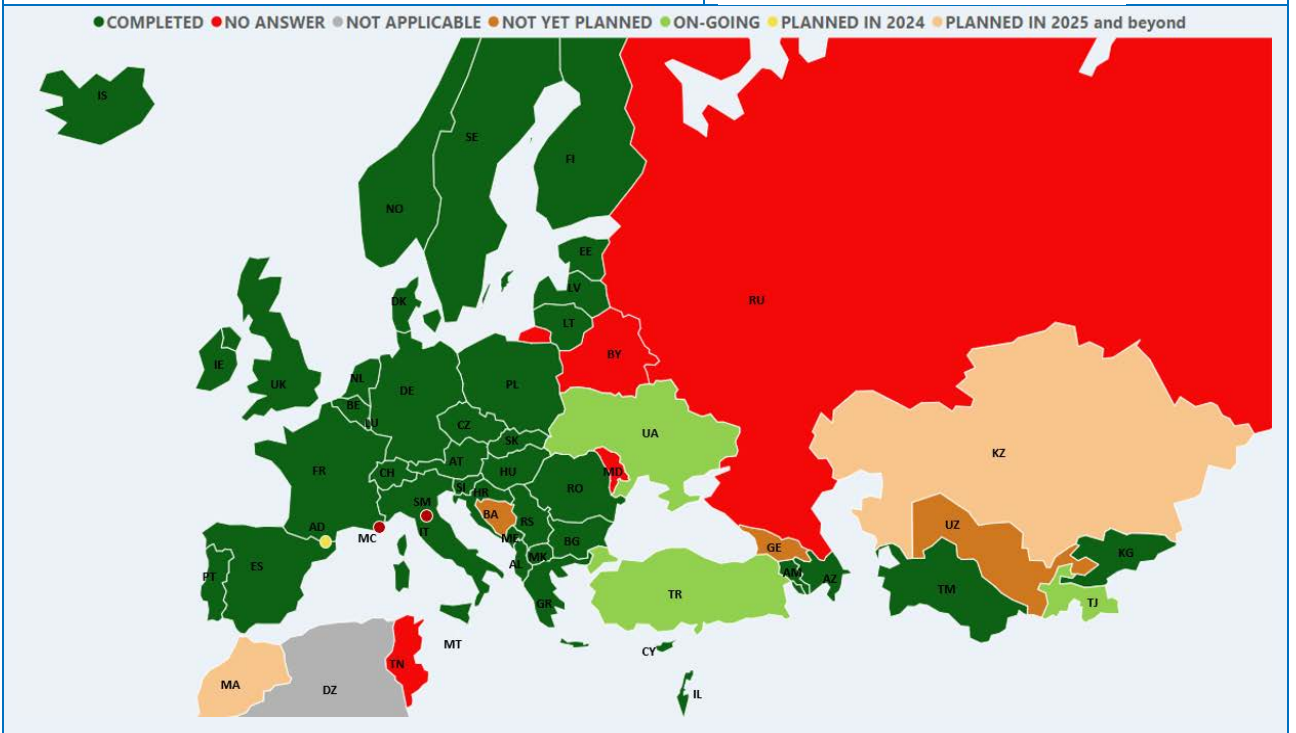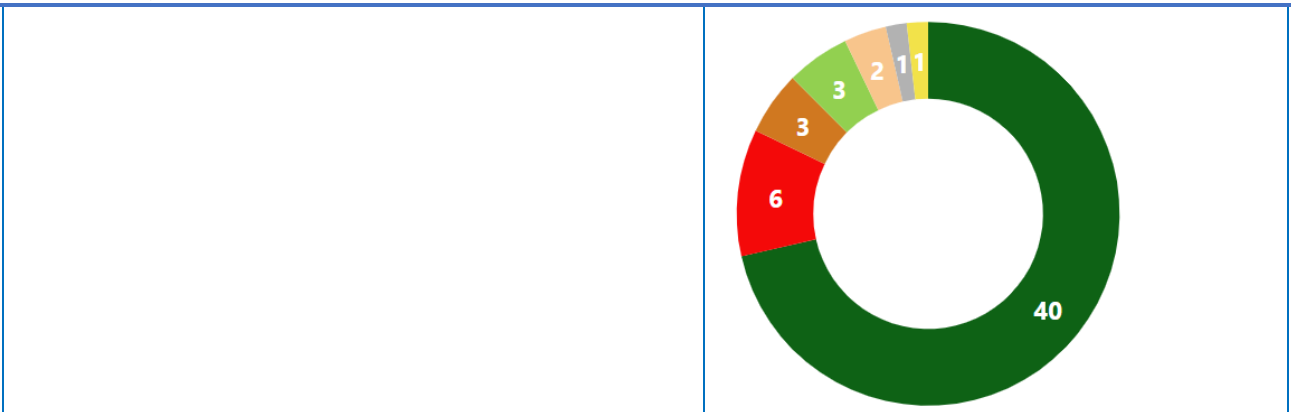# PART C Flight Operations - Aeroplanes

EUR.RMT.0032	Review of aeroplane performance requirements for operations	

Description:
Develop regulatory material to provide improved clarity, technical accuracy, flexibility or a combination of these benefits for the operational requirements on aeroplane performance in air operations with the aim of reducing the number of accidents and serious incidents where aeroplane performance is a causal factor.
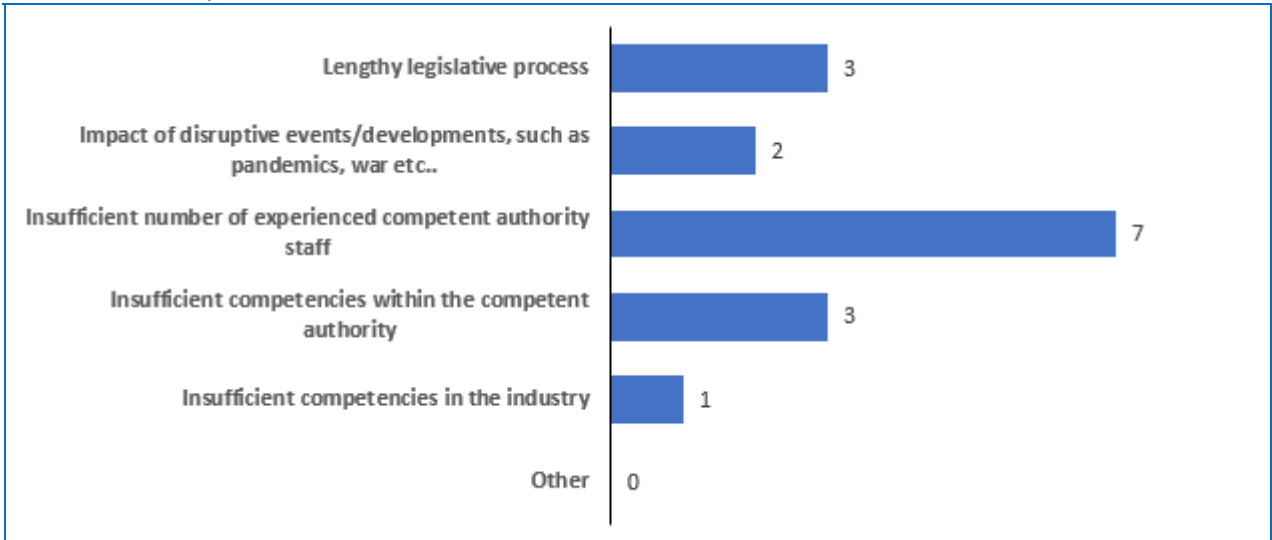
EPAS action RMT.0296 (completed)

Question 20.1. Has your State established a regulatory framework (regulatory material) to provide improved clarity, technical accuracy, flexibility or a combination of these benefits for the operational requirements on aeroplane performance in air operations with the aim of reducing the number of accidents and serious incidents where aeroplane performance is a causal factor (eg Regulation (EU) 2019/1387)?

PART C Flight Operations - Aeroplanes

EUR.RMT.0032	Review of aeroplane performance requirements for operations	

Question 20.2. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.

Implementation summary (end 2023):

EUR and NAT States have reported good progress in establishing a regulatory framework (regulatory material) to provide improved clarity, technical accuracy, flexibility or a combination of these benefits for the operational requirements on aeroplane performance in air operations: 40 (71%) EUR and NAT States, including all EASA States, reported this action as completed.

.

6 States reported the action was in process of implementation or that an activity was planned for the upcoming years.

Insufficient number of experienced competent authority staff was indicated as main challenge.

Conclusion:

Progress reported by the States is satisfactory. Nevertheless, the action shall be extended Q4 2024. RESG needs to continue coordination with those states who did not respond.
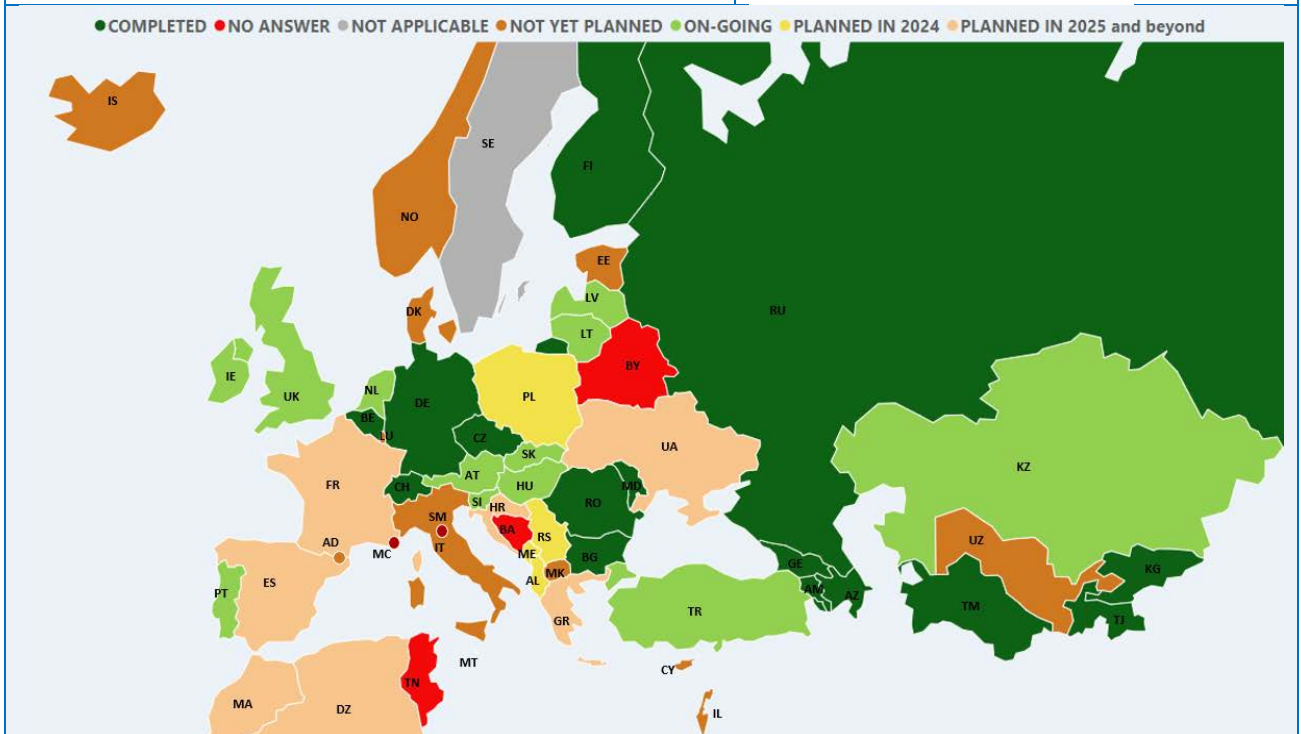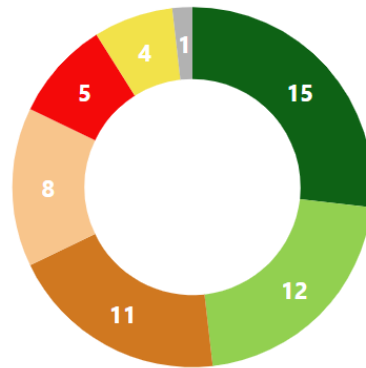
PART C Flight Operations - Aeroplanes

Description:
Develop and implement a pan-EUR region Safety Promotion campaign on preventing airspace infringement and reducing the risk of MAC including awareness of airspace complexity and the use of technology that identifies and shares aircraft position with traffic and air navigation service providers
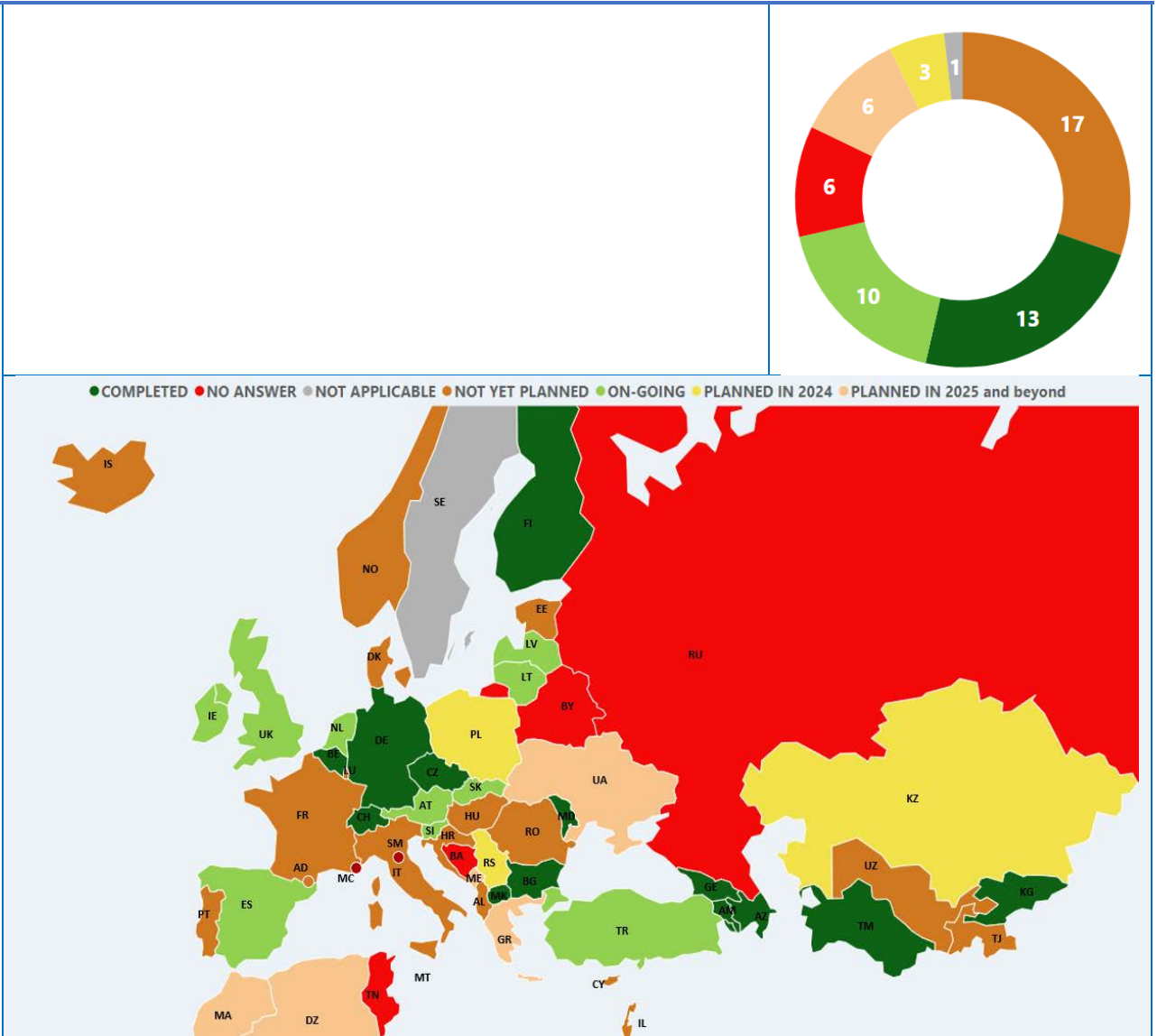
EPAS action SPT.0089 (completed)

Question 21.1. Have you implemented a Safety Promotion campaign on preventing airspace infringement and reducing the risk of MAC including the raising of awareness of airspace complexity?

PART C Flight Operations - Aeroplanes

Question 21.2. Have you implemented a Safety Promotion campaign on preventing airspace infringement and reducing the risk of MAC including the use of technology that identifies and shares aircraft position with traffic and air navigation service providers?

● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024 ● PLANNED IN 2025 and beyond

PART C Flight Operations - Aeroplanes

EUR.RMT.0033 **Safety Promotion on Mid-Air Collisions (MAC) and airspace infringement**

EPAS action SPT.0089 (completed)

Question 21.3. Please specify what safety promotion material was used

Safety promotion materials shared by States were listed as follows:

- ICAO Annexes and Docs;
- EASA Safety promotional materials;
- Orders by local government;
- Promotion material from other states;
- Seminars, symposiums, workshops, conferences;
- Newsletters and bulletins to the pilot community, magazines, web base articles.
- Awareness letters were sent to individual Dutch pilots on airspace infringements, concerning the Amsterdam Airport TMA.
- With support of the flight route follow system CASPAR the CAA-NL is able to reconstruct airspace infringements.
- Newsletters and bulletins to the pilot community
- Awareness letters to individual Dutch pilots and to the whole Dutch pilot community including AOPA, KNVVL and NACA
- A Temporary Restricted Area under the Amsterdam Airport TMA requesting the use of transponder code 7020 and listen out Amsterdam Information by air traffic was established and published in 2023
- Enforcement agreement between CAA-NL and ATC The Netherlands on airspace infringements was published in the National Gazette in 2023
- Promotion and presentation during the Dutch Season Opener for the General Aviation in March 2023.

Question 21.4. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.
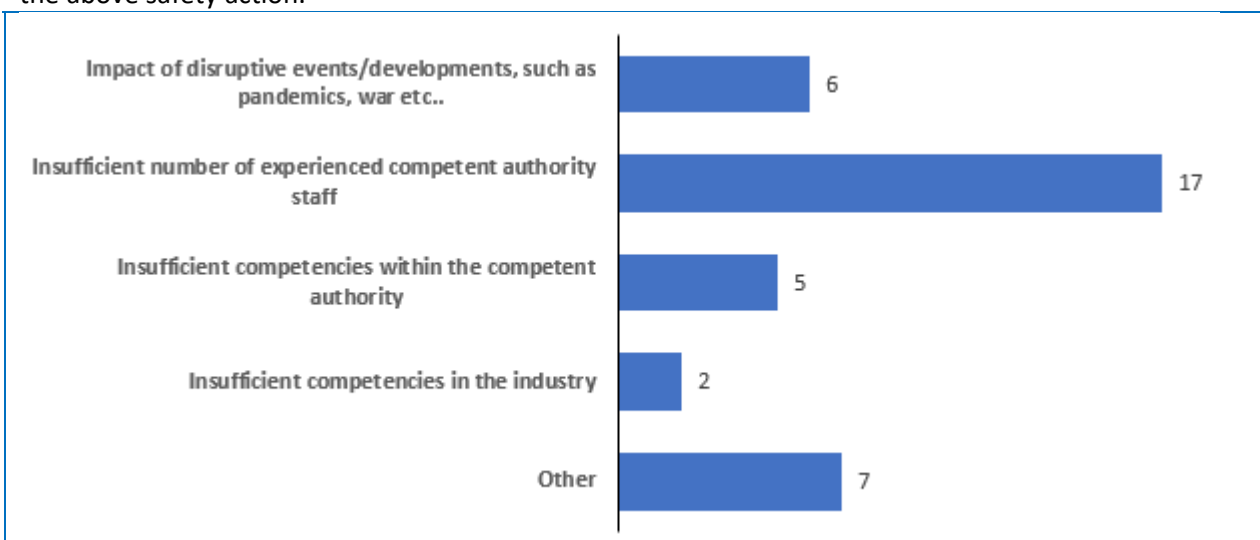
PART C Flight Operations - Aeroplanes

EUR.RMT.0033   **Safety Promotion on Mid-Air Collisions (MAC) and airspace infringement**

Implementation summary (end 2023):

Implementation of Safety Promotion campaigns on preventing airspace infringement, reducing the risk of MAC and the raising of awareness of airspace complexity shows low progress within EUR and NAT States.

15 States (27%) reported the action as completed, 12 States (21%) reported that the action was in the process of implementation. 12 States reported that they planned their activity for the upcoming years and 11 States reported that they had not yet planned any action.

Low progress also refers to the implementation of a Safety Promotion campaign to include the use of technology that identifies and shares aircraft position with traffic and air navigation service providers. 13 States (23%) reported it as completed and 17 States (30%) reported that they had not planned any actions yet. 19 States (24%) reported that they were in the process of implementation or that they planned an activity for upcoming years.

During implementation of this action the following promotional materials were used:

- ICAO Annexes and Docs;
- EASA Safety promotional materials;
- Orders by local government;
- Promotion material from other states;
- Seminars, symposiums, workshops, conferences;
- Newsletters and bulletins to the pilot community, magazines, web base articles.

Insufficient number of experienced competent authority staff was indicated as main challenge.

Other challenges shared by States were as follows:

1) *Impact of disruptive events/developments, such as pandemics, war etc.;*
2) *Insufficiently highlighted in national regulations;*
3) *Continuous coordination with other stakeholders (drone community);*
4) *Continuous work with pilots awareness.*
5) *Insufficient time for implementation that leads to prioritizing safety campaign's topics;*
6) *Insufficient resources.*

Conclusion:

Progress reported by the States is not satisfactory. The action shall be extended Q4 2024.

The RESG needs to continue coordination with those States who did not respond and to discuss proper ways to combine efforts in assisting States facing difficulties with implementation of the action.

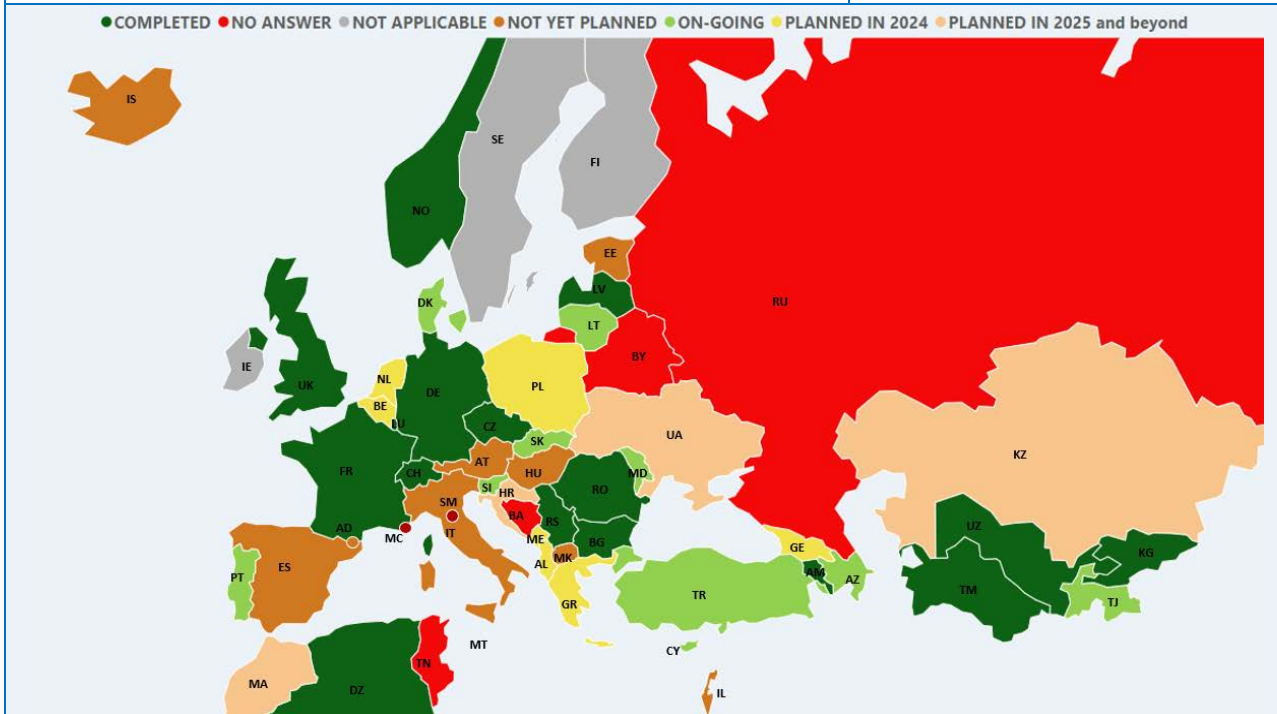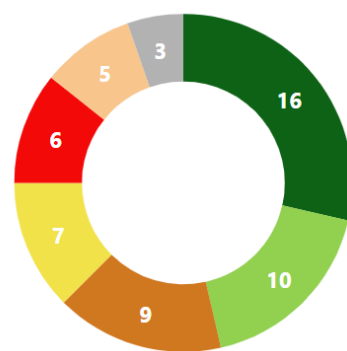# PART C Flight Operations - Aeroplanes

EUR.SPT.0098	Reinforce the appropriate reactions of flight crew in response to an ACAS resolution advisory (RA)

Description:
Help to mitigate the risk of mid-air collision by providing safety promotion material and clear messages to pilots on the need to follow the instructions of the ACAS in high-risk situations.
States may make use of material developed by EASA and EUROCONTROL

EPAS action SPT.0123 (completed)

Question 22.1. Do you provide safety promotion material and clear messages to pilots on the need to follow the instructions of the ACAS in high-risk situations to help to mitigate the risk of mid-air collision? (making use for example of EASA or Eurocontrol material)?

● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024 ● PLANNED IN 2025 and beyond

PART C Flight Operations - Aeroplanes

EUR.SPT.0098	Reinforce the appropriate reactions of flight crew in response to an ACAS resolution advisory (RA)

Question 22.2. Please specify what safety promotion material was used.

Safety promotion materials shared by States were grouped into the following categories:
- ICAO, EASA, IATA materials;
- Eurocontrol good practices;
- Seminars/ Symposiums/Presentations/Bulletins;
- Training materials/Web based articles;
- Orders and Circulars.

Question 22.3. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.
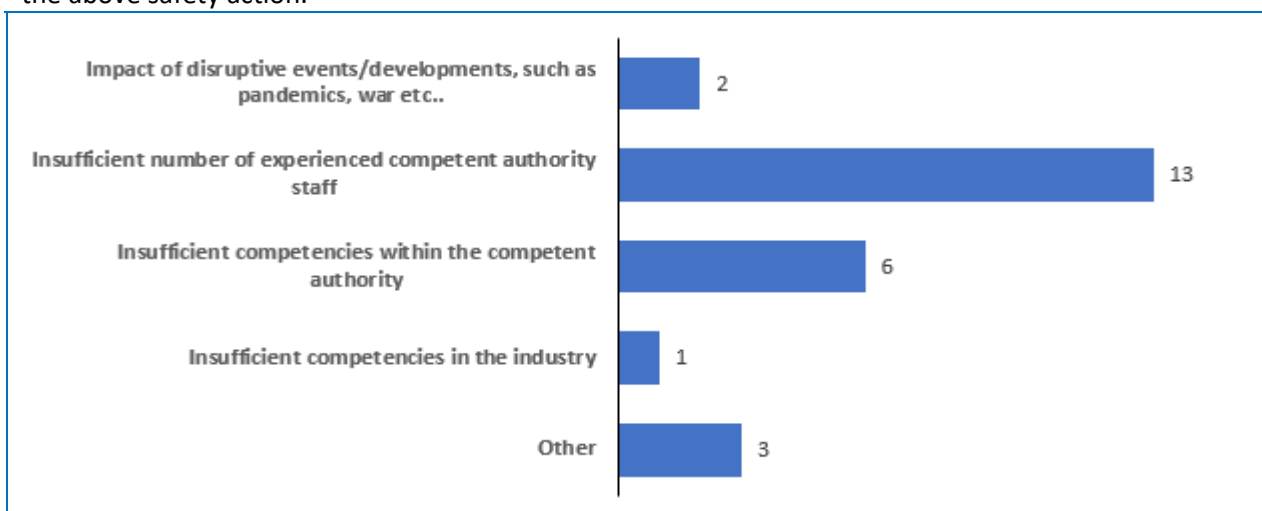
Implementation summary (end 2023):
Implementation of action (to provide safety promotion material and clear messages to pilots on the need to follow the instructions of the ACAS in high-risk situations to help to mitigate the risk of mid-air collision) is progressing slowly: 16 EUR and NAT States (29%) reported this as completed.

22 States (40%) reported the action as in the process of implementation or that they were planning their activity for the upcoming years. 9 States reported that they had not planned the activity yet.

Insufficient number of experienced competent authority staff was indicated as the main challenge.

Another challenge mentioned was insufficient time for implementation that lead to prioritising safety campaign's topics.

Conclusion:
Progress reported by the States is not satisfactory. The action shall be extended to Q4 2024.
The RESG needs to continue coordination with those States who did not respond and to discuss ways to shear best practices.

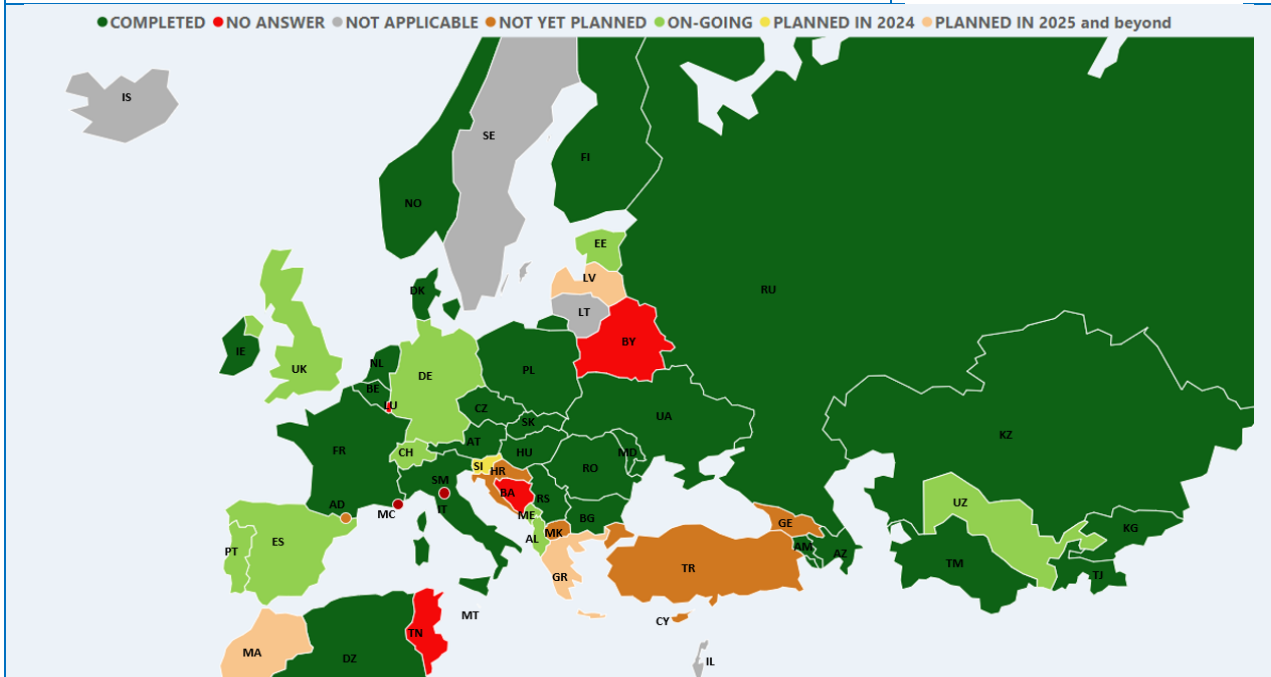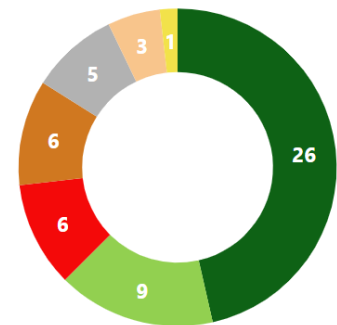# PART C Flight Operations - Aeroplanes

Description:

States must have due regard for the safety of civil aircraft and must have established respective regulations for national State aircraft.

The States should consider implementation of the following recommendations :

— endorse and fully apply ICAO Manual on Civil-Military Cooperation in Air Traffic Management (Doc 10088);

— closely coordinate to develop, harmonise and publish operational requirements and instructions for state aircraft to ensure that 'due regard' for civil aircraft is always maintained;

— support the development and harmonisation of civil/military coordination procedures for ATM at EUR level and beyond if possible;

— report relevant occurrences to the authorities ; and

— facilitate/make primary surveillance radar data available in military units to civil ATC centres to civil ATC units. The States are called to follow-up on the recommendations and provide feedback on the implementation.

EPAS action MST.0024

Question 23.1. Has your State established regulations for national State aircraft to have due regard for the safety of civil aircraft?
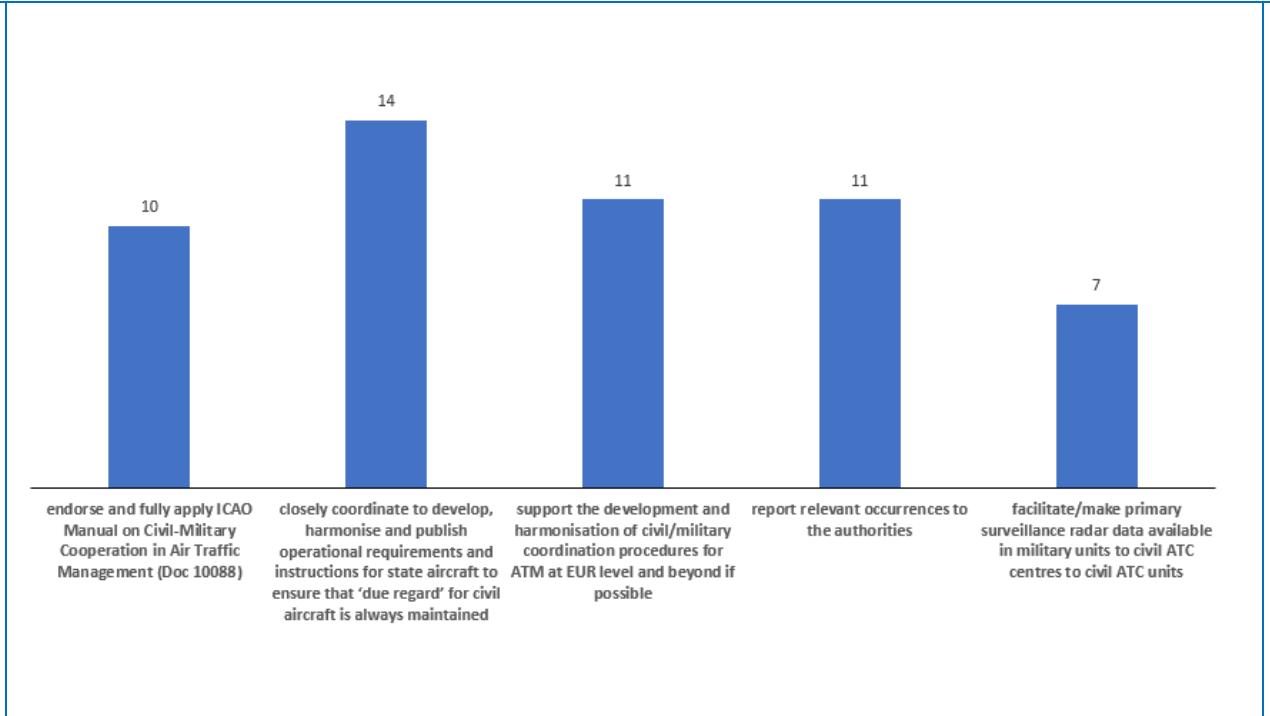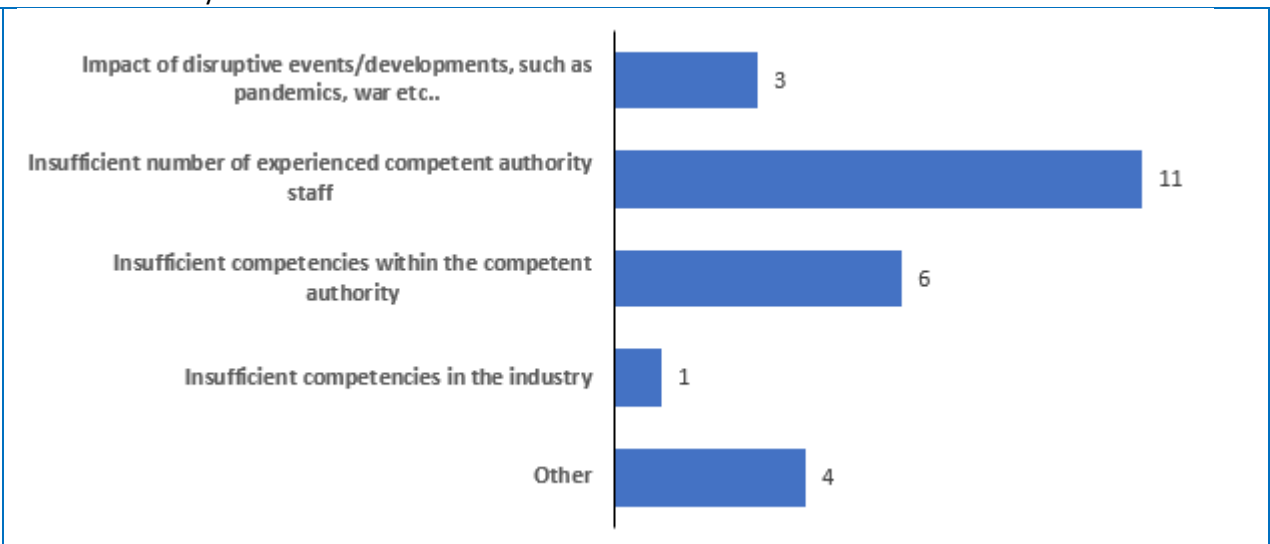

●COMPLETED ●NO ANSWER ●NOT APPLICABLE ●NOT YET PLANNED ●ON-GOING ●PLANNED IN 2024 ●PLANNED IN 2025 and beyond

Question 23.2. Which of the following recommendations do those regulations address?

Question 23.3. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.

PART C Flight Operations - Aeroplanes

EUR.SPT.0034   **'Due regard' for the safety of civil traffic**

Implementation summary (end 2023):

Implementation of regulations for national State aircraft (to have due regard for the safety of civil aircraft) has moderate progression: Reported as completed by 26 EUR and NAT States (46%).

13 States (23%) reported it was in the process of implementation or that they had planned their activity for the upcoming years. 6 States reported that they had not planned the activity.

Insufficient number of experienced competent authority staff was indicated as main challenge.

Other challenges shared by States were:
1) *Lack of cooperation by foreign (non EU) military authorities;*
2) *Insufficient civil-military coordination through a long-established State policy framework;*
3) *Lack of resources.*

Conclusion:

Progress reported by the States is moderate. The action shall be extended Q4 2024.

RESG needs to continue coordination with those States who did not respond.

PART C Flight Operations - Aeroplanes

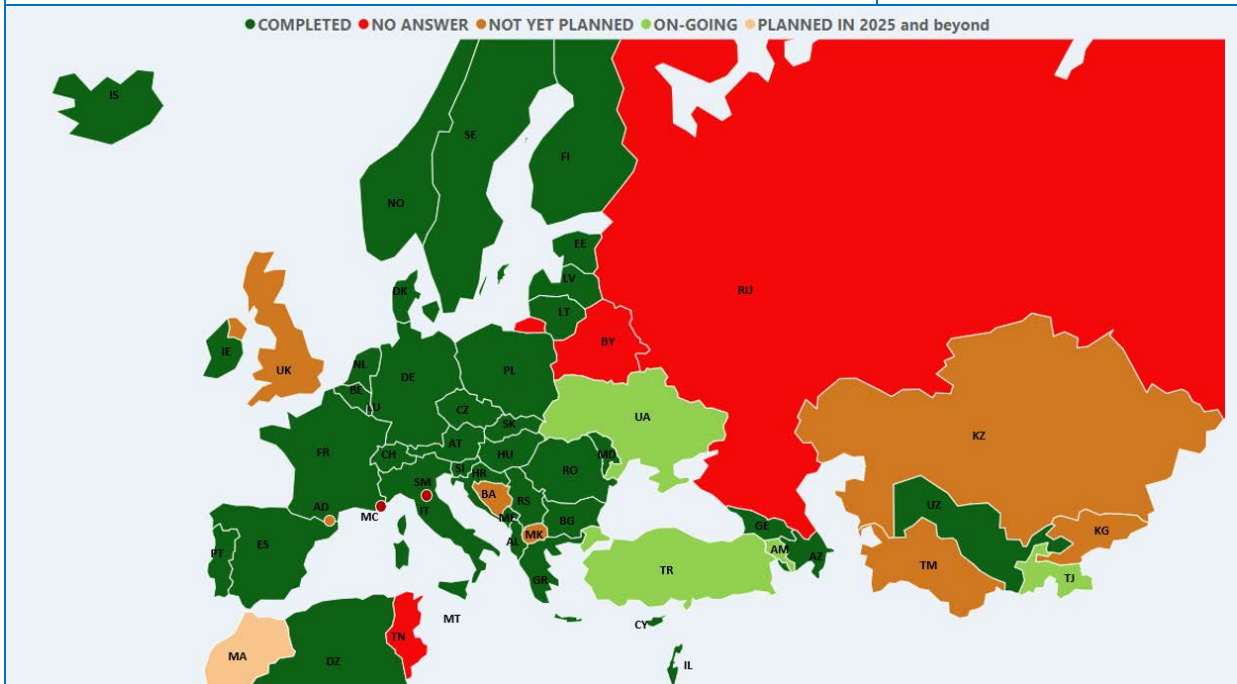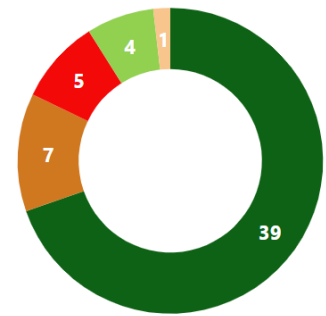| EUR.RMT.0035	TAWS operation in IFR and VFR and TAWS for turbine-powered aeroplanes under 5 700 kg MTOM able to carry six to nine passengers

Description:

Develop a regulatory framework for:

— mitigation of the risks of accidents categorised as CFIT in turbine-powered aeroplanes having a maximum certified take-off mass (MCTOM) below 5 700 kg or a maximum operational passenger seating configuration (MOPSC) of more than five and not more than nine; and

— improvement of the terrain awareness warning system (TAWS) efficiency in reducing CFIT accidents

EPAS action RMT.0371(completed)

Question 24.1. Has your State established a regulatory framework for mitigation to the risks of accidents categorised as CFIT in turbine-powered aeroplanes having a maximum certified take-off mass (MCTOM) below 5 700 kg or a maximum operational passenger seating configuration (MOPSC) of more than five and not more than nine?

PART C Flight Operations - Aeroplanes

EUR.RMT.0035	TAWS operation in IFR and VFR and TAWS for turbine-powered aeroplanes under 5 700 kg MTOM able to carry six to nine passengers	

Question 24.2. Has your State established a regulatory framework for improvement of the terrain awareness warning system (TAWS) efficiency in reducing CFIT accidents?
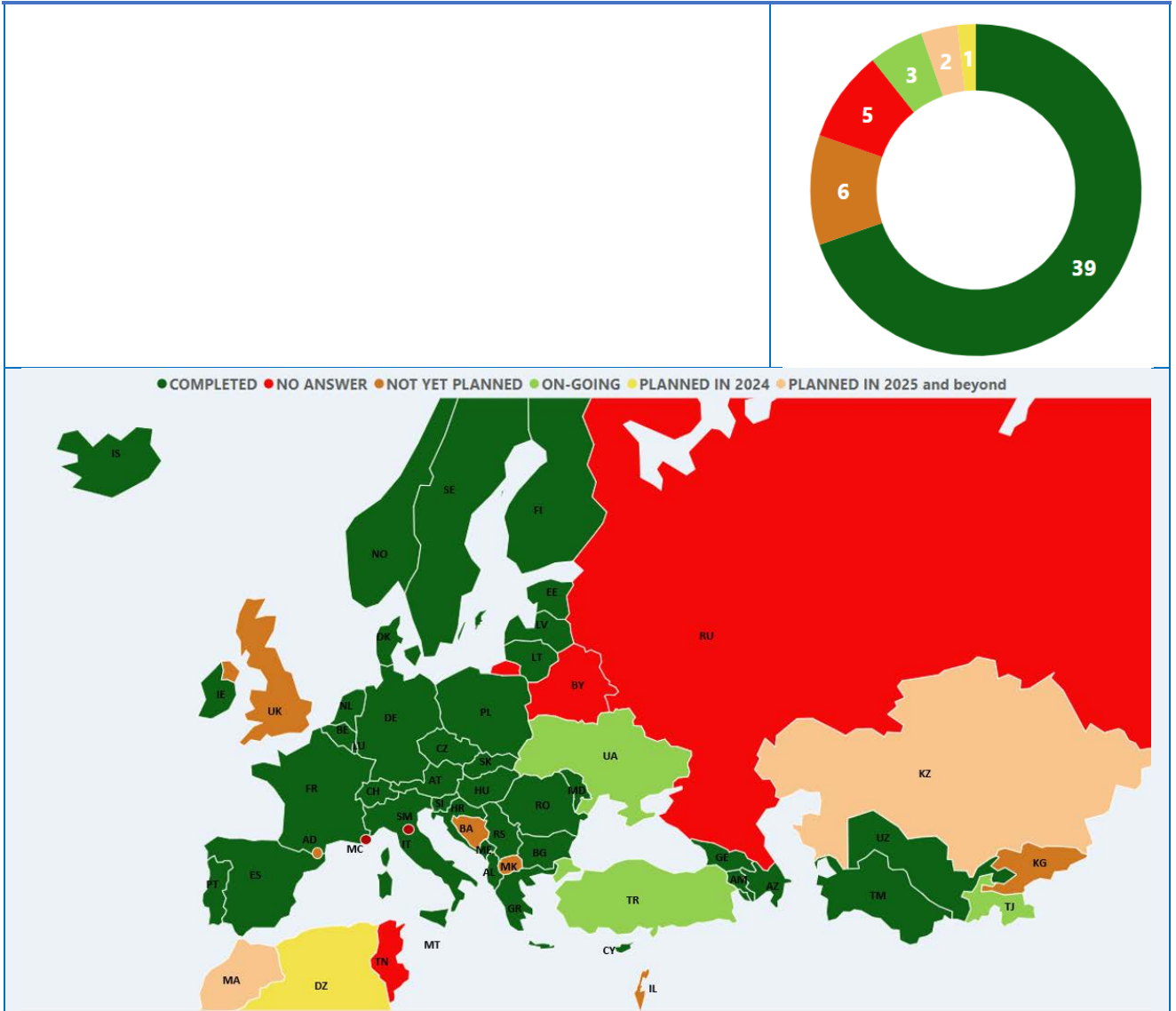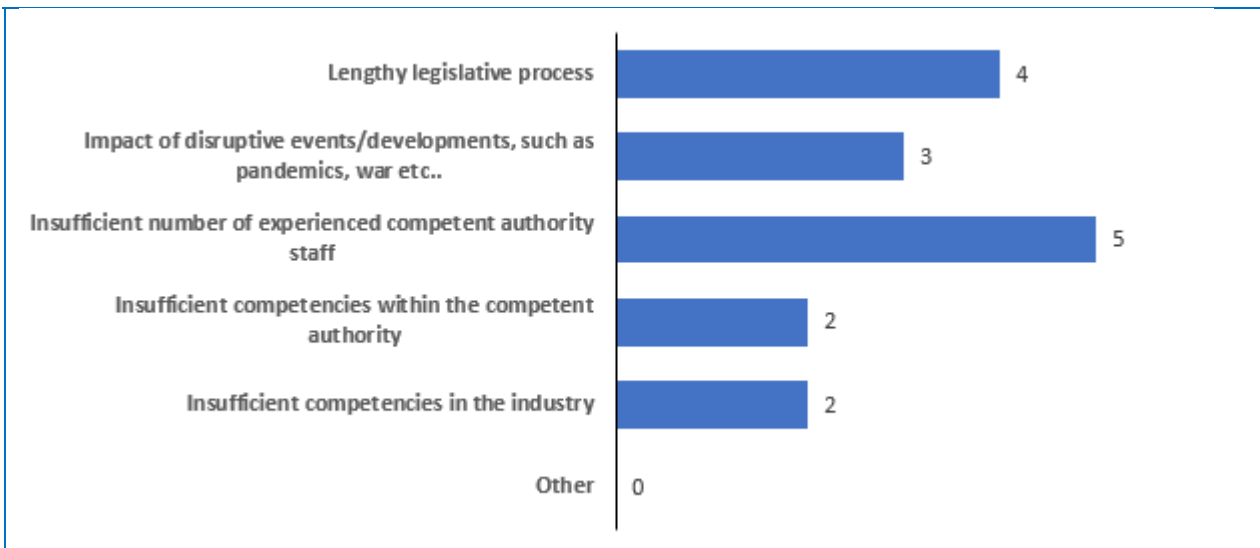
PART C Flight Operations - Aeroplanes

EUR.RMT.0035	**TAWS operation in IFR and VFR and TAWS for turbine-powered aeroplanes under 5 700 kg MTOM able to carry six to nine passengers**

Question 24.3. Please indicate any challenges/constraints/obstacles you encountered in implementing the above EUR RASP actions.

Implementation summary (end 2023):

Implementation of a regulatory framework (for mitigation to the risks of accidents categorised as CFIT in turbine-powered aeroplanes having a maximum certified take-off mass (MCTOM) below 5 700 kg or a maximum operational passenger seating configuration (MOPSC) of more than five and not more than nine) shows good progression: It was reported as completed by 39 EUR and NAT States (70%), including all EASA States.

5 States (9%) reported that they were in the process of implementation or that they had planned it in 2025 or beyond. 7 States reported that they had not planned the activity yet.

Regulatory framework for improvement of the TAWS efficiency in reducing CFIT accidents also shows good progression: It was reported as completed for 70% States. 6 States (11%) reported that they were in the process of implementation or that they planned it for the upcoming years.

Lengthy legislative process and insufficient number of experienced competent authority staff were indicated among top challenges.

Conclusion:

Progress reported by the States is satisfactory. The action shall be extended Q4 2024.
RESG needs to continue coordination with those states who did not respond.

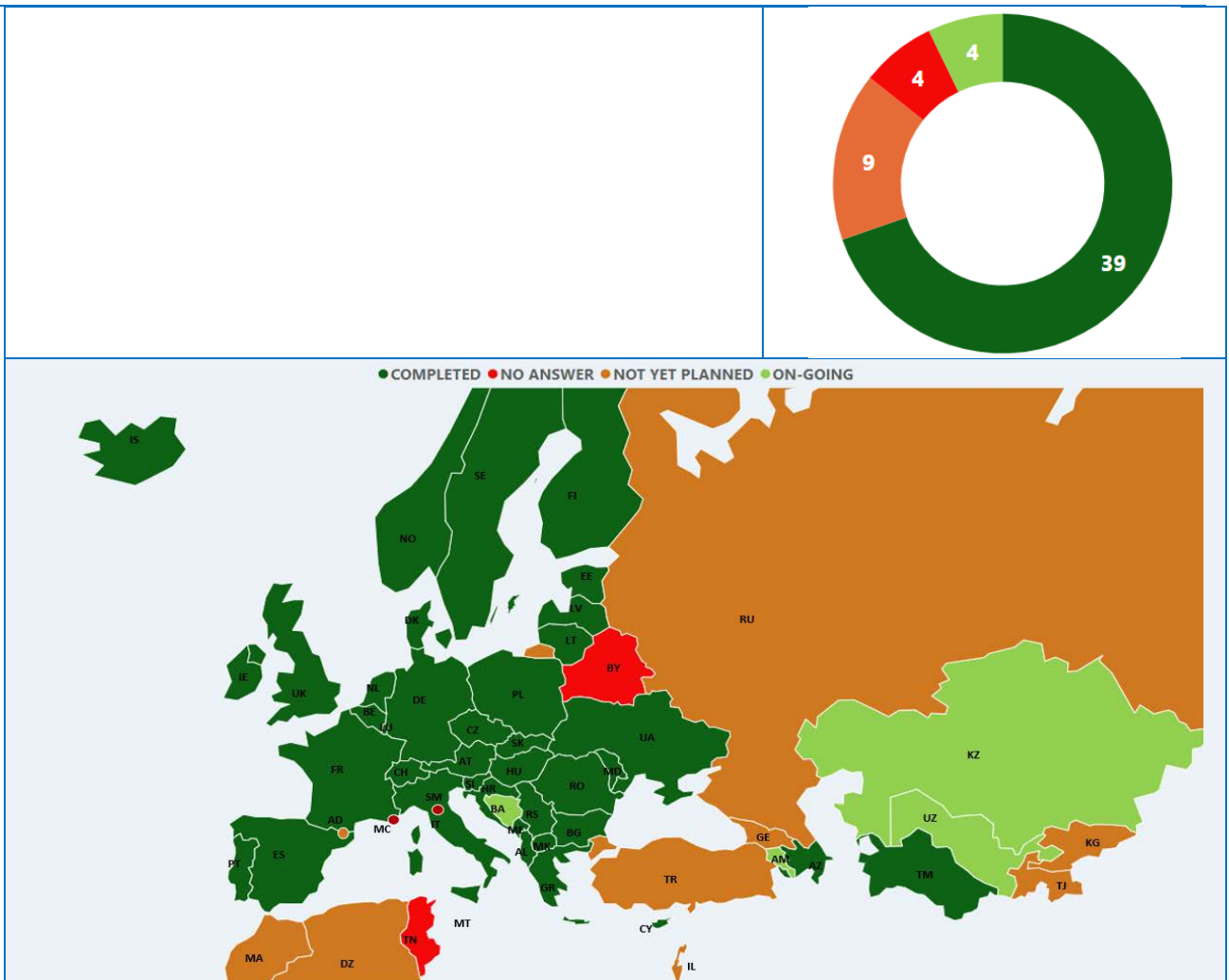# PART C Flight Operations - Aeroplanes

EUR.RMT.0037	Non-commercial operations of aircraft listed in the operations specifications (OpSpecs) by an AOC holder	

Description:
• Identify the categories of flights considered to be non-commercial flights conducted by air operator certificate (AOC) holders;
• Standardise the unofficial terms used in order to have a clear understanding of the different categories of non-commercial flights;
• Specify standards for non-commercial operations of AOC holders related to the preparation, programme and operational framework, as appropriate;
• Establish the minimum requirements for qualifications and training of the crews for each type of non-commercial flights conducted by AOC holders, as appropriate;
• Harmonise implementation.

EPAS action RMT.0352 (completed)

Question 25.1. Has your State established a regulatory framework for mitigation to the risks of accidents categorised as CFIT in turbine-powered aeroplanes having a maximum certified take-off mass (MCTOM) below 5 700 kg or a maximum operational passenger seating configuration (MOPSC) of more than five and not more than nine:
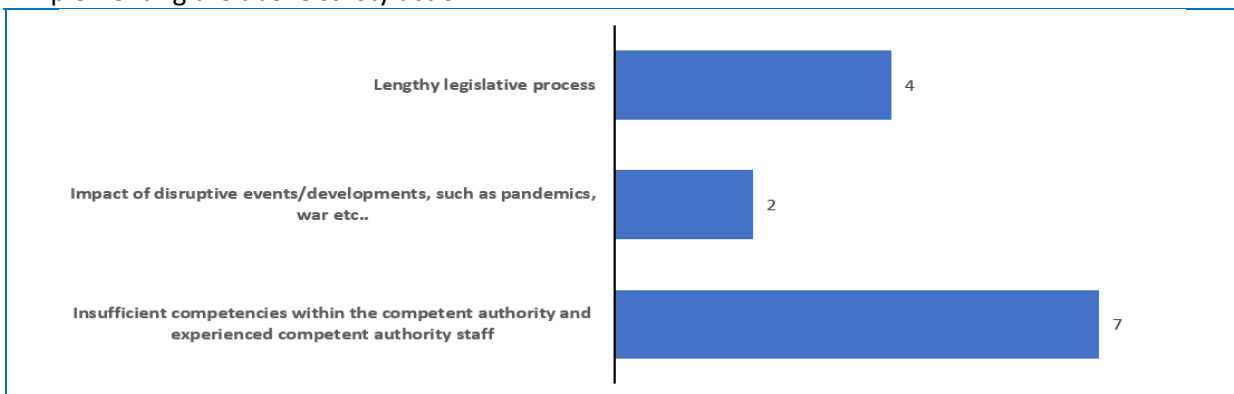
PART C Flight Operations - Aeroplanes

EUR.RMT.0037	Non-commercial operations of aircraft listed in the operations specifications (OpSpecs) by an AOC holder
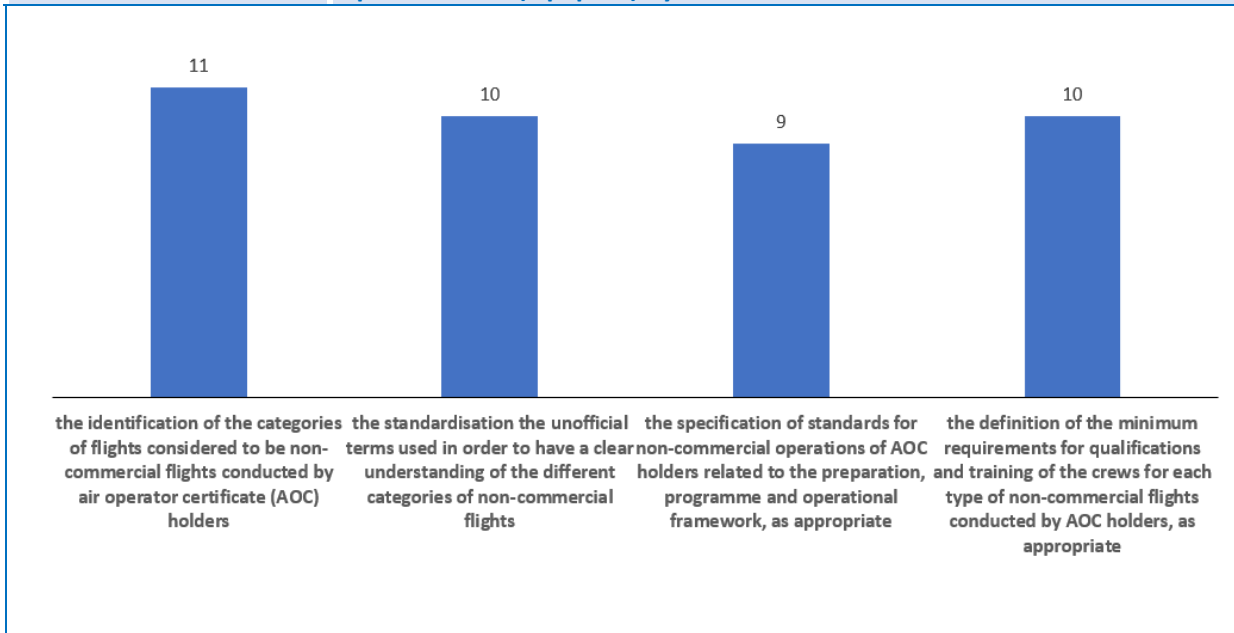
Question 25.2. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.

Implementation summary (end 2023):

The action was reported as completed for all 4 elements by 39 EUR and NAT States (70%), including all EASA States.

Lengthy legislative process and insufficient number of experienced competent authority staff were indicated among top challenges.

Conclusion:

Progress reported by the States is satisfactory. The action shall be extended to Q4 2024.
RESG needs to continue coordination with those states who did not respond.
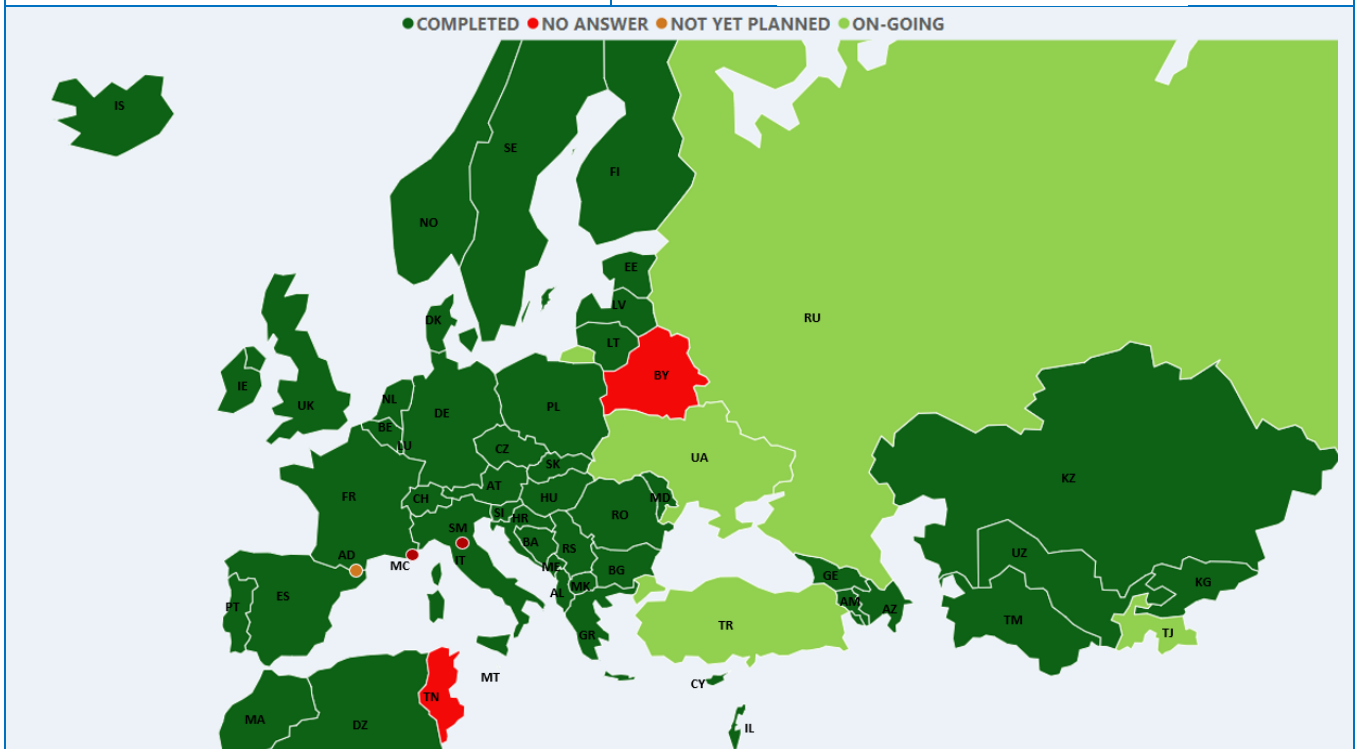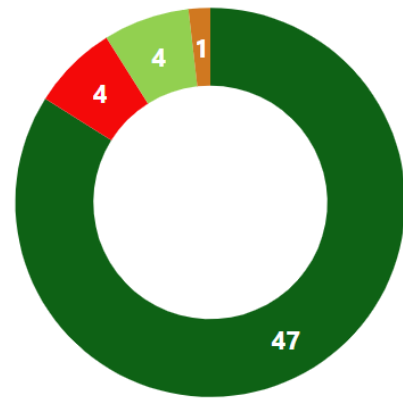
PART C Flight Operations - Aeroplanes

| EUR.RMT.0042 | Transposition of provisions on electronic flight bag (EFB) from ICAO Annex 6 | |

Description:
Transpose ICAO SARPS in applicable regulations and update them in line with the latest EFB developments

EPAS action RMT.0601 (completed)

Question 26.1. Has your State amended the regulatory framework to transpose latest EFB developments and applicable ICAO SARPS?
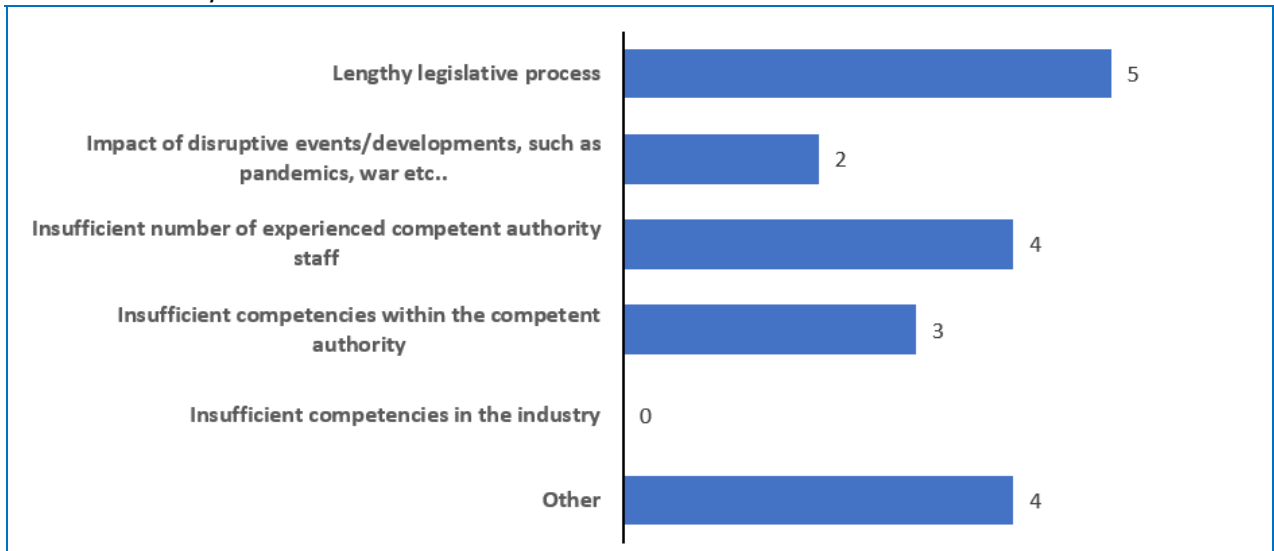
PART C Flight Operations - Aeroplanes

EUR.RMT.0042	Transposition of provisions on electronic flight bag (EFB) from ICAO Annex 6	

Question 26.2. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.

Implementation summary (end 2023):

Implementation of a regulatory framework to transpose latest EFB developments and applicable ICAO SARPS shows good progression. 47 States (84%) indicated the action as completed. 4 States (7%) reported that is in the process of implementation 1 State reported it had not planned activity yet. Information from 4 States is missing.

Among top challenges lengthy legislative process and insufficient number of experienced competent authority staff were indicated.

Conclusion:

Progress reported by the States is satisfactory. The action shall however be extended to Q4 2024. The RESG needs to continue coordination with those States who did not respond.

PART C Flight Operations - Aeroplanes

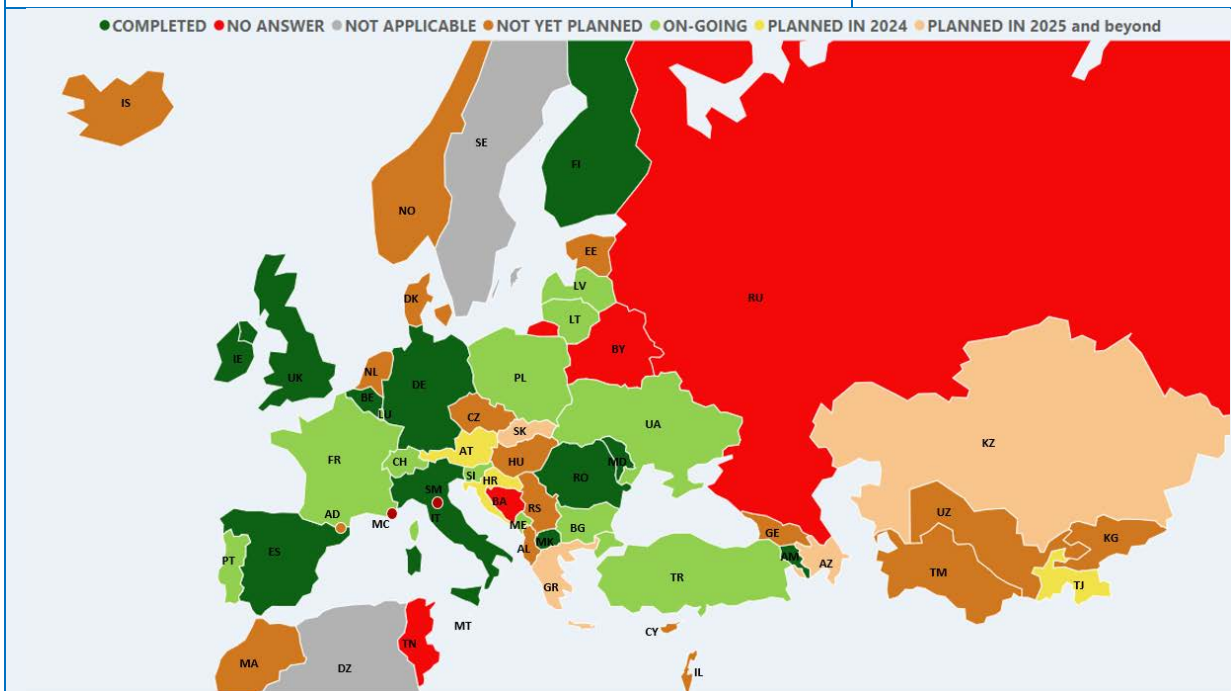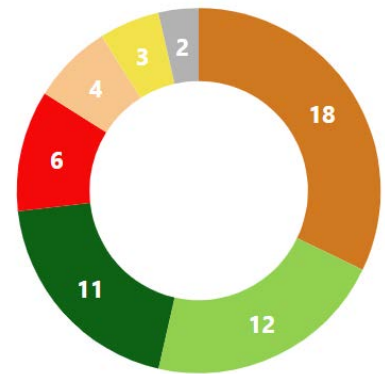| EUR.SPT.0044	Good practices for the integration of operator's FDA data with other safety data sources and for FDA techniques

Description:

States in partnership with ICAO, EASA, industry, other regional and international organisations should establish good practices that help an operator in integrating its FDA data with other safety data sources.

States in partnership with ICAO, EASA, industry, other regional and international organisations should support effective use of FDA as part of AOC holders' SMS, in particular by promoting the good-practice documentation for operators on techniques to implement FDA events and measurements and to tailor FDA results for use by the SMS.

EPAS actions: SPT.0077 and SPT.0113 (completed)

Question 27.1. Have you established and promoted in partnership with ICAO, EASA, industry, other regional and international organisations guidance material to help air operators in integrating its FDA data with other safety data sources?

PART C Flight Operations - Aeroplanes

EUR.SPT.0044	Good practices for the integration of operator's FDA data with other safety data sources and for FDA techniques

Question 27.2. Please indicate links to publicly available material, including webinars, workshops, etc

Some of the publicly available safety promotion material shared by States include:

1) **Finland:** https://www.traficom.fi/en/liikenne/ilmailu/suomen-ilmailun-turvallisuusohjelma
2) **Italy:** https://www.enac.gov.it/la-normativa/normativa-enac/note-informative/ni-2020-004
    https://www.enac.gov.it/sicurezza-aerea/flight-safety/flight-data-monitoring-fdm
3) **North Macedonia** https://www.caa.gov.mk/;
4) **Romania** https://www.caa.ro/en/pages/materiale-de-promovare-a-siguran%C8%9Bei;
5) **Slovenia** https://www.caa.si/eofdm.html
6) **Spain** http://www.seguridadaerea.gob.es/sites/default/files/Gu%C3%ADa%20FDM_v1.0.pdf
    https://www.seguridadaerea.gob.es/sites/default/files/borrador_marco_acuerdo_fda.pdf
7) **Turkmenistan** https://web.shgm.gov.tr/.

Other States that shared their guidance materials are Armenia, Belgium, Lithuania, United Kingdom. These can be made available upon request.

PART C Flight Operations - Aeroplanes

EUR.SPT.0044	Good practices for the integration of operator's FDA data with other safety data sources and for FDA techniques

Question 27.4. Please indicate which source of information was used apart from EOFDM

Some Information shared by States:
- **Belgium:** "FLIGHT DATA MONITORING ANALYSIS TECHNIQUES AND PRINCIPLES" good practices document;
- **Denmark:** DK CAA is a member of D4S which also handles FDA;
- **Finland**: Information from the European Authorities Coordination Group on Flight Data Monitoring (EAFDM);
- **Italy:** CAA UK - Flight data monitoring CAP739, ICAO Free publications, Flight Data Monitoring on ATR Aircraft;
- **Poland:** EASA, Safety Management International Collaboration Group (SM-ICG);
- **Slovenia: F**LIGHT DATA MONITORING ANALYSIS TECHNIQUES AND PRINCIPLES document; Review of accident precursors document;
  SAFE 360˚ 2022 - Safety in aviation forum for Europe that offering an all-round perspective on aviation safety;
- **Spain:** ICAO, DGAC-F, UK-CAA and FAA.

PART C Flight Operations - Aeroplanes

EUR.SPT.0044	Good practices for the integration of operator's FDA data with other safety data sources and for FDA techniques

Question 27.5. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.
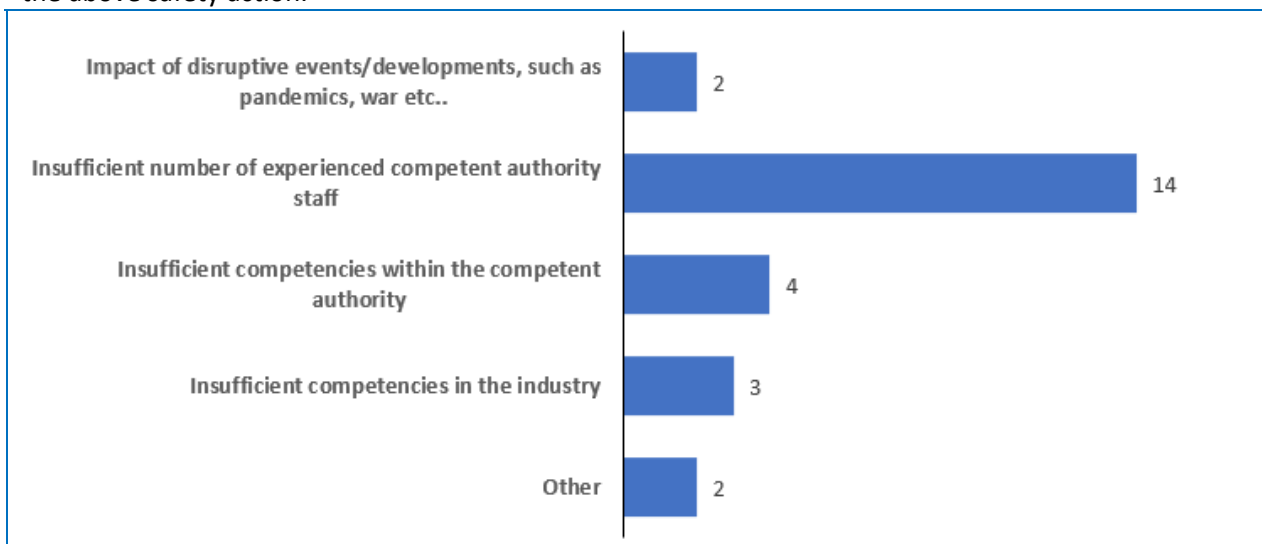
Implementation summary (end 2023):

Action regarding establishing and promoting guidance material to help air operators in integrating their FDA data with other safety data sources shows low implementation: It was reported as completed by 11 EUR and NAT States (20%).
19 States (33%) reported that they were in the process of implementation or that they planned it in the upcoming years.

18 States reported that they had not planned any actions.

Insufficient number of experienced competent authority staff was indicated as main challenges. Another common challenge was the lengthy legislative process.

The RESG RASP WG/06 and RESG/07 had concluded that the interpretation of data collected through question 27.3 was not clear. Therefore, it was agreed to not include any graphical representation of the results and analysis of responses for Question 27.3 in this implementation report.

Conclusion:
The RESG is not confident in concluding on this question. States may have understood the question in various ways. The safety promotion is an ongoing process so taking a snapshot may not be adequate. The question will be more precise for the next survey.
The action shall be extended to Q4 2024.
The RESG needs to continue coordination with those States who did not respond.

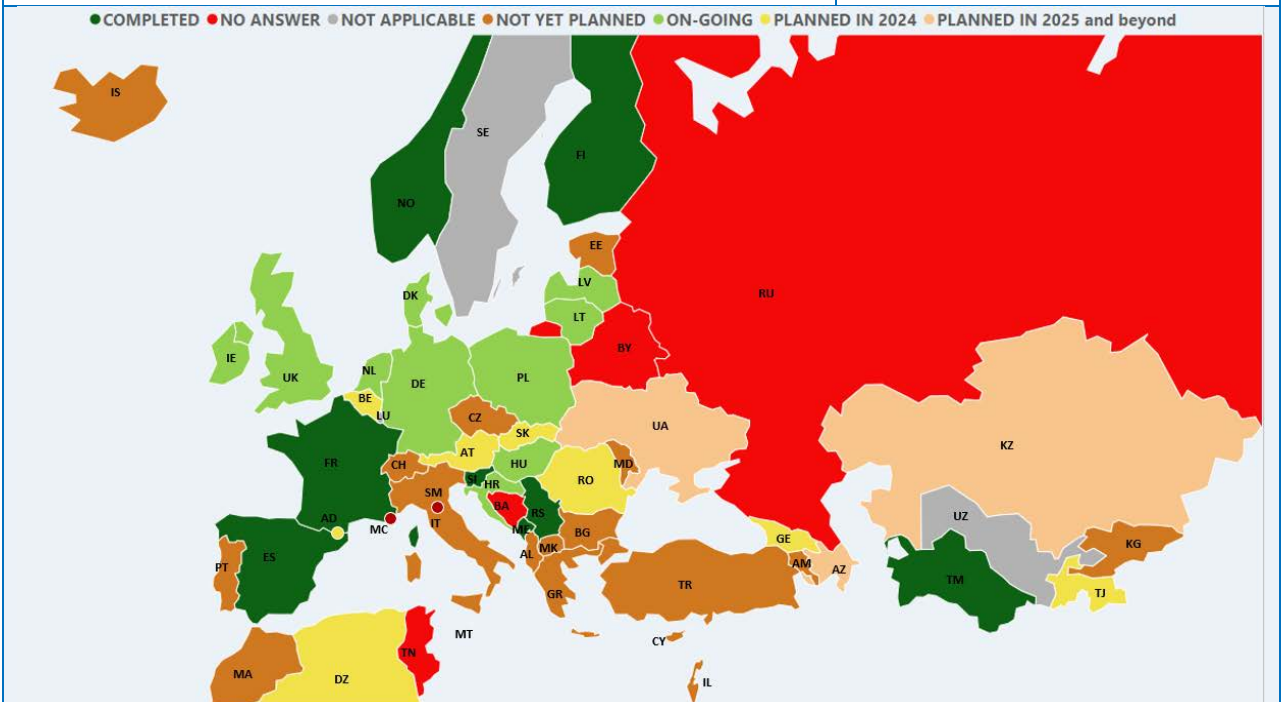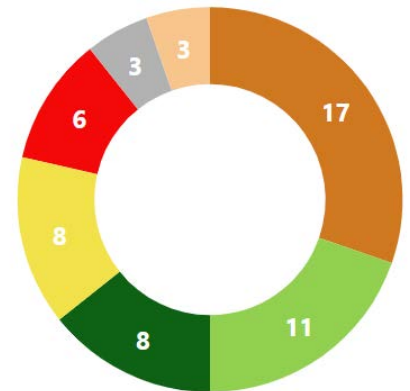# PART C Flight Operations - Aeroplanes

EUR.SPT.0045   Safety Promotion on Disruptive Passengers

Description:
Develop Safety Promotion to support operators with the reduction of the risks associated with Disruptive/ Unruly Passengers

EPAS actions: SPT.0100 (completed)

Question 28.1. Have you implemented a safety promotion campaign to support air operators with the reduction of the risks associated with Disruptive/ Unruly Passengers (f.eg EASA Safety promotion video: https://www.easa.europa.eu/notonmyflight)

PART C Flight Operations - Aeroplanes

| EUR.SPT.0045	Safety Promotion on Disruptive Passengers

Question 28.2. Please indicate links to your State's safety promotion deliverables/publicly available material, including webinars, workshops, etc

Some of the safety promotion deliverables/publicly available material shared by States include:
1) **Austria:** www.sicherfliegen.at, www.austrocontrol.at, www.aeroclub.at .
2) **Finland:** https://tieto.traficom.fi/en/statistics/disruptive-passengers .
3) **France:** https://www.ecologie.gouv.fr/passagers-indisciplines + Symposium 2022 on cabin safety.
4) **Ireland:** Unruly Passenger Industry meetings 27-10-23 & 16-03-23;
   Unruly Passengers Joint Declaration signed by members;
   Industry forums: Cabin Operations Safety Forum & Flight Operations Consultation Group.
5) **Netherlands:** https://www.luchtvaartindetoekomst.nl/veiligheid.
6) **Slovenia** https://www.caa.si/en/safety-promotion.html, https://www.caa.si/en/occurrence-reporting.html .

Other States that shared their guidance materials are Belgium, Germany, Latvia, Malta, Montenegro, Norway, Poland, Slovenia, Spain.

Question 28.3. Have you used material developed by EASA or other international/regional organization or another State?
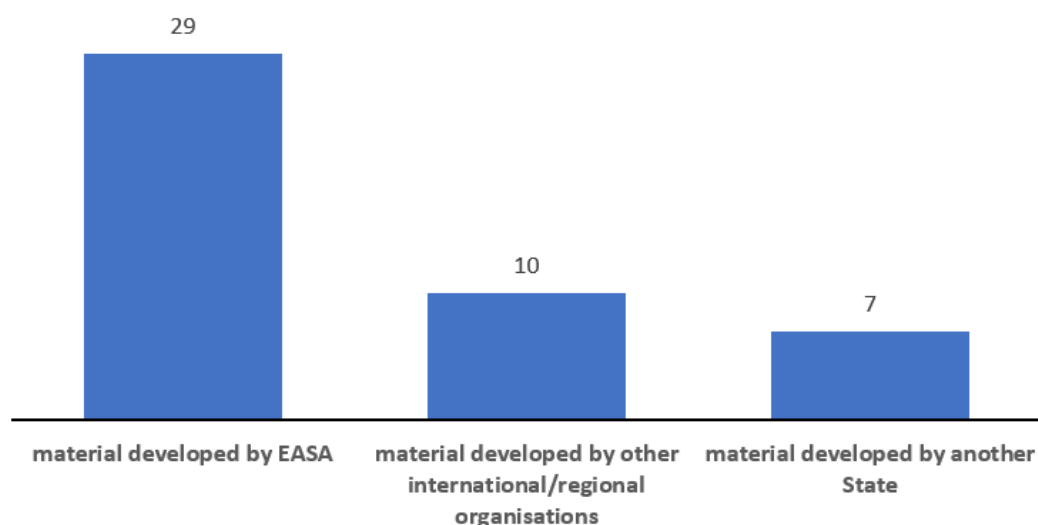
Question 28.4 Please indicate which source of information was used apart from EASA, if any
- *Safety materials, workshop materials;*
- *ICAO, FAA, IATA, UK materials;*
- *Australian "no more carry on" campaign;*
- *Russia's, Kazakhstan's, Kyrgyzstan's materials.*

PART C Flight Operations - Aeroplanes

Question 28.5. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.
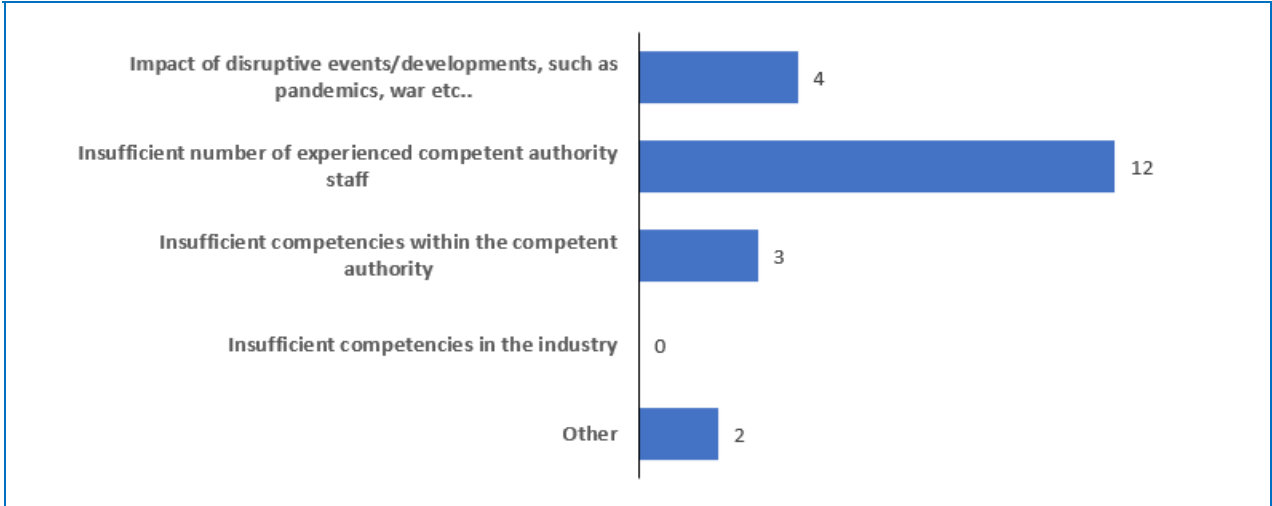
Implementation summary (end 2023):

The action regarding implementation of a safety promotion campaign to support air operators with the reduction of the risks associated with Disruptive/ Unruly Passengers has low implementation: It is reported as completed by 8 EUR and NAT States (14%).

22 States (39%) reported that they were in process of implementation or that they had planned it in the upcoming years. 17 States have not planned any actions.

Insufficient number of experienced competent authority staff was indicated as main challenge.

Conclusion:

Progress reported by the States is not satisfactory. The action shall be extended Q4 2024.

RESG needs to continue coordination with those states who did not respond and to propose possible assistance activities.

PART C Flight Operations - Aeroplanes

EUR.SPT.0048   **Better understanding of operators' governance structure**
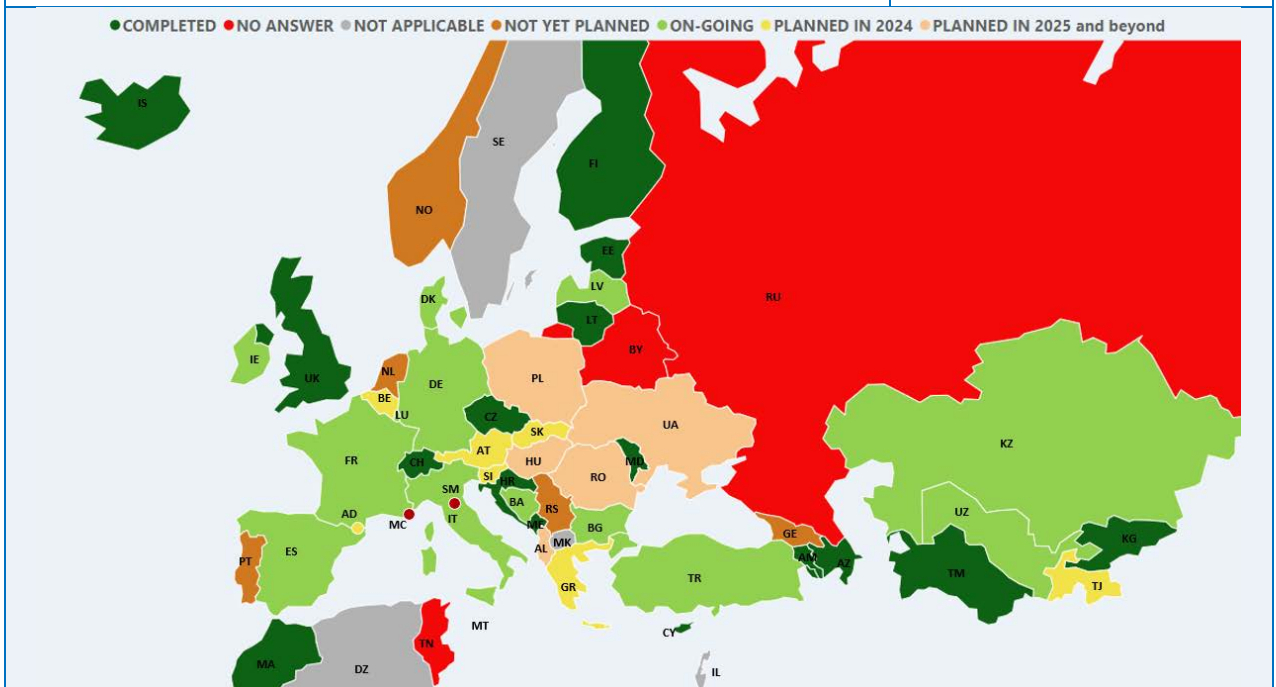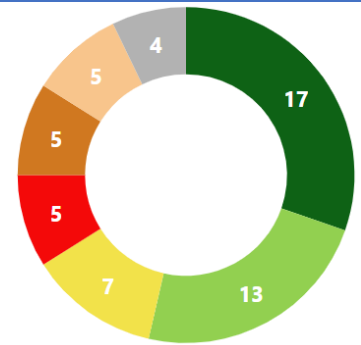
Description:
CAAs to have a thorough understanding of operators' governance structure. This should in particular apply in the area of group operations.
Aspects to be considered include:
- extensive use of outsourcing,
- the influence of financial stakeholders, and
- controlling management personnel, where such personnel are located outside the scope of approval

EPAS action MST.0019

Question 29.1. Have you provided guidance material to your OPS inspectors on how to execute effective oversight based on thorough understanding of operators' governance structure, in particular for airlines belonging to national and international groups? (for example, EASA Guidance for the oversight of group operations: https://www.easa.europa.eu/document-library/general-publications/guidanceoversight-group-operations)


Legend: COMPLETED, NO ANSWER, NOT APPLICABLE, NOT YET PLANNED, ON-GOING, PLANNED IN 2024, PLANNED IN 2025 and beyond

PART C Flight Operations - Aeroplanes
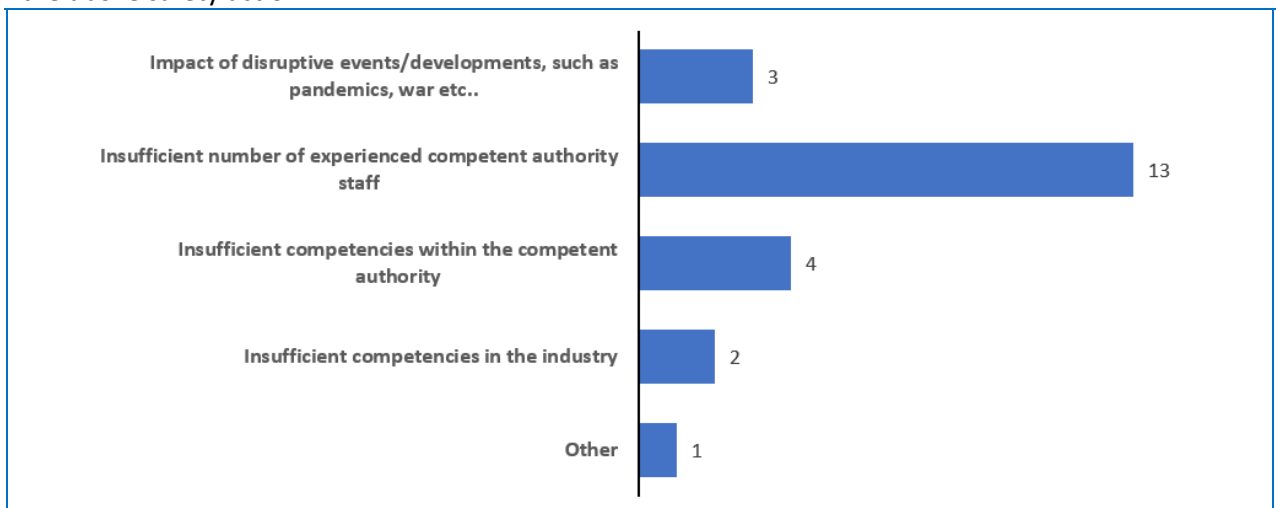
Question 29.2 Have you used material developed by EASA or other international/regional organization or another State?

33	material developed by EASA
11	material developed by other international/regional organisations
5	material developed by another State
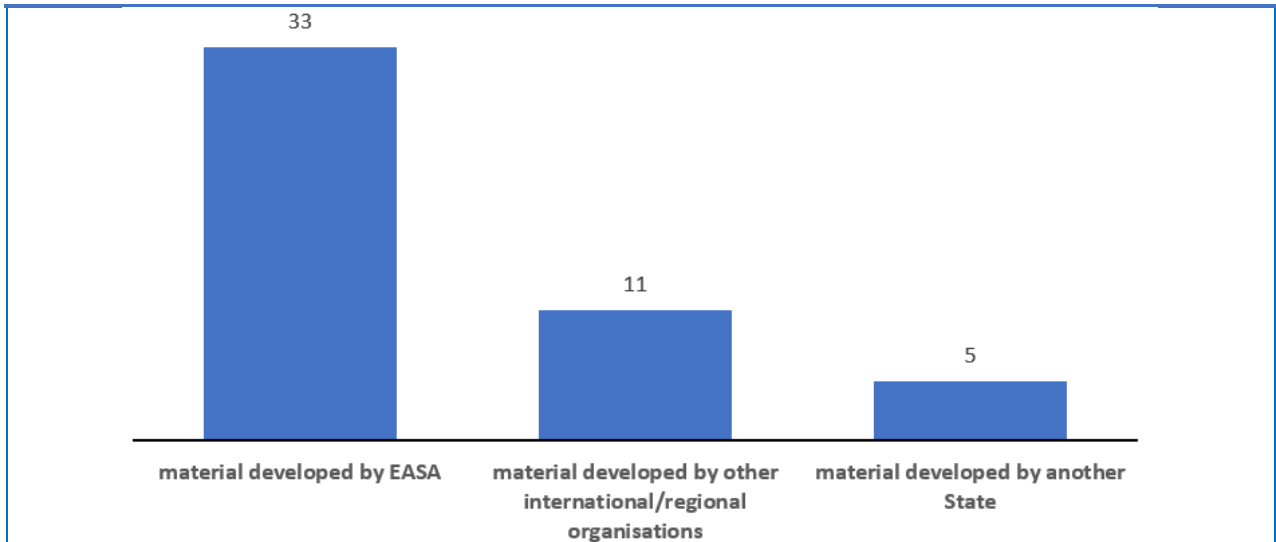
Question 29.3 Please indicate which source of information was used apart from EASA, if any?

- *Safety materials, workshop materials, SM-ICG;*
- *UK Civil Aviation Authority website;*
- *ICAO, FAA, UK and other CAA materials;*
- *Code 7700;*
- *National Directives and Policies.*

Question 29.4. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.

Impact of disruptive events/developments, such as pandemics, war etc..	3
Insufficient number of experienced competent authority staff	13
Insufficient competencies within the competent authority	4
Insufficient competencies in the industry	2
Other	1

PART C Flight Operations - Aeroplanes

EUR.SPT.0048   **Better understanding of operators' governance structure**

Implementation summary (end 2023):

The action regarding providing guidance material to OPS inspectors on how to execute effective oversight based on thorough understanding of operators' governance structure shows low implementation: It was reported as completed by 17 EUR and NAT States (30%).

25 States (45%) reported that they were in process of implementation or that they had planned it in the upcoming years. 5 States reported that they had not planned any actions.

Insufficient number of experienced competent authority staff was indicated as main challenge. Another challenge identified was the lack of common approach of oversight between European States.

Conclusion:

Progress reported by the States is not satisfactory. The action shall be extended Q4 2024.

RESG needs to continue coordination with those States who did not respond and to propose combined workshop
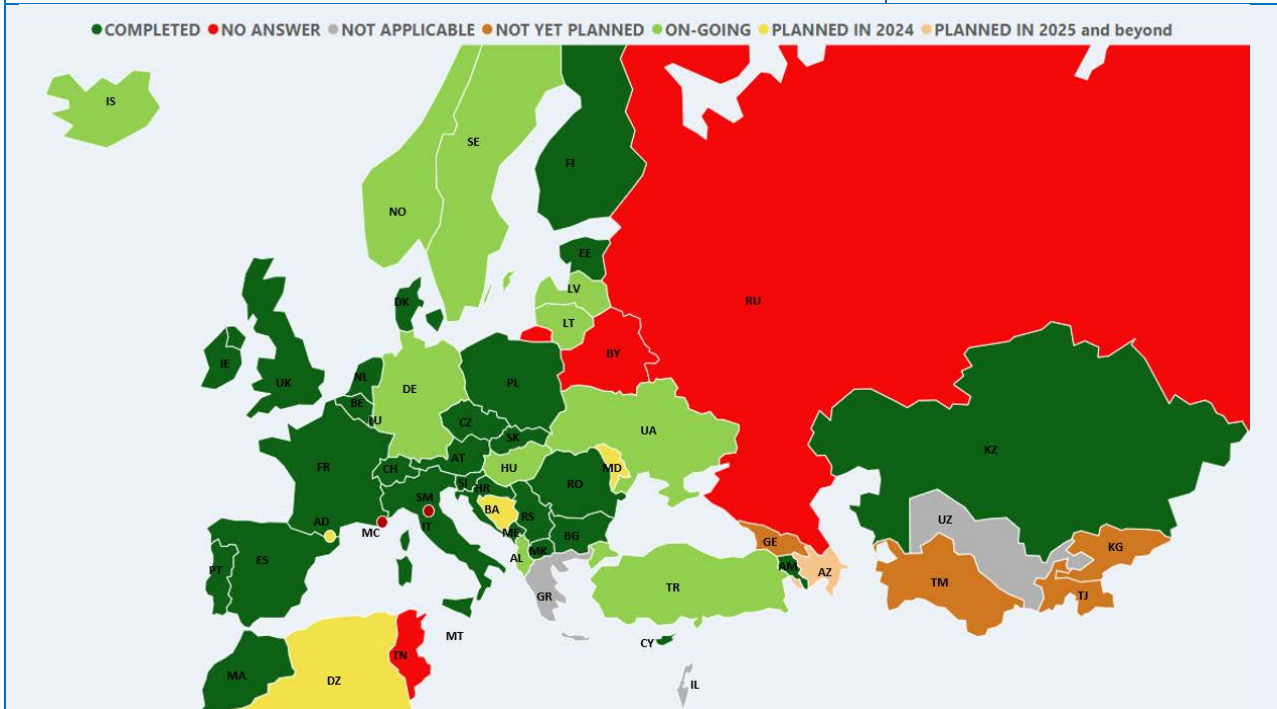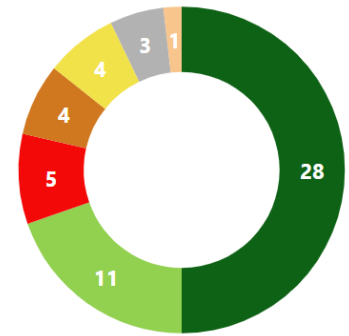
PART C Flight Operations - Aeroplanes

EUR.SPT.0049	Oversight capabilities/focus area: flight time specification schemes - specific actions included in the NASP.

Description:
States should ensure that the CAA Inspectors possess the required competence to approve and oversee operators' flight time limitations/specification schemes; in particular, those including fatigue risk management. CAAs should focus on the verification of effective implementation of processes established to meet operators' responsibilities and to ensure an adequate management of fatigue risks. CAAs should consider the latter when performing audits of the operator's management system

EPAS action MST.0034

Question 30.1. Have you provided specialized training and guidance to OPS inspectors to ensure they have acquired competence necessary to approve and oversee operators' flight time limitations/specification schemes; in particular, those including implementation of fatigue risk management systems (FRMS)?
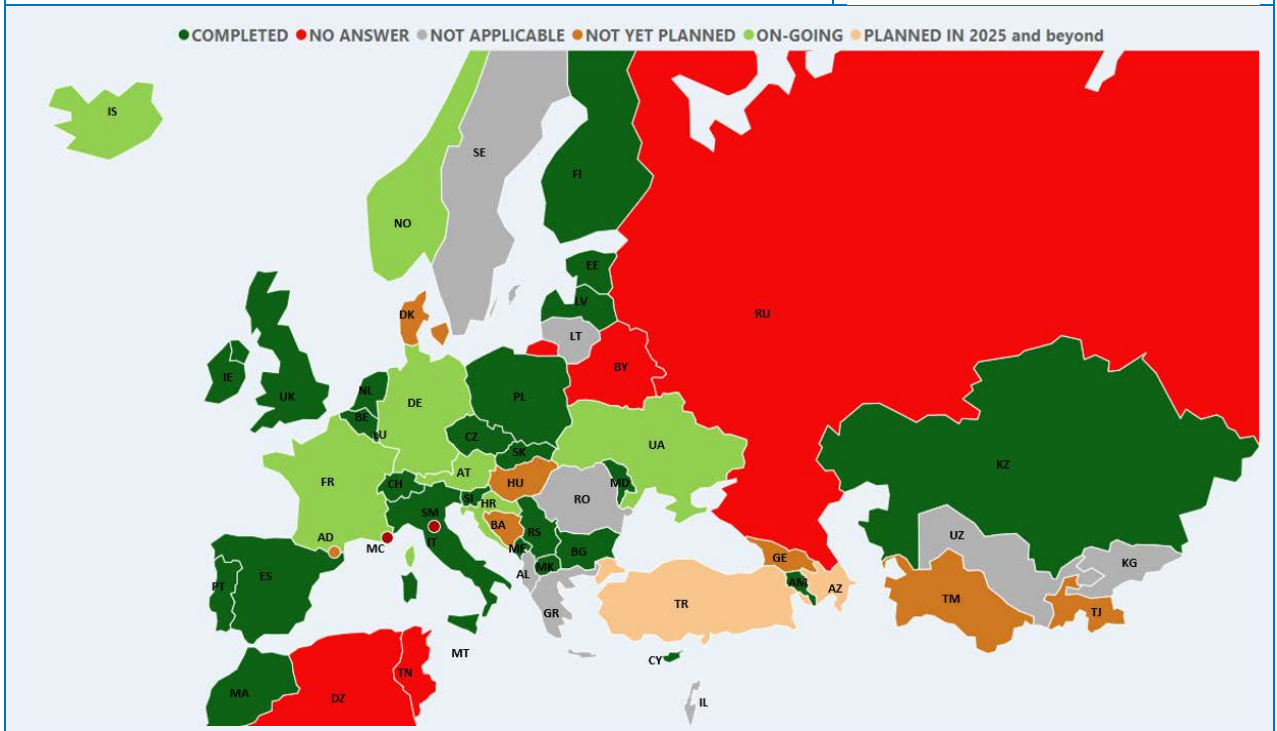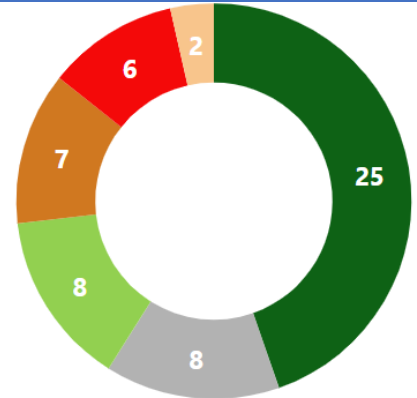

COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024 ● PLANNED IN 2025 and beyond

PART C Flight Operations - Aeroplanes

Question 30.2 Have you implemented a comprehensive surveillance programme to verify of effective implementation of processes established to meet operators' responsibilities and to ensure an adequate management of fatigue risks, in particular in case of FRMS approvals?


Legend: COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2025 and beyond

PART C Flight Operations - Aeroplanes

EUR.SPT.0049	**Oversight capabilities/focus area: flight time specification schemes - specific actions included in the NASP**

Question 30.3. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.
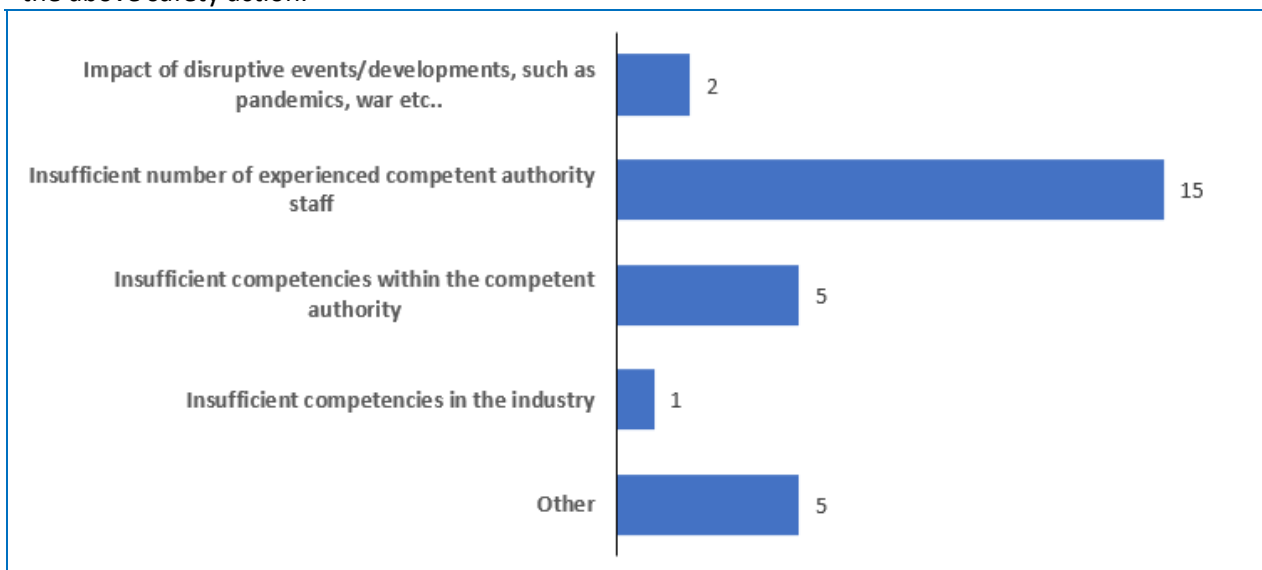
Implementation summary (end 2023):
The action has moderate implementation: It was reported as completed by 28 EUR and NAT States (50%).
16 States (29%) reported that they were in process of implementation or that they had planned it in the upcoming years. 4 States (7%) reported they had not planned any actions.

For a comprehensive surveillance programme: 25 States (45%) reported it to be completed and 10 States (18%) reported that it was process of implementation or that they had planned it in 2025 or beyond.

Several States indicated that FRMS was not being applied.

Insufficient number of experienced competent authority staff was indicated as main challenge.

Conclusion:

Several non-EASA States have chosen not to implement FTL schemes .

Progress reported by the States is satisfactory. The action shall however be extended Q4 2024.
The RESG needs to continue coordination with those States who did not respond.
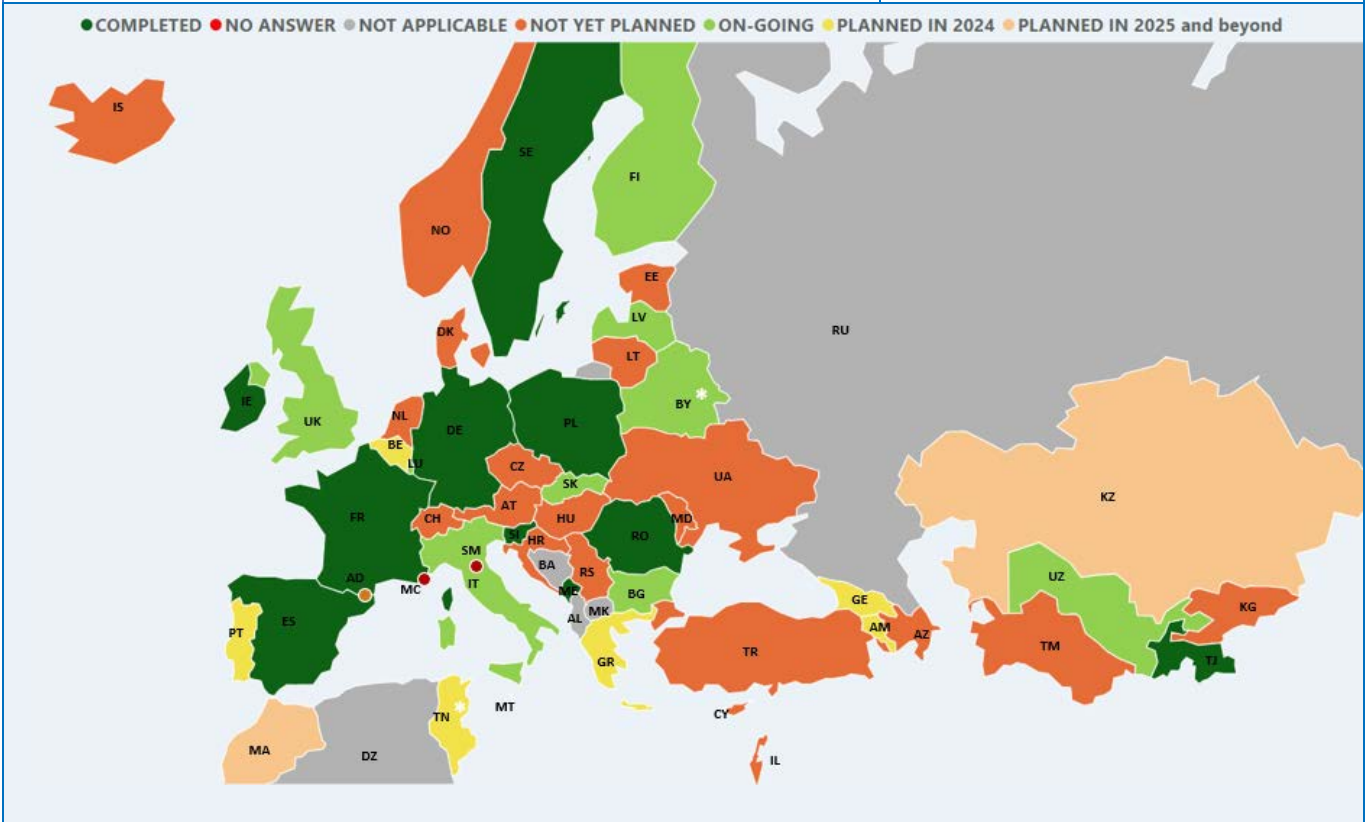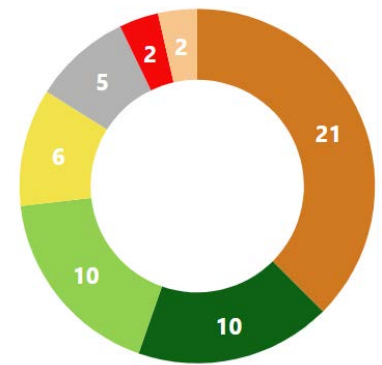
PART D - Rotorcraft

| Helicopter safety and risk management

Description:
Review existing helicopter safety & risk management material to check consistency and update (when applicable) material to new rules, standards and international good practice coming for example from the Vertical Aviation Safety Team (VAST, previously International Helicopter Safety Team) and SMICG

EPAS action SPT.0094 (completed)

Questions 31.1 Have you initiated a safety promotion campaign for helicopter operators making use of relevant ESPN-R material or any other safety promotion material?

PART D - Rotorcraft

EUR.SPT.0056	Helicopter safety and risk management

Questions 31.2 Please indicate which specific material you are making use of, if different from ESPN-R.
- *ICAO, VAST materials;*
- *National Directives;*
- **Spain**: https://www.seguridadaerea.gob.es/es/prom-de-seguridad/material-divulgativo-de-promocion-de-la-seguridad
- **Poland***: website for HELI operators - https://www.ulc.gov.pl/pl/zarzadzanie-bezpieczenstwem/grupa-heli*
- **Slovenia***: Presentation on CAA Safety Conference in 2022 and 2023;*

Also, information was provided by: Armenia, Finland, Italy, Spain, Tajikistan, United Kingdom, Uzbekistan. It can be made available upon request.

Implementation summary (end 2023):
For the EUR and NAT States the level of safety promotion initiated remains low (18% - completed). For a number of States this situation can be attributed to the low level of activity in the area of commercial helicopter operations.

Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

Conclusion:
Based on the above it was agreed to extend the timeline to Q4 2025.
The RESG is invited to request States to consider applicability of this safety action and, if applicable, launch promotion campaigns utilizing available guidance, including, but not limited to the following sources:
1) ESPN-R: https://www.easa.europa.eu/en/domains/safety-management/safety-promotion/european-safety-promotion-network-rotorcraft-espn-r
2) Skybrary: https://www.skybrary.aero/articles/helicopter-sms-toolkit
3) Safety promotion material developed by individual states:
   a. Denmark: https://delefly.dk
   b. Spain: https://www.seguridadaerea.gob.es/es/prom-de-seguridad/material-divulgativo-de-promocion-de-la-seguridad
   c. **Poland***: website for HELI operators - https://www.ulc.gov.pl/pl/zarzadzanie-bezpieczenstwem/grupa-heli*
   d. Others
4) Safety bulletins from helicopter manufactures
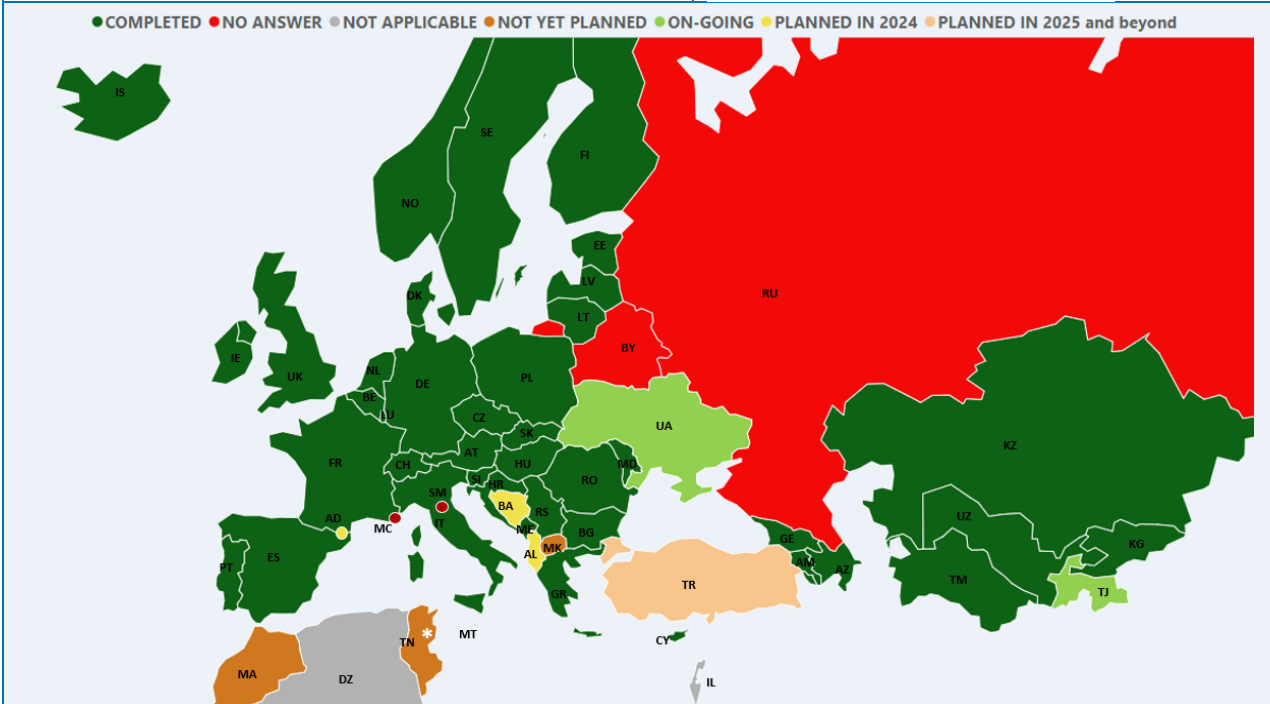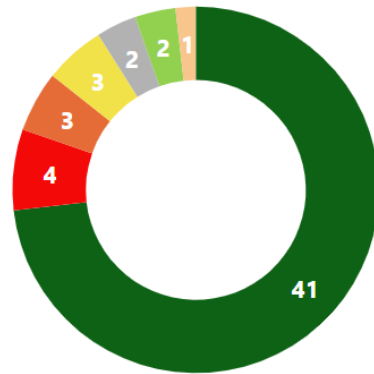
PART D - Rotorcraft

EUR.RMT.0077	Certification requirements for VFR heliports located at the international aerodromes	

Description:

Ensure a high uniform level of safety at aerodromes aligning applicable regulations with ICAO Annex 14, Volume II, Heliports; develop necessary certification standards and guidance material for design and, if necessary, for operation and oversight of visual flight rules (VFR) heliports co-located at the international aerodromes.

EPAS action RMT.0638 (completed)

Question 32.1. Have you aligned applicable regulations with ICAO Annex 14, Volume II, Heliports, including the development of certification standards and guidance material for design and, if necessary, for operation and oversight of visual flight rules (VFR) heliports co-located at the international aerodromes?
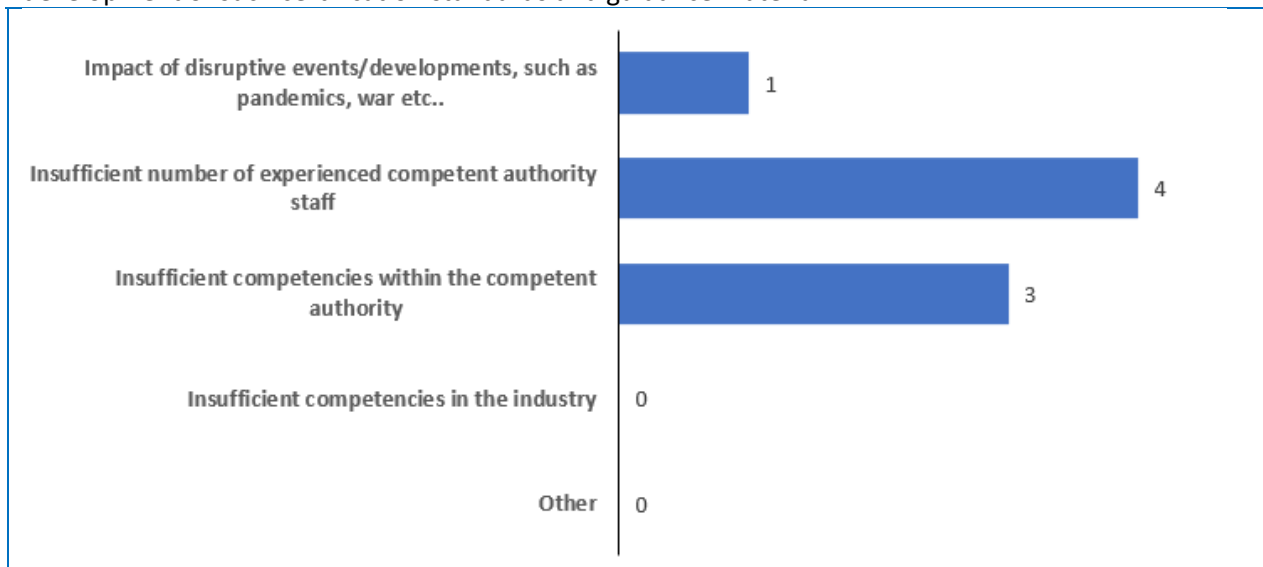
PART D - Rotorcraft

EUR.RMT.0077	**Certification requirements for VFR heliports located at the international aerodromes**	

Question 32.2. Please indicate any challenges/constraints/obstacles you encountered in relation to the development of such certification standards and guidance material.

Implementation summary (end 2023):

The action to align applicable regulations with ICAO Annex 14, Volume II, Heliports shows good progression, comparing with 2022 survey results: 41 (73%) EUR and NAT States, including all EASA States. reported this action as completed

6 States (11%) reported that the action was in process of implementation or that they had planned it in the upcoming years.

Insufficient number of experienced competent authority staff and insufficient competencies within the competent authority were indicated among top challenges.

Remark(*): Response from Tunisia was taken from the 2022 survey.

Conclusion:

Based on the above, it was agreed to keep the Q4 2025 timeline from the previous EUR RASP edition.
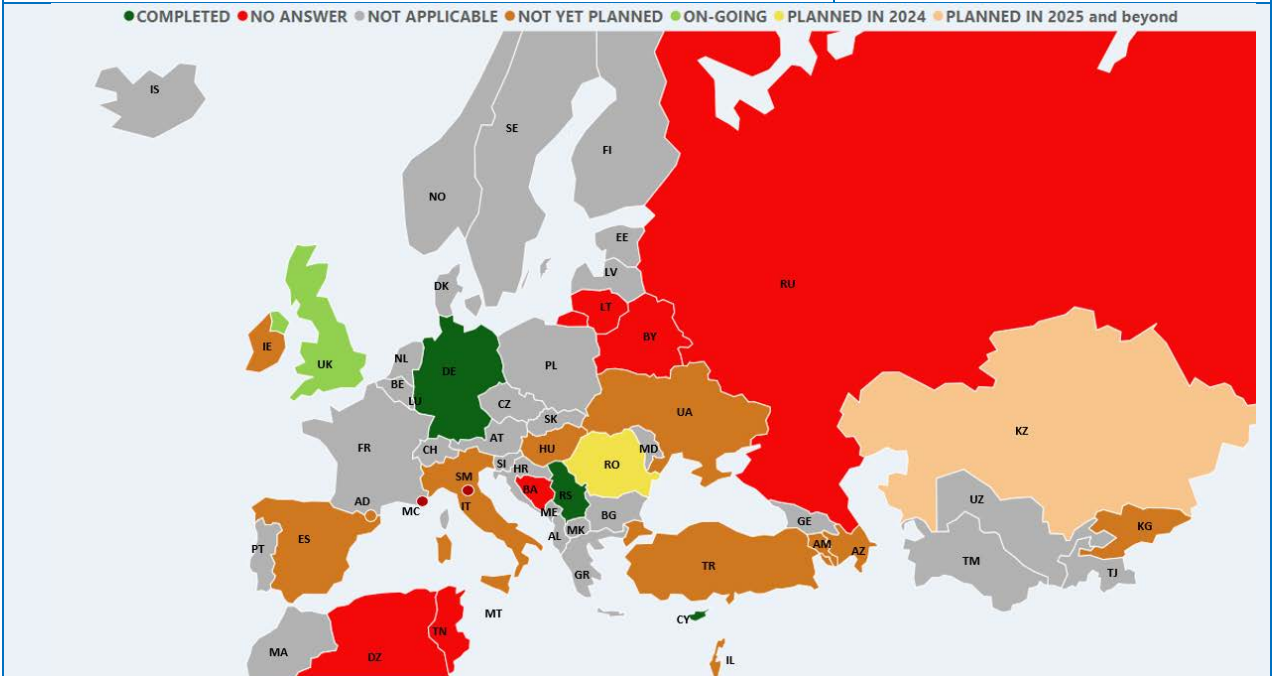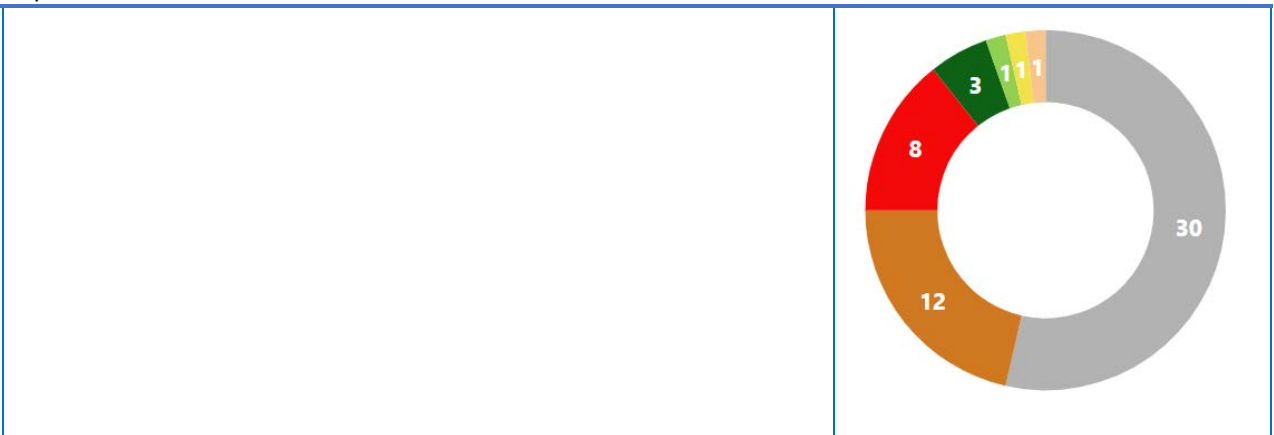
PART D - Rotorcraft

Support the development and implementation of flight crew operating manuals (FCOMs) for offshore helicopter operations

Description:

To provide support to manufacturers, if needed, in the development of Flight Crew Operational Manuals (FCOM) for different helicopter types and support/encourage operators in their implementation.

EPAS action SPT.0082 (completed)

Question 33.1. Have you developed any guidance to support the manufacturers of helicopters in developing and implementing the flight crew operating manuals (FCOMs) for offshore helicopter operations?
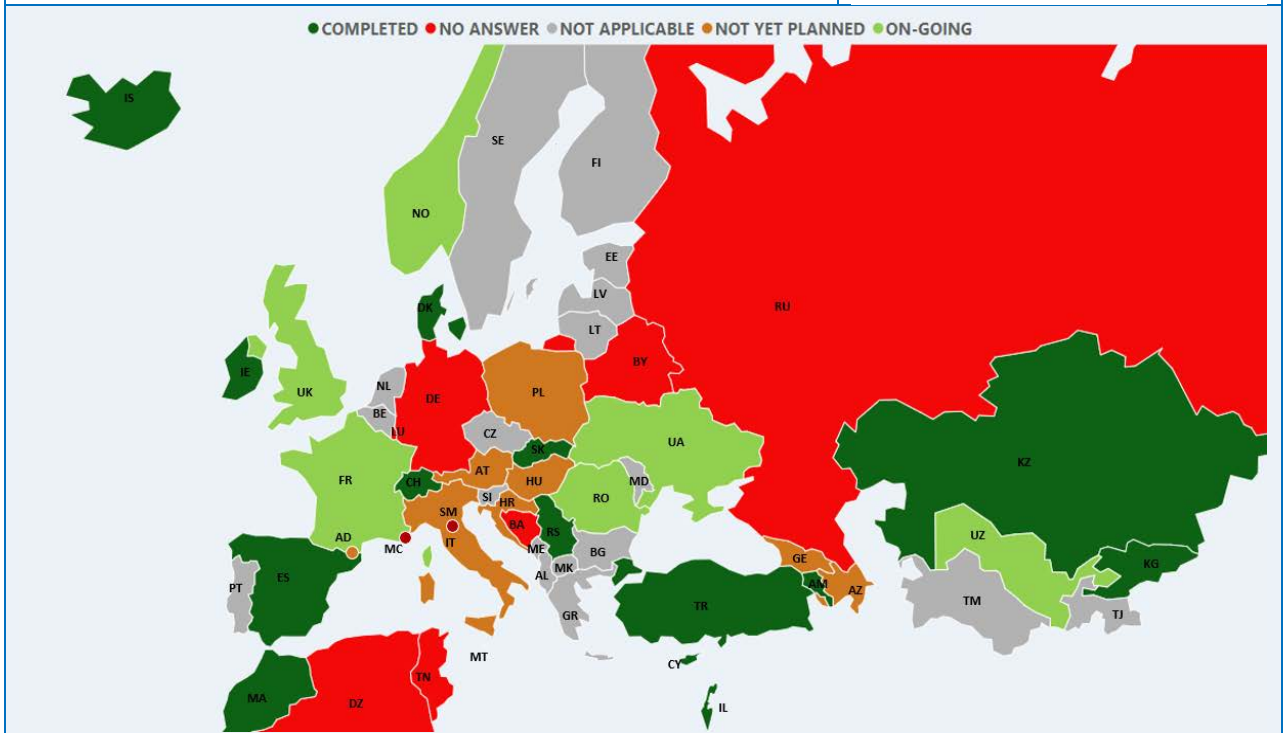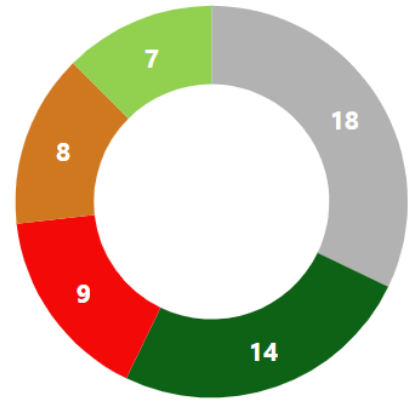
PART D - Rotorcraft

EUR.SPT.0054	Support the development and implementation of flight crew operating manuals (FCOMs) for offshore helicopter operations

Question 33.2 Have you encouraged/mandated the use of FCOMs developed by manufacturers to be used as part flight safety documentation system for helicopter operators?
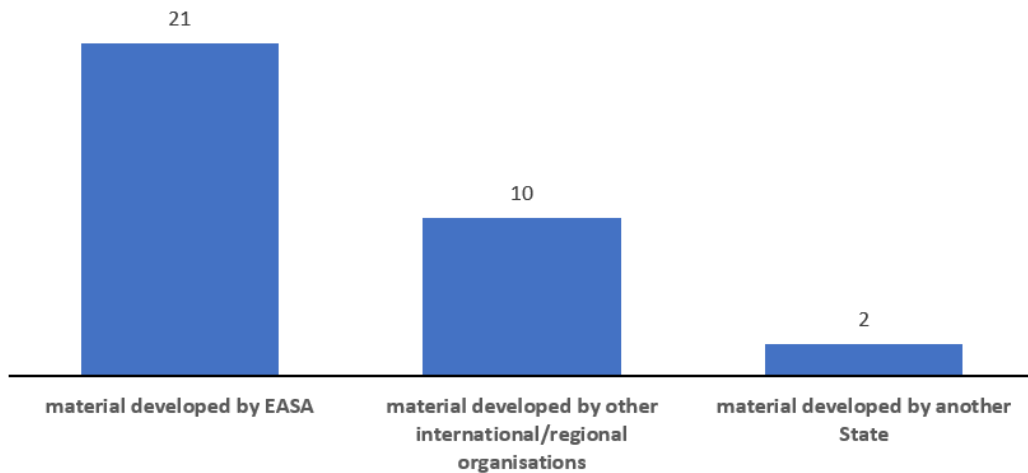

● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING

PART D - Rotorcraft

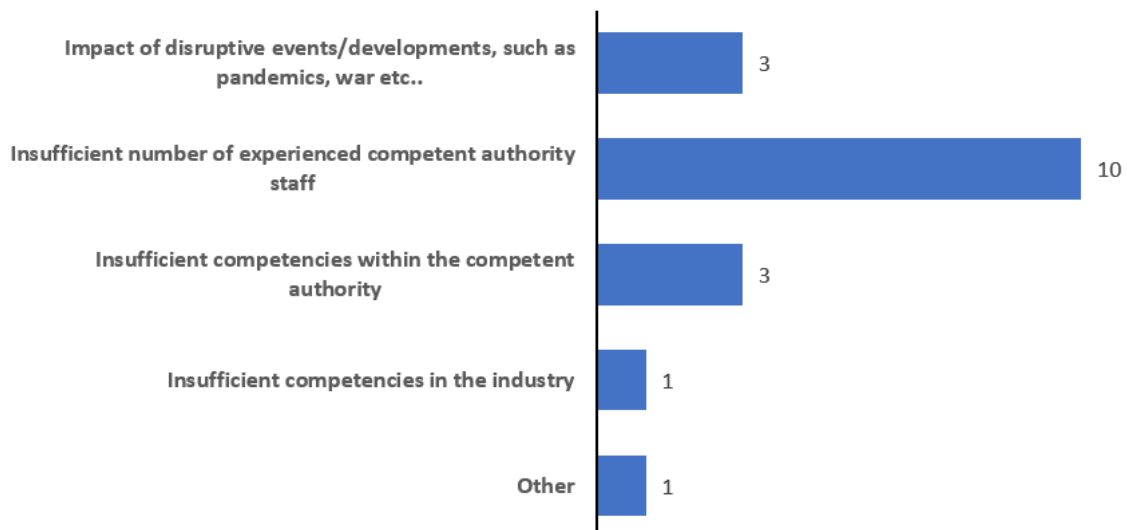| EUR.SPT.0054	Support the development and implementation of flight crew operating manuals (FCOMs) for offshore helicopter operations

Question 33.3 Have you used material developed by EASA (EASA safety promotion material: https://www.helioffshore.org/s/Flightpath-Management-RP-v20.pdf) or other international/regional organization or another State?

Question 33.4 Please indicate which sources of information were used apart from EASA, if any?

1) *material developed by another State: applicable material, e.g. safety promotion material, are sent or notified to the operators;*
2) *My Boeing fleet*

Question 33.5. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.

PART D - Rotorcraft

EUR.SPT.0054	**Support the development and implementation of flight crew operating manuals (FCOMs) for offshore helicopter operations**

Implementation summary (end 2023):

The action to develop guidance to support the manufacturers of helicopters in developing and implementing the FCOMs for offshore helicopter operations has limited applicability due to the absence of helicopter manufacturers in 30 EUR and NAT States (54%). 3 States indicated that the action was completed and 12 States reported that they had not planned yet.

The action regarding the use of FCOMs developed by manufacturers as part of flight safety documentation systems for helicopter operators also has limited applicability: It is not applicable for 18 EUR and NAT States (32%). 14 States (25%) indicated the action as completed and 7% as on-going.

Insufficient number of experienced competent authority staff was indicated as the main challenge.

Conclusion:

The action has limited applicability across EUR and NAT States.

Implementation deadline is extended to Q4 2025.
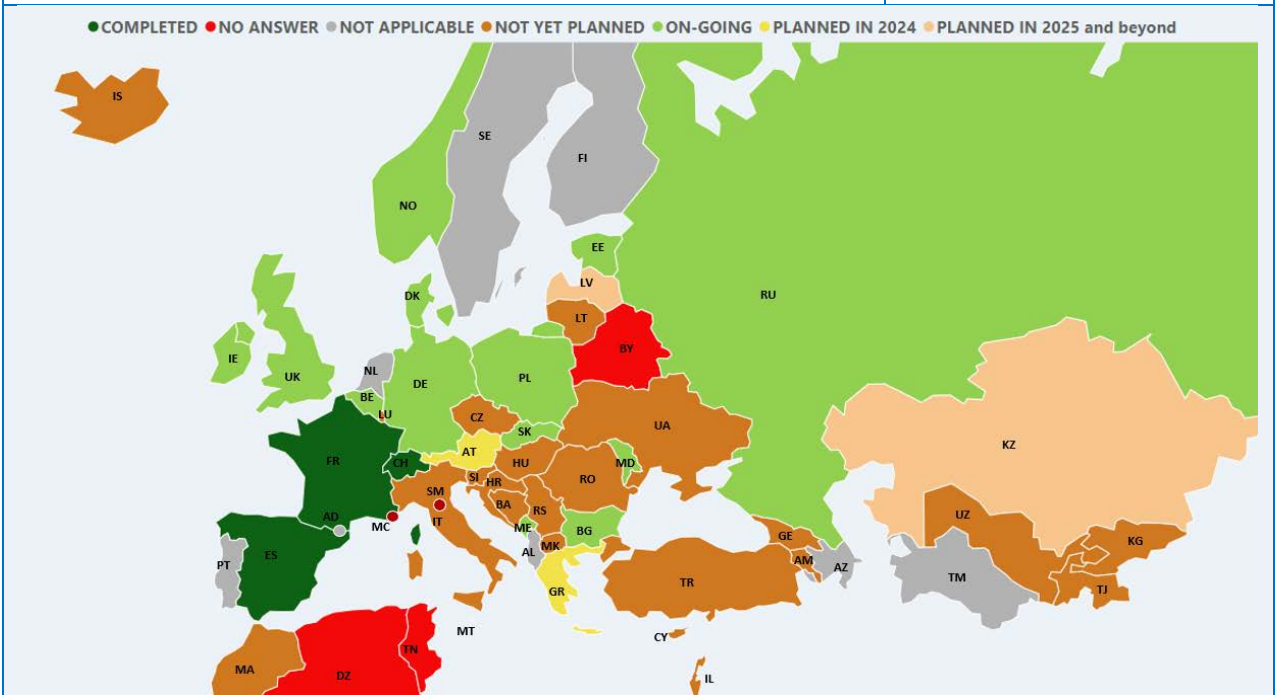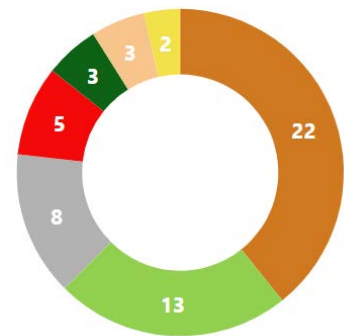
PART E - General/Leisure Aviation

Description:

Encourage the installation and use of modern technology (e.g. weather information, moving maps, envelope protection, tablet applications, avoidance systems, angle of attack indicators, etc.)

EPAS action SPT.0084 (completed)

Question 34.1. Have you implemented a promotional campaign and incentive programmes for Recreational Aviation – aeroplane - non commercial operations stimulating the installation and use of modern technology (e.g. weather information, moving maps, envelope protection, tablet applications, avoidance systems, angle of attack indicators, etc.)?
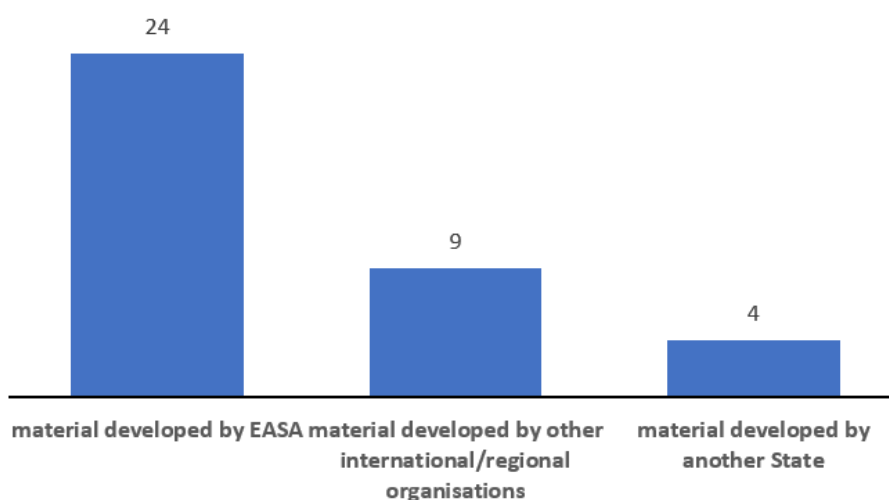
PART E - General/Leisure Aviation

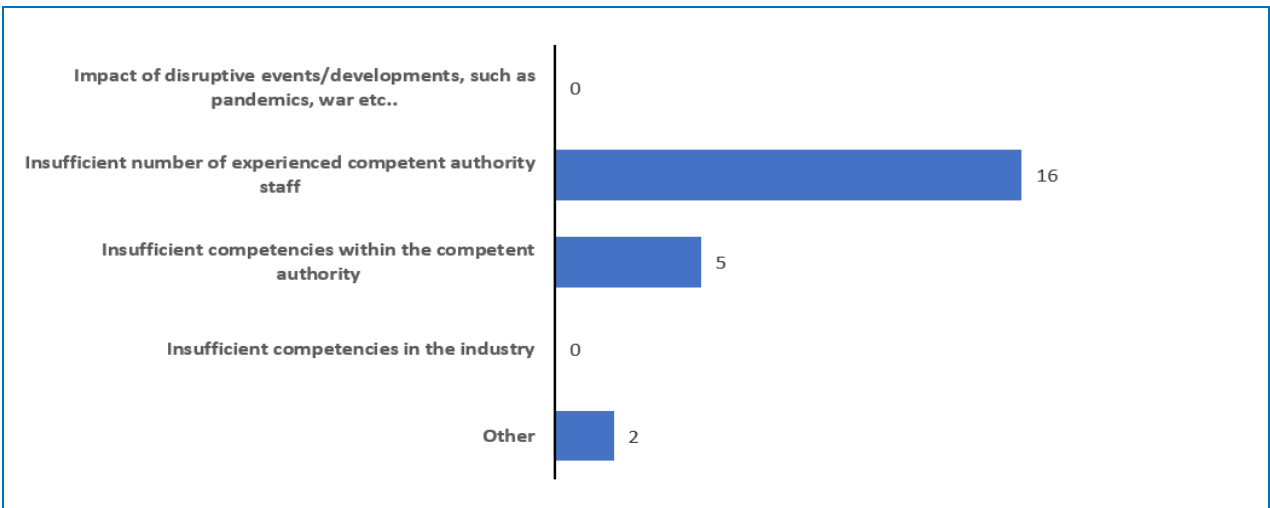**EUR.SPT.0060**   **Promoting safety by improving technology**

Question 34.2 Have you used material developed by EASA (https://www.easa.europa.eu/community/topics/easa-ga-safety-award) or other international/regional organization or another State?

Question 34.3 Please indicate which source of information was used apart from EASA, if any

- **Finland***: Traficom`s own material;*
- **Ireland***: Nationally developed material based on multiple international organisations and associations;*
- **Netherlands***: Together with the National GA-community we used the CAA-UK developed short animation on collision avoidance near winch glider activities for safety promotion. https://www.youtube.com/watch?v=2taDa8pGg-8 ;*
- *Interstate Aviation Committee (IAC);*
- *ICAO, FAA, CASA, CAA UK materials*
- *My Boeing fleet*

Question 34.4. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.

Impact of disruptive events/developments, such as pandemics, war etc..	0
Insufficient number of experienced competent authority staff	16
Insufficient competencies within the competent authority	5
Insufficient competencies in the industry	0
Other	2

PART E - General/Leisure Aviation

EUR.SPT.0060   **Promoting safety by improving technology**

Implementation summary (end 2023):
The action to implement a promotional campaign and incentive programmes for Recreational Aviation on stimulating the installation and use of modern technology has limited implementation potential: For 22 EUR and NAT States (39%) it was reported as not yet planned. 3 States indicated the action as completed and 8 States as not applicable.

Insufficient number of experienced competent authority staff was indicated as main the challenge.

Conclusion:
The implementation of the action requires efforts from many States. However, a promotional campaign on its own may not be sufficient to ensure safety enhancements in the area of recreational aviation. Safety culture is required to be fostered and oversight is needed over flight operations and maintenance (according to some States some aircraft are maintained by small organizations and quality of maintenance can not always be assured).

The timeline should be extended further up to 2025 as the action has not been completely met or even planned by some States.
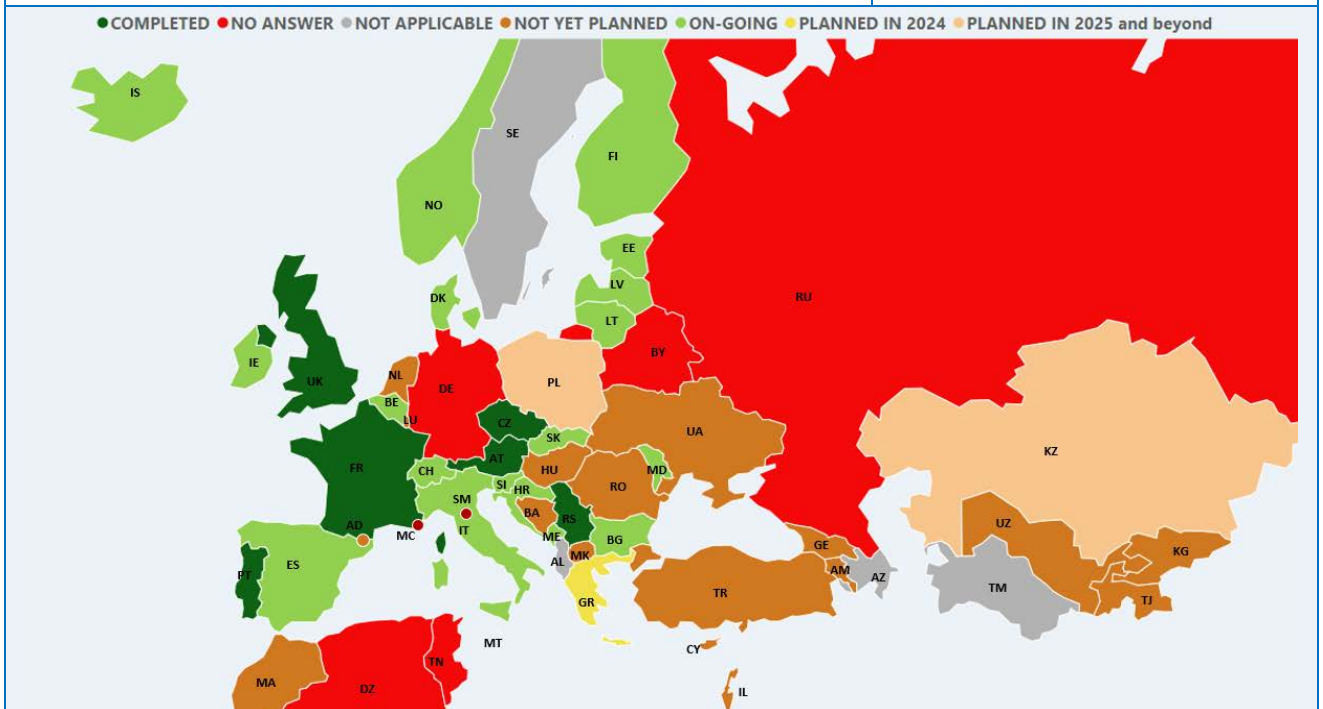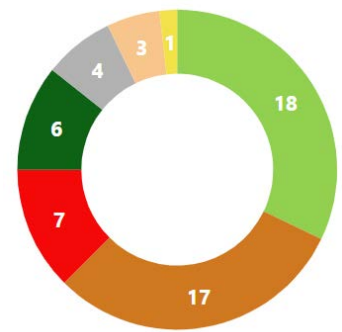
PART E - General/Leisure Aviation

Description:
Launch a campaign on staying in control covering topics such as aircraft performance, flight preparation and management, role of angle of attack, Threat and error management (TEM), upset and stall avoidance and recovery, and startle and surprise management.

EPAS actions: SPT.0086 (completed)

Question 35.1. Have you implemented the promotional campaign for Recreational Aviation – aeroplane - non commercial operations on staying in control covering topics such as aircraft performance, flight preparation and management, role of angle of attack, Threat and error management (TEM), upset and stall avoidance and recovery, and startle and surprise management?
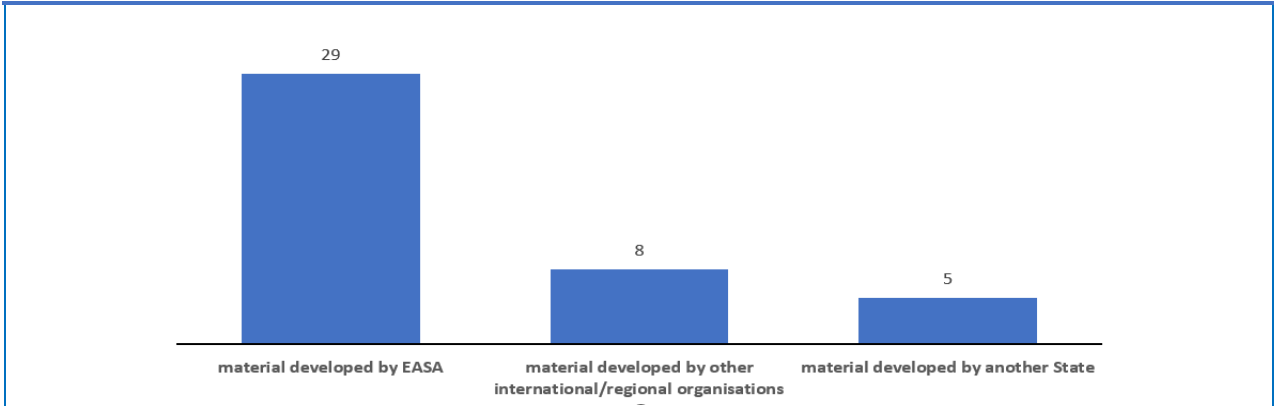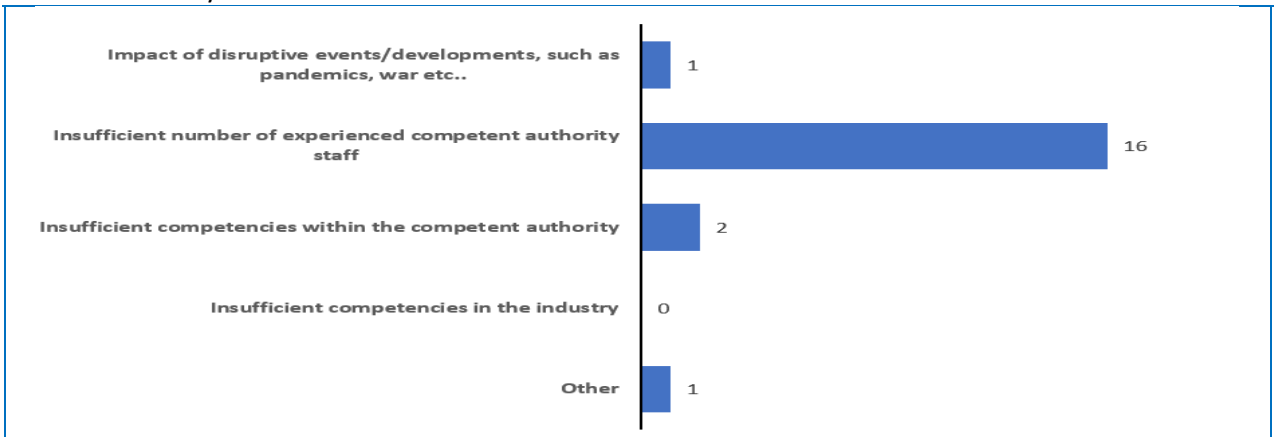
PART E - General/Leisure Aviation

Question 35.2 Have you used material developed by EASA (for example, https://www.easa.europa.eu/easa-and-you/general-aviation/flying-afely/loss-of-control) or other international/regional organization or another State?

Question 35.3 Please indicate which source of information was used apart from EASA, if any.

- **France***: BEA, ECCAIRS DB;*
- **Ireland***: Nationally developed material based on multiple international organisations and associations;*
- **Kazakhstan***: ICAO***;**
- **Lithuania***: UK CAA GA safety promotion material;*
- **Moldova***: Interstate Aviation Committee (IAC);*
- **Slovenia***: FAA, Eurocontrol (Skybrary), CASA, NTSB, ATSB.*

Question 35.4. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.

PART E - General/Leisure Aviation

EUR.SPT.0063	Campaign on staying in control: EASA or other material

Implementation summary (end 2023):
<u>The action</u> to implement a promotional campaign on staying in control for Recreational Aviation (covering topics such as aircraft performance, flight preparation and management, role of angle of attack etc.) was <u>mostly reported as on-going:</u> 22 EUR and NAT States (39%) stated that they were in the process of implementation or that they had planned it in the upcoming years. 6 States indicated the action as completed and 17 States indicated they had not planned yet.

Insufficient number of experienced competent authority staff was indicated as main challenge.

Conclusion:
Accidents involving recreational aviation are quite common, therefore the relevant EUR RASP actions require more solid actions from States.

The timeline should be extended further up to 2025, as the action has not been completely met or even planned by some States.
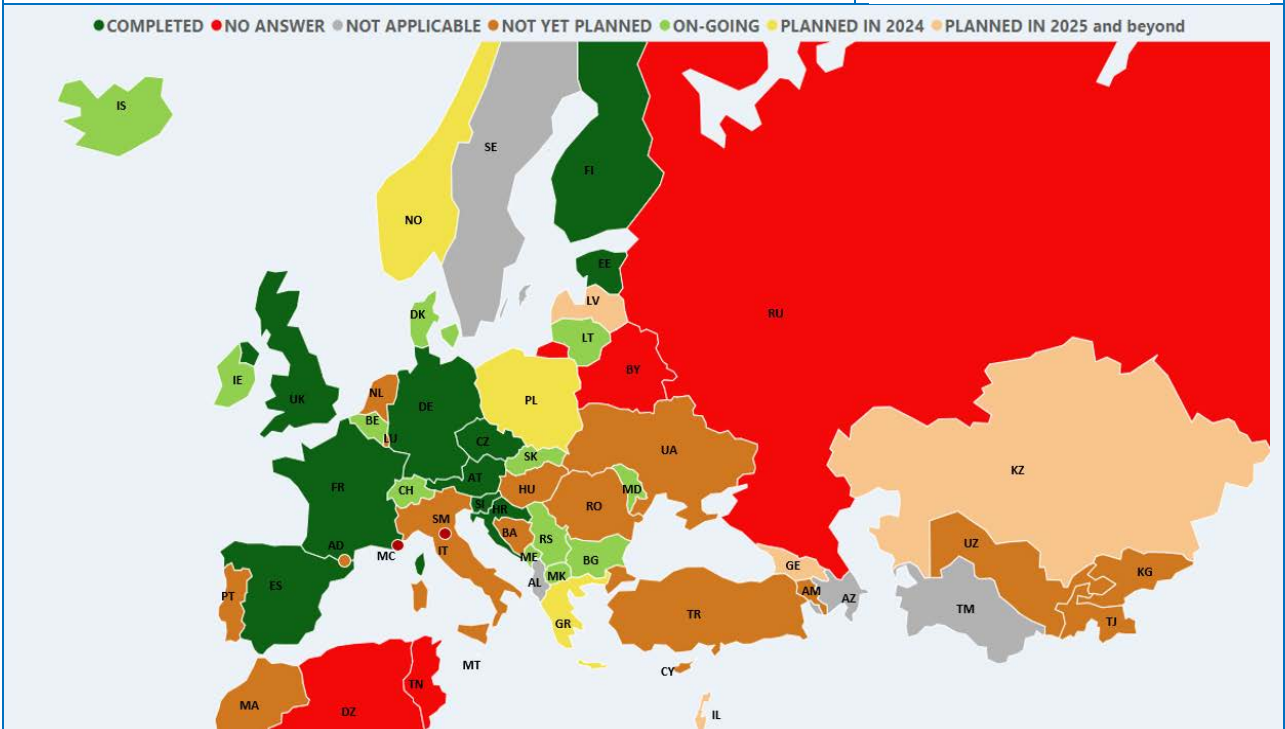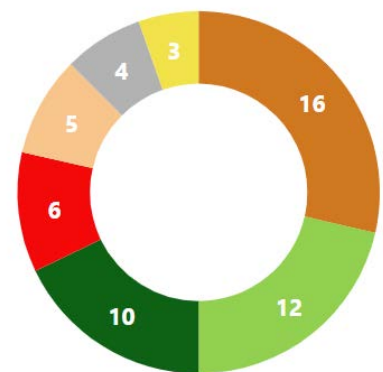
PART E - General/Leisure Aviation

Description:

Produce safety promotion material (video) addressing subjects such as weather awareness, flight preparation, management and debrief, the use of flight information services (FIS), the benefits of using modern technology including cockpit weather information systems (including GPS integrated, mobile/4G connected apps, etc.), communication with ATC, inadvertent entry into IMC, TEM, and Human Factors (HF).

EPAS action SPT.0087 (completed)

Question 36.1. – Have you developed *promotion material/a promotion campaign for Recreational Aviation – aeroplane - non commercial operations addressing weather awareness*?

EUR.SPT.0064	Weather awareness for pilots

Question 36.2. – Have you developed *promotion material/a promotion campaign for Recreational Aviation – aeroplane - non commercial operations addressing flight preparation, management and debrief?*

● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024 ● PLANNED IN 2025 and beyond

PART E - General/Leisure Aviation

EUR.SPT.0064   **Weather awareness for pilots**

Question 36.3. – Have you developed *promotion material/a promotion campaign for Recreational Aviation – aeroplane - non commercial operations addressing the use of flight information services (FIS)?*
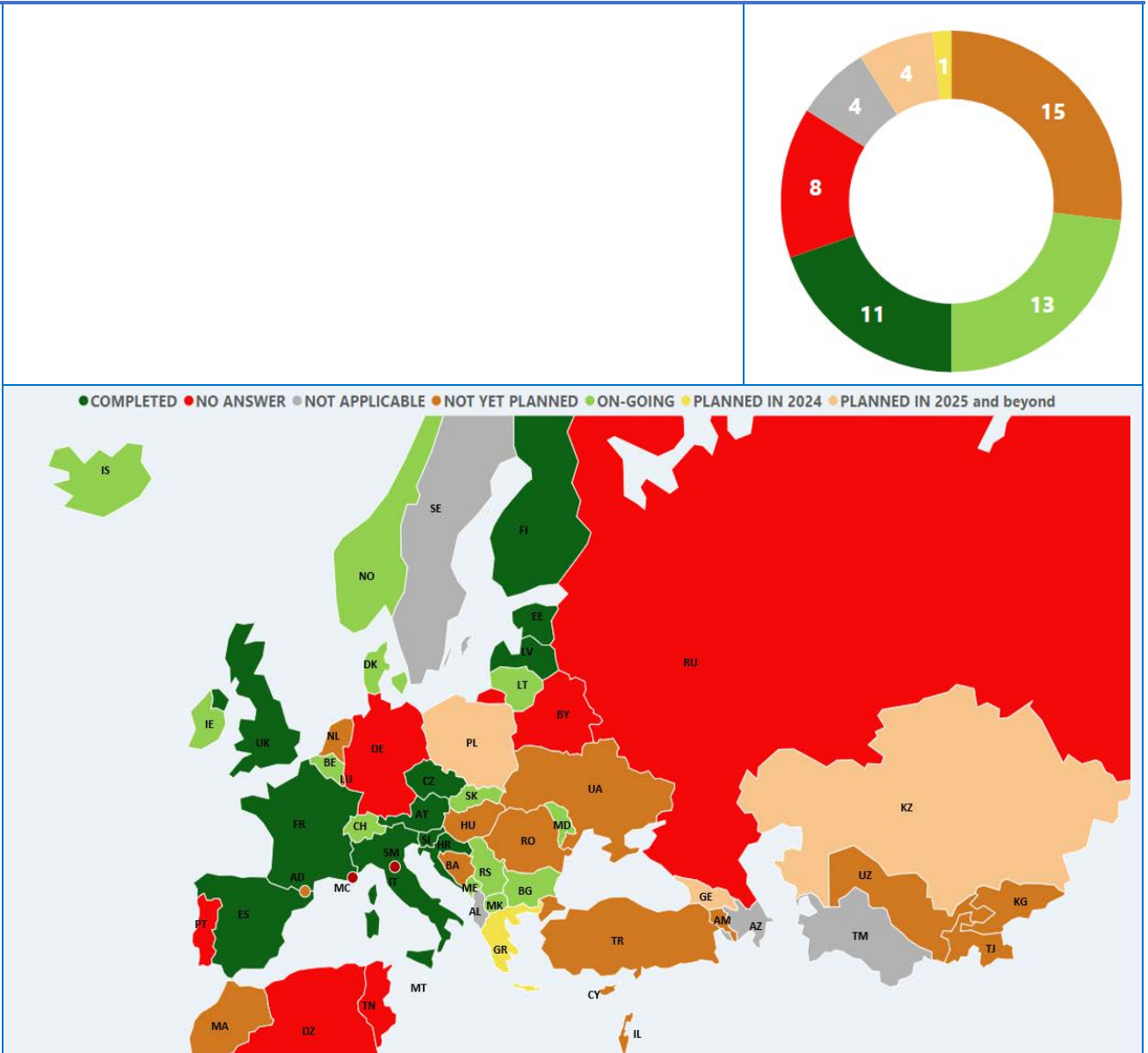

● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024 ● PLANNED IN 2025 and beyond
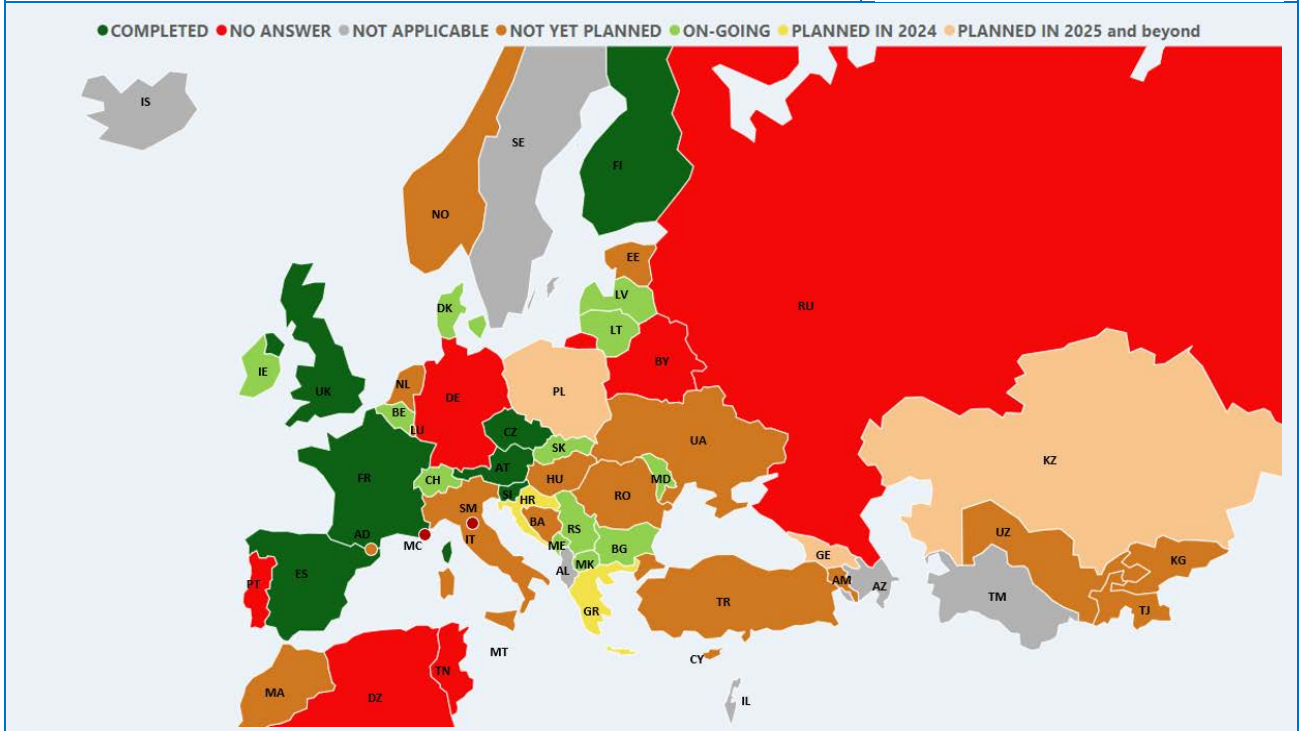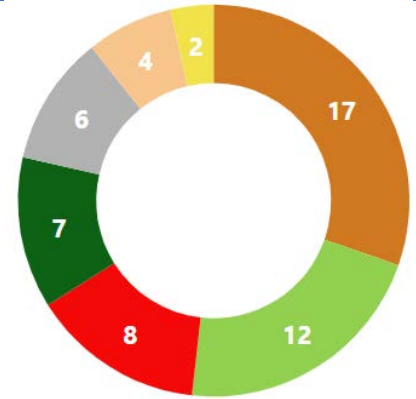
PART E - General/Leisure Aviation

EUR.SPT.0064   **Weather awareness for pilots**

Question 36.4. – Have you developed *promotion material/a promotion campaign for Recreational Aviation – aeroplane - non commercial operations addressing the benefits of using modern technology including cockpit weather information systems (including GPS integrated, mobile/4G connected apps, etc.)*

Legend: ●COMPLETED ●NO ANSWER ●NOT APPLICABLE ●NOT YET PLANNED ●ON-GOING ●PLANNED IN 2024 ●PLANNED IN 2025 and beyond
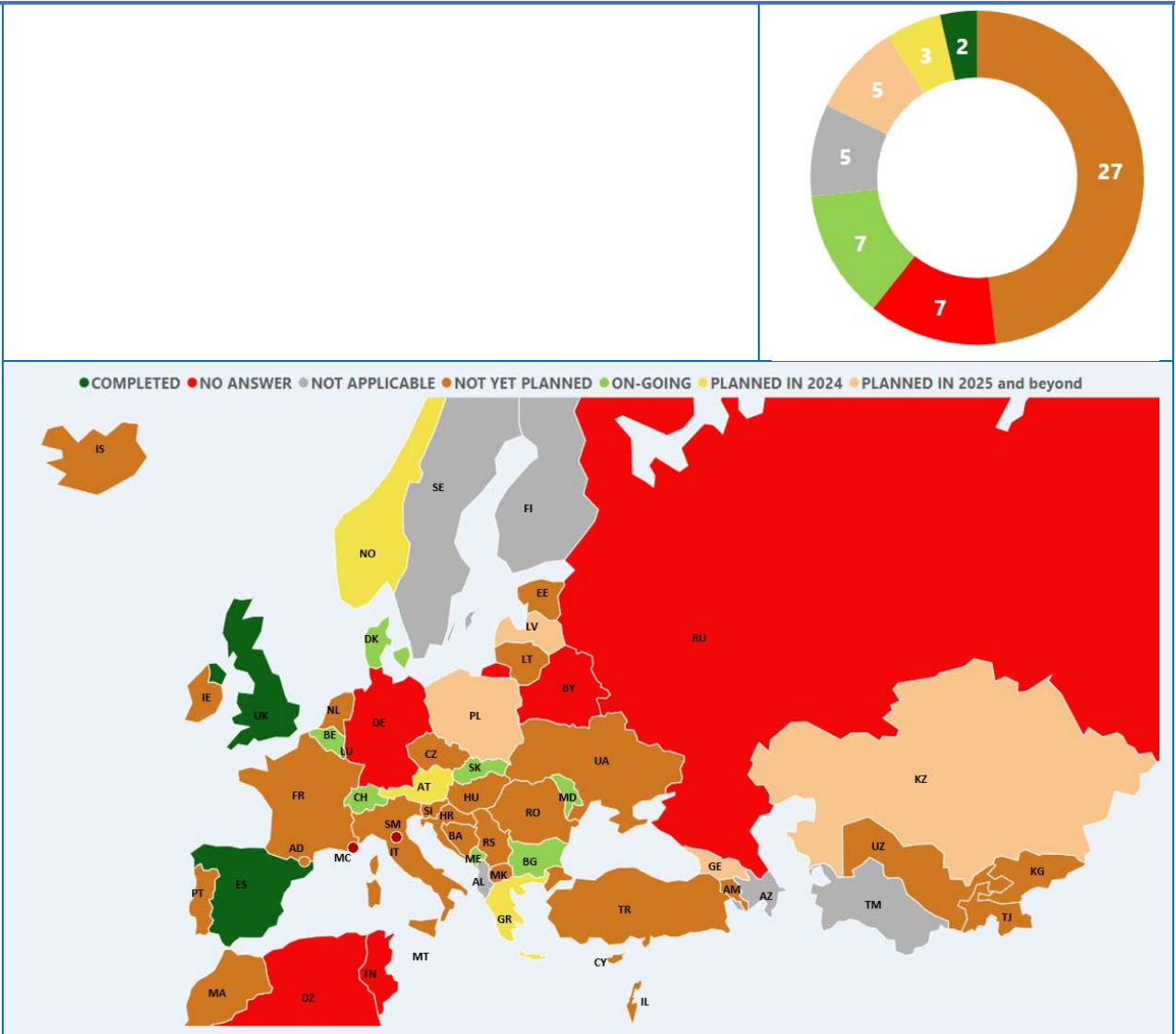
EUR.SPT.0064 | **Weather awareness for pilots**

Question 36.5. – Have you developed *promotion material/a promotion campaign for Recreational Aviation – aeroplane - non commercial operations addressing communication with ATC?*
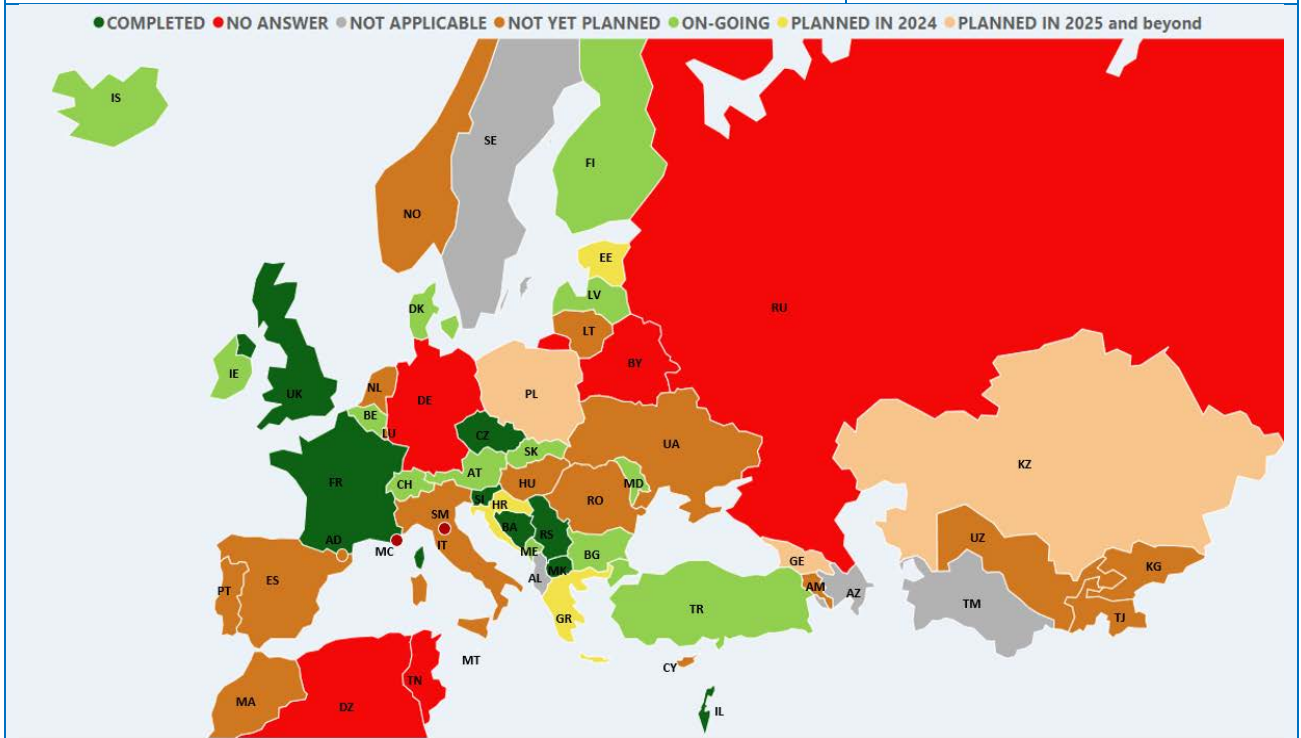
● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024 ● PLANNED IN 2025 and beyond

PART E - General/Leisure Aviation

Question 36.6. – Have you developed *promotion material/a promotion campaign for Recreational Aviation – aeroplane - non commercial operations addressing inadvertent entry into IMC?*

● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024 ● PLANNED IN 2025 and beyond

PART E - General/Leisure Aviation

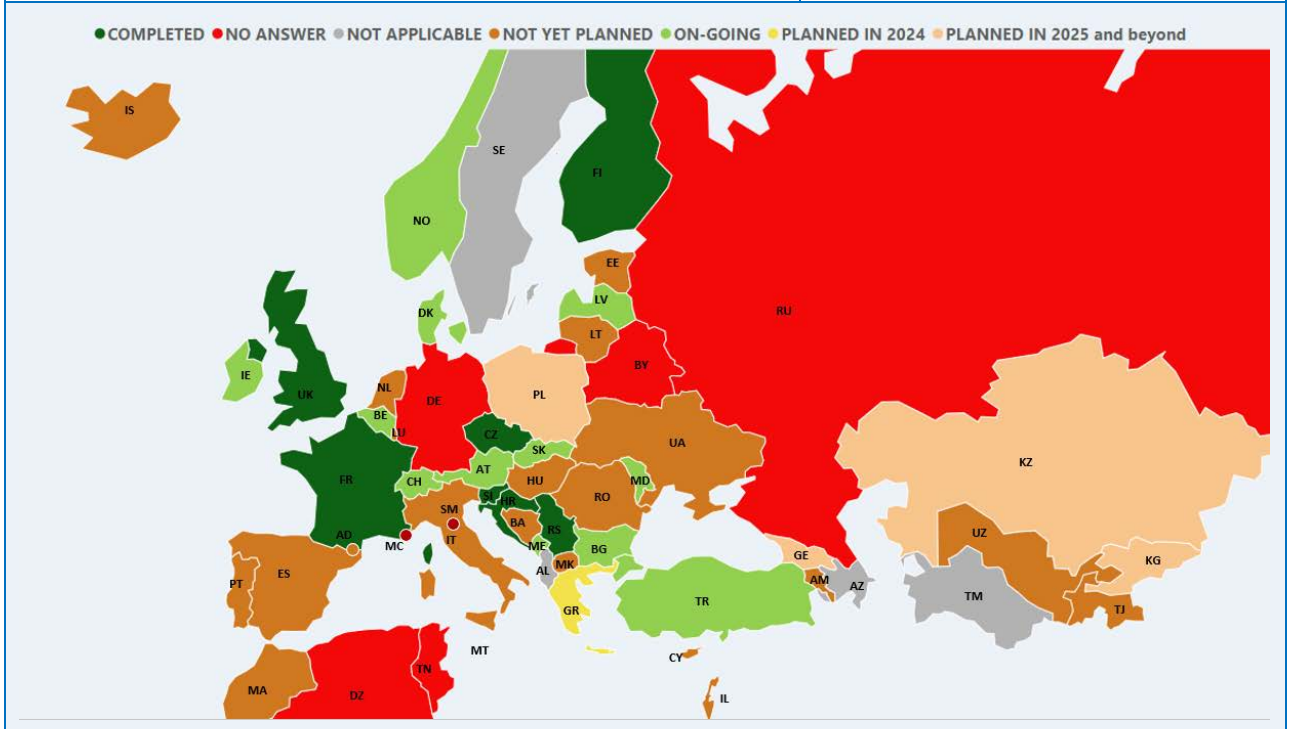Question 36.7. – Have you developed *a promotion material/a promotion campaign for Recreational Aviation – aeroplane - non commercial operations addressing Threat and Error Management (TEM) and Human Factors (HF)?*
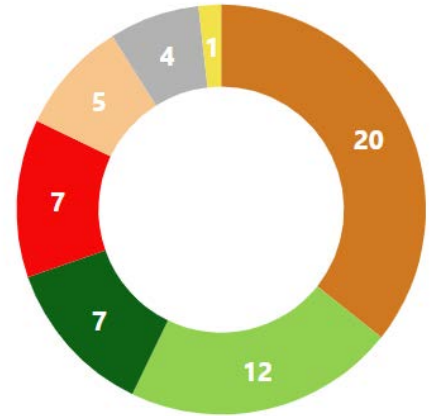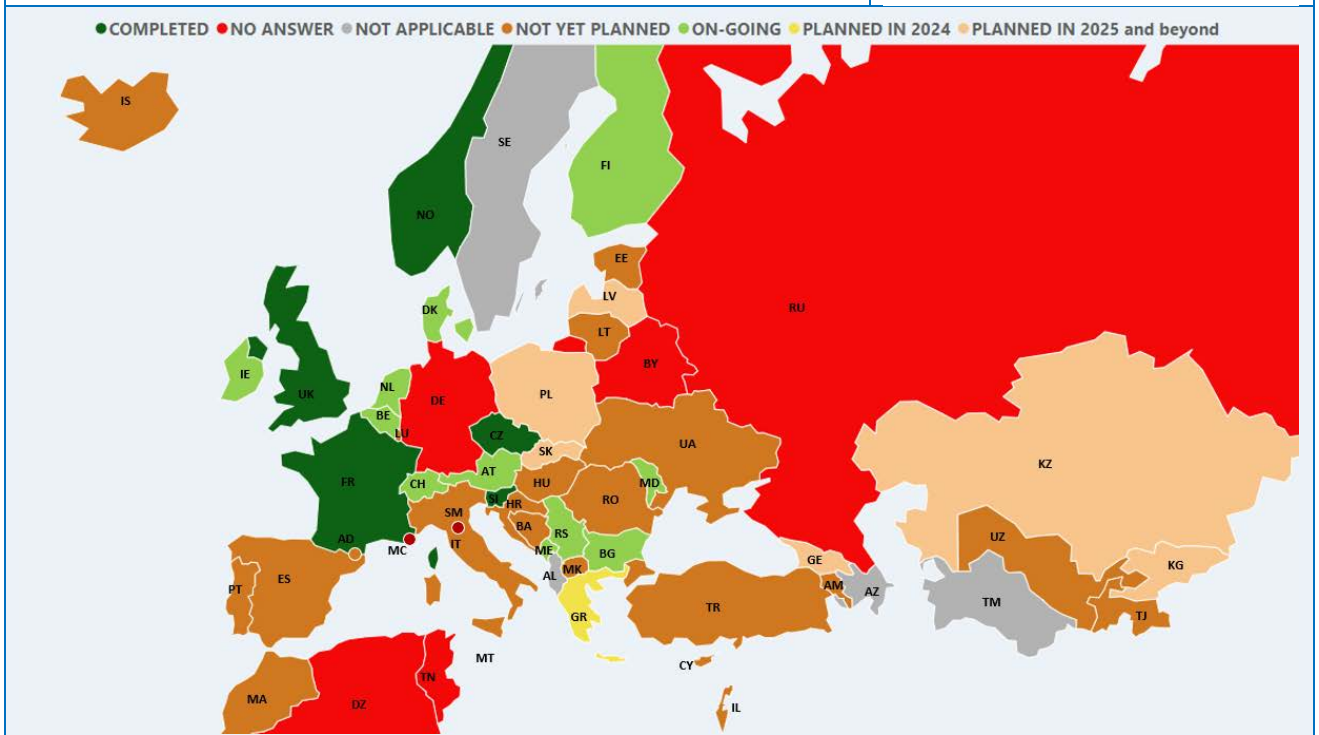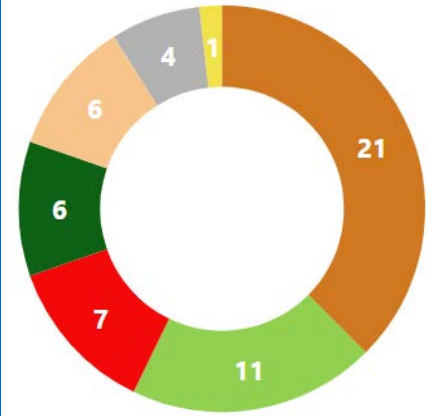
PART E - General/Leisure Aviation

Question 36.8 Have you used material developed by EASA (for example, https://www.easa.europa.eu/newsroom-and-events/news/sunny-swiftweather-briefing-process) or other international/regional organization or another State?
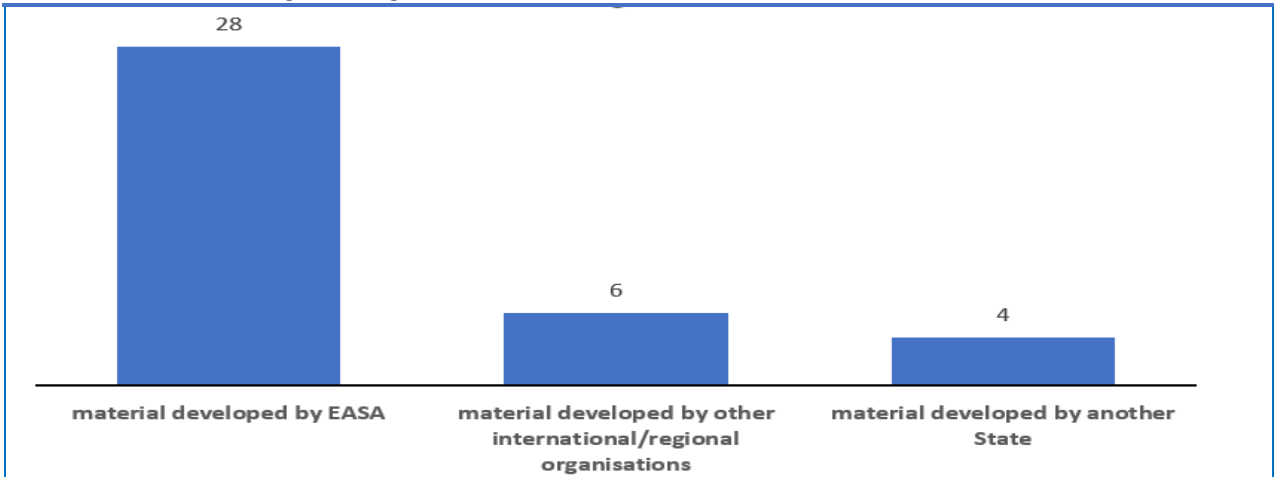
Question 36.9 Please indicate which source of information was used apart from EASA, if any.

- **Finland**: *Svenska Segelflygförbundet (Swedish);*
- **Ireland**: *Nationally developed material based on multiple international organisations and associations;*
- **Kyrgyzstan**: *ICAO;*
- **Malta**: *TM-CAD utilized various available sources and compiled one set of information ;*
- **Moldova**: *Interstate Aviation Committee (IAC);*
- **Poland**: *Together4Safety;*
- **Slovenia**: *CASA, FAA, UK CAA.*

Question 36.10. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.
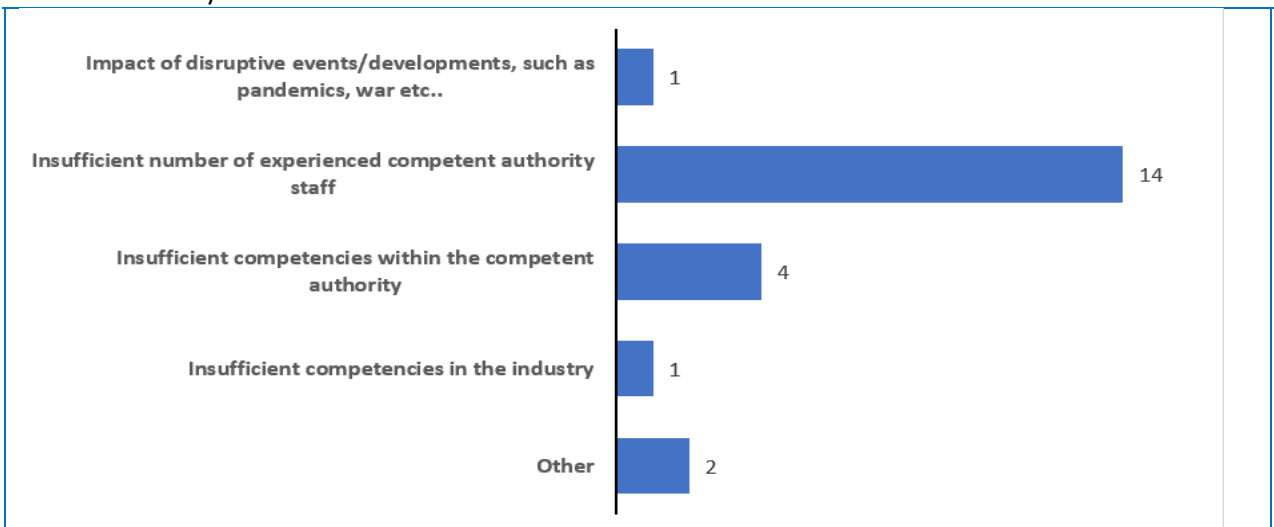
PART E - General/Leisure Aviation

EUR.SPT.0064   **Weather awareness for pilots**

Implementation summary (end 2023):
The action regarding weather awareness for pilots shows weak implementation.

In average:
- 19 States have reported that they had not planned the activity.
- 7 States indicated the status as completed.
- 18 States reported the activity as in the process of implementation or that it was planned in the upcoming years.

The activity regarding the developed of promotion material for addressing the benefits of using modern technology including cockpit weather information systems shows the weakest implementation in the block.

Insufficient number of experienced competent authority staff was indicated as main challenge.

Conclusion:

Accidents involving recreational aviation are quite common, therefore the relevant EUR RASP actions questions require more solid actions from States.

The timeline should be extendedpfurther up to 2025, as it has not been completely met or even planned by some States.

PART E - General/Leisure Aviation

EUR.SPT.0065   **Promote instrument flying for General Aviation pilots/leisure flying**

Description:
Promote easier access of General Aviation pilots to instrument flight rules (IFR) flying in order to ensure that the safety and efficiency benefits materialise across Europe.

EPAS action SPT.0088

Question 37.1. Have you implemented a promotion campaign to enable easier access of General Aviation pilots to instrument flight rules (IFR) flying in order to ensure that the safety and efficiency benefits materialise?

● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024 ● PLANNED IN 2025 and beyond
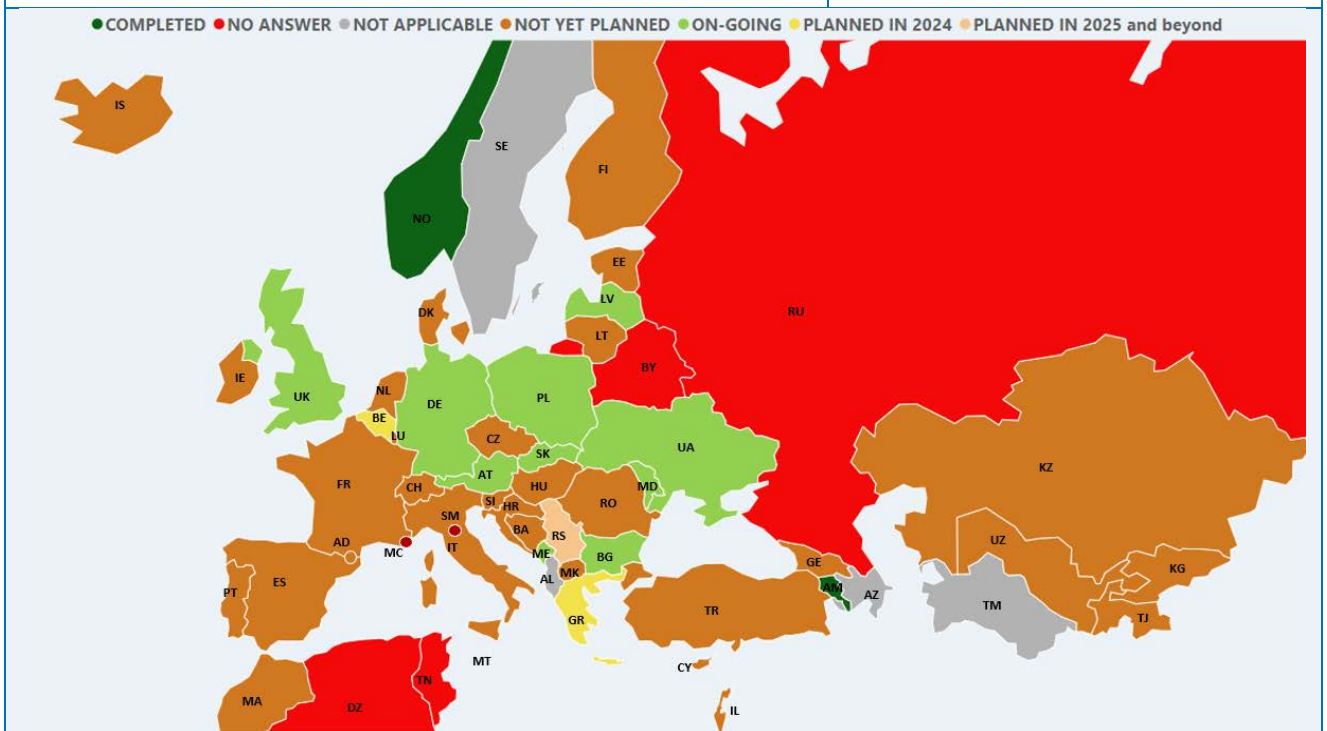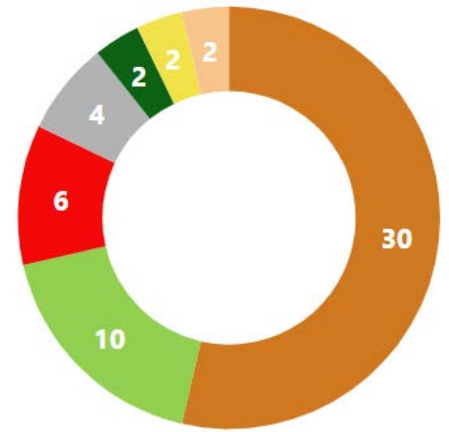
PART E - General/Leisure Aviation

Question 37.2 Have you used material developed by EASA (for example, https://www.easa.europa.eu/newsroom-and-events/news/sunny-swiftweather-briefing-process) or other international/regional organization or another State?

Question 37.3 Please indicate which source of information was used apart from EASA, if any.
- **France**: *CAA NZ about mountain flying;*
- **Kyrgyzstan**: *ICAO;*
- **Moldova**: *Interstate Aviation Committee (IAC);*
- **Norway**: *National experts and pilots webinar.*

Question 37.4. Please indicate any challenges/constraints/obstacles you encountered in implementing the above EUR RASP action.

PART E - General/Leisure Aviation

EUR.SPT.0065	Promote instrument flying for General Aviation pilots/leisure flying

Implementation summary (end 2023):
The action to implement a promotional campaign to enable easier access of General Aviation pilots to instrument flight rules (IFR) flying in order t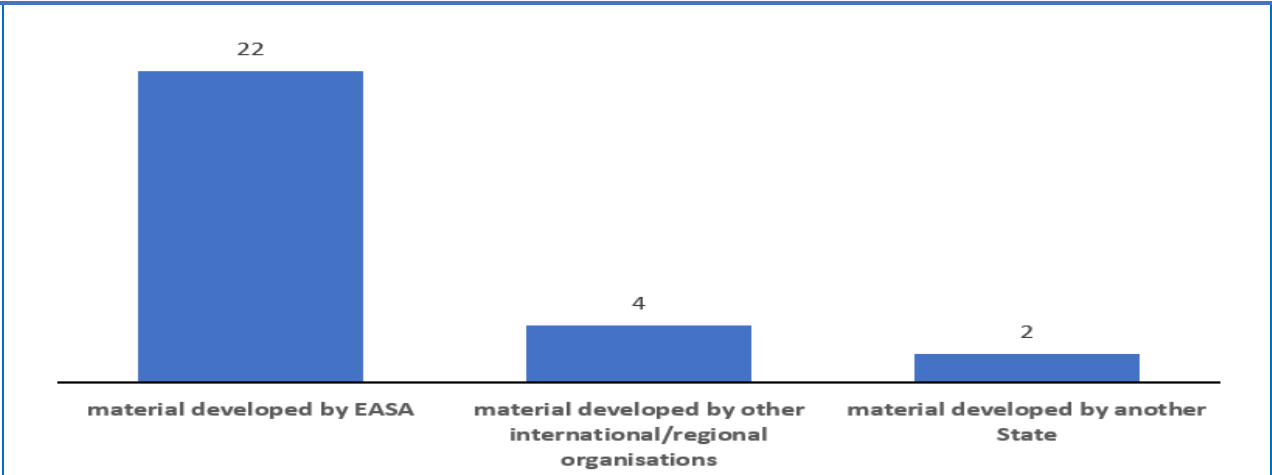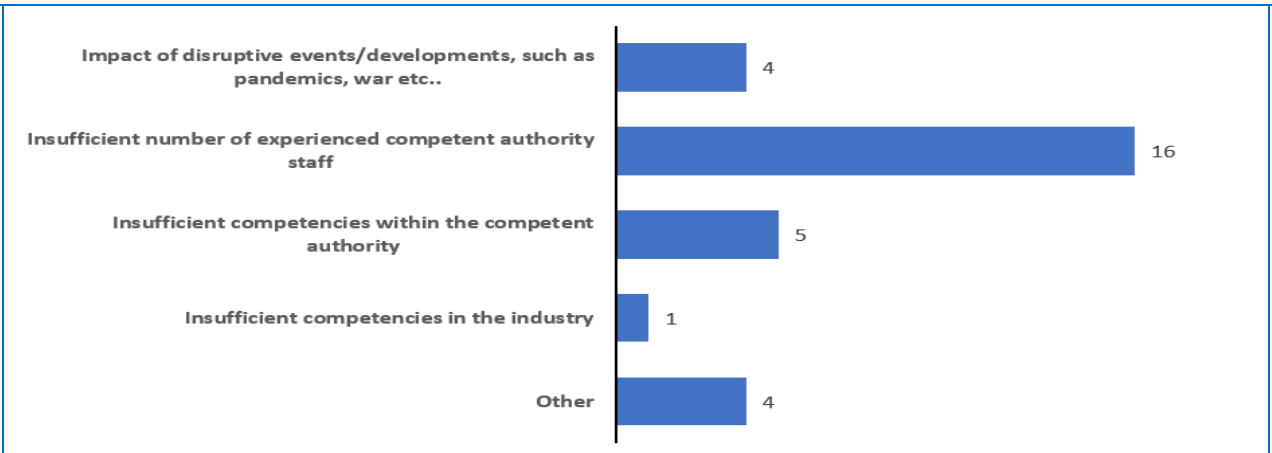o ensure that the safety and efficiency benefits materialise shows the weakest realisation for EUR and NAT States (2 States reported it as completed).
30 States (54%) indicated that they had not planned appropriate actions yet. 14 States (26%) reported that they were in the process of implementation or that they had planned it in the upcoming years.

Insufficient number of experienced competent authority staff was indicated as the main challenge.

Among other challenges, States highlighted:
1) Insufficient competencies within the competent authority.
2) Impact of disruptive events/developments, such as pandemics, war etc.
3) Safety issue prioritization and planning while taking into consideration the tasks related to other areas of improvement/awareness.
4) Lack of specific training within declared training organisations.

Conclusion:
The EUR-RASP action and related question are not very clear with regard to what is meant by "easier access to IFR". Some States might have been confused by the question.

The action should be clarified in terms of objective and extended to Q4 2025

PART E - General/Leisure Aviation

Description:
Compile and disseminate to the community available material on fuel management.

EPAS actions: SPT.0090 (completed)

Question 38.1. Have you implemented *a promotion campaign to the community (Recreational Aviation – aeroplane - non commercial operations) to address fuel management*?

● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024 ● PLANNED IN 2025 and beyond

PART E - General/Leisure Aviation

Question 38.2 Have you used material developed by EASA (for example, https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-fuelcaution-light) or other international/regional organization or another State?
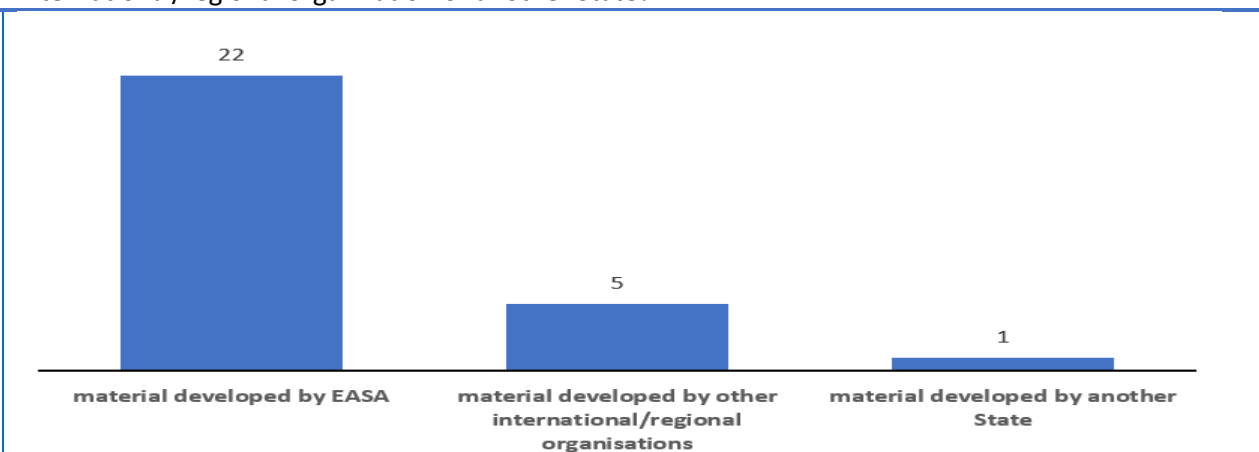
Question 38.3 Please indicate which source of information was used apart from EASA, if any.

- **Kazakhstan, Uzbekistan**: *ICAO materials;*
- **Moldova**: *Interstate Aviation Committee (IAC);*
- **Norway**: *FAA materials.*

Question 38.4. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.
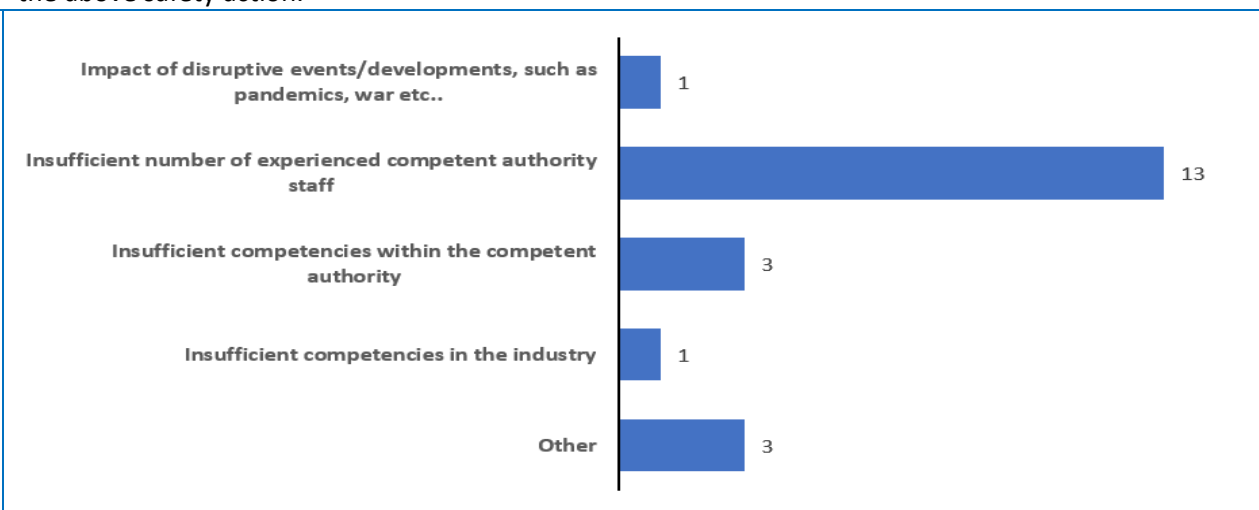
PART E - General/Leisure Aviation

EUR.SPT.0066	Fuel management for pilots: EASA or other material.

Implementation summary (end 2023):
The action to implement a promotion campaign for the General/Leisure Aviation community to address fuel management has low implementation for EUR and NAT States (8 States – completed).
22 States (39%) reported that they had not planned appropriate actions yet. 16 States (29%) reported that they were in the process of implementation or that they had planned it in the upcoming years.

Insufficient number of experienced competent authority staff was indicated as the main challenge.

Among other challenges, States highlighted:
1) Safety issue prioritization and planning while taking into consideration the tasks related to other areas of improvement/awareness.
2) Cooperation with other aviation bodies on the specific issue.

Conclusion:

Accidents involving recreational aviation are quite common, therefore the relevant EUR_RASP actions require more solid actions from States.

The timeline should be further extended up to 2025, as the action has not been completely implemented or not even planned by some States.

PART F - Unmanned aircraft systems

EUR.RMT.0083	Introduction of a regulatory framework for the operation of drones	

Description:
Development of regulatory framework for the three categories of RPAS defined:
— Open category: Low-risk operation not requiring authorisation or declaration before flight
— Specific operation category: Medium-risk operation requiring authorisation or declaration before flight
— Certified category: High-risk operation requiring certification process
Development of adequate rules to enable U-space implementation

EPAS action RMT.0230

Question 40.1. Have you developed a regulatory framework for the safe operation of UAS?
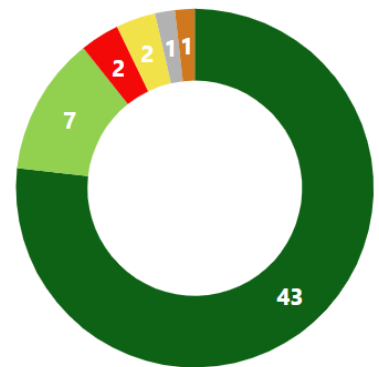
PART F - Unmanned aircraft systems

| EUR.RMT.0083 | Introduction of a regulatory framework for the operation of drones | |

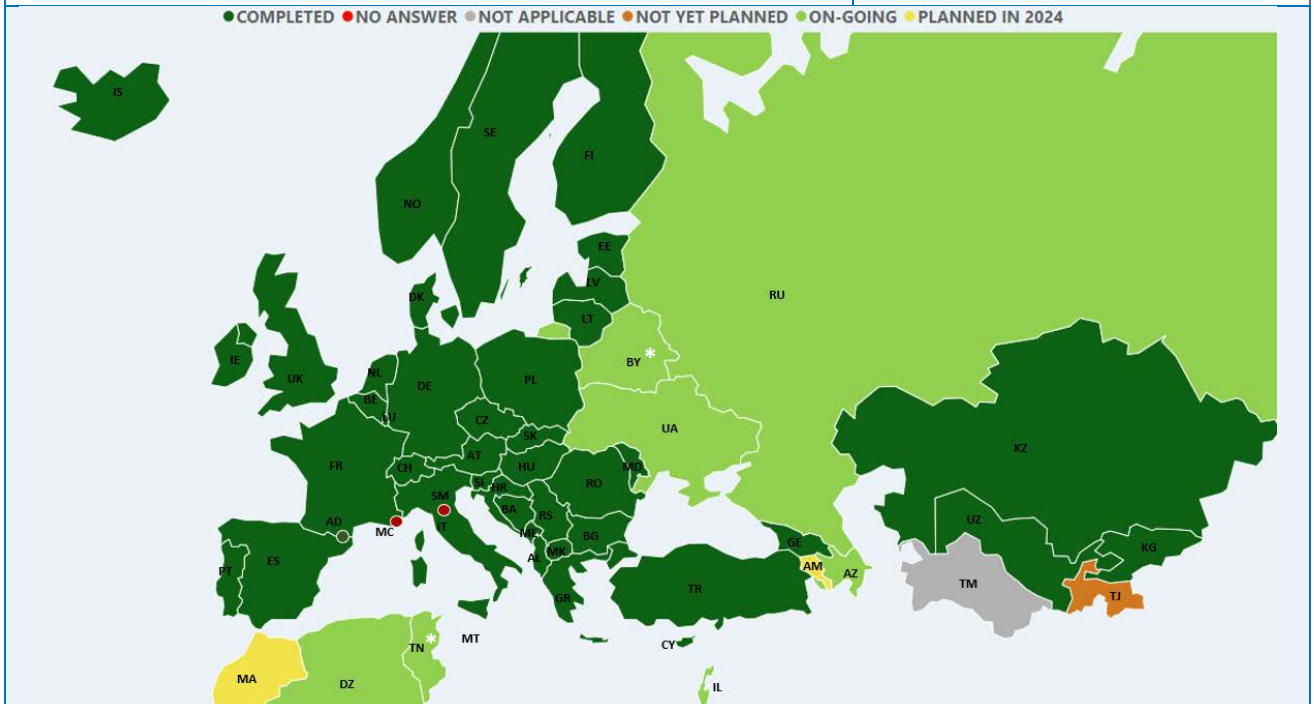Question 40.2. Please indicate any challenges/constraints/obstacles you encountered in developing regulations for UAS.
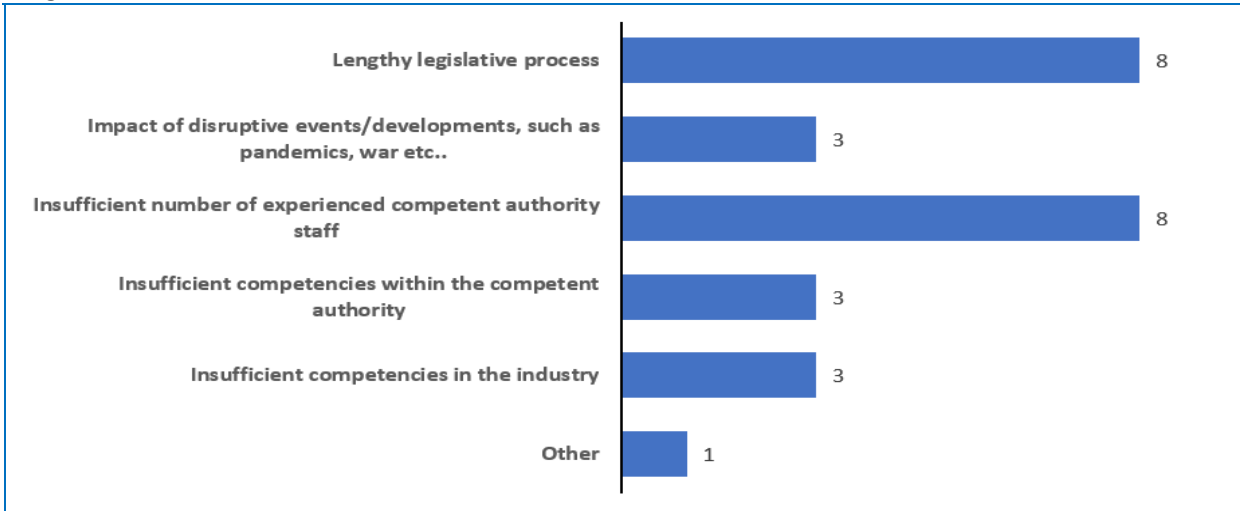
Implementation summary (end 2023):

This safety action is completed for EASA States.

Development of a regulatory framework for the safe operation of UAS, shows good implementation status (77%). Remaining States reported that work was in progress or that it was planned for upcoming years.

Commonly identified challenges were the lengthy legislation process and insufficient number of experienced competent authority staff.

Among other challenges strict military and national security requirements for the flight approval process was highlighted.

Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

Conclusion:

Progress reported by the States is satisfactory, but this action shall remain in the next EUR-RASP edition and work with States shall be continued in close cooperation.

PART G - Design and production

Description:

The objective of this task is to increase the level of safety by reducing the number of REs through mandating existing technologies on aeroplane that allow to measure remaining runway left and thus support pilot-decision-making. Put more emphasis on safety objectives against the risk of REs, while providing more flexibility in terms of design solutions. The means to achieve these objectives will be provided in a technical standard developed jointly by industry and CAAs with the support of an international standardisation bodies (like EUROCAE).

EPAS action RMT.0570 (completed)

Question 41.1. Has your State amended the regulatory framework to mandate existing technologies on aeroplane that allow to measure remaining runway left and thus supporting pilot-decision-making ?

● COMPLETED ● NO ANSWER ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2025 and beyond
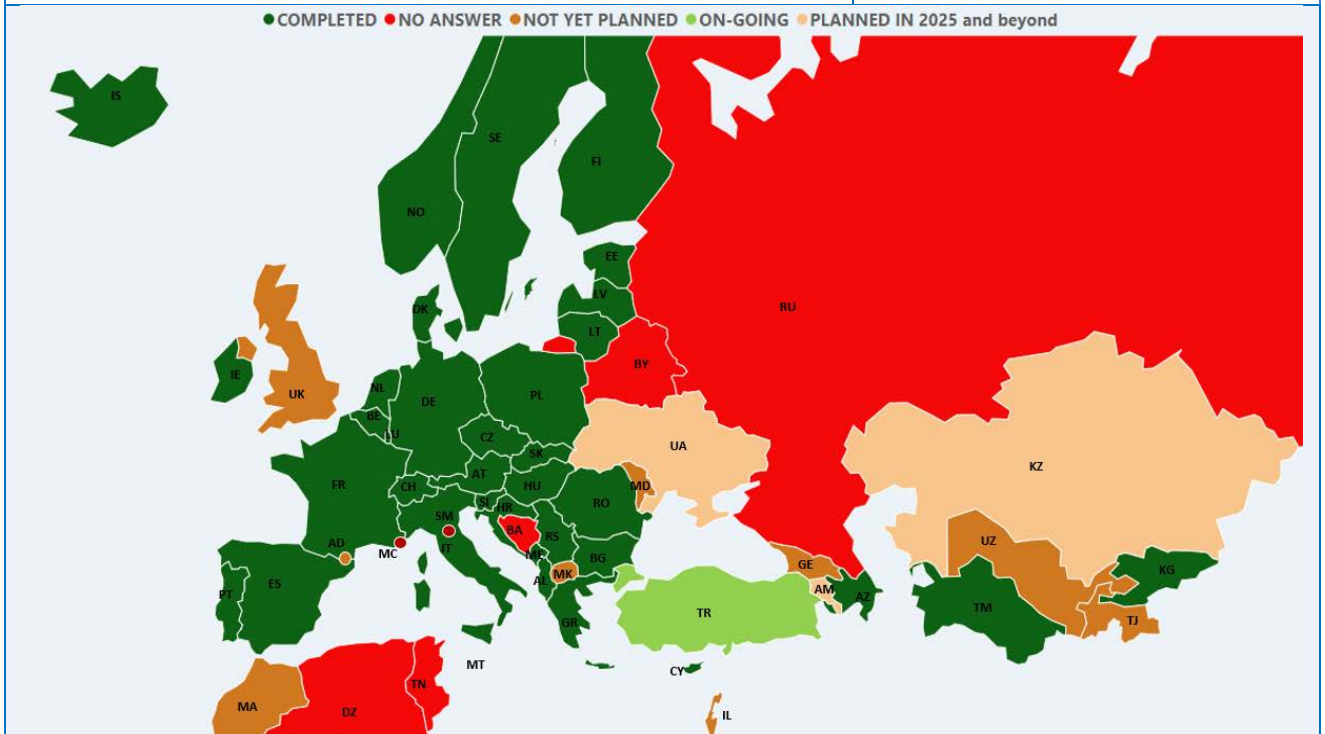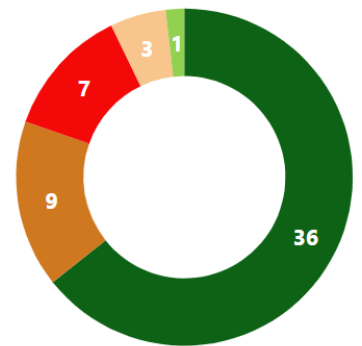
PART G - Design and production

Question 41.2. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.
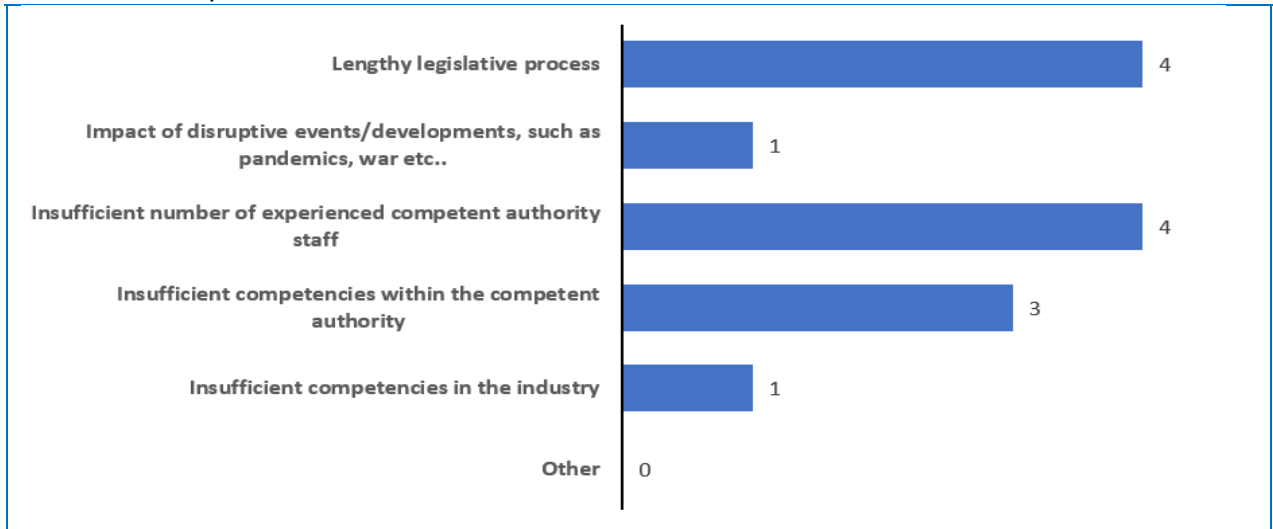
Implementation summary (end 2023):
The action to amend the regulatory framework mandating existing technologies on aeroplanes that allow to measure remaining runway left and thus supporting pilot-decision-making shows good implementation for EUR and NAT States: 36 (64%) reported it as completed, including all EASA Member States.
9 States (16%) reported that they had not planned appropriate actions yet. 4 States (7%) reported that they were in the process of implementation or that they had planned it in the upcoming years.

Insufficient number of experienced competent authority staff, lengthy legislative process and insufficient competencies within the competent authority were indicated among top challenges.

Conclusion:
The EUR RASP action shall be kept for non-EASA States with deadline extended to 2025.

As potential support for non-EASA States EASA have proposed to use the relevant EPAS deliverables, namely amending **Commission Implementing Regulation (EU) 2020/1159** and amendments to AMCs and GM: **ED Decision 2020/023/R.**

Progress reported by the States is satisfactory, however the EUR RASP action shall remain in the next EUR-RASP edition.

PART H - Maintenance and continuing airworthiness management

| EUR.RMT.0069 | Technical records | |

Description:
Clarification of criteria for preventing incomplete records. Incomplete records may lead to a wrong assessment of the airworthiness status of the product with a consequent safety risk, development of back-to-birth concept, components traceability, and use of radio frequency identification devices (RFID)

EPAS action RMT.0276 (completed)

Question 42.1. Has your State amended the regulatory framework for Approved Maintenance Organisations, containing clear criteria for preventing incomplete records that may lead to a wrong assessment of the airworthiness status of the product with a consequent safety risk?
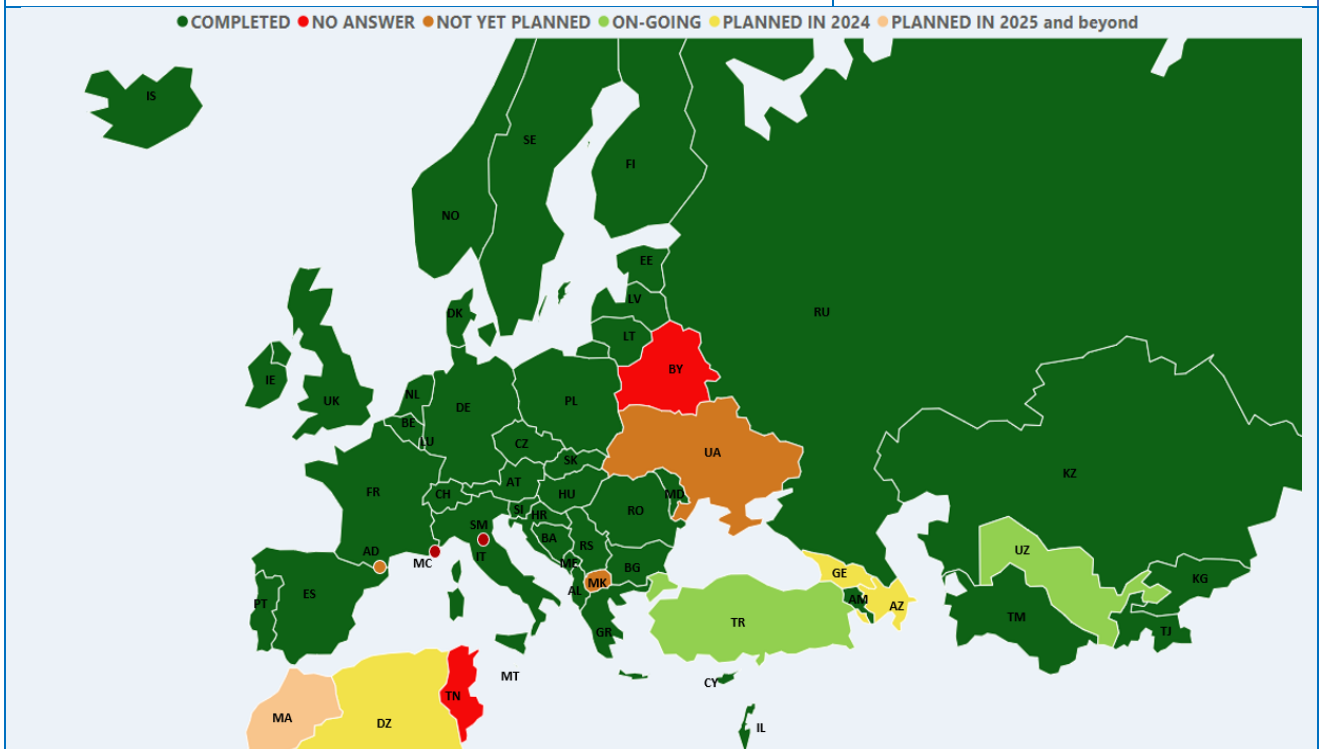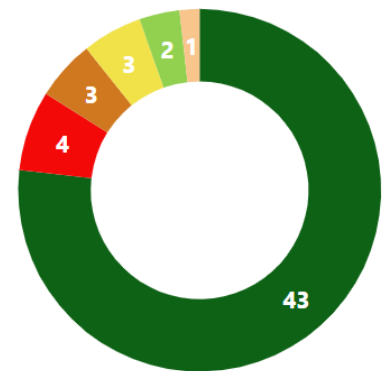
Question 42.2. Does the new regulatory framework for Approved Maintenance Organisations specifically address
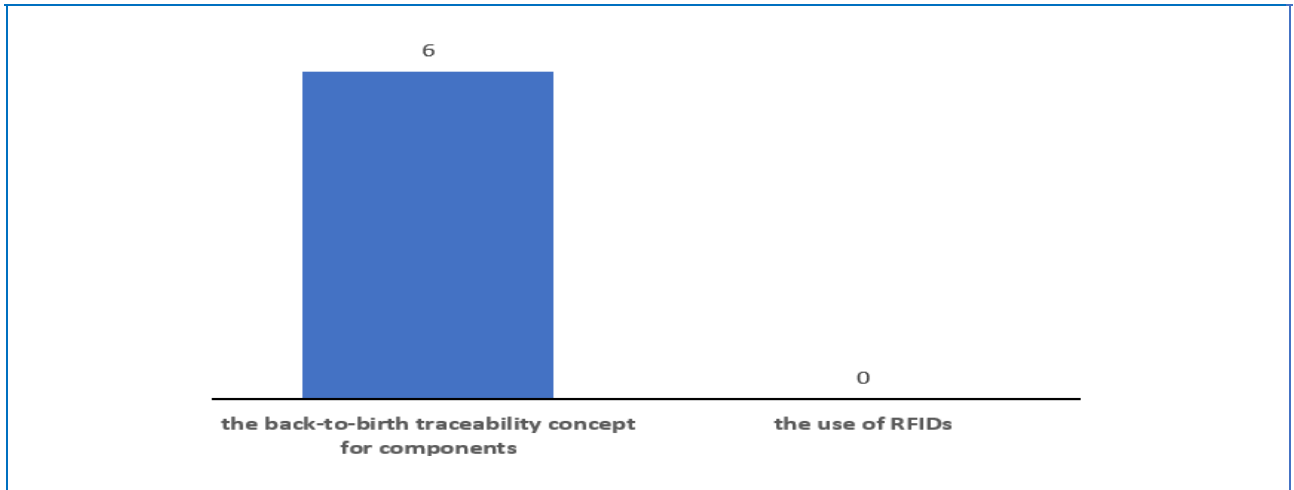
Question 42.3. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.
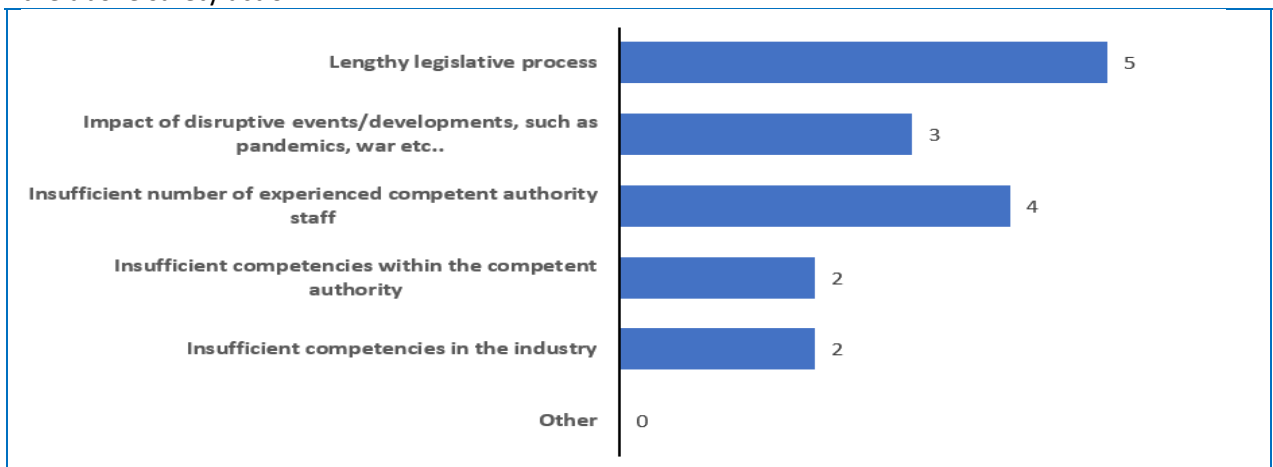
PART H – Maintenance and continuing airworthiness management

| EUR.RMT.0069 | Technical records | |

Implementation summary (end 2023):
The action to amend the regulatory framework for Approved Maintenance Organisations has good implementation for EUR and NAT States: 43 (77%) including all EASA States, reported it as completed.

6 States (11%) reported that they were in the process of implementation or that they had planned it in the upcoming years.

Insufficient number of experienced competent authority staff, lengthy legislative process and insufficient competencies within the competent authority were indicated among top challenges.

Conclusion:

The EU-RASP action shall be kept for non-EASA States with deadline extended to 2025

The low number of positive answers for question 42.2 should be highlighted. For EASA States this is already addressed, while there was no information from non-EASA States.

As potential support for non-EASA States EASA have proposed to use the relevant EPAS deliverables, namely a **Commission Implementing Regulation (EU) 2019/133** and amended AMCs/GM with **ED Decision EDD 2019/006/R**

PART H - Maintenance and continuing airworthiness management

EUR.RMT.0070	Maintenance check flights (MCFs)	

Description:
Establish operational requirements and crew competence criteria for the performance of maintenance check flights to reduce the probability of incidents and accidents of this type of flights. This will apply not only for AOC holders, but also for any operator performing these flights.

EPAS actions: RMT.0393 (completed)

Question 43.1. Has your State adopted regulations establishing operational requirements for MCFs?
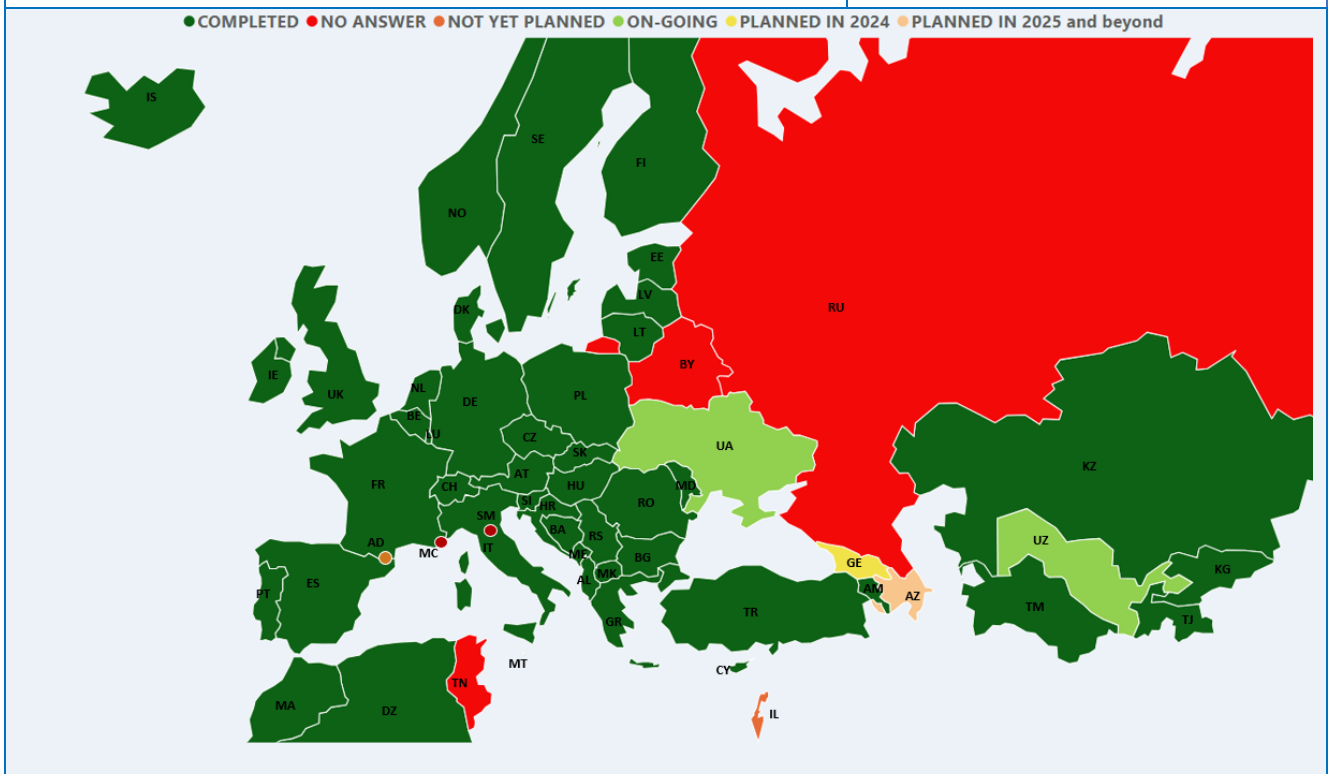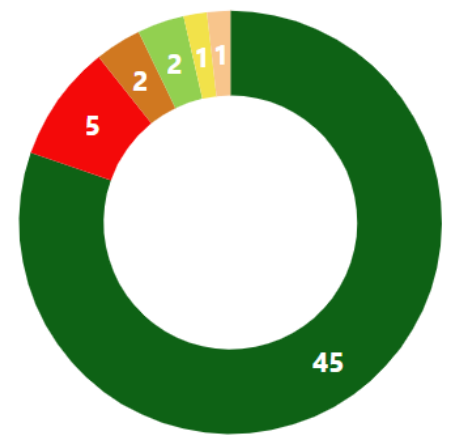
COMPLETED • NO ANSWER • NOT YET PLANNED • ON-GOING • PLANNED IN 2024 • PLANNED IN 2025 and beyond

PART H - Maintenance and continuing airworthiness management

EUR.RMT.0070	Maintenance check flights (MCFs)	

Question 43.2. Has your State adopted regulations establishing competence criteria for MCFs?

PART H - Maintenance and continuing airworthiness management

Question 43.3. Has your State adopted regulations establishing competence criteria for MCFs?
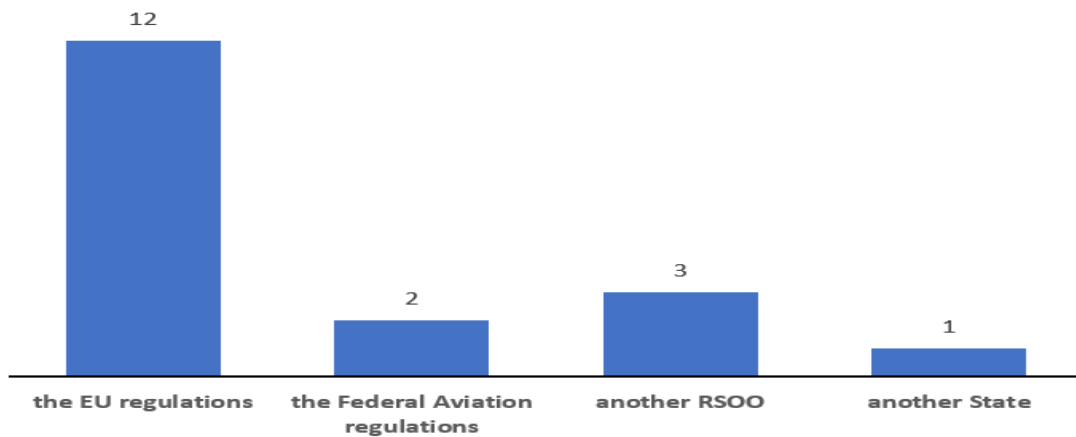
Question 43.4. In case you chose options 3. or 4. please indicate which regulatory basis was used
- **Kazakhstan**: *ICAO;*
- **Turkmenistan**: *EASA, CAA UK, CASA, TCAA, ANAC;*
- **Uzbekistan**: *Manufacturer's documents.*

Question 43.5. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.
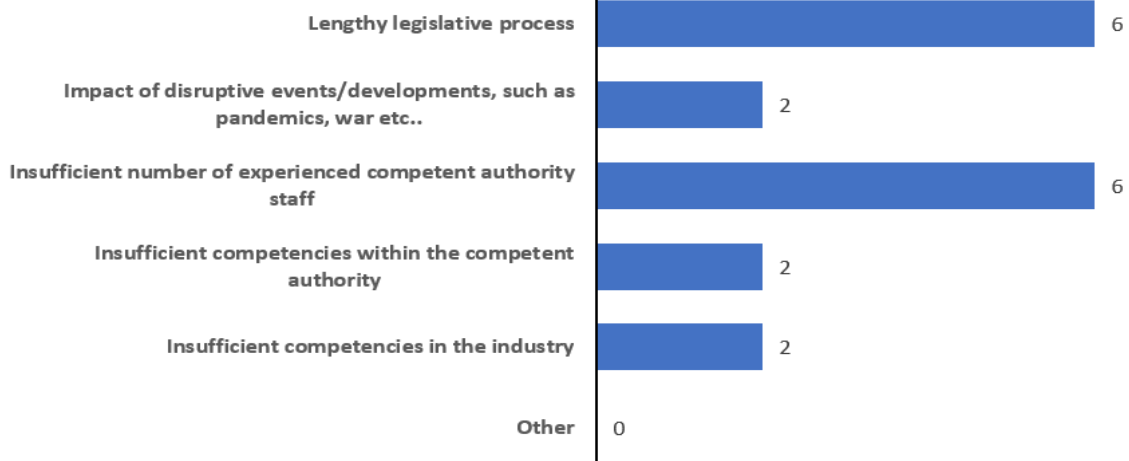
PART H - Maintenance and continuing airworthiness management

| EUR.RMT.0070 | Maintenance check flights (MCFs) | |

Implementation summary (end 2023):

<u>The action</u> to adopt regulations establishing operational requirements for MCFs <u>is almost implemented:</u> completely for 45 EUR and NAT States (80%), including all EASA Member States.
4 States (8%) reported that they were in the process of implementation or that they had planned it in the upcoming years.

Adoption of regulations establishing competence criteria for MCFs <u>has also a good implementation progress</u> (75% completed).

Insufficient number of experienced competent authority staff, lengthy legislative process and insufficient competencies within the competent authority were indicated among top challenges.

Conclusion:

The EUR RASP action shall be maintained for non-EASA States with extended deadline to 2025.

As potential support for non-EASA States EASA have proposed to use the relevant EPAS deliverables, namely a **Commission Implementing Regulation (EU) 2019/1384** amending regulation **Commission Regulation (EU) No 1321/2014** and related amendments to AMCS and GM: **ED Decision 2020/002/R published on 13/03/2020**

PART I - Air navigation services

EUR.RMT.0075	Technical requirements and operational procedures for aeronautical information services and aeronautical information management	

Description: Development of the necessary harmonised requirements and guidance material for the provision of aeronautical information and data, mainly based on the transposition of ICAO Annex 15 and ICAO Annex 4.

EPAS action RMT.0477 (completed)

Question 39.1. Have you developed harmonised requirements and guidance material for the provision of aeronautical information and data, transposing ICAO Annex 15 and ICAO Annex 4?
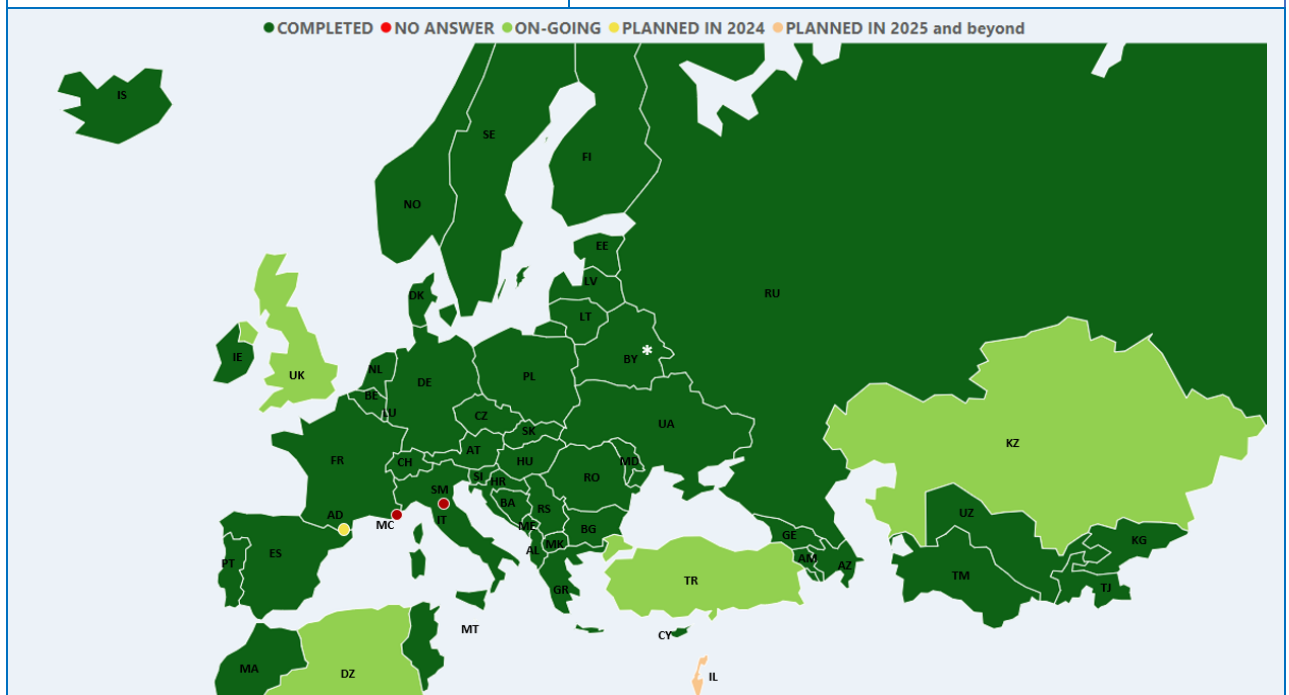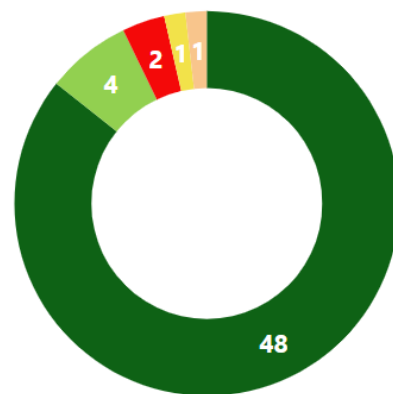
PART I Air navigation services

EUR.RMT.0075	Technical requirements and operational procedures for aeronautical information services and aeronautical information management	

Question 39.2. Please indicate any challenges/constraints/obstacles you encountered in relation to the development of harmonised requirements and guidance material for the provision of aeronautical information and data.
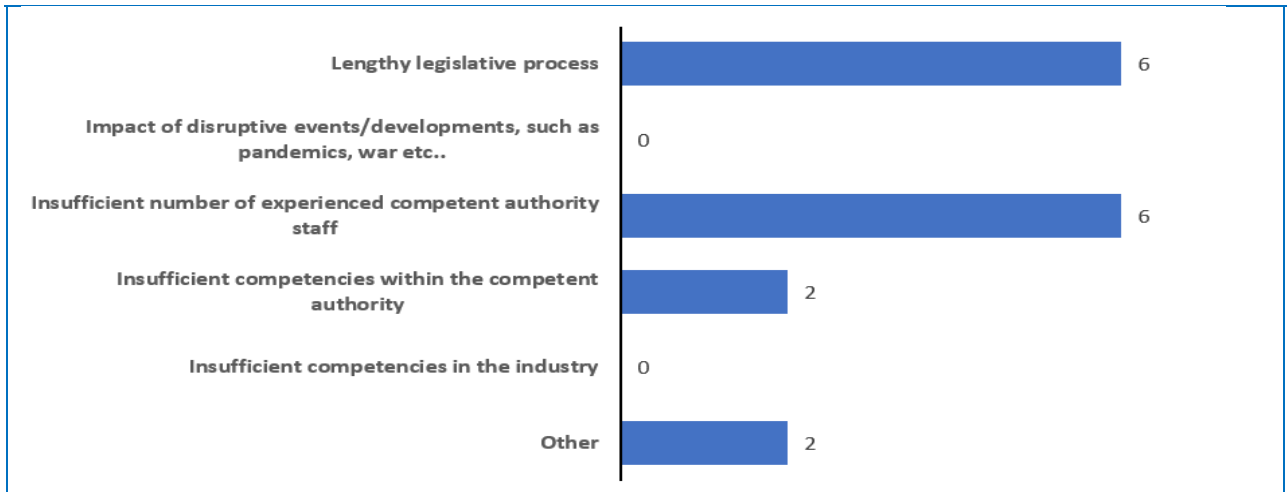
Implementation summary (end 2023):
This safety action is completed for EASA States. For the other States development of harmonised requirements and guidance material for the provision of aeronautical information and data, transposing ICAO Annex 15 and ICAO Annex 4, shows no progress comparing to the previous survey (86%). Those States reported that they were in the process of implementation and that they had planned it for upcoming years.

Commonly identified challenges were the lengthy legislation process and insufficient number of experienced competent authority staff.

Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

Conclusion:
Remaining States are encouraged to complete the EUR RASP action by the established deadline. The RESG is invited to work with those States who did not respond to the survey.

PART I Air navigation services

EUR.RMT.0072	Technical requirements and operating procedures for airspace design, including flight procedure design	

Description:

Development of the necessary organisational and technical requirements on airspace design. Basically, the scope of the task is to establish the requirements for the design of flight procedures and ATS routes, to support the implementation of PBN operations and evaluate the need for extension to other airspace structures and flight procedure design. This will include an analysis of the need to include procedures for airspace design in the ATM/ANS certification scheme

EPAS action RMT.0445 (completed)

Question 44.1. Has your State adopted regulations establishing requirements for the design of flight procedures and ATS routes to support the implementation of PBN operations?

PART I Air navigation services

Question 44.2. Has your State adopted regulations establishing requirement for those entities responsible for airspace design to review related procedures while performing the ATM/ANS certification?

PART I Air navigation services

Question 44.3. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety EUR RASP action.
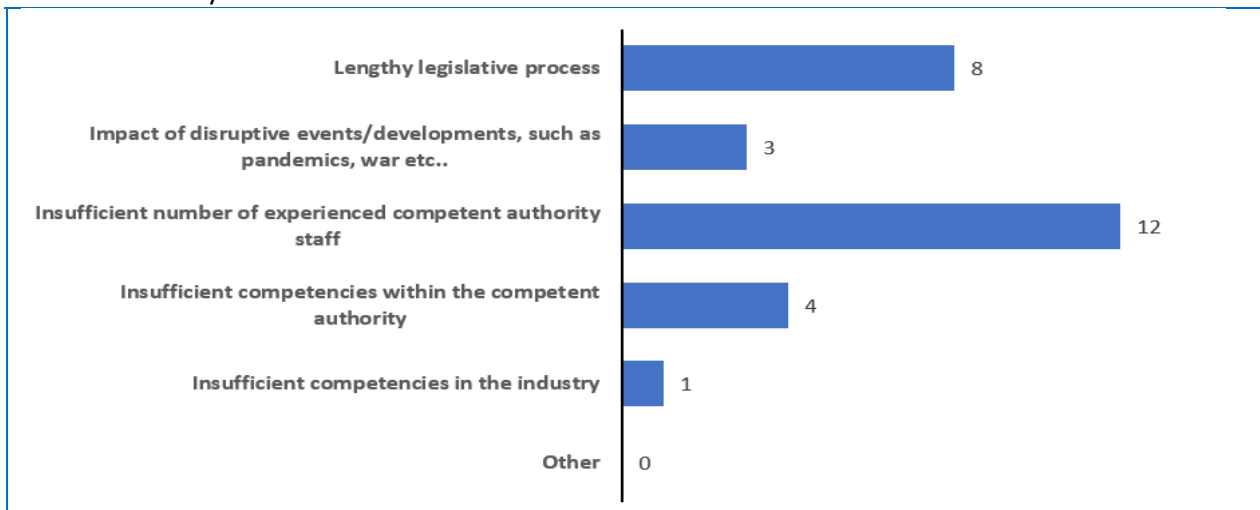
Implementation summary (end 2023):

The action to adopt the regulations establishing requirements for the design of flight procedures and ATS routes to support the implementation of PBN operations shows good progress: It is reported as completed for 42 (75%) EUR and NAT States, including all EASA States.
8 States (14%) reported that they were in the process of implementation or that they had planned it in the upcoming years.

The adoption of regulations establishing requirement for the entities responsible for airspace design to review related procedures while performing the ATM/ANS certification shows lower, but still good progress (68% reported it as completed).

Insufficient number of experienced competent authority staff and lengthy legislative process were indicated among top challenges.

Conclusion:

Progress reported by the States is satisfactory, but this action shall remain in the next EUR-RASP edition.
The RESG is invited to work with States and to discuss mechanisms for the voluntary cooperation between States in order to overcome the difficulties with insufficient number of qualified staff within CAAs.

PART I Air navigation services

EUR.RMT.0073	Harmonisation of requirements for air traffic services	

Description:
Transposition of the relevant ICAO provisions on ATSs contained in Annex 11 and other applicable ICAO Annexes and documents. The objective is to establish a mechanism to ensure a sufficient level of harmonisation throughout the EUR region, through a combination of mandatory and flexible requirements, with proportionate and cost-efficient rules

EPAS action RMT.0464(completed)

Question 45.1. Has your State adopted a comprehensive set of regulations transposing recent ICAO SARPs related to the provision of air traffic services (ATSs) to include, but not limited to defined ICAO Docs and Annexes.

● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● ON-GOING ● PLANNED IN 2024 ● PLANNED IN 2025 and beyond
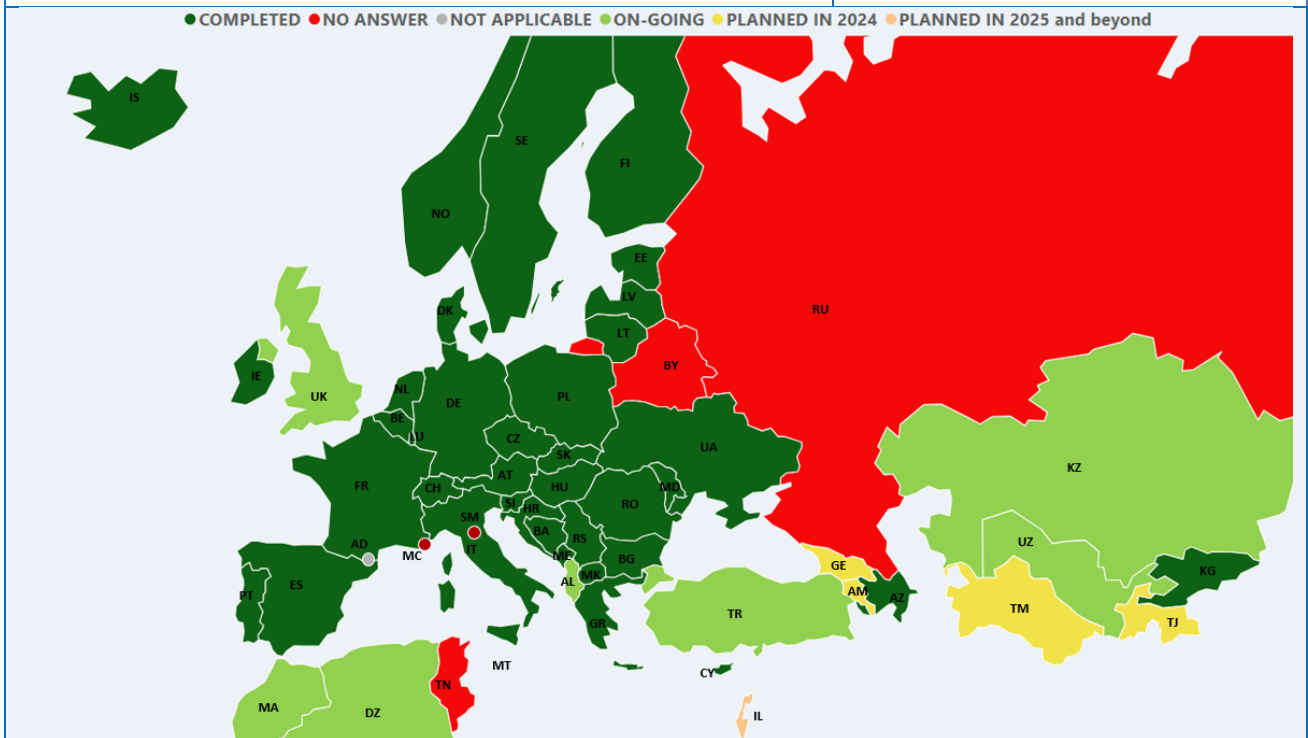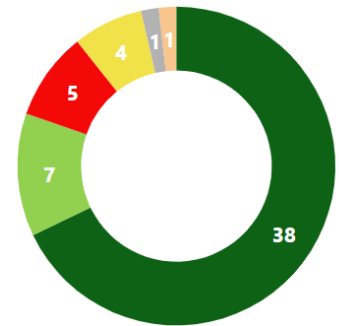
PART I Air navigation services

EUR.RMT.0073	Harmonisation of requirements for air traffic services	

Question 45.2. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.
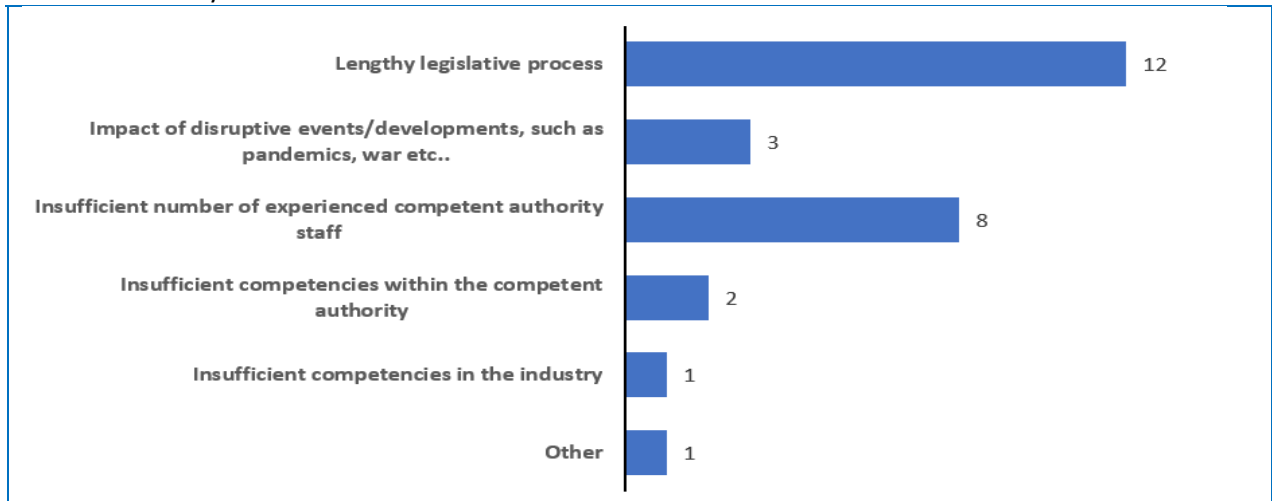
Implementation summary (end 2023):

The action to adopt a comprehensive set of regulations transposing recent ICAO SARPs related to the provision of air traffic services (ATSs) to include, but not limited to defined ICAO Docs and Annexes shows good progress: It is reported as completed for 38 EUR and NAT States (68%), including all EASA Member States.

12 States (22%) reported that they were in the process of implementation or that they had planned it in the upcoming years.

Insufficient number of experienced competent authority staff and lengthy legislative process were indicated among top challenges.

Conclusion:

Progress reported by the States is satisfactory, but this action shall remain in the next EUR-RASP edition.
The RESG is invited to work with remaining States on implementation.

PART I Air navigation services

EUR.RMT.0074	Assessment of changes to functional systems by service providers in ATM/ANS and the oversight of these changes by CAAs	

Description:

Development of the necessary requirements and guidance material for the service providers and the CAAs

EPAS action RMT.0469(completed)

Question 46.1. Has your State adopted regulations and provided guidance material to ANSPs on how to properly manage changes to their functional systems in accordance with ICAO PANS Doc 4444 (ATM), Chapter 2, Doc 9859, 9.5.5 and Doc 9554?

PART I Air navigation services

Question 46.2. Has your State adopted procedures and provided guidance material to ANS inspectors on how to oversee the management of change process applied by ANSPs while changing the functional systems?

● COMPLETED ● NO ANSWER ● NOT APPLICABLE ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024
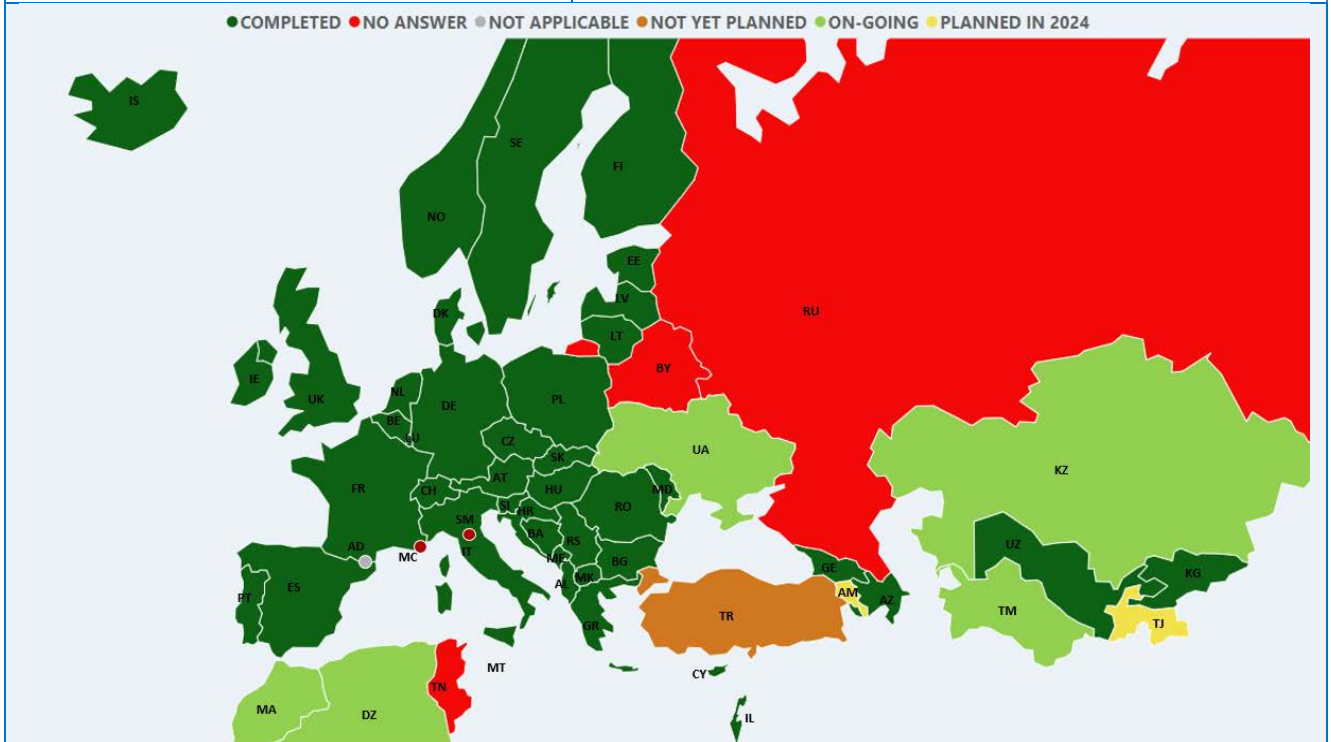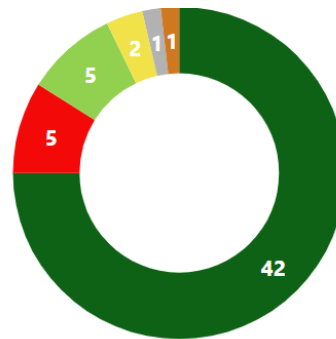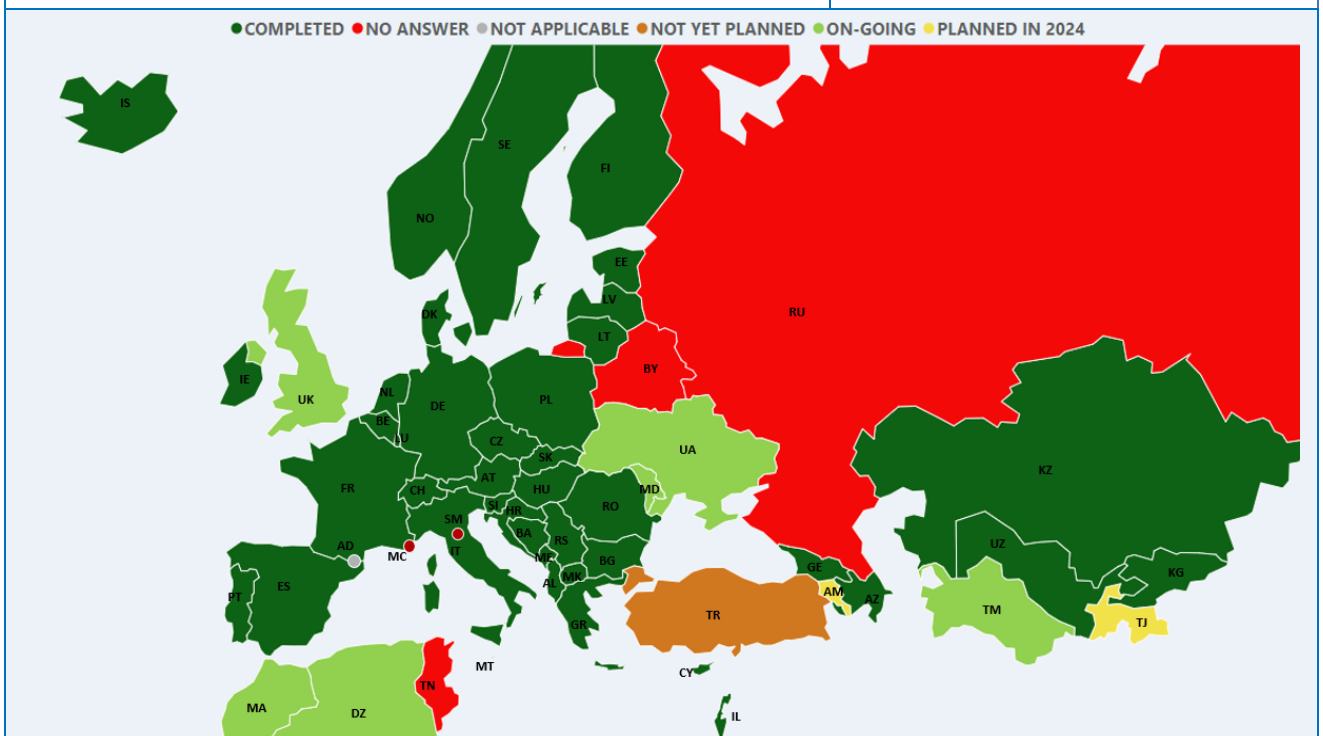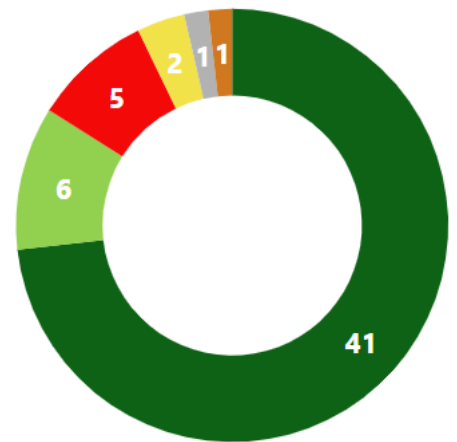
PART I Air navigation services

| EUR.RMT.0074 | Assessment of changes to functional systems by service providers in ATM/ANS and the oversight of these changes by CAAs | |

Question 46.3. Please indicate any challenges/constraints/obstacles you encountered in implementing the above safety action.
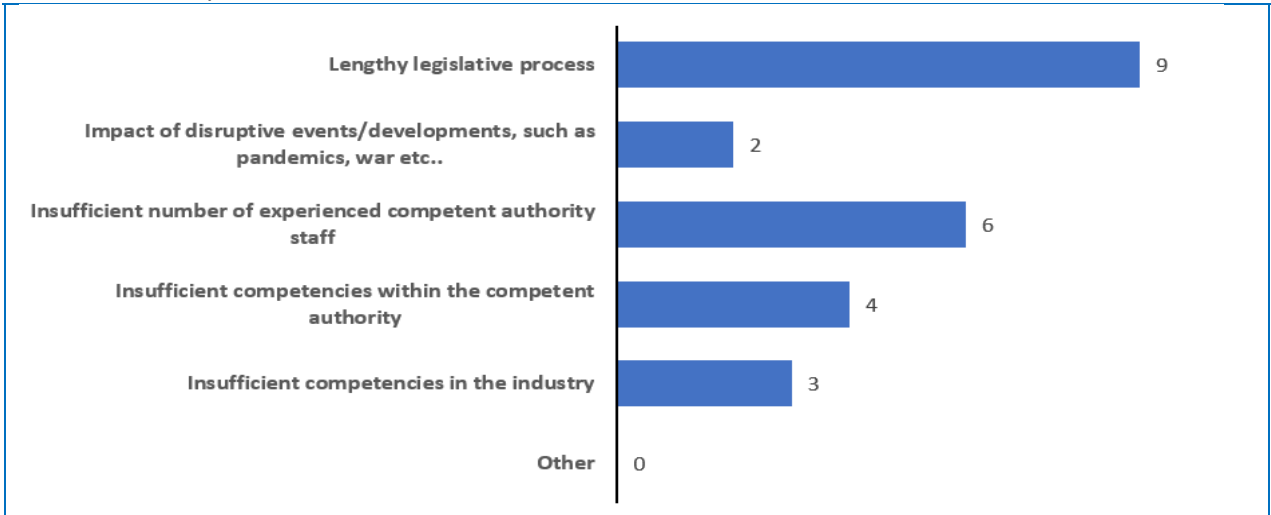
Implementation summary (end 2023):

<u>The action</u> to adopt guidance material for ANSPs on how to properly manage changes to their functional systems (in accordance with ICAO PANS Doc 4444 (ATM), Chapter 2, Doc 9859, 9.5.5 and Doc 9554) <u>shows good progress:</u> It is reported as completed for 42 EUR and NAT States (75%), including all EASA Member States.
7 States (13%) reported that they were in process of implementation or that they had planned it in 2024.

Adoption of the procedures and provision of guidance material for ANS inspectors on how to oversee the management of change process applied by ANSPs while changing the functional systems <u>also shows a good progress </u>(73% reported it as completed).

Insufficient number of experienced competent authority staff and lengthy legislative process were indicated among top challenges.

Conclusion:
Progress reported by the States is satisfactory, but this action shall remain in the next EUR-RASP edition.
.
The RESG is invited to work with the remaining States on implementation.

PART J - Aerodromes and Ground handling

EUR.RMT.0082	Development of requirements for ground-handling and promoting safety management	

Description:
Develop a regulatory framework and guidance for the safety of ground handling. This shall consider operational requirements, organisational requirements and authority requirements, as deemed necessary. Promote safety management in ground-handling, e.g. on the basis of Industry standards, by providing guidance and best practice. Encourage collaborative safety management among all parties involved in aerodrome operations

EPAS action RMT.0728

Question 47.1. Has your State adopted regulations and provided guidance material addressing the safety of ground handling operations, including both operational and organisational requirement?

● COMPLETED ● NO ANSWER ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024 ● PLANNED IN 2025 and beyond
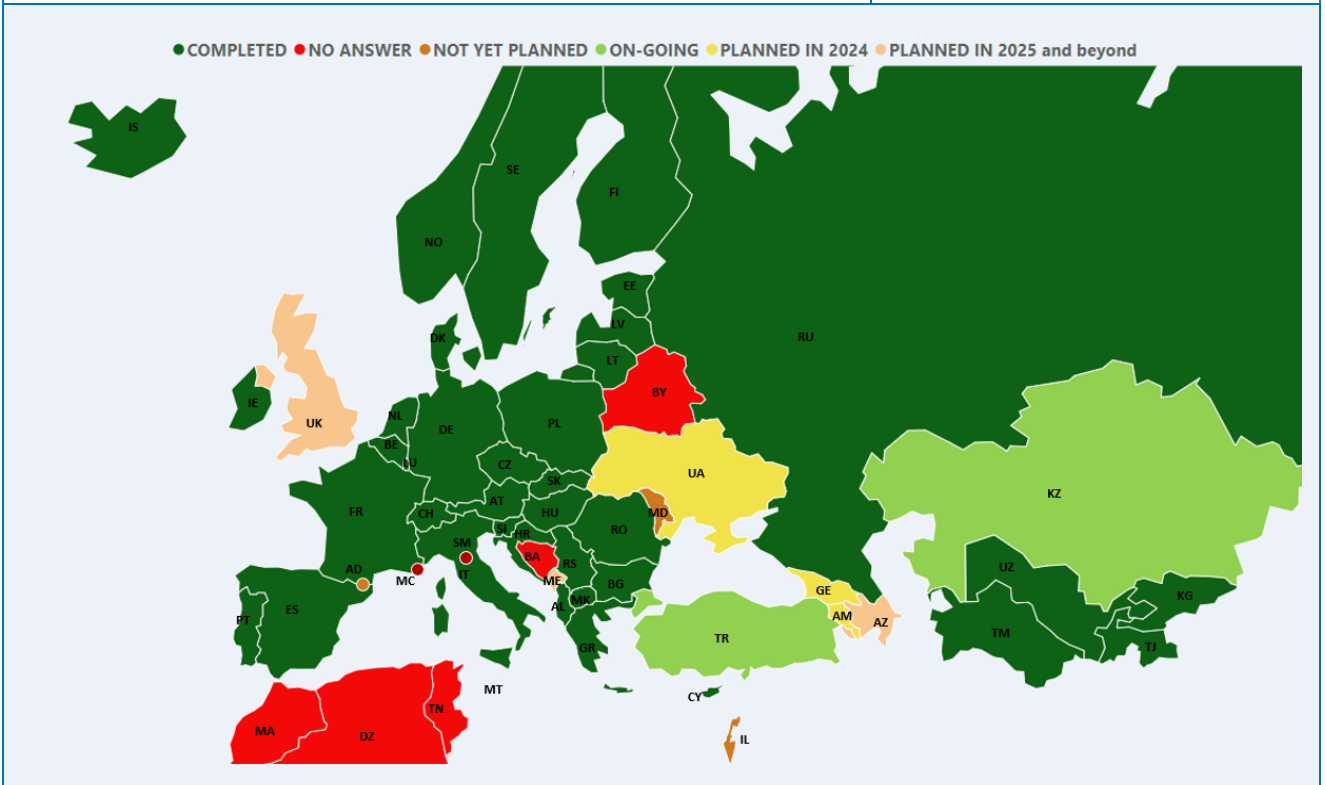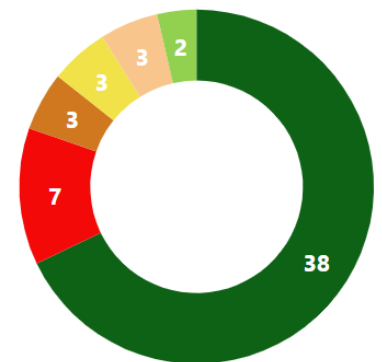
PART J - Aerodromes and Ground handling

EUR.RMT.0082	Development of requirements for ground-handling and promoting safety management	

Question 47.2. Has your State implemented a promotion campaign addressing safety management in ground-handling, e.g. on the basis of Industry standards, by providing guidance and best practice, encourage collaborative safety management among all parties involved in aerodrome operations?

● COMPLETED ● NO ANSWER ● NOT YET PLANNED ● ON-GOING ● PLANNED IN 2024 ● PLANNED IN 2025 and beyond
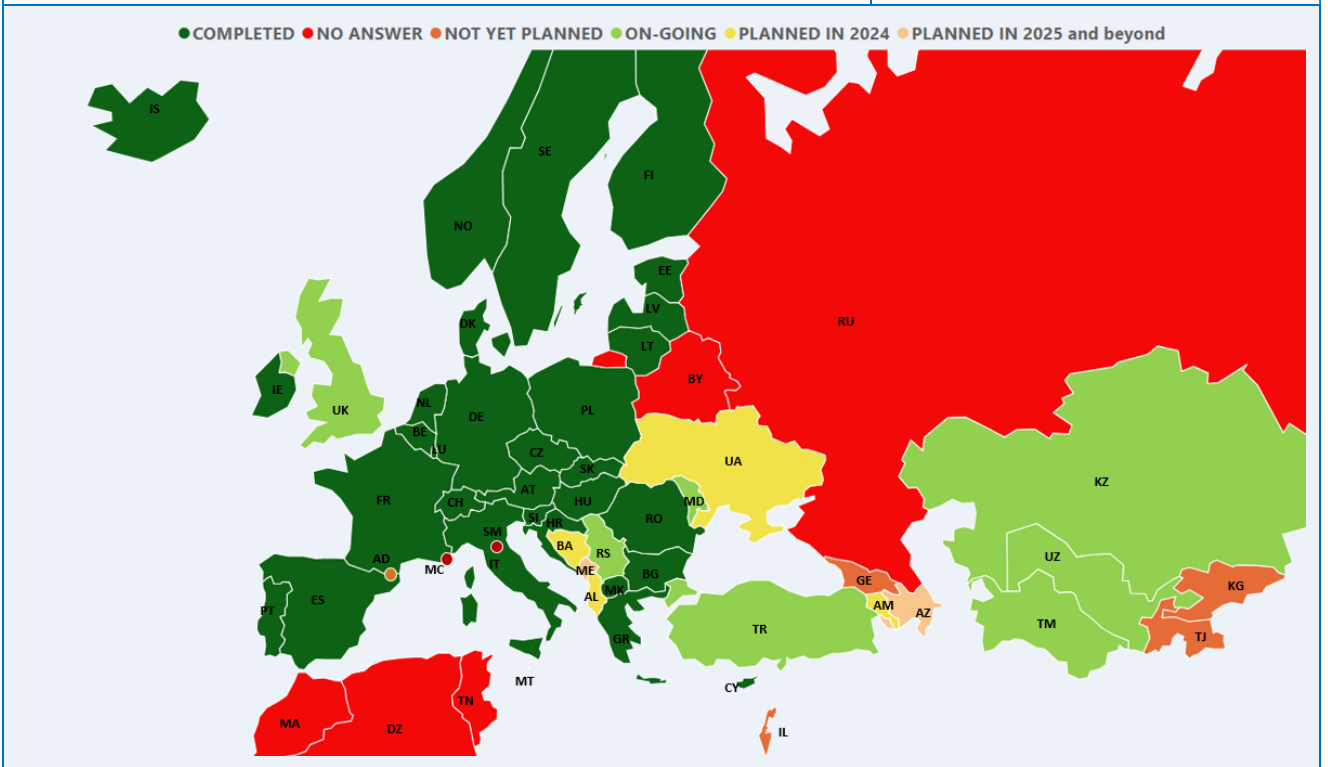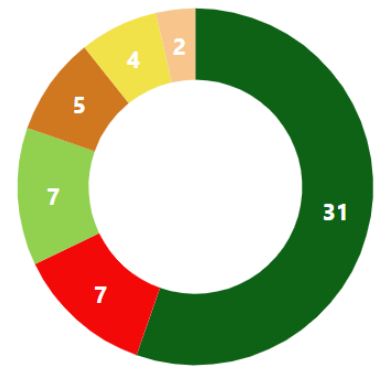
PART J - Aerodromes and Ground handling

EUR.RMT.0082	Development of requirements for ground-handling and promoting safety management	

Question 47.3. Please indicate any challenges/constraints/obstacles you encountered in implementing the above EUR RASP action.
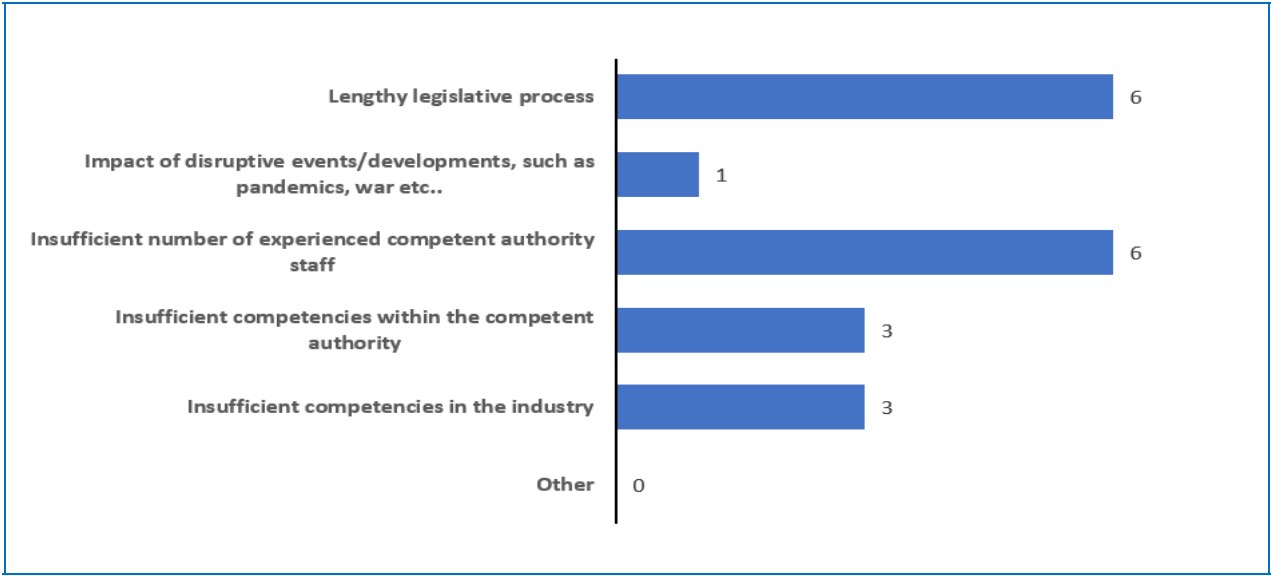
Implementation summary (end 2023):
The action regarding adoption and provision of guidance material addressing the safety of ground handling operations, including both operational and organisational requirement shows good progress (38 States, 68% reported it as completed). This action is well advanced for EASA States (EASA issued Opinion 01/2024 which is now entering the legislative process). 8 of the non-EASA States (14%) reported that they are in the process of implementation or that they plan it in the upcoming years. Information from 7 States is missing.

Implementation of the promotion campaign addressing safety management in ground-handling has slightly weaker results, but still shows good progress (55% reported it as completed).

Among top challenges insufficient number of experienced competent authority staff and lengthy legislative process were indicated.

Conclusion:

Progress reported by the States is satisfactory, but this action shall remain in the next EUR-RASP edition.
The RESG is invited to work with remaining States on implementation and to consider promotion campaign at the regional level.

PART K - State safety planning - risks and actions of interest for EUR RASP – need for assistance

EUR.SPT.0008	Have you established your NASP (SPAS) and made it available to aviation stakeholders?

Description:
States should identify in NASP (referred to as State Plan for Aviation Safety/SPAS in the case of EASA States) the main safety risks affecting their national civil aviation safety system and shall set out the necessary actions to mitigate those risks. In doing so, States should consider the pan-European safety risk areas identified in EUR RASP for the various aviation domains as part of their SRM process and, when necessary, identify suitable mitigation actions within their NASP. In addition to the actions, NASP shall also consider how to measure their effectiveness. States should justify why action is not taken for a certain risk area identified in EUR RASP.

EPAS action MST.0028

Question 48.1. Have you established your NASP (SPAS) and made it available to aviation stakeholders?
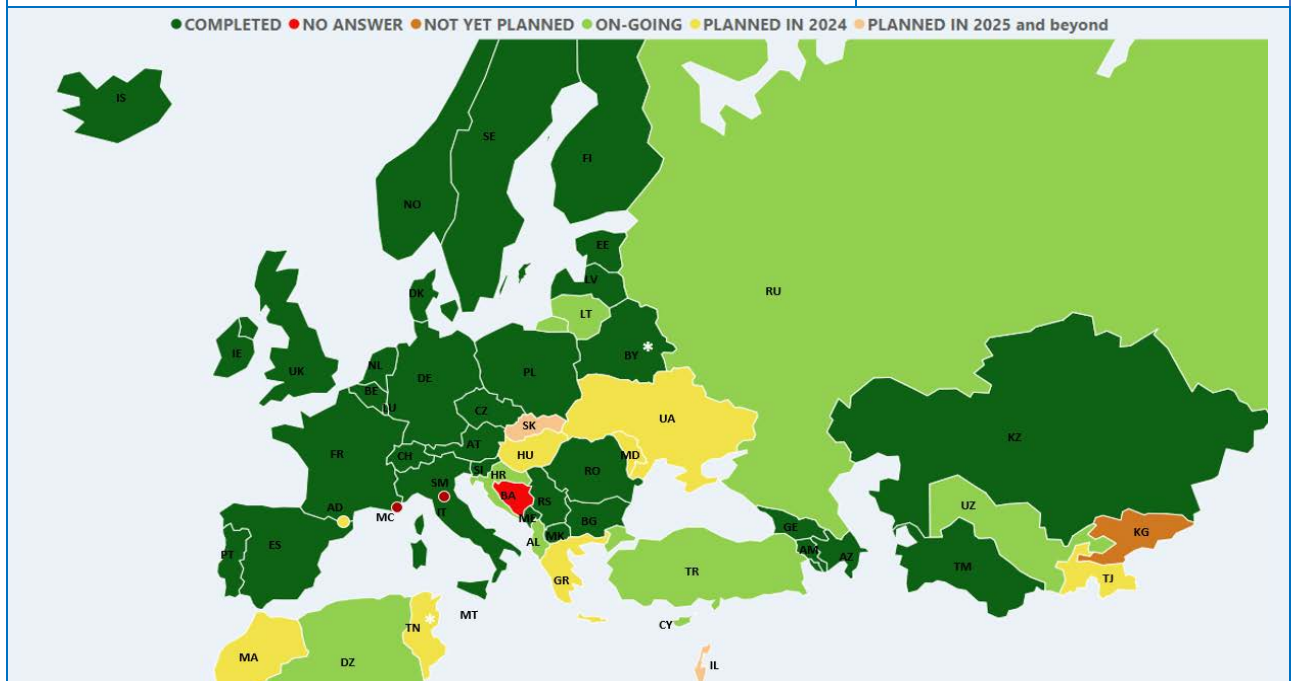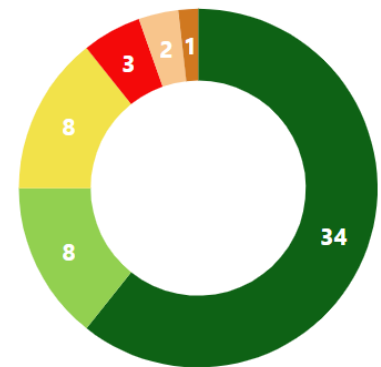
PART K - State safety planning - risks and actions of interest for EUR RASP – need for assistance

EUR.SPT.0008	Have you established your NASP (SPAS) and made it available to aviation stakeholders?

EPAS action MST.0028

Question 48.2. If established, is it linked to the Regional Aviation Safety Plan (EPAS for EASA Member States)?
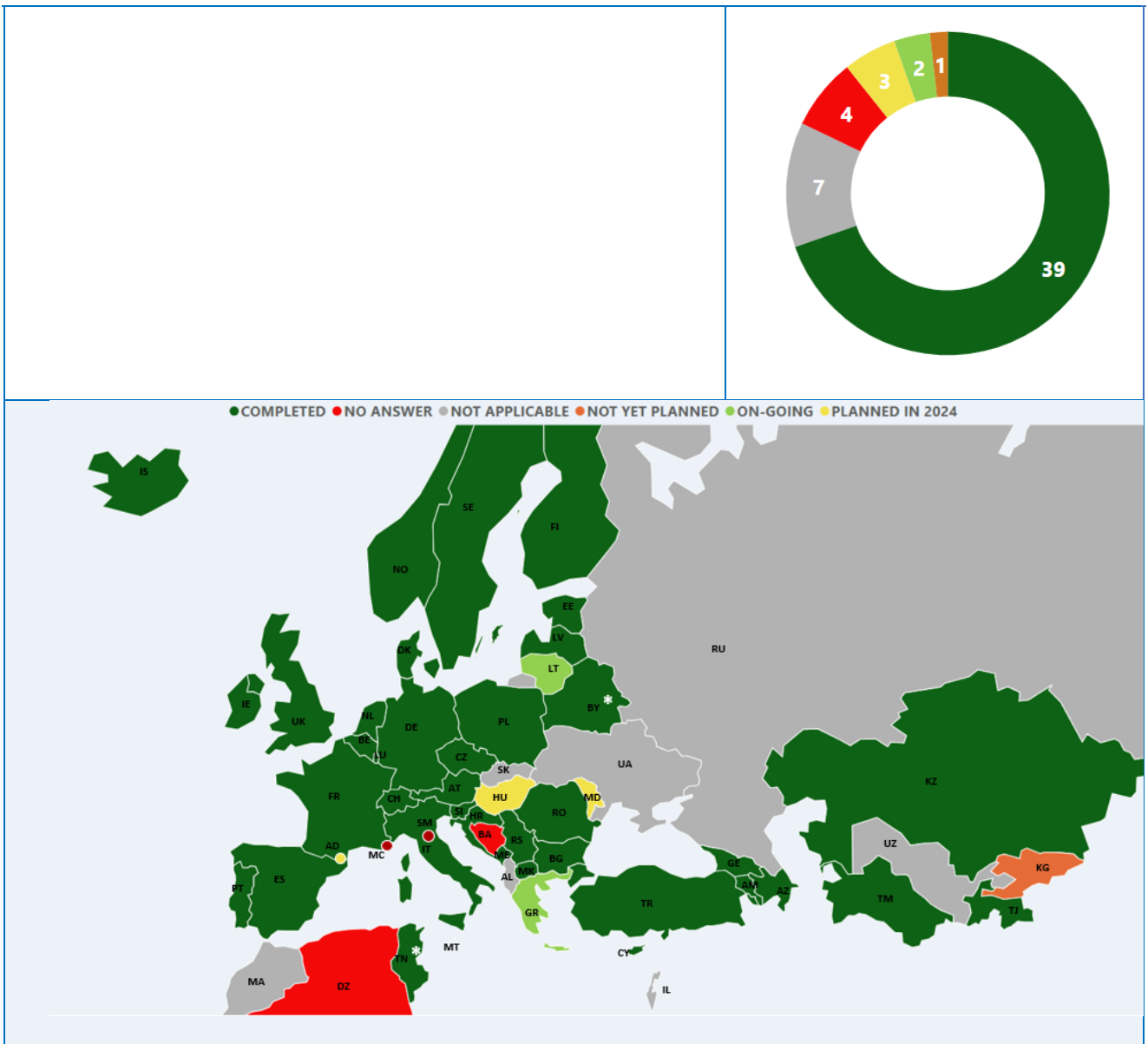
COMPLETED • NO ANSWER • NOT APPLICABLE • NOT YET PLANNED • ON-GOING • PLANNED IN 2024

PART K - State safety planning - risks and actions of interest for EUR RASP – need for assistance

EUR.SPT.0008 | **Have you established your NASP (SPAS) and made it available to aviation stakeholders?**

Implementation summary (end 2023):

<u>The action</u> to establish a NASP (SPAS) and make it available to aviation stakeholders shows <u>good progress:</u>
It is reported as completed for 34 EUR and NAT States (61%).
18 States (32%) reported that they were in process of implementation or that they had planned it in the upcoming years.

Insufficient number of experienced competent authority staff and lengthy legislative process were indicated among top challenges.

Remark(*): Responses from Belarus and Tunisia were taken from the 2022 survey.

Conclusion:

Progress reported by the States is satisfactory, however this action shall remain in the next EUR-RASP edition and work with the States shall be continued.

PART K - State safety planning - risks and actions of interest for EUR RASP – need for assistance

Question 49.1. Have you defined as part of your State safety management activities any safety actions or launched any safety enhancement initiatives that you also consider relevant for other States within the entire EUR region?
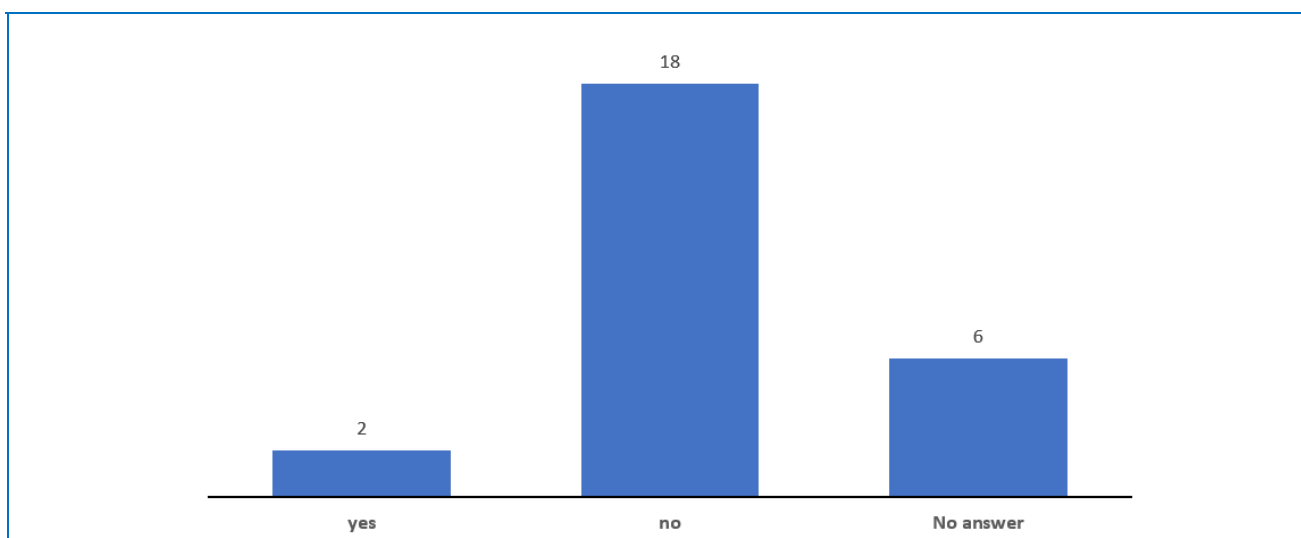
Implementation summary (end 2023):
18 EUR and NAT States reported that they had not defined safety actions or launched any safety enhancement initiatives that they also consider relevant for other States within the entire EUR region. Due to the inability to interpret the answers to Question 49.2 in a meaningful way no information is included for this question in this report.

PART K - State safety planning - risks and actions of interest for EUR RASP – need for assistance

Question 50.1. Have you defined as part of your State safety management activities any safety actions or launched any safety enhancement initiatives that you also consider relevant for other States within the entire EUR region?

Question 50.2. If yes, please describe the actions/initiatives and indicate why you consider them relevant in the EUR context?

	Actions/Initiatives	Rationale
Georgia	Establishment of the new ATCO licensing enforcement system.	License should be connected with scoring system, with the possibility of deducting points in case of violation.
Kyrgyzstan	Prevention of Birds Strikes Managing Old fleet	Frequent bird strikes Equipment failures
North Macedonia	written materials for users in the airline industry	
Russian Federation	Working group to exchange the information on flight safety and the aircraft fleet	ICAO Annex 19, Part 5.
Serbia	Safety promotion campaign for Safe UAS usage Safety promotion campaign for GA Community	Recognised risk Recognised risk

Implementation summary (end 2023):

5 EUR and NAT States have defined safety actions or launched some safety enhancement initiatives that they also consider relevant for other States within the entire EUR region.

Conclusion:

The RESG is invited to investigate the relevance of the proposed actions for the whole region and consider what actions could be included with the EUR RASP 2026-2028 edition.

PART K - State safety planning - risks and actions of interest for EUR RASP – need for assistance

EUR.SPI.4.1.01	Information required to report on EUR RASP Safety Performance Indicators related to GASP Goal 4

Target:
By 2023, EUR States that do not expect to meet GASP Goals 2 and 3, to seek assistance to strengthen their safety oversight capabilities or facilitate SSP implementation

Question 51.1. During the last 24 months have you sought assistance in relation to State safety management activities, including to strengthen your safety oversight capabilities or facilitate SSP implementation, from RSOOs or other States?
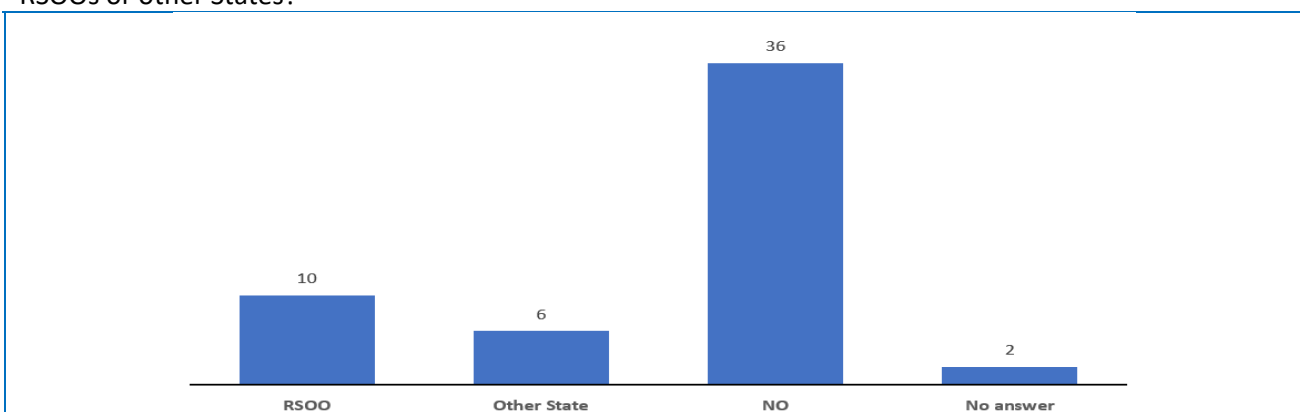
Question 50.2. If yes, please indicate in which domain you sought such assistance?

PART K - State safety planning - risks and actions of interest for EUR RASP – need for assistance

Information required to report on EUR RASP Safety Performance Indicators related to GASP Goal 4

Implementation summary (end 2023):

16 EUR and NAT States reported that they had requested assistance, including 10 requesting such assistance from RSOOs and 6 from other States.

Among top assistance requests the States highlighted:
- *Training of competent authority staff;*
- *Development of the NASP (SPAS);*
- *Access to and implementation of ECCAIRS 2.0;*
- *Addressing ICAO USOAP findings.*

Consolidated Conclusions

The results of the survey depicted a very good 'reporting culture' from States given the importance of safety related topics. More work has to be performed to identify challenges and agree on solutions to ensure participation of all 56 EUR and NAT States in responding to future surveys.

The analysis of the information received through the survey shows that implementation of the EUR RASP is progressing well in the EUR and NAT Regions, specifically when implementation of the safety action is supported by corresponding EPAS deliverables or new/amended EU Regulations. However, implementation of a significant number of safety actions with completion expected by the end of 2023 did not match the defined deadlines.

Most common challenges delaying implementation were associated with lengthy legislative processes and lack of specific staff competencies in civil aviation authorities. Those areas require improvements and may be considered for the joint regional assistance activities.

The consolidation of this report triggered further discussions within RESG and RESG RASP WG on how next EUR RASP implementation surveys should be improved. In particular, the groups have identified the need for States to provide better clarification in case they indicate action as not applicable. In addition, it was agreed to enhance the collection and further consolidate available safety promotion materials (preferably with indication of links)

Relevant changes will be implemented starting with the EUR RASP 2024 survey to be launched in October – November 2024. Monitoring of EUR RASP implementation will be continued on an annual basis to focus attention and facilitate effective implementation of this important regional safety tool.

For those EUR RASP actions where completion targets had to be extended in the current EUR-RASP edition States are encouraged to expedite necessary safety improvements, guided by EUR RASP and benefiting from experience gained by other States who reported on completion of the related safety actions. More specifically, this relates to the application of the safety promotion material developed by International and Regional Organizations and other States.

The development of National Aviation Safety Plans (NASPs) is considered as the primary tool for driving GASP and EUR RASP implementation in States. The ICAO EUR/NAT regional office remains available for consolidating and channelling of the relevant assistant requests.

Finally, overall experience gained with the development of this report identified the need for more expert support from States and International Organizations who are called to participate and increase their contribution to the work of the EASPG RESG and RESG RASP WG.

Annex 1. List of States subjected to EUR RASP 2023 survey:

№	State	ICAO EUR Region state	LSSIP State	EASA MS	Replied to the Survey
1	Albania	Yes	LSSIP	No	Yes
2	Algeria	Yes	Non-LSSIP	No	Yes
3	Andorra	Yes	NA	No	Yes
4	Armenia	Yes	LSSIP	No	Yes
5	Austria	Yes	LSSIP	Yes	Yes
6	Azerbaijan	Yes	LSSIP	No	Yes
7	Belarus	Yes	Non-LSSIP	No	No
8	Belgium	Yes	LSSIP	Yes	Yes
9	Bosnia and Herzegovina	Yes	LSSIP	No	Yes
10	Bulgaria	Yes	LSSIP	Yes	Yes
11	Croatia	Yes	LSSIP	Yes	Yes
12	Cyprus	Yes	LSSIP	Yes	Yes
13	Czech Republic	Yes	LSSIP	Yes	Yes
14	Denmark	Yes	LSSIP	Yes	Yes
15	Estonia	Yes	LSSIP	Yes	Yes
16	Finland	Yes	LSSIP	Yes	Yes
17	France	Yes	LSSIP	Yes	Yes
18	Georgia	Yes	LSSIP	No	Yes
19	Germany	Yes	LSSIP	Yes	Yes
20	Greece	Yes	LSSIP	Yes	Yes
21	Hungary	Yes	LSSIP	Yes	Yes
22	Iceland	No	Non-LSSIP	Yes	Yes
23	Ireland	Yes	LSSIP	Yes	Yes
24	Israel	Yes	LSSIP	No	Yes
25	Italy	Yes	LSSIP	Yes	Yes
26	Kazakhstan	Yes	Non-LSSIP	No	Yes
27	Kyrgyzstan	Yes	Non-LSSIP	No	Yes
28	Latvia	Yes	LSSIP	Yes	Yes
29	Lithuania	Yes	LSSIP	Yes	Yes
30	Luxembourg	Yes	LSSIP	Yes	Yes
31	Malta	Yes	LSSIP	Yes	Yes
32	Moldova	Yes	LSSIP	No	Yes
33	Monaco	Yes	Non-LSSIP	No	No
34	Montenegro	Yes	LSSIP	No	Yes
35	Morocco	Yes	LSSIP	No	Yes
36	Netherlands	Yes	LSSIP	Yes	Yes
37	North Macedonia	Yes	LSSIP	No	Yes
38	Norway	Yes	LSSIP	Yes	Yes
39	Poland	Yes	LSSIP	Yes	Yes
40	Portugal	Yes	LSSIP	Yes	Yes

41	Romania	Yes	LSSIP	Yes	Yes
42	Russian Federation	Yes	Non-LSSIP	No	Yes
43	San Marino	Yes	Non-LSSIP	No	No
44	Serbia	Yes	LSSIP	No	Yes
45	Slovak Republic	Yes	LSSIP	Yes	Yes
46	Slovenia	Yes	LSSIP	Yes	Yes
47	Spain	Yes	LSSIP	Yes	Yes
48	Sweden	Yes	LSSIP	Yes	Yes
49	Switzerland	Yes	LSSIP	Yes	Yes
50	Tajikistan	Yes	Non-LSSIP	No	Yes
51	Tunisia	Yes	Non-LSSIP	No	No
52	Türkiye	Yes	LSSIP	No	Yes
53	Turkmenistan	Yes	Non-LSSIP	No	Yes
54	Ukraine	Yes	LSSIP	No	Yes
55	United Kingdom	Yes	LSSIP	No	Yes
56	Uzbekistan	Yes	Non-LSSIP	No	Yes

Annex 2. Consolidated status of EUR RASP 2023-2025 safety actions selected for the EUR RASP 2023 Survey

Action	Title	EPAS ref	Status per 2023 Survey	Status per 2022 Survey
EUR.RMT.0001	Embodiment of safety management system (SMS) requirements into applicable State's legislation	RMT.0251	68%	66%
EUR.RMT.0002	Implement requirements and guidance material on occurrence reporting	RMT.0681	86%	84%
EUR.SPT.0008	States to establish and maintain a National Aviation Safety Plan (NASP)	MST.0028	61%	54%
EUR.RMT.0014	Implement preventive measures in the field of aircrew medical fitness	RMT.0700 completed	77%	79%
EUR.RMT.0015	Amendment of requirements for flight recorders and underwater locating devices	RMT.0400	73%	N/A
EUR.RMT.0016	Cybersecurity risks	RMT.0720 completed	77%	73%
EUR.SPT.0017	Strategy for Cybersecurity in Aviation	SPT.0071 completed GASeP	27%	N/A
EUR.RMT.0019	Regulation and Oversight of Search and Rescue services	n/a	14%	N/A
EUR.RMT.0020	Oversight capabilities/focus areas	MST.0032	77%	73%
EUR.RMT.0024	Improve flight simulation training devices (FSTDs) fidelity	RMT.0196	77%	N/A
EUR.RMT.0026	Balloon and sailplane licensing requirements	RMT.0654 completed	71%	N/A
EUR.SPT.0027	Flight examiner manual	SPT.0111	64%	39%
EUR.RMT.0029	Loss of control prevention and recovery training	RMT.0581 completed	82%	80%
EUR.SPT.0031	Raise of awareness of the risk posed by icing in-flight and potential mitigations	SPT.0109 completed	27%	N/A
EUR.RMT.0032	Review of aeroplane performance requirements for operations	RMT.0296 completed	71%	N/A
EUR.SPT.0033	Safety Promotion on Mid-Air Collisions (MAC) and airspace infringement	SPT.0089 completed	23%	N/A
EUR.SPT.0098	Reinforce the apppropriate reactions of flight crew in	SPT.0123 completed	29%	N/A

Action	Title	EPAS ref	Status per 2023 Survey	Status per 2022 Survey
	response to an ACAS resolution advisory (RA)			
EUR.SPT.0034	'Due regard' for the safety of civil traffic over high seas	MST.0024	46%	N/A
EUR.RMT.0035	TAWS operation in IFR and VFR and TAWS for turbine-powered aeroplanes under 5 700 kg MTOM able to carry six to nine passengers	RMT.0371 completed	70%	N/A
EUR.RMT.0037	Non-commercial operations of aircraft listed in the operations specifications (OpSpecs) by an AOC holder	RMT.0352 completed	70%	N/A
EUR.RMT.0038	Update of the rules on air operations	RMT.0516 completed	59%	N/A
EUR.RMT.0039	Fuel/energy planning and management	RMT.0573 SPT.0097 completed	71%	70%
EUR.SPT.0040	Promote the new provisions on fuel/energy planning and management	RMT.0573 SPT.0097	41%	38%
EUR.SPT.0043	Flight data analysis (FDA) precursors of main operational safety risks	SPT.0076 SPT.0112 completed	41%	38%
EUR.RMT.0042	Transposition of provisions on electronic flight bag from ICAO Annex 6	RMT.0601 completed	84%	N/A
EUR.SPT.0044	Good practices for the integration of operator's FDA data with other safety data sources and for FDA techniques	SPT.0077 SPT.0113 completed	13%	N/A
EUR.SPT.0045	Safety Promotion on Disruptive Passengers	SPT.0100 completed	14%	N/A
EUR.SPT.0048	Better understanding of operators' governance structure	MST.0019	30%	N/A
EUR.SPT.0049	Oversight capabilities/focus area: flight time specification schemes	MST.0034	45%	N/A
EUR.SPT.0054	Support the development and implementation of flight crew operating manuals (FCOMs) for offshore helicopter operations	SPT.0082 completed	5%	N/A
EUR.SPT.0056	Helicopter safety and risk management	SPT.0094 completed	18%	13%
EUR.SPT.0060	Promoting safety by improving technology	SPT.0084 completed	5%	N/A
EUR.SPT.0063	Campaign on staying in control	SPT.0086 completed	11%	N/A
EUR.SPT.0064	Weather awareness for pilots	SPT.0087	4%	N/A

Action	Title	EPAS ref	Status per 2023 Survey	Status per 2022 Survey
		completed		
EUR.SPT.0065	Promote instrument flying for General Aviation pilots/leisure flying	SPT.0088	4%	N/A
EUR.SPT.0066	Fuel management for pilots	SPT.0090 completed	14%	N/A
EUR.RMT.0067	Reduction of runway excursions	RMT.0570 completed	64%	N/A
EUR.RMT.0069	Technical records	RMT.0276 completed	77%	N/A
EUR.RMT.0070	Maintenance check flights (MCFs)	RMT.0393 completed	75%	N/A
EUR.RMT.0072	Technical requirements and operating procedures for airspace design, including flight procedure design	RMT.0445 completed	68%	N/A
EUR.RMT.0073	Harmonisation of requirements for air traffic services	RMT.0464 completed	68%	N/A
EUR.RMT.0074	Assessment of changes to functional systems by service providers in ATM/ANS and the oversight of these changes by CAAs	RMT.0469 completed	73%	N/A
EUR.RMT.0075	Technical requirements and operational procedures for aeronautical information services and aeronautical information management	RMT.0477 completed	86%	84%
EUR.RMT.0077	Certification requirements for VFR heliports located at the international ADRs	RMT.0638 completed	73%	59%
EUR.RMT.0078	Runway safety	RMT.0703 completed	73%	68%
EUR.RMT.0082	Development of requirements for groundhandling and promoting safety management	RMT.0728	55%	N/A
EUR.RMT.0083	Introduction of a regulatory framework for the operation of drones	RMT.0230	77%	N/A

Annex 3. Summarised information on the safety promotion material mentioned in State responses with links provided

Questions 27.2 and 27.4

EUR.SPT.0044	Good practices for the integration of operator's FDA data with other safety data sources and for FDA techniques

- **EOFDM**: https://www.easa.europa.eu/en/domains/safety-management/safety-promotion/european-operators-flight-data-monitoring-eofdm-forum
- **EAFDM**: https://www.easa.europa.eu/en/domains/safety-management/safety-promotion/european-authorities-coordination-group-flight-data-monitoring-eafdm
- **Finland:** https://www.traficom.fi/en/liikenne/ilmailu/suomen-ilmailun-turvallisuusohjelma
- **Italy:** https://www.enac.gov.it/la-normativa/normativa-enac/note-informative/ni-2020-004

  https://www.enac.gov.it/sicurezza-aerea/flight-safety/flight-data-monitoring-fdm

- **North Macedonia** https://www.caa.gov.mk/;
- **Romania** https://www.caa.ro/en/pages/materiale-de-promovare-a-siguran%C8%9Bei;
- **Slovenia** https://www.caa.si/eofdm.html
- **Spain** http://www.seguridadaerea.gob.es/sites/default/files/Gu%C3%ADa%20FDM_v1.0.pdf
  - o https://www.seguridadaerea.gob.es/sites/default/files/borrador_marco_acuerdo_fda.pdf
- **Turkmenistan** https://web.shgm.gov.tr/.

Questions 28.2 and 28.4

EUR.SPT.0045	Safety Promotion on Disruptive Passengers

- **Austria:** www.sicherfliegen.at, www.austrocontrol.at, www.aeroclub.at .
- **Finland**: https://tieto.traficom.fi/en/statistics/disruptive-passengers .
- **France**: https://www.ecologie.gouv.fr/passagers-indisciplines + Symposium 2022 on cabin safety.
- **Netherlands**:
  - o https://www.luchtvaartindetoekomst.nl/veiligheid.
  - o Netwerkdag Luchtvaartveiligheid (myalbum.com)
- **Slovenia** https://www.caa.si/en/safety-promotion.html, https://www.caa.si/en/occurrence-reporting.html .

Question31.2

EUR.SPT.0056	Helicopter safety and risk management

- **Spain**: https://www.seguridadaerea.gob.es/es/prom-de-seguridad/material-divulgativo-de-promocion-de-la-seguridad
- **Poland**: *website for HELI operators -* *https://www.ulc.gov.pl/pl/zarzadzanie-bezpieczenstwem/grupa-heli*

Question *33.2*

EUR.SPT.0054	Support the development and implementation of flight crew operating manuals (FCOMs) for offshore helicopter operations

- EASA: https://www.helioffshore.org/s/Flightpath-Management-RP-v20.pdf

Question 34.2

EUR.SPT.0060	Promoting safety by improving technology

- **EASA:** https://www.easa.europa.eu/community/topics/easa-ga-safety-award
- **Netherlands**: *Together with the National GA-community we used the CAA-UK developed short animation on collision avoidance near winch glider activities for safety promotion.* *https://www.youtube.com/watch?v=2taDa8pGg-8* *;*

Question 35.2

EUR.SPT.0063	Campaign on staying in control: EASA or other material

- **EASA:** https://www.easa.europa.eu/easa-and-you/general-aviation/flying-afely/loss-of-control
- **Netherlands:** National GA-community we used the CAA-UK developed short animation on collision avoidance near winch glider activities for safety promotion (Dutch translation). https://www.youtube.com/watch?v=2taDa8pGg-8

Question 36.8

EUR.SPT.0064	Weather awareness for pilots

- **EASA:** https://www.easa.europa.eu/newsroom-and-events/news/sunny-swiftweather-briefing-process

Question 37.2

EUR.SPT.0065	Promote instrument flying for General Aviation pilots/leisure flying

- **EASA: https**://www.easa.europa.eu/newsroom-and-events/news/sunny-swiftweather-briefing-process

Question 38.2

EUR.SPT.0066	Fuel management for pilots: EASA or other material.

- **EASA: https**://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-fuelcaution-light