

Annual EUR Regional Aviation Safety Plan 2023-2025

Implementation Report

Reference period 2024



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<p align="center">EUR Regional Aviation Safety Plan 2023-2025 Implementation Report Reference period 2024</p>				
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<p align="center">Abstract</p> <p>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.</p> <p>The request to respond to the EUR RASP 2024 Survey was sent based on the Decision 08/01 of the eighth meeting of the EASPG Regional Expert Safety Group (RESG/08) communicated via the ICAO State Letters EUR/NAT 24-0363.TEC (MEA/SUL) dated 28 October 2024.</p> <p>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.</p> <p>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.</p>				
<p>AUTHORSHIP Belongs to:</p> <p>CONTRIBUTORS:</p> <p>SUPPORT TEAM:</p>	<p>Regional Aviation Safety Plan Working Group (RASP WG) assisting RESG</p> <p>Arkadii MERKULOV (ICAO EUR/NAT)</p> <p>Anna SZKURLAT (EASA)</p> <p>Alexandra PAPAGHIUC ZENNER (EUROCONTROL)</p>	<p>Contacts:</p> <p>questions related to the content and scope of this report can be addressed to: eurrasp@icao.int</p> <p>questions related to the infographics and format of this report can be addressed to: eurrasp.support@eurocontrol.int</p>	<p>EUROCONTROL</p> <p>Iacopo PRISSINOTTI Director Network Manager</p> <p>Paul BOSMAN Head Infrastructure Division</p> <p>Mariya KOLEVA Head Planning and Support Unit</p>	
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The following table records the complete history of the successive editions of the present document.

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0.0	23/04/2025	Initial draft	All
0.1	17/05/2025	As reviewed at the RESG/09	All
0.2	30/05/2025	As reviewed at the EASPG PCG/07	None
1.0	16/08/2025	As finalized after remote consultations with EASPG	All

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This report includes data from the LSSIP Database for the reference year 2024.

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.

Table of Contents

DOCUMENT IDENTIFICATION SHEET	1
DOCUMENT CHANGE RECORD	2
INTRODUCTION.....	4
EXECUTIVE SUMMARY	6
Part A - Systematic Safety.....	6
Part B - Competence of Personnel	6
Part C - Flight Operations (Aeroplanes).....	7
Part D - Flight Operations (Rotorcraft).....	7
Part E - General Aviation/Leisure Flying	8
Part F - Maintenance and Continuing Airworthiness Management	8
Part G - Air Traffic Management/Aerodrome Operations	9
Part H – UAS and New Technologies: Summary of Progress	9
DETAILED PROGRESS ASSESSMENT PER PART AND TASK.....	11
PART A - SYSTEMATIC SAFETY	13
PART B – COMPETENCE OF PERSONNEL	53
PART C – FLIGHT OPERATIONS - AEROPLANES	75
PART D - FLIGHT OPERATIONS – ROTORCRAFT	119
PART E - FLIGHT OPERATIONS – GENERAL AVIATION/LEISURE FLYING	129
PART F - MAINTENANCE AND CONTINUING AIRWORTHINESS MANAGEMENT.....	151
PART G - AIR TRAFFIC MANAGEMENT/AIR NAVIGATION SERVICES / AERODROME OPERATIONS AND GROUND HANDLING	159
PART H - UNMANNED AIRCRAFT SYSTEMS (UAS) / NEW TECHNOLOGIES AND CONCEPTS.....	185
ANNEX 1. LIST OF STATES SUBJECTED TO EUR RASP 2024 SURVEY:	194
ANNEX 2. CONSOLIDATED STATUS OF EUR RASP ACTIONS SELECTED FOR THE EUR RASP 2024 SURVEY	197
ANNEX 3. SUMMARISED INFORMATION ON THE REGULARITY REFERENCES AND SAFETY PROMOTION MATERIAL	
200	
General.....	200
Links to the useful material provided via the EUR RASP 2024 Survey.....	201

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 2025.

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

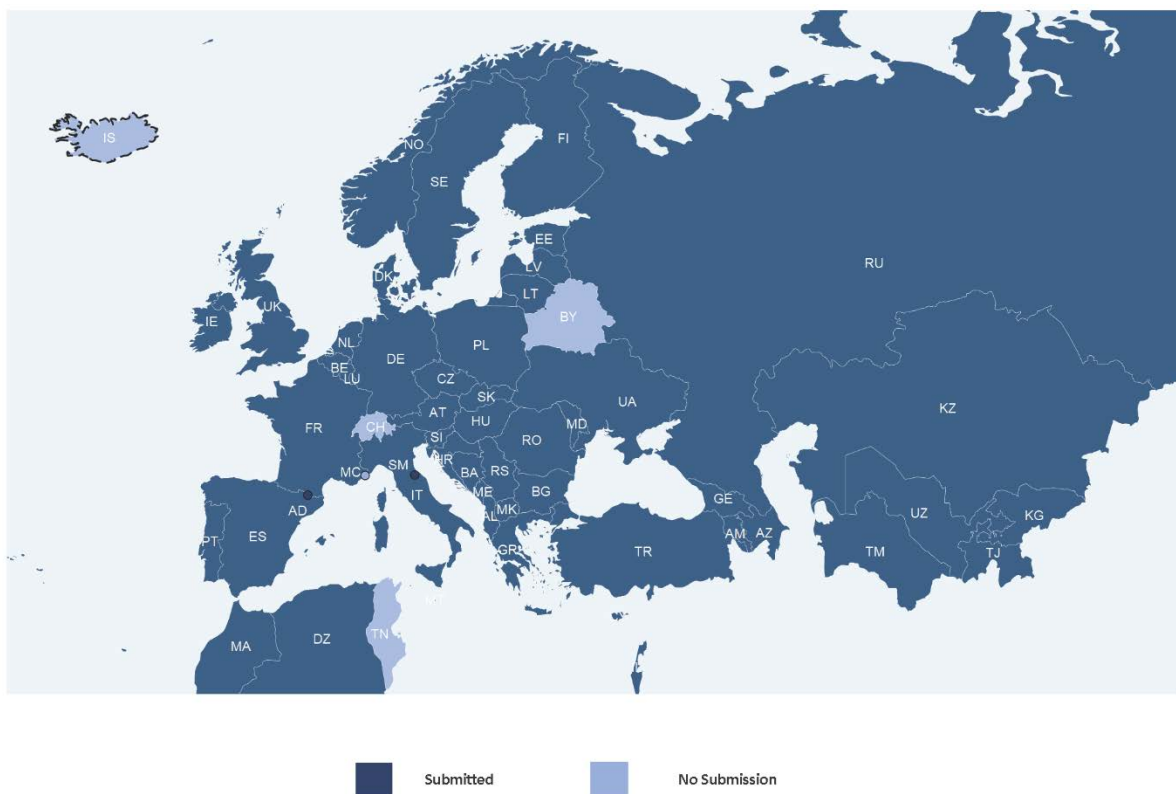
In the production of this report any personal data and information collected was treated with confidentiality, in accordance with the EU General Data Protection Regulation 2016/679. The data and information provided was aggregated in a way as to eliminate the risk of recognising any private entity or 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 2024

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 majority of States, except Belarus, Monaco, Switzerland and Tunisia (See map). Iceland also has not contributed to this reporting cycle. Full list of States is attached in Annex 1.



Executive Summary

The EUR Regional Aviation Safety Plan (RASP) Implementation Report for 2024 provides a comprehensive overview of the progress made in implementing various safety actions outlined in the EUR RASP 2023-2025. The report is a collaborative effort by ICAO, EASA, and EUROCONTROL.

Part A - Systematic Safety

During the 2023–2025 cycle, significant strides were made across the EUR and NAT regions in strengthening the regulatory and operational foundations of systematic safety. Most States, including all EASA members, successfully amended their aviation regulations to incorporate Safety Management System (SMS) requirements and occurrence reporting frameworks. These actions are now considered largely complete and will not be carried forward into the next EUR RASP cycle.

Notable progress was also achieved in implementing preventive measures for aircrew medical fitness, updating requirements for flight recorders and underwater locating devices, and addressing cybersecurity risks. These areas reflect a strong regional commitment to aligning with international safety standards and enhancing resilience against emerging threats.

However, several actions—particularly those related to human factors competency frameworks, oversight capabilities, and certain flight time limitation (FTL) rules—remain in progress or have been deprioritized due to legislative delays, limited staffing, and varying national priorities. These will be reconsidered for inclusion in the 2026–2028 cycle, with revised timelines and clearer implementation guidance.

Safety promotion efforts, including campaigns on SMS implementation, State Safety Programmes (SSPs), and cybersecurity awareness, showed mixed results. While some campaigns were well-executed, others require further clarification and targeted support to ensure consistent uptake across the region.

Overall, Part A demonstrates a solid foundation of regulatory progress, with a clear path forward for addressing remaining gaps through enhanced coordination, capacity-building, and knowledge-sharing initiatives.

Part B - Competence of Personnel

The 2024 monitoring cycle shows encouraging progress in enhancing the competence of aviation personnel across the EUR and NAT regions. Many States have successfully updated their regulations to address key areas such as language proficiency for radiotelephony communications, balloon and sailplane licensing, and the adoption of new training technologies for maintenance staff. These actions are largely considered complete and may be excluded from the next EUR RASP cycle.

However, implementation remains uneven in several areas. Notably, the extension of competency-based training and Threat and Error Management (TEM) principles to all licenses and ratings, as well as improvements in flight simulation training device (FSTD) fidelity, are still pending in most States. These actions face delays due to legislative bottlenecks, limited regulatory expertise, and insufficient industry capacity. They will require continued attention and support in the 2026–2028 cycle.

Safety promotion campaigns have been widely deployed, covering topics such as language proficiency, examiner guidance, fatigue management, and ramp-up safety. While many of these initiatives have been well-received, others—such as campaigns promoting aviation careers and meteorological awareness—have seen limited uptake and will benefit from clearer guidance and broader dissemination.

Overall, Part B reflects a strong regional commitment to improving personnel competence, with several foundational actions nearing completion. Moving forward, targeted training, regional workshops, and the sharing of best practices will be essential to closing remaining gaps and ensuring consistent implementation across all States.

Part C - Flight Operations (Aeroplanes)

The 2024 implementation cycle reflects steady progress in enhancing the safety of aeroplane operations across the EUR and NAT regions. Most States have successfully updated their regulations to address key operational risks, including loss of control in-flight (LOC-I), terrain awareness and warning systems (TAWS), and fuel/energy planning and management. These actions are largely considered complete and demonstrate strong alignment with ICAO and EASA priorities.

Several safety promotion campaigns have also been widely implemented, notably those focused on ACAS resolution advisory responses, icing awareness, and disruptive passenger management. These initiatives have contributed to improved operational awareness and risk mitigation among operators and flight crews.

However, some actions remain in progress or face delays—particularly those related to extended diversion time operations (EDTO), relief pilot requirements, and oversight of flight time specification schemes. These areas are affected by resource constraints, legislative delays, and varying levels of national prioritization. As such, they are recommended for continued monitoring and inclusion in the 2026–2028 cycle.

Additionally, efforts to promote flight data analysis (FDA) and its integration with other safety data sources are ongoing, with many States reporting partial implementation. These initiatives are critical for proactive safety management and will benefit from further regional coordination and knowledge-sharing.

Overall, Part C demonstrates a strong commitment to operational safety, with many foundational actions nearing completion. Continued focus on high-risk categories such as LOC-I, mid-air collisions (MAC), controlled flight into terrain (CFIT), and abnormal runway contact (ARC) will be essential in the next cycle to sustain and build on current progress.

Part D - Flight Operations (Rotorcraft)

Progress in rotorcraft operations safety has been mixed across the EUR and NAT regions during the 2024 monitoring cycle. While some States have completed updates to regulations—particularly for helicopter emergency medical services (HEMS) and public interest site operations—many others have deprioritized or delayed implementation of actions related to single-engine helicopter operations, CFIT prevention using HTAWS, and rotorcraft flight crew operating manuals.

The limited uptake of certain actions reflects the relatively low level of helicopter activity in several States, with feedback indicating that some tasks may no longer be regionally relevant. As such, these actions may be excluded from the next EUR RASP cycle unless renewed interest or operational demand emerges.

On the safety promotion front, campaigns addressing helicopter safety events have been implemented in several States, though challenges persist due to limited staff capacity and technical expertise. Continued support and sharing of best practices will be essential to ensure broader engagement and consistent messaging.

Overall, while progress in rotorcraft safety is evident in specific areas, the sector's lower operational footprint in many States suggests a need for more tailored, risk-based planning. Future actions should focus on States with active rotorcraft operations and prioritize initiatives with clear regional relevance and safety impact.

Part E - General Aviation/Leisure Flying

The 2024 monitoring cycle highlights a strong commitment across the EUR and NAT regions to improving safety in general aviation and leisure flying, despite notable variability in implementation. Many States have successfully executed safety promotion campaigns related to operational rules for sailplanes and balloons, and have made progress in areas such as weather awareness, fuel management, and staying in control during flight.

However, implementation remains inconsistent across several actions due to differences in national aviation activity profiles, limited regulatory capacity, and language barriers in disseminating safety materials. Campaigns promoting instrument flying, just culture, and the use of new technologies (e.g., iConspicuity) have seen slower uptake and will benefit from clearer guidance, regional coordination, and translation of materials into local languages.

The report notes that while general aviation remains a regional priority, future actions should be more flexible and tailored to national contexts. Emphasis should be placed on identifying specific risks at the State level, sharing best practices, and leveraging existing safety promotion resources from EASA and other States.

Overall, Part E reflects meaningful progress in promoting a safety culture within general aviation. Continued support through targeted campaigns, workshops, and collaborative platforms will be essential to address remaining gaps and ensure consistent safety outcomes across the region.

Part F - Maintenance and Continuing Airworthiness Management

The 2024 monitoring cycle shows steady progress in strengthening maintenance and continuing airworthiness oversight across the EUR and NAT regions. Most States have successfully updated their regulations to address technical records and maintenance check flights (MCFs), with these actions now considered largely complete for the region.

Implementation of updated responsibilities for maintenance certifying and support staff is still in progress in many States. Challenges such as legislative delays, limited staffing, and gaps in technical expertise continue to hinder full adoption. These issues highlight the need for targeted support and clearer guidance in the next EUR RASP cycle.

Safety promotion efforts related to high-profile maintenance safety issues are underway but remain uneven. While some States have developed and disseminated relevant materials, others are still in the early stages of implementation. Broader use of shared resources and increased collaboration will be essential to ensure consistent messaging and uptake.

Looking ahead, Part F will be restructured in the next EUR RASP cycle to better align with regional high-risk categories. This will help focus efforts on the most critical areas of maintenance safety and support more effective implementation across all States.

Part G - Air Traffic Management/Aerodrome Operations

The 2024 monitoring cycle highlights substantial progress across the EUR and NAT regions in enhancing safety within air traffic management (ATM), aerodrome operations, and ground handling. Most States have successfully updated their regulations to address key areas such as runway excursion prevention, airspace and flight procedure design, harmonisation of air traffic service requirements, and aeronautical information management. These actions are largely considered complete or nearing completion.

Efforts to improve oversight of changes to functional systems and certification of VFR heliports have also advanced, though some States continue to face delays due to staffing shortages, legislative complexity, and external disruptions. These actions will remain under monitoring in the next EUR RASP cycle.

Ground handling safety and the handling of dangerous goods at aerodromes remain areas of concern, with many States still in the early stages of implementation. These actions are expected to be retained and prioritised in the 2026–2028 cycle, particularly given their relevance to high-risk operational environments.

Safety promotion campaigns addressing high-profile ATM and aerodrome safety issues, as well as counter-UAS measures, have been launched in several States. However, broader engagement and resource support are needed to ensure consistent implementation across the region.

Overall, Part G reflects a strong regional commitment to modernising ATM and aerodrome safety frameworks. Continued focus on harmonisation, data-driven oversight, and targeted promotion will be essential to sustain momentum and address remaining gaps in the next planning cycle.

Part H – UAS and New Technologies: Summary of Progress

The 2024 monitoring cycle reveals that while awareness of unmanned aircraft systems (UAS) and emerging aviation technologies is growing, implementation of related regulatory frameworks remains limited across the EUR and NAT regions. Only a small number of States have fully amended their regulations to address drone operations, new air mobility, and airship operations. The majority of States have either deprioritized these actions or plan to implement them after 2025.

Progress has been more encouraging in the area of **All Weather Operations**, where a significant number of States have updated their regulations. This action is considered largely complete and may be excluded from the next EUR RASP cycle.

The slow uptake of UAS-related actions is primarily due to legislative delays, limited technical expertise, and the evolving nature of these technologies. Feedback from States suggests that while some actions—such as those related to airships and new air mobility—may not yet be regionally relevant, others (e.g., drone regulation and counter-UAS measures) are gaining importance and should be prioritized in the next cycle.

To support future implementation, enhanced regional coordination, clearer guidance, and sharing of best practices will be essential. The next EUR RASP cycle should focus on actions with the highest operational relevance and safety impact, while allowing flexibility for States at different stages of technological adoption

Detailed progress assessment per Part and Task

The following pages show a detailed assessment of implementation progress for each of the EUR RASP task within the scope of this Report. Below is the explanation of the different items and charts shown in these dedicated pages.

Part Number – Part Title		
Reference question	Reference task (hyperlinked)	Descriptive Tailored question indicating the reference task used

Implementation Summary (end 2024)

Textual summary describing the main developments in implementation of a given task, with a special focus on the main blocking factors, reasons for delay or lack of interest in deployment, as well as outlook.

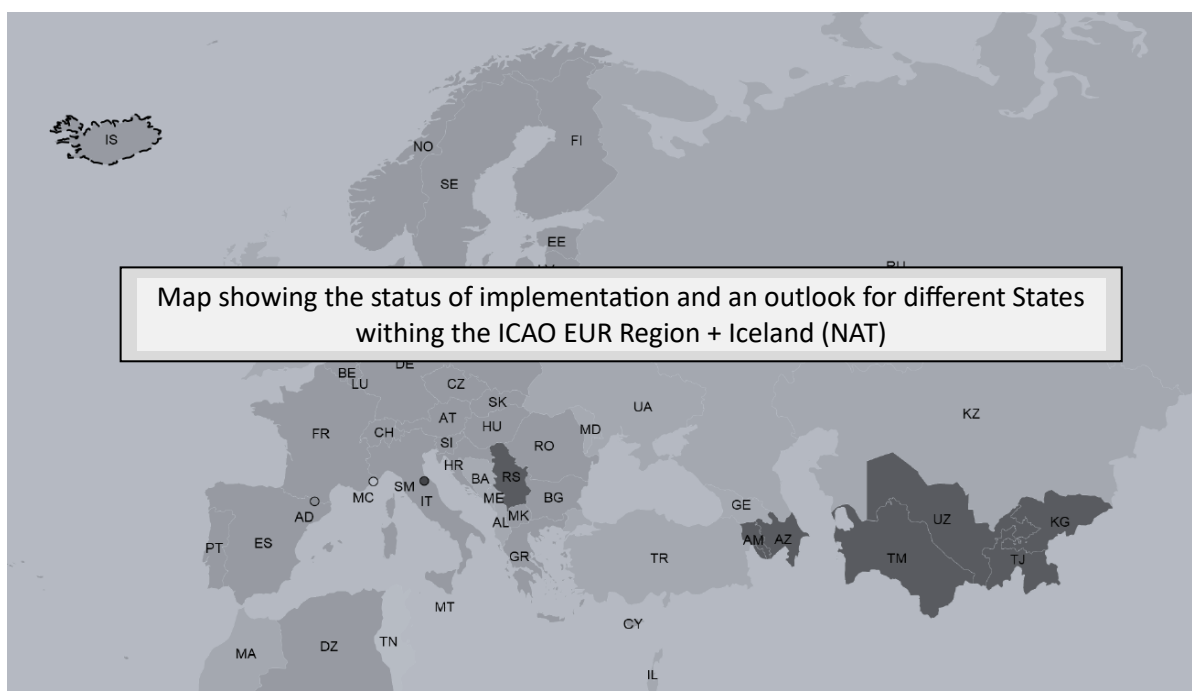
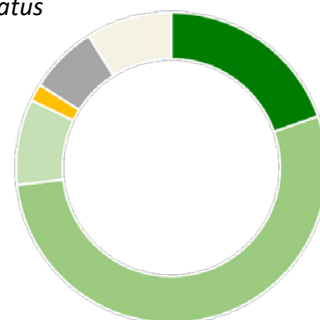
Reference question:

**Note (*if applicable): Responses from X State(s) were taken from the 2022 & 2023 questionnaires.*

*The pie chart is reflecting the share of States per different implementation status

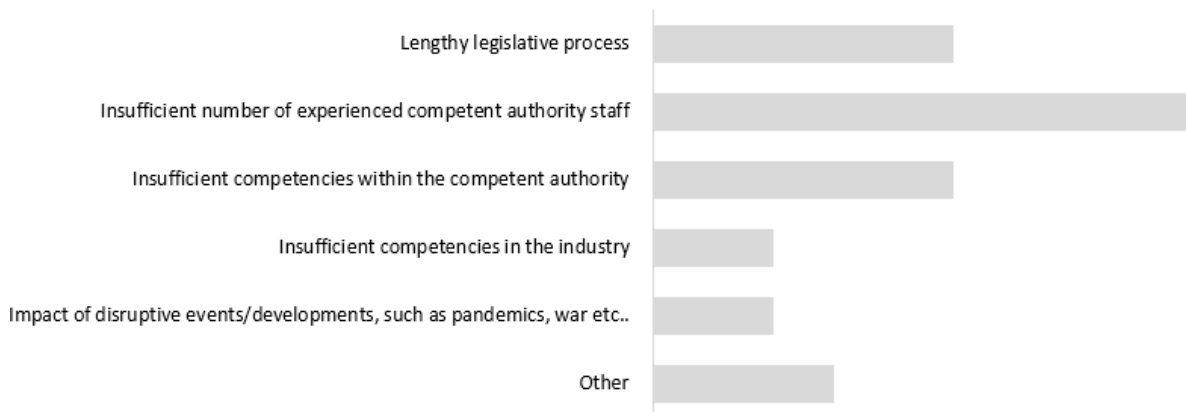
Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



Reference question:

The chart presents the main challenges identified in terms of implementation per task.



Conclusion

The conclusion interprets multiple individual and tailored questions, summarizing key findings, highlighting patterns and trends across the monitoring cycle, and providing a clear view of what the results indicate and what actions should follow.

Part A - Systematic Safety

A1.1.RMT	RMT.0001	Have you amended your aviation regulations as guided by the RMT.0001 "Embodiment of safety management system (SMS) requirements into applicable State's legislation"?
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Implementation Summary (end 2024)

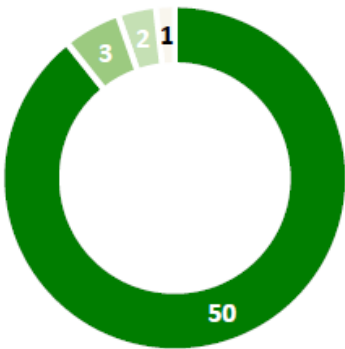
The majority of the countries (including all EASA States) have successfully amended their aviation regulations to incorporate Safety Management System (SMS) requirements. The remaining 5 States plan to finalize the action in 2025 or later. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.

A1.1. RMT (1)

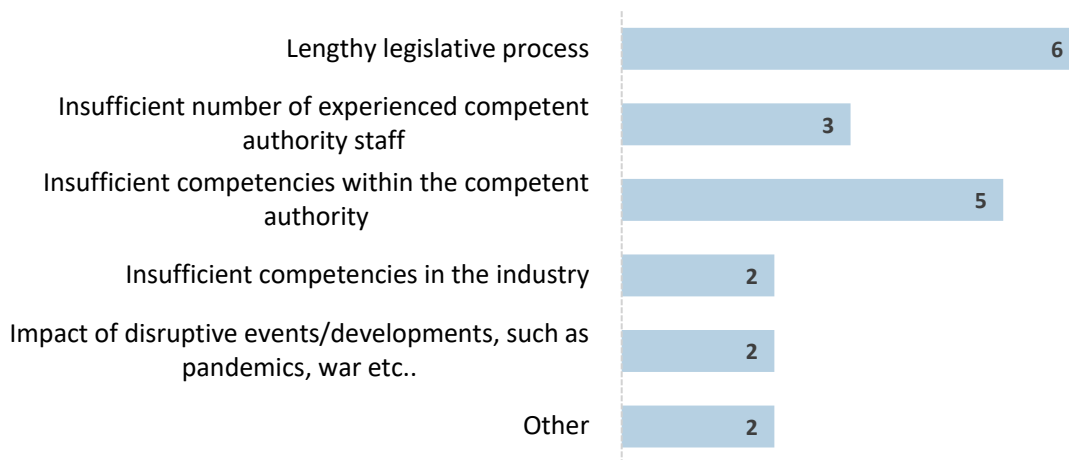
Note (*): Responses from **BY** and **TN** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A1.1. RMT (3)



Conclusion

Progress reported by the States **is considered satisfactory.**

The action is considered to be completed by majority of States and would not be included in EUR RASP 2026-2028.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part A - Systematic Safety

A1.2.RMT [RMT.0002](#) Have you amended your aviation regulations as guided by the RMT.0002 "Implement requirements and guidance material on occurrence reporting"?

Implementation Summary (end 2024)

Implementation was reported to be in progress for majority of States in the region (including all EASA States). It is caused by the ongoing work in EU on the alignment of implementing regulations and the associated acceptable means of compliance (AMC) and guidance material (GM) with Regulation (EU) No 376/2014.

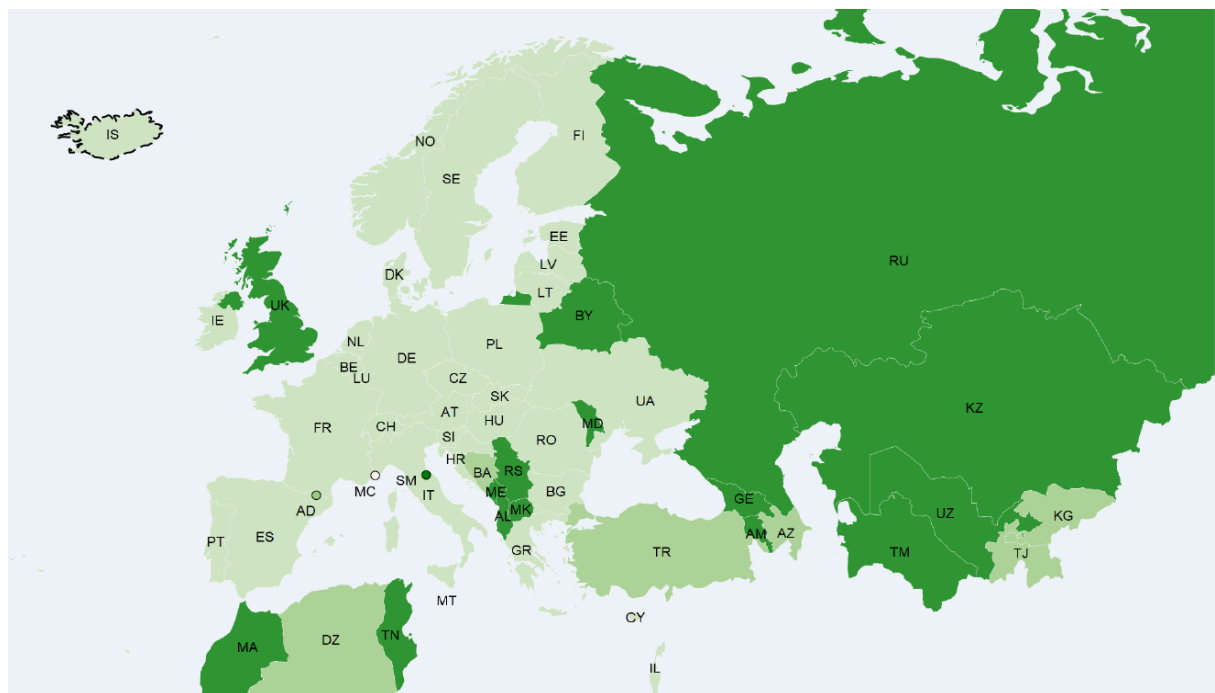
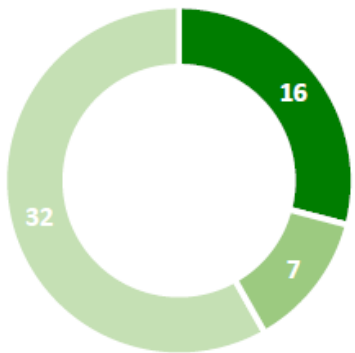
In 2023, all EASA States have reported on the establishment of necessary regulatory requirements as reflected in the EUR RASP 2023 Implementation Report. The difference between the results demonstrated in the current report and the one developed in 2023 is explained by the variation in the interpretation by States of the EUR RASP action and the corresponding EPAS RMT action.

A1.2. RMT (1)

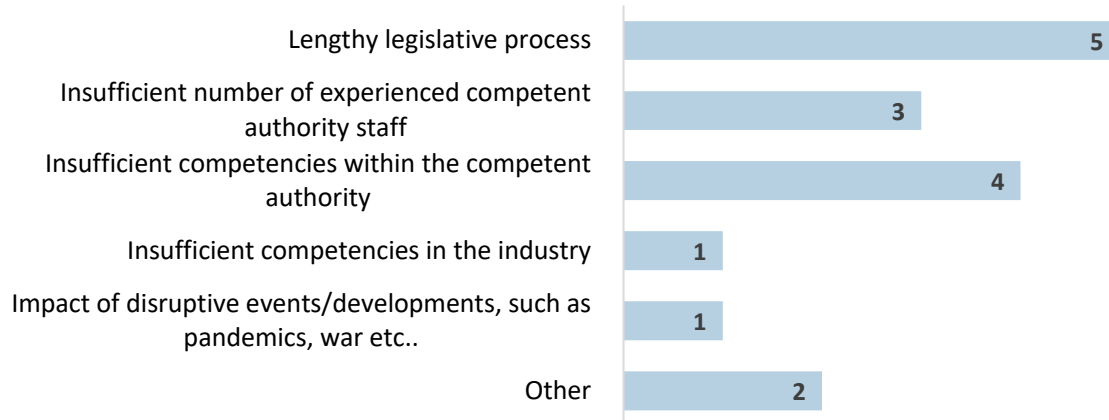
Note (*): Responses from **BY** is taken the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A1.2. RMT (3)



Conclusion

Progress reported by the States is satisfactory.

Based on further review the RESG have concluded that the EUR RASP action is considered to be completed by majority of States and would not be included in EUR RASP 2026-2028.

Part A - Systematic Safety

A1.3.RMT

[RMT.0009](#)

Have you amended your aviation regulations as guided by the RMT.0009 "Develop and implement HF competency framework for regulatory staff"?

Implementation Summary (end 2024)

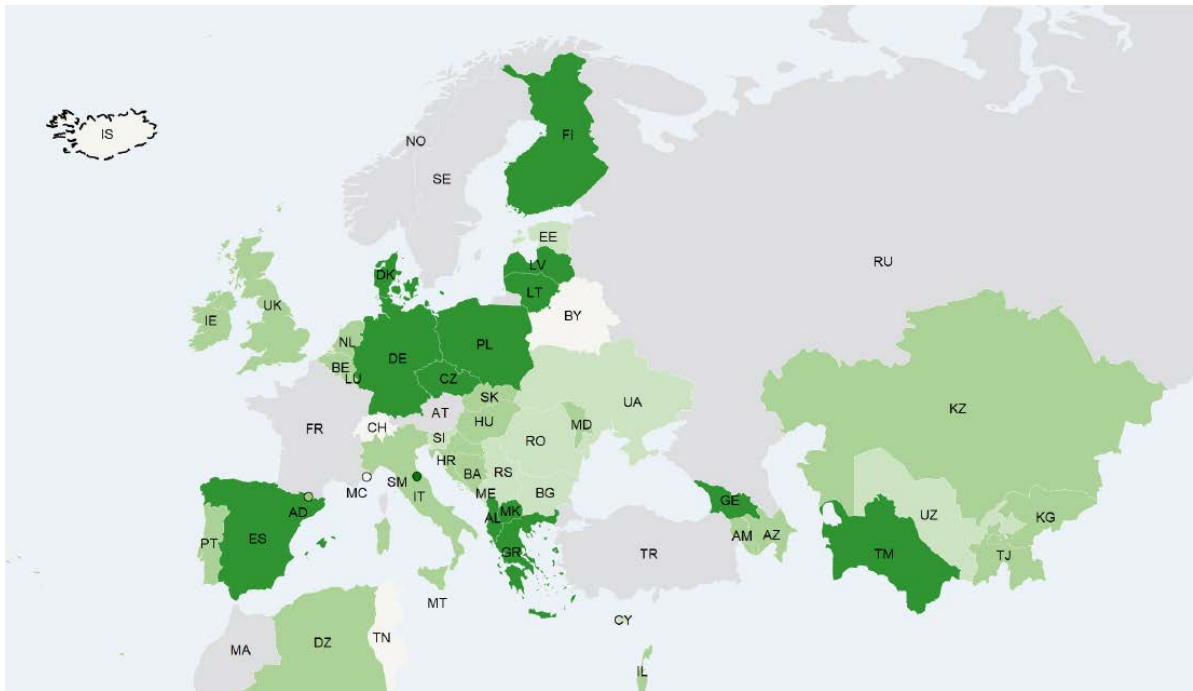
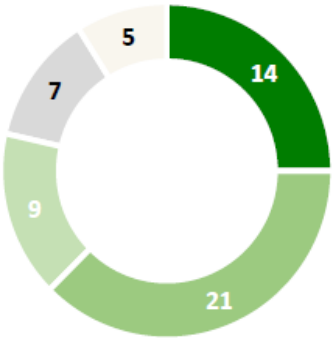
Implementation was reported to be in progress for majority of States in the region, with many planning to finalize it in 2025. However, these countries face significant challenges in updating their national legislation, including lengthy legislative processes, insufficient skilled personnel, and limited expertise within competent authorities. Additionally, disruptions such as pandemics and geopolitical instability further delay progress. Several States have indicated the action to be not applicable that might imply some misunderstanding of the action content.

A1.3. RMT (1)

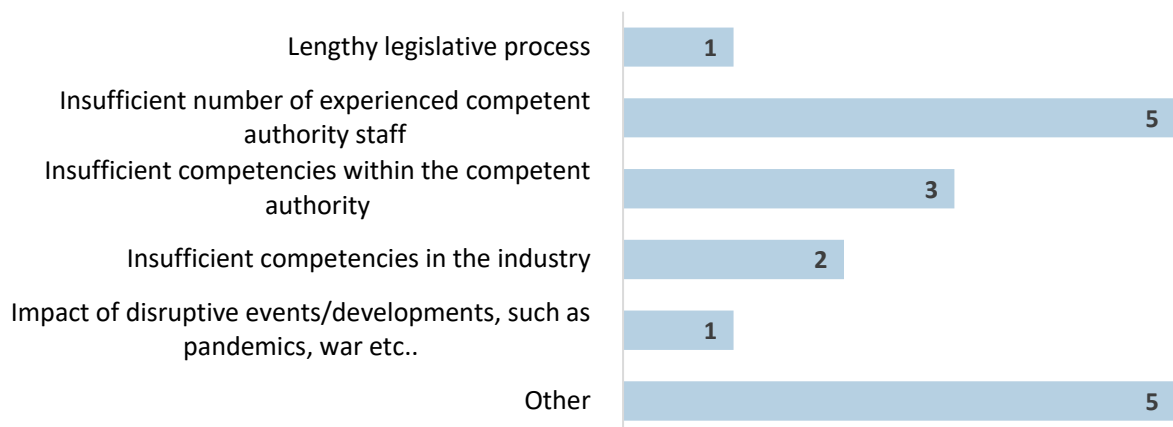
Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A1.3. RMT (3)



Conclusion

Progress reported by the States is satisfactory.

The RESG should consider developing focused promotion campaigns/training on a regional level.

The action shall be considered for EUR RASP 2026-2028 with the new implementation date (proposed implementation date: end of 2028).

Part A - Systematic Safety

A1.4.RMT

[RMT.0010](#)

Have you amended your aviation regulations as guided by the RMT.0010 "Development of flight time limitation (FTL) rules for CAT operations of emergency medical services (EMS) by aeroplanes and helicopters"?

Implementation Summary (end 2024)

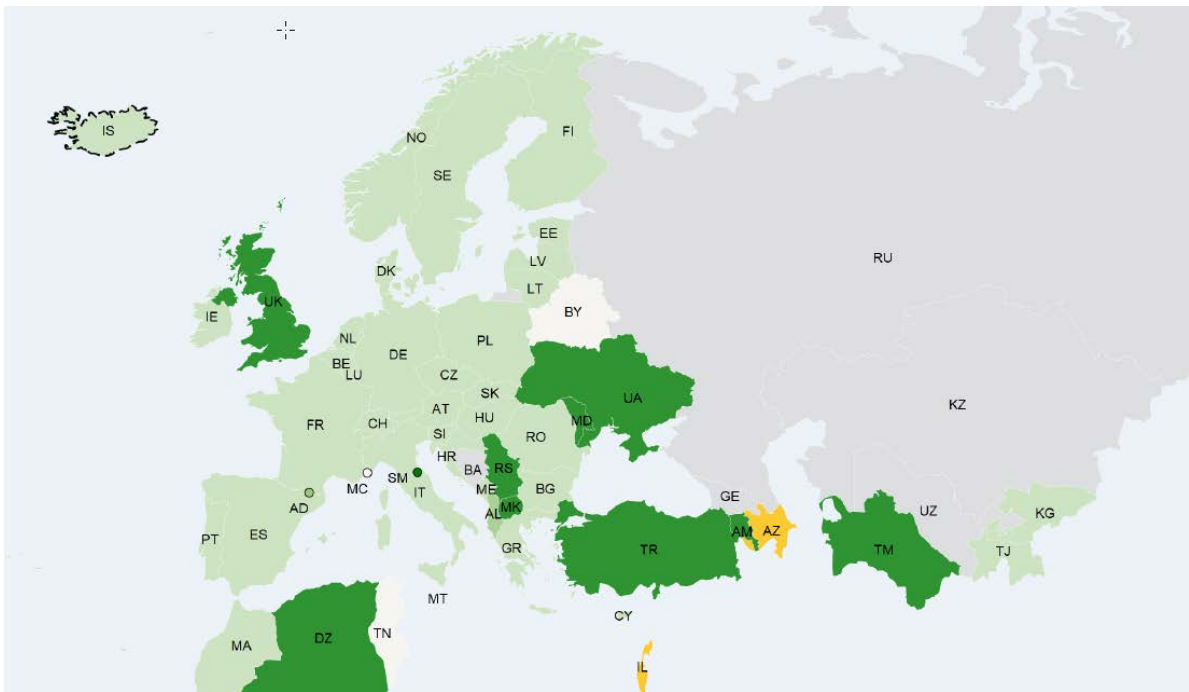
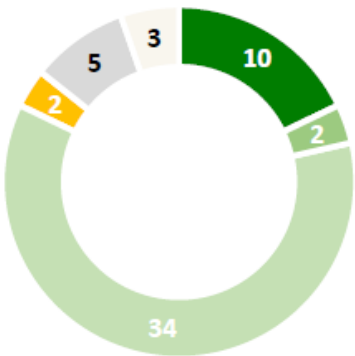
The implementation of the flight time limitations for emergency medical services (EMS) operations is progressing across various countries. Majority of States aim to make the necessary changes after 2025. Several States have indicated that action is not a priority for them or they do not have such an activity.

A1.4. RMT (1)

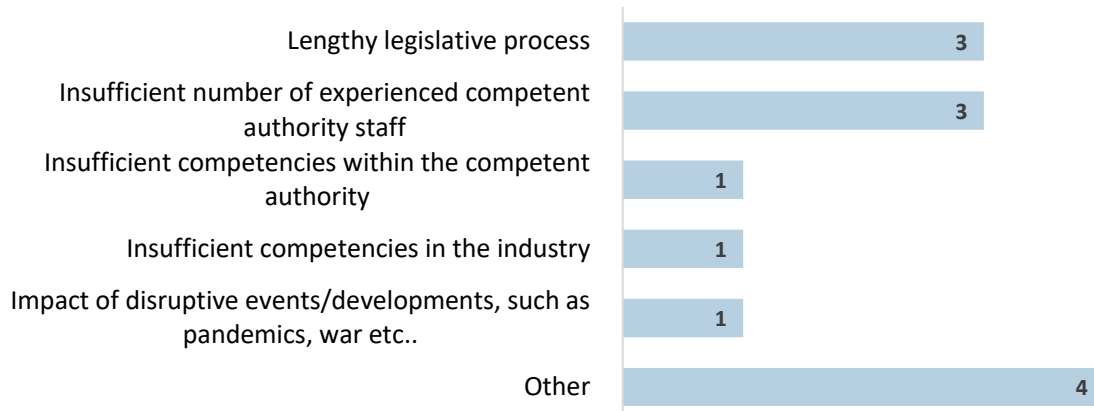
Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A1.4. RMT (3)



Conclusion

Progress reported by the States is satisfactory.

The RESG is encouraged to 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 action shall be considered for EUR RASP 2026-2028 with the new implementation date (proposed implementation date: end of 2028).

Part A - Systematic Safety

A1.5.RMT	RMT.0011	Have you amended your aviation regulations as guided by the RMT.0011 " <i>Update and harmonisation of flight time limitation (FTL) rules for CAT by aeroplane for air taxi operations and single-pilot operations taking into account operational experience and recent scientific evidence</i> "?
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Implementation Summary (end 2024)

Update of flight time limitations (FTL) rules for air taxi and single-pilot operations, is progressing in various countries.

Majority of States aim to make the necessary changes after 2025.

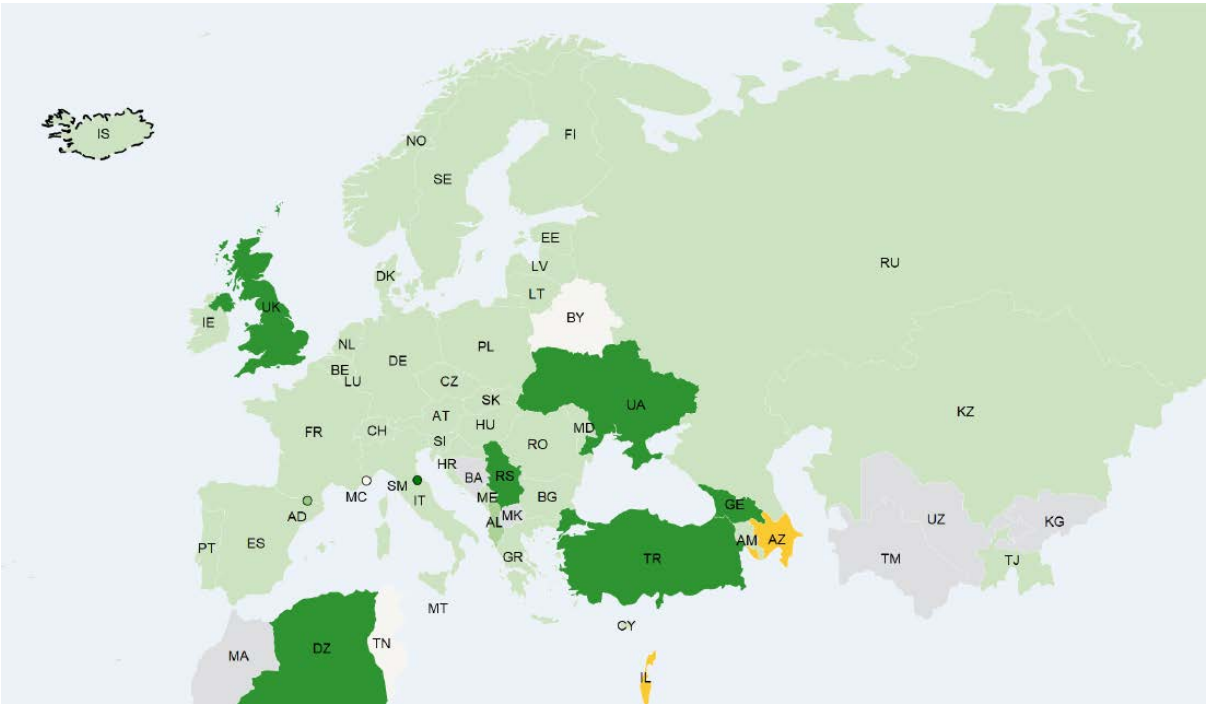
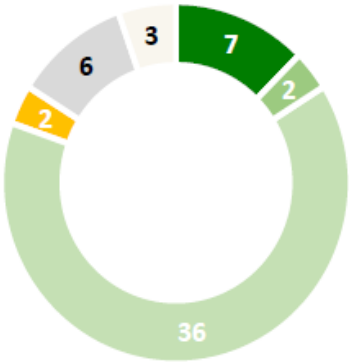
Several States have indicated that action is not a priority for them, or they do not have such an activity.

A1.5. RMT (1)

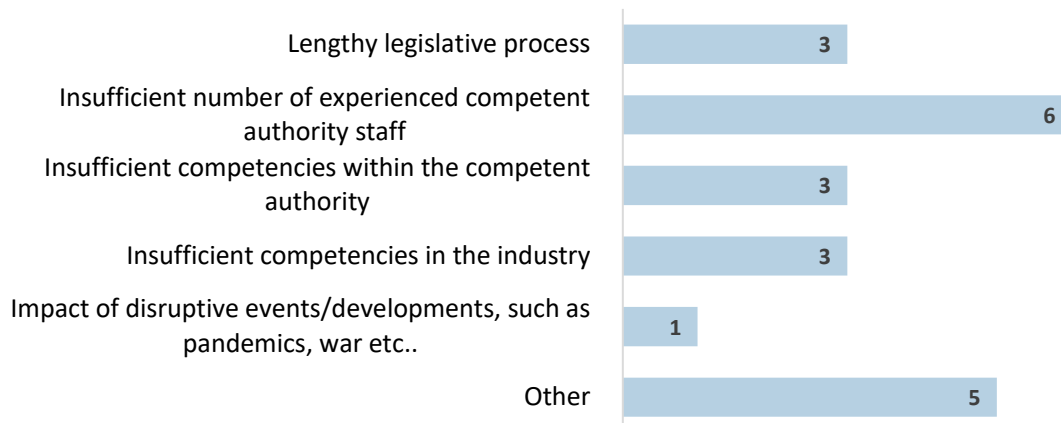
Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A1.5. RMT (3)



Conclusion

Progress reported by the States is satisfactory.

The RESG is encouraged to 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 action shall be considered for EUR RASP 2026-2028 with the new implementation date (proposed implementation date: end of 2028).

Part A - Systematic Safety

A1.6.RMT	RMT.0012	Have you amended your aviation regulations as guided by the RMT.0012 " <i>Flight time limitation (FTL) rules for helicopter operations</i> "?
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Implementation Summary (end 2024)

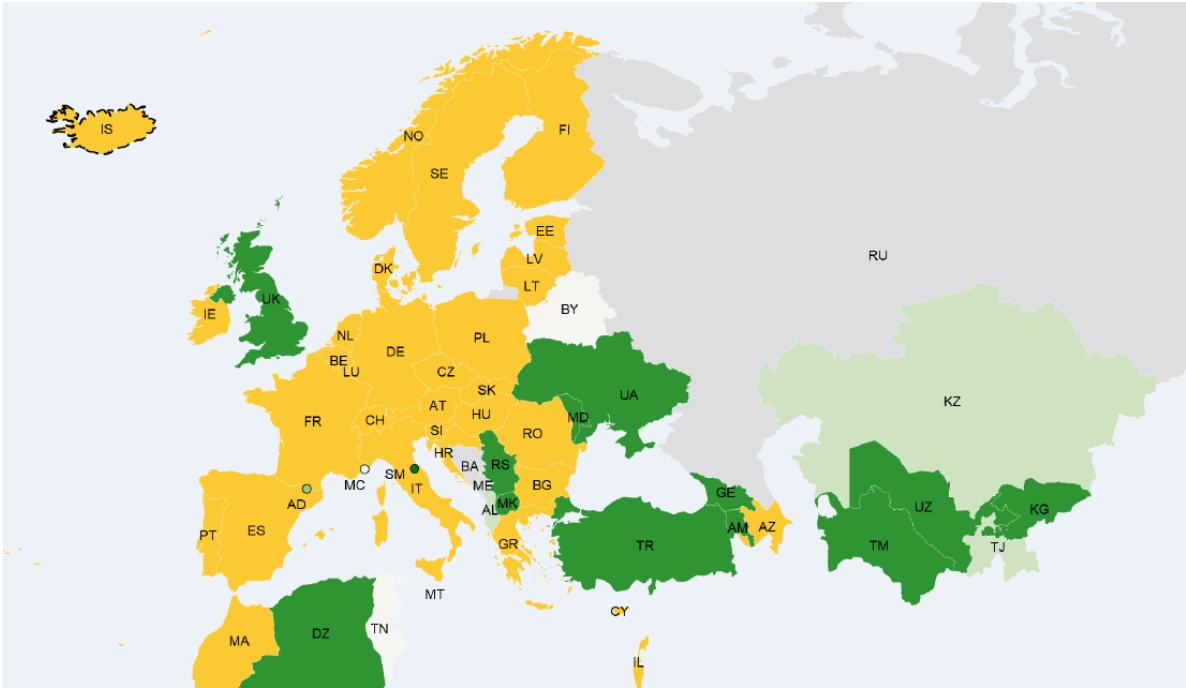
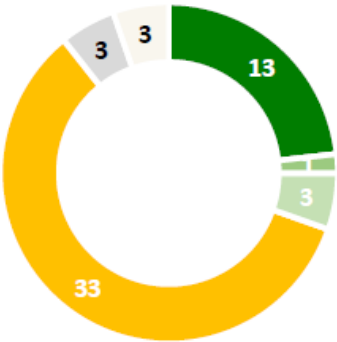
Majority of States (including all EASA States) have either completed or deprioritized implementation of this action.

A1.6. RMT (1)

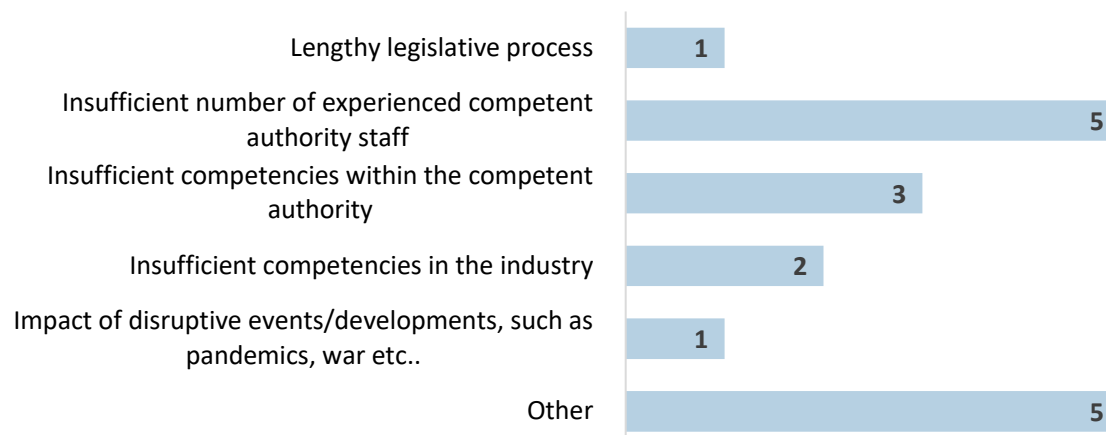
Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A1.6. RMT (3)



Conclusion

Progress reported by the States **Is not satisfactory.**

Feedback received by the States might indicate that this action **should not be considered** anymore a priority for the Region and, hence, **should not be included into EUR RASP 2026-2028.**

Part A - Systematic Safety

Have you amended your aviation regulations as guided by the RMT.0013 "*Flight Time Limitations (FTL) rules for aeroplane commercial operations other than CAT*"?

Implementation Summary (end 2024)

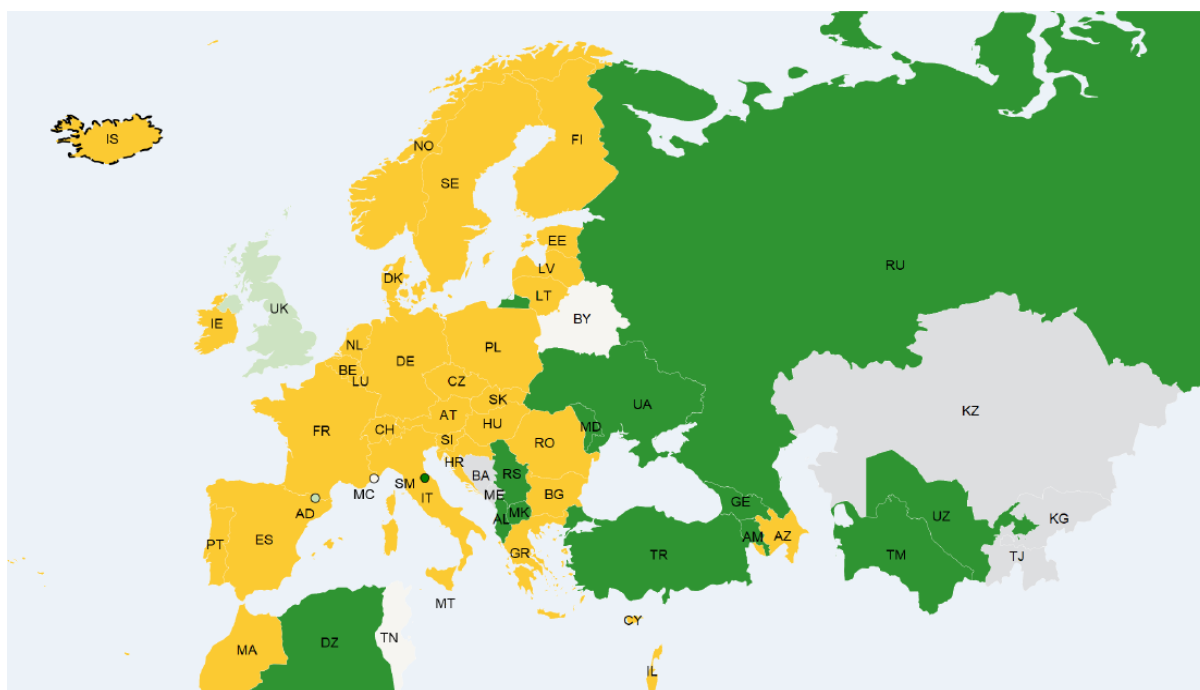
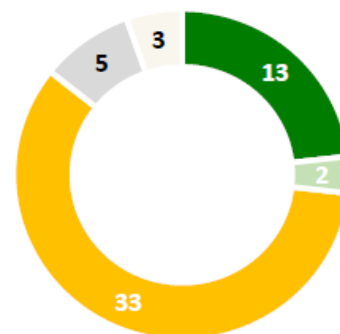
Majority of States have either completed or deprioritized implementation of this action.

A1.7. RMT (1)

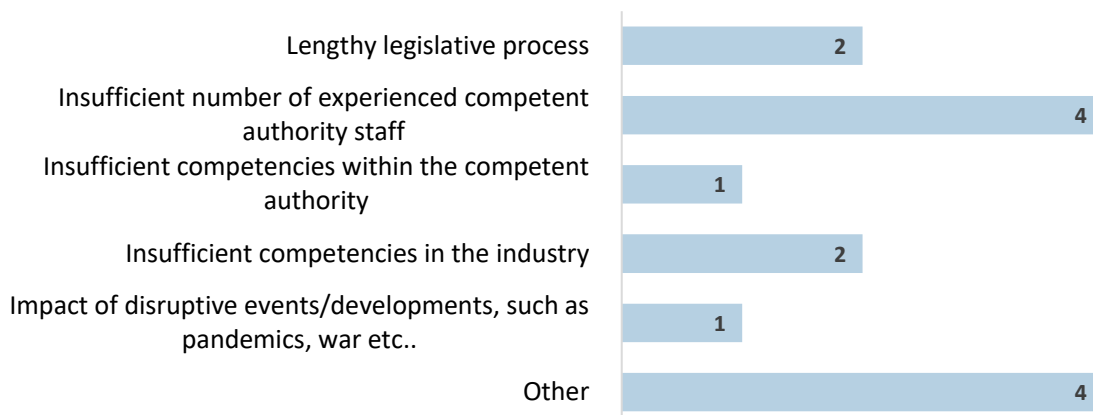
Note ()*

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A1.7. RMT (3)



Conclusion

Progress reported by the States **Is not satisfactory.**

Feedback received by the States might indicate that this action **should not be considered** anymore a priority for the Region and, hence, **should not be included into EUR RASP 2026-2028.**

Part A - Systematic Safety

A1.8.RMT [RMT.0014](#) Have you amended your aviation regulations as guided by the RMT.0014 "Implement preventive measures in the field of aircrew medical fitness?"

Implementation Summary (end 2024)

As of the 2024 reporting cycle, the majority of countries have completed the implementation of RMT.0014, which introduces preventive measures in the field of aircrew medical fitness. An additional 16% have planned implementation either in 2025 or beyond, while a small number of countries (10%) reported no activity or provided no information.

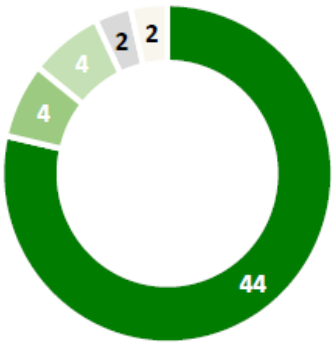
Despite this overall progress, milestone tracking highlights key obstacles such as lengthy legislative procedures, limited expertise or staffing within competent authorities, and broader external disruptions. Addressing these bottlenecks will be critical to ensuring full and timely alignment with the objectives of the European Regional Aviation Safety Plan.

A1.8. RMT (1)

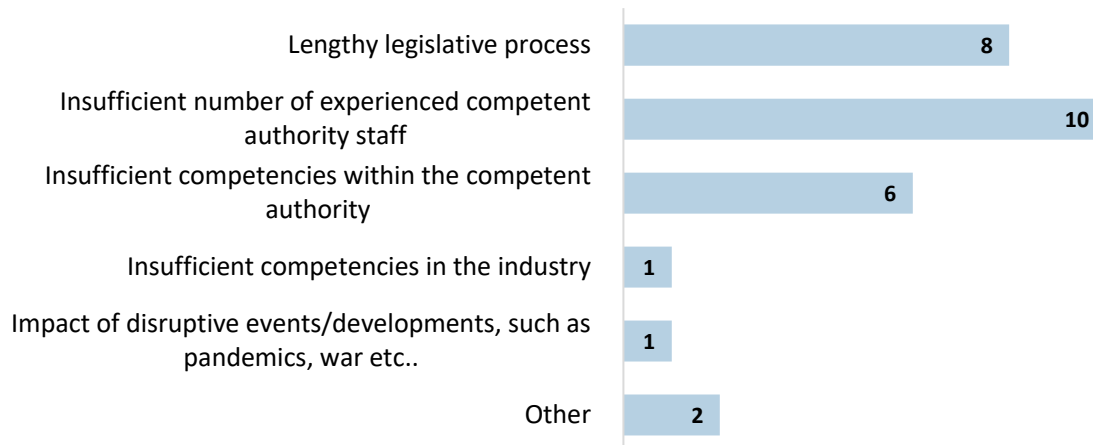
Note (*): Responses from **BY** and **TN** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A1.8. RMT (3)



Conclusion

Progress reported by the States is considered satisfactory.

The safety action might be considered completed for the region, hence, should not be included into EUR RASP 2026-2028.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part A - Systematic Safety

A1.9.RMT

RMT.0015

Have you amended your aviation regulations as guided by the RMT.0015 "Amendment of requirements for flight recorders and underwater locating devices"?

Implementation Summary (end 2024)

As of 2024, the majority of countries have completed the amendment of their aviation regulations, addressing requirements for flight recorders and underwater locating devices. Several have scheduled implementation for 2025, while others plan to amend regulations post-2025.

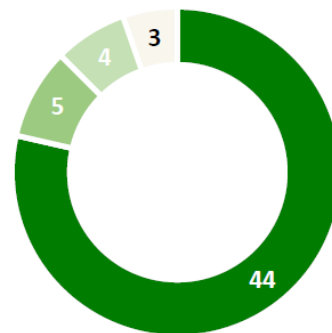
Key challenges to timely implementation include lengthy legislative processes, limited experienced staff, and gaps in industry competencies. Despite these hurdles, progress is being made, with many countries on track to meet the required standards.

A1.9. RMT (1)

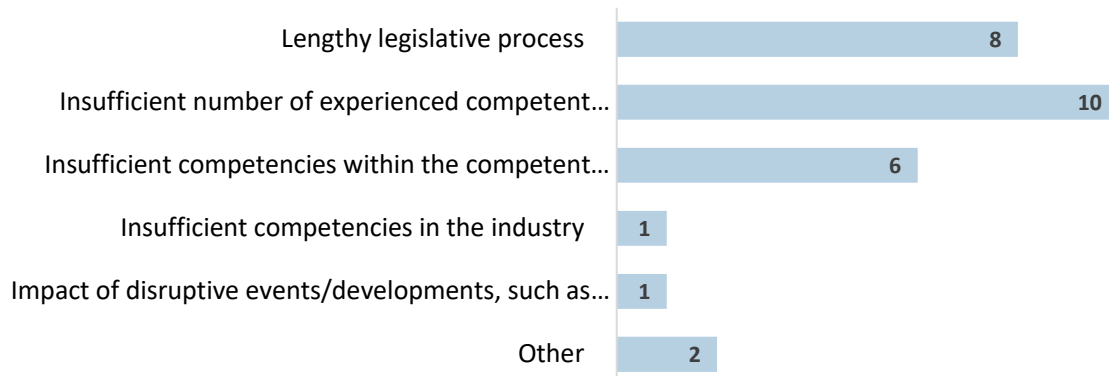
Note (*): Responses from **CH** and **IS** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A1.9. RMT (3)



Conclusion

Progress reported by the States **is considered satisfactory.**

The safety action might be considered completed for the region, hence, should not be included into EUR RASP 2026-2028.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part A - Systematic Safety

A1.10.RMT	RMT.0016	Have you amended your aviation regulations as guided by the RMT.0016 “Cybersecurity risks”?
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Implementation Summary (end 2024)

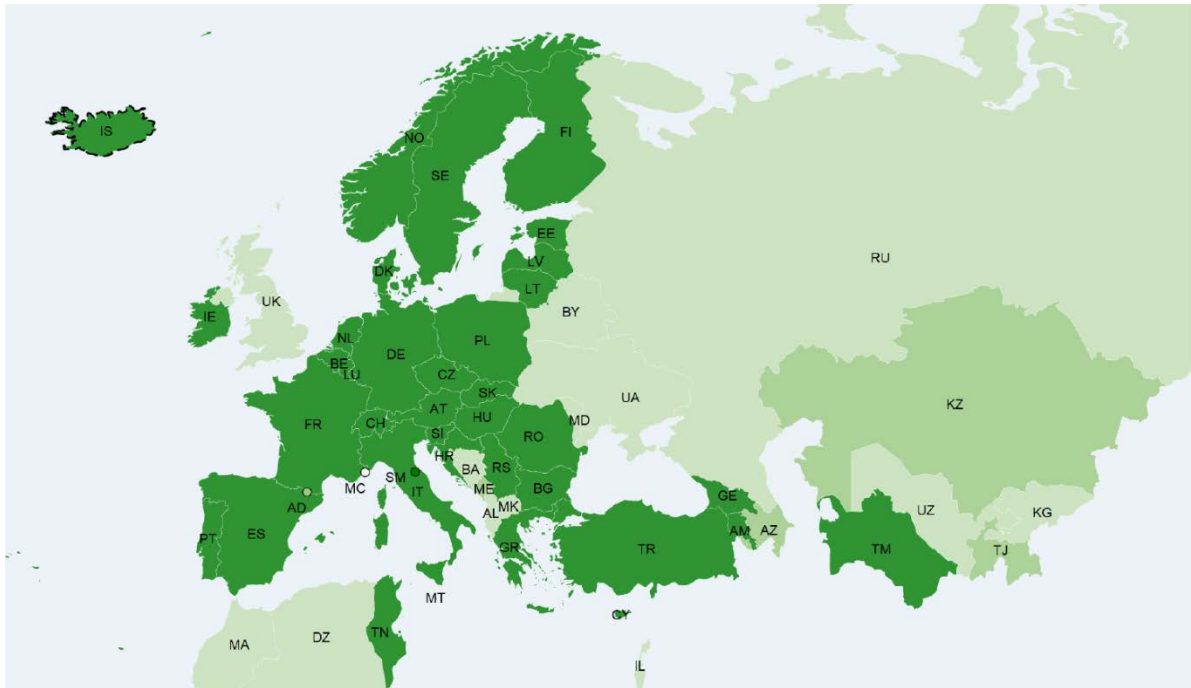
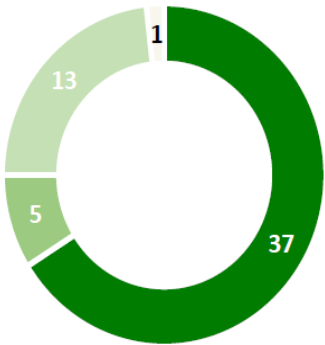
As of 2024, many countries have successfully amended their aviation regulations to address cybersecurity risks. However, several face challenges such as a lack of experienced staff, lengthy legislative processes, and insufficient industry expertise. Despite these challenges, some nations have made notable advancements, though progress remains uneven due to internal and external factors.

A1.10. RMT (1)

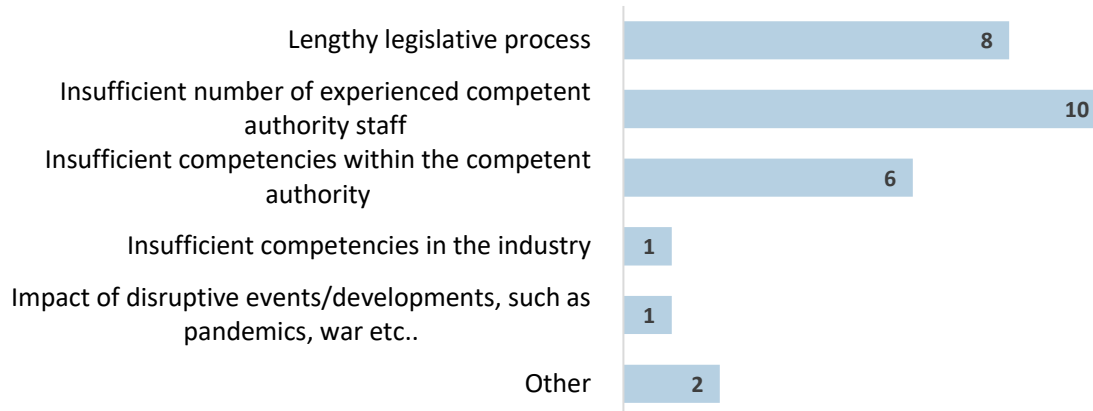
Note (): Responses from **BY, CH, IS, and TN** were taken from the 2022 & 2023 questionnaires.*

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A1.10. RMT (3)



Conclusion

Progress reported by the States **is considered satisfactory.**

The safety action might be considered completed for the region, hence, should not be included into EUR RASP 2026-2028.

Part A - Systematic Safety

A1.11.RMT

[RMT.0019](#)

Have you amended your aviation regulations as guided by the RMT.0019 "Regulation and Oversight of Search and Rescue services"?

Implementation Summary (end 2024)

Currently, numerous countries have successfully updated their aviation regulations. Others have planned updates for 2025 or later. Some nations have deprioritized these updates.

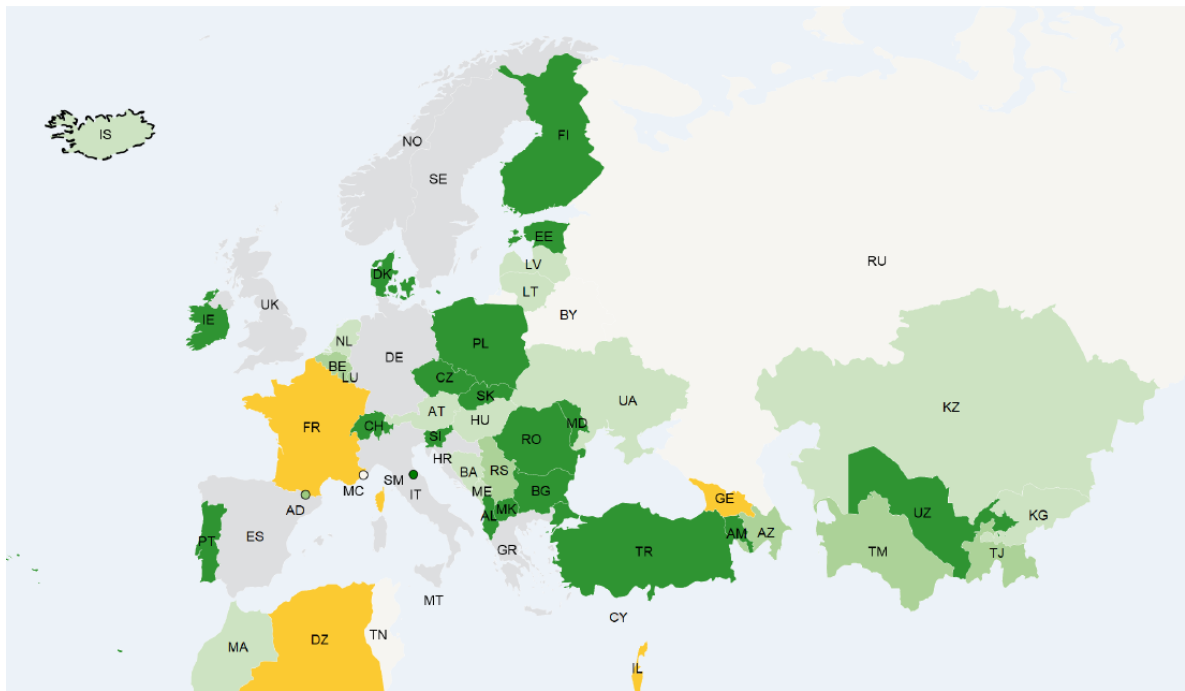
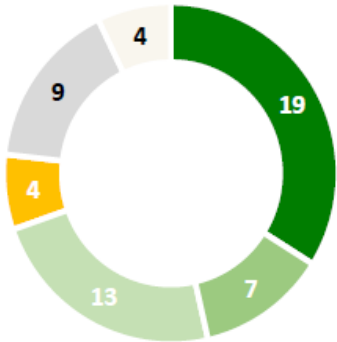
Challenges in legislative updates include insufficient staff, lengthy processes, inter-ministerial coordination, and disruptions like pandemics and wars. Additionally, issues with industry expertise, military involvement in SAR, and misalignment with SAR practices have hindered progress.

A1.11. RMT

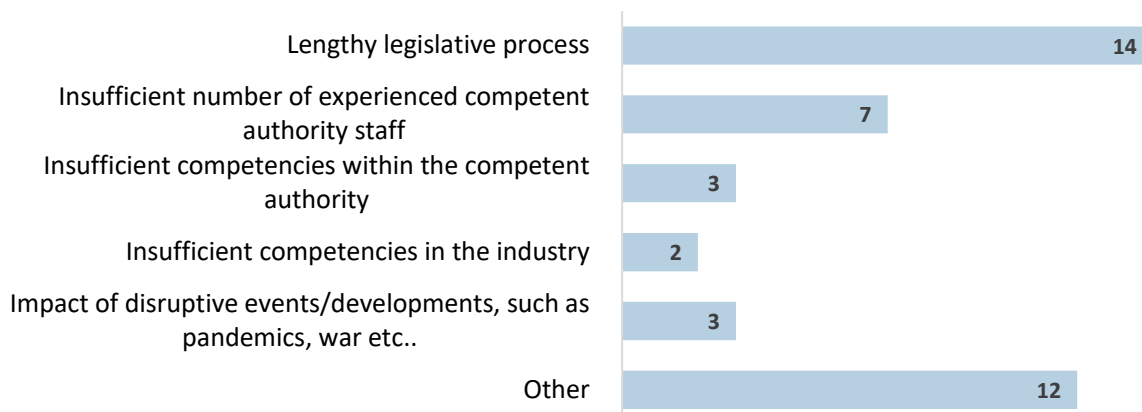
Note (*): Responses from **CH** and **IS** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A1.11. RMT (3)



Conclusion

The progress of the reported status is not determinable, because of the different setups in the states. It is recommended to rewrite the action and to refer to “implementation of regulation/Annex 12”. This action should be considered to be included into EUR RASP 2026-2028 with an implementation date: end of 2027.

Part A - Systematic Safety

A1.12.RMT	RMT.0020	Have you amended your aviation regulations as guided by the RMT.0020 "Oversight capabilities/focus areas"?
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Implementation Summary (end 2024)

Implementation was reported to be in progress for majority of States in the region (including all EASA States). In 2023 majority EASA States have reported on the completion of the action as reflected in the EUR RASP 2023 Implementation Report. The difference between the results demonstrated in the current report and the one developed in 2023 is explained by the variation in the interpretation by States of the EUR RASP action and the corresponding EPAS MST action.

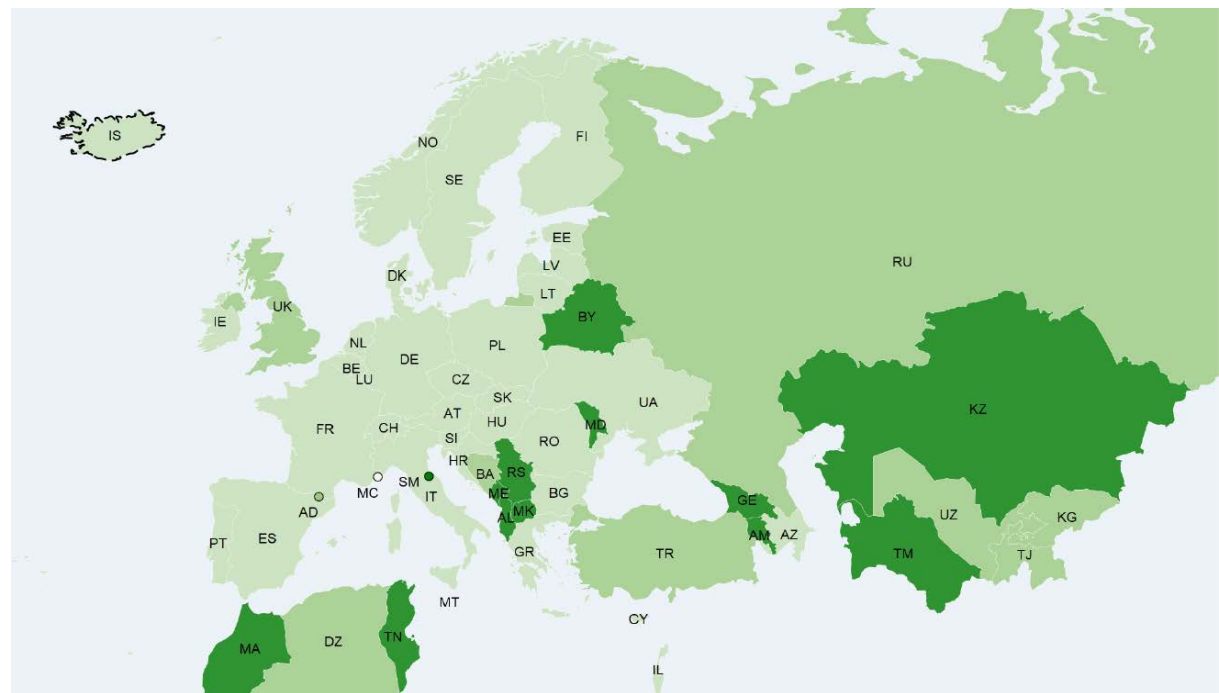
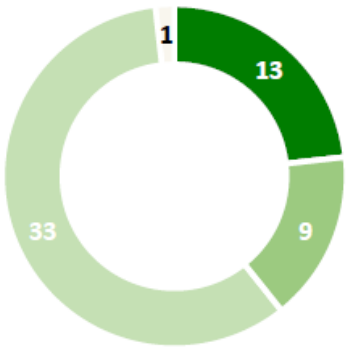
Key challenges include limited authority staff, lengthy legislative processes, coordination issues, and disruptions like pandemics and wars. Some nations also face difficulties with military involvement in SAR services and disagreements on key updates.

A1.12. RMT (1)

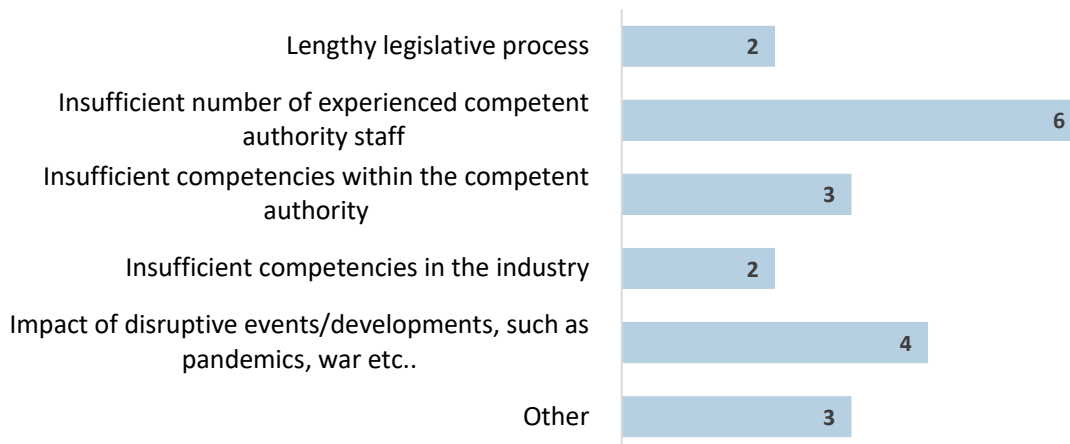
Note (): Responses from **BY, CH, IS** and **TN** were taken from the 2022 & 2023 questionnaires.*

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A1.12. RMT (3)



Conclusion

Progress reported by the States is not satisfactory

It is recommended to review the action and to consider for inclusion into EUR RASP 2026-2028 with an implementation date: end of 2028.

Part A - Systematic Safety

A2.13.SPT	SPT.0004	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0004 "Safety management implementation and SMS international cooperation"?
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Implementation Summary (end 2024)

Implementation was reported to be in progress for a number of States in the region.

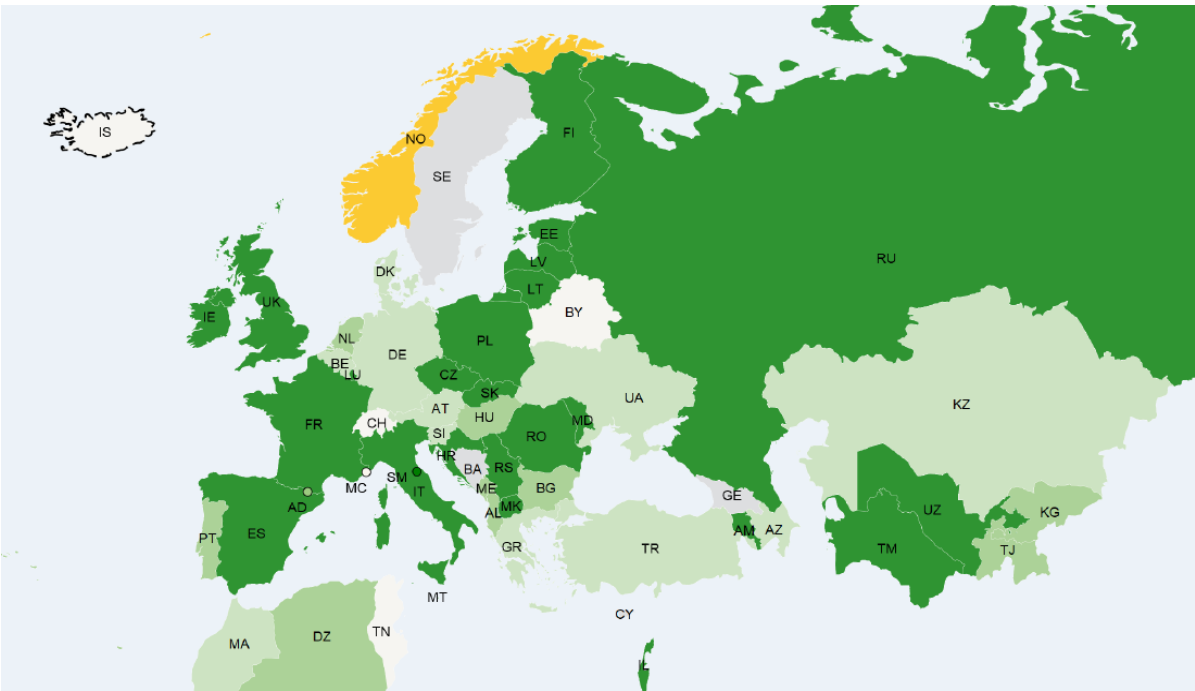
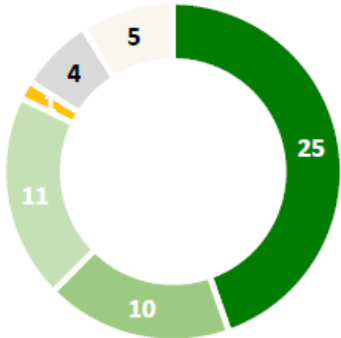
Many States faced delays in releasing safety promotion campaigns due to challenges such as insufficient experienced staff, external disruptions like pandemics and wars, and competing priorities. Overall, resource limitations and external factors hindered progress across the region.

A2.13. SPT (1)

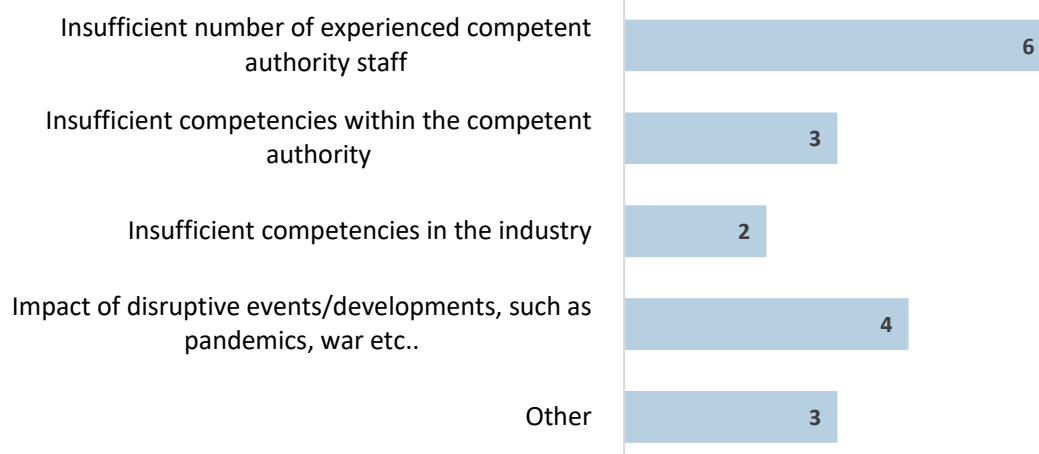
Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A2.13. SPT (3)



Conclusion

Progress reported by the States is not satisfactory.

Feedback received by the States might indicate that this action should not be considered anymore a priority for the Region and, hence, should not be included into EUR RASP 2026-2028.

Part A - Systematic Safety

A2.14.SPT

[SPT.0005](#)

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0005 "States to implement effective State Safety Programmes (SSPs)"?

Implementation Summary (end 2024)

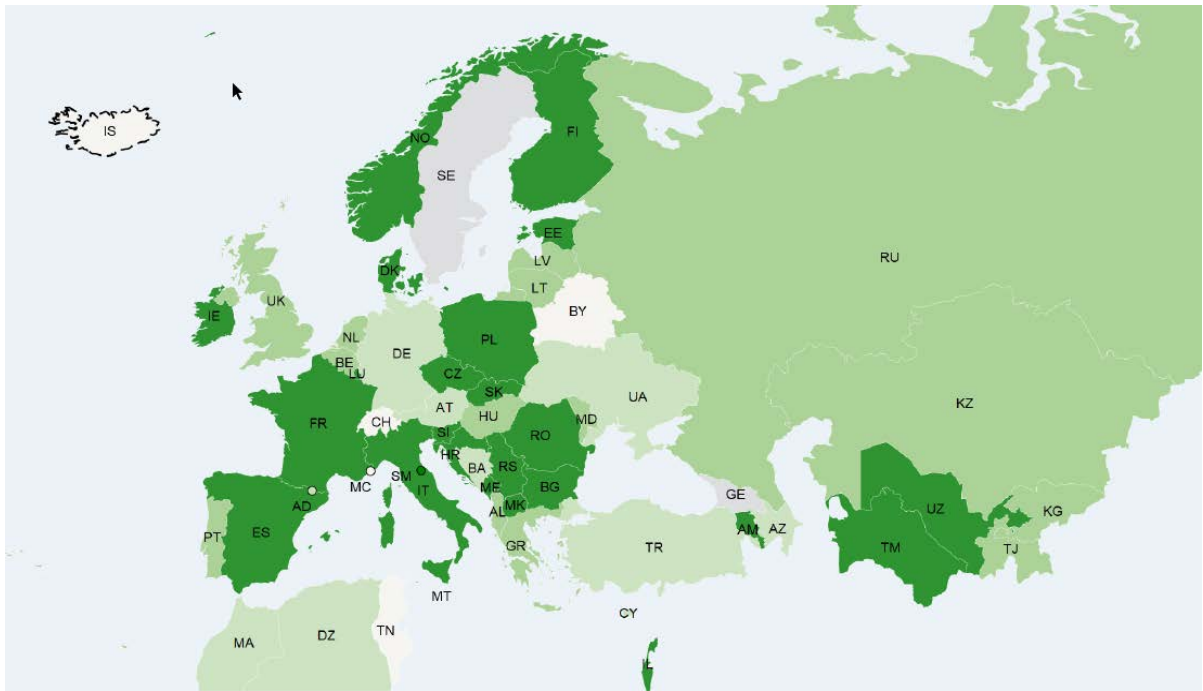
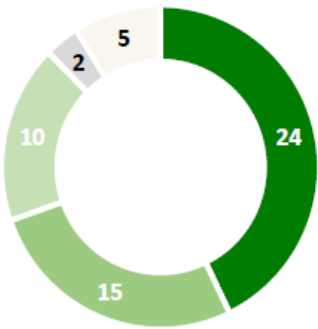
The implementation of the action shows varied progress across countries. Some nations have completed the action, while others have scheduled activities for 2025. Several countries plan to finalize the action after 2025. These highlights differing timelines and stages of SSP implementation in the Region.

A2.14. SPT (1)

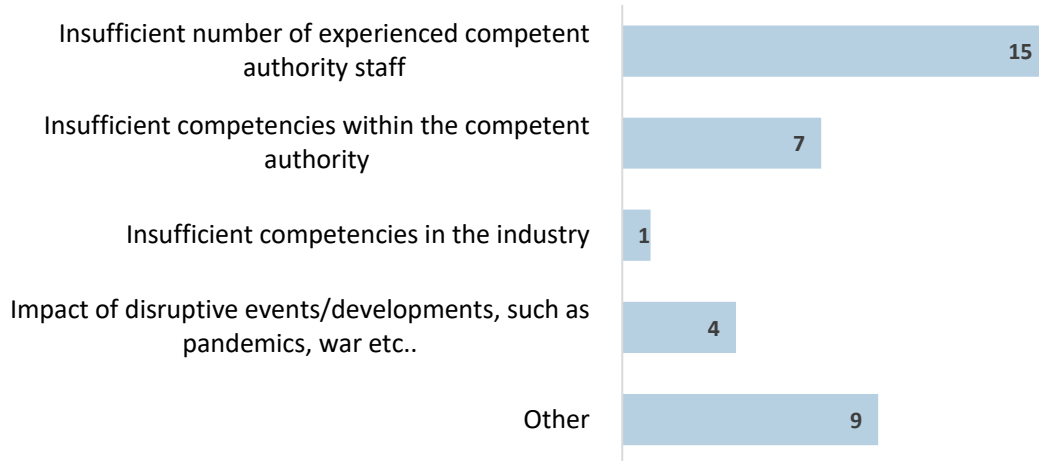
Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A2.14. SPT (3)



Conclusion

Progress reported by the States is satisfactory.

The action is considered to be completed by majority of States and would not be included in EUR RASP 2026-2028.

Part A - Systematic Safety

A2.15.SPT	SPT.0007	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0007 "SMS Assessment"?
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Implementation Summary (end 2024)

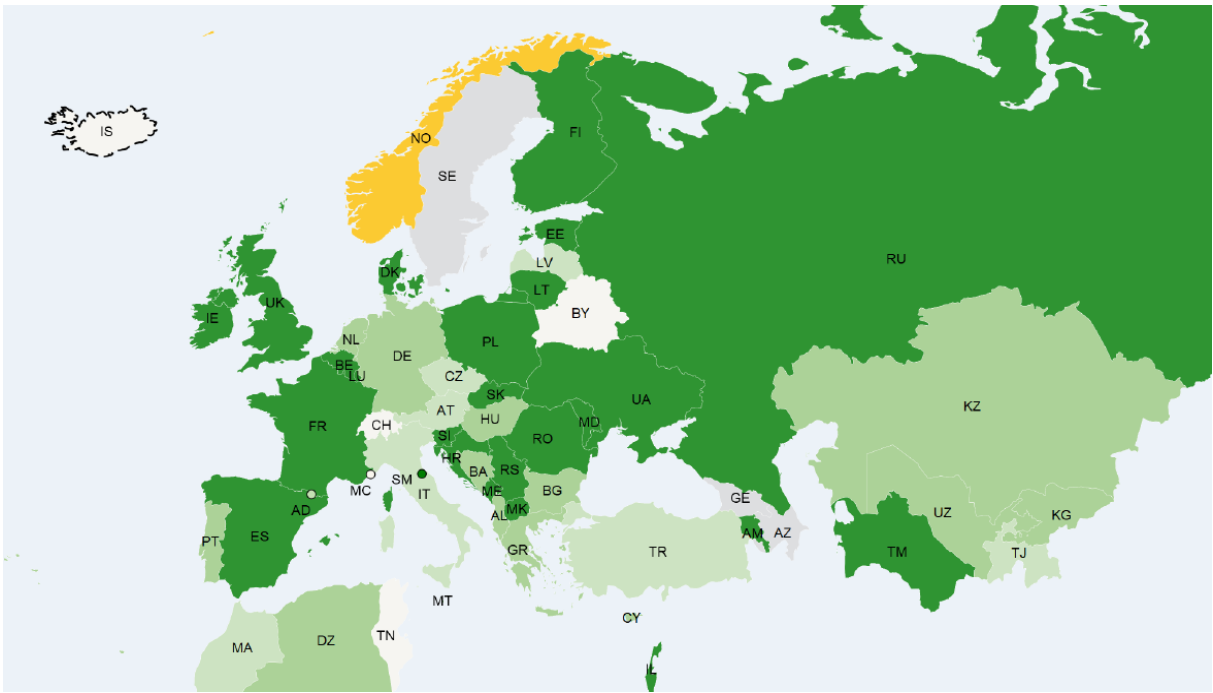
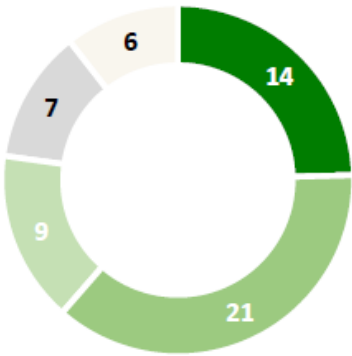
Most of the countries (including all EASA States) plan to implement the safety promotion campaign to address the related action by the of the current EUR RASP cycle.

A2.15. SPT (1)

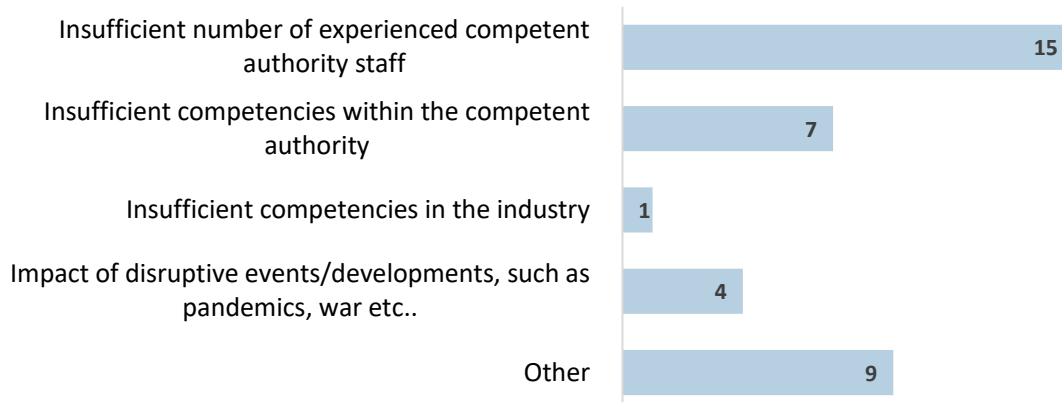
Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A2.15. SPT (3)



Conclusion

Progress reported by the States is satisfactory.

The RESG is encouraged to 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 action requires further clarification and priority assessment before inclusion into EUR RASP 2026-2028

Part A - Systematic Safety

A2.16.SPT

SPT.0008

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0008 "States to establish and maintain a National Aviation Safety Plan (NASP)"?

Implementation Summary (end 2024)

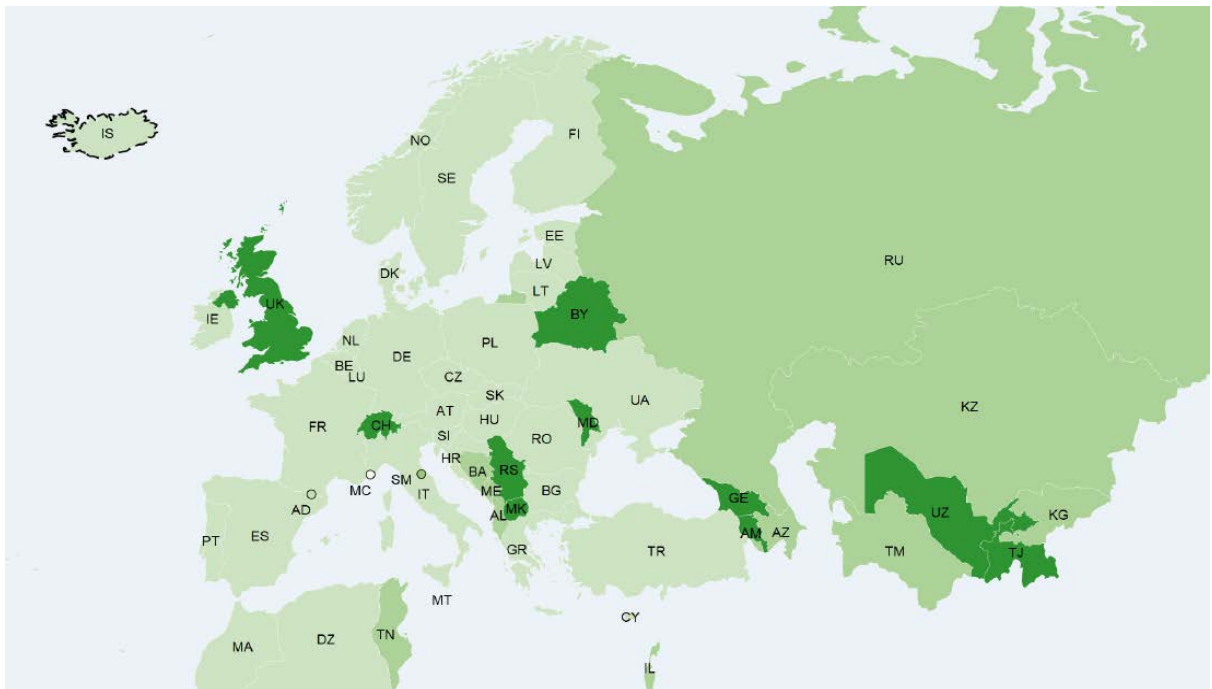
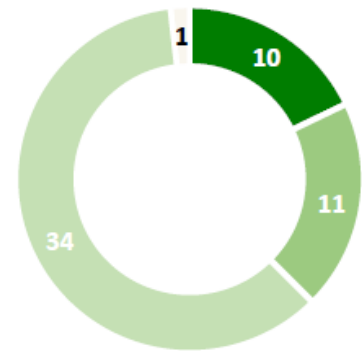
Implementation was reported to be in progress for majority of States in the region (including all EASA States). In 2023 majority EASA States have reported on the establishment of National Aviation Safety Plans (NASPs) as reflected in the EUR RASP 2023 Implementation Report. The difference between the results demonstrated in the current report and the one developed in 2023 is explained by the variation in the interpretation by States of the EUR RASP action and the corresponding EPAS MST action.

A2.16. SPT (1)

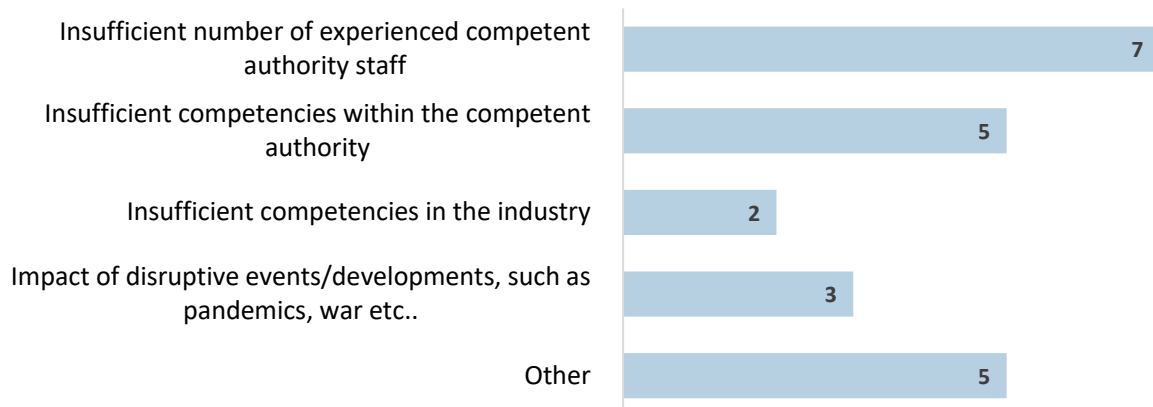
Note (*): Responses from **BY, CH, IS, and TN** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A2.16. SPT (3)



Conclusion

Progress reported by the States is satisfactory.

The action is considered to be completed by majority of States and would not be included in EUR RASP 2026-2028.

Part A - Systematic Safety

A2.17.SPT	SPT.0099	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0099 "Application of selected ISO QMS requirements for management systems of selected aviation service providers"?
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Implementation Summary (end 2024)

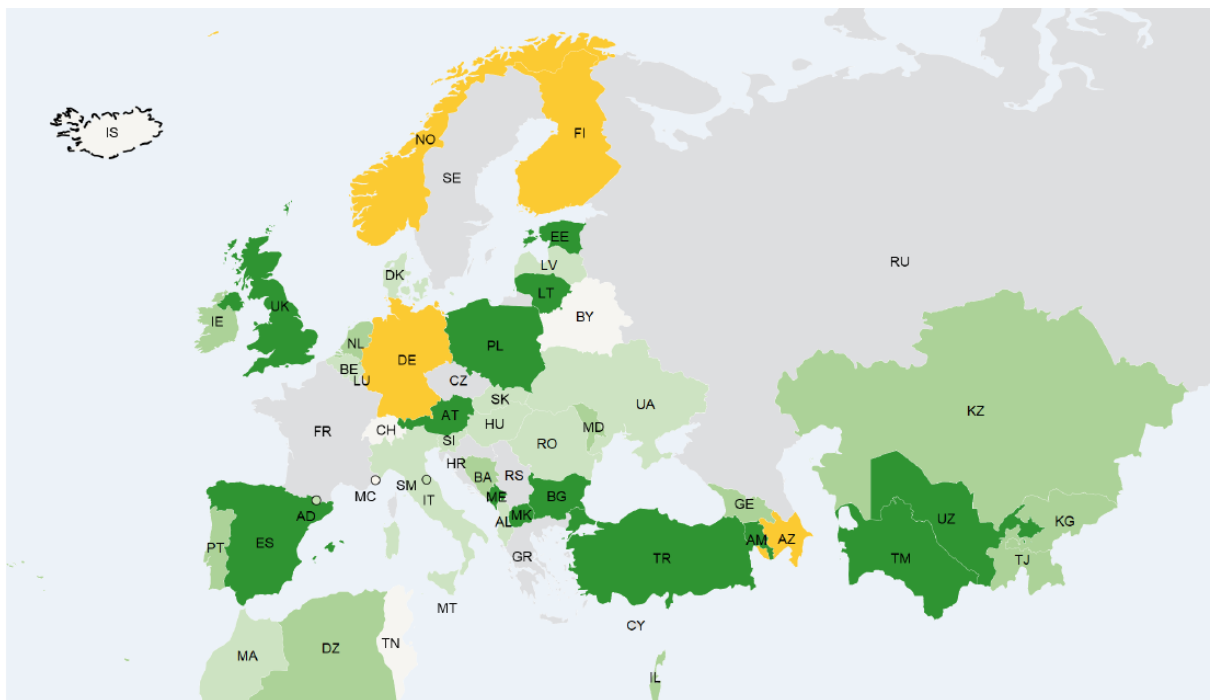
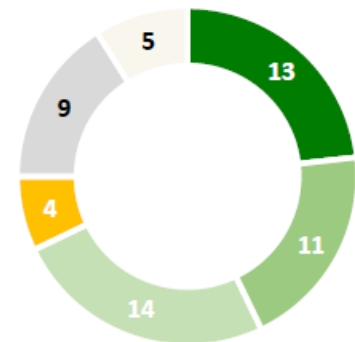
Implementation was reported to be in progress for majority of States in the region. QMS requirements are covered by relevant EU requirements that have been implemented in all EASA States. It would appear that the applicability of this action has been misinterpreted in the responses to the survey

A2.17. SPT (1)

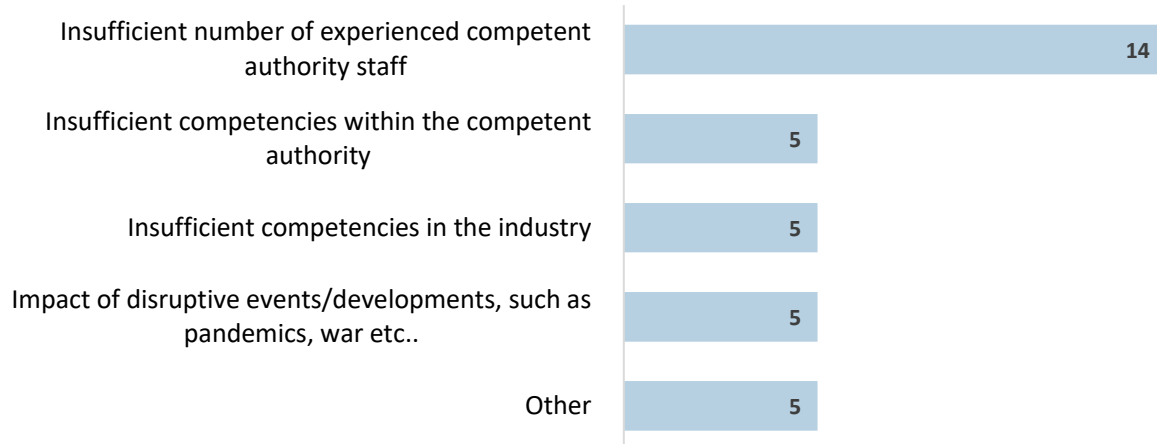
Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A2.17. SPT (3)



Conclusion

The implementaiton status of this action can not be defined.

It is recommended, that this action should be further reviewed and assessed for possible inclusion into the EUR RASP 2026-2028.

Part A - Systematic Safety

A2.18.SPT

[SPT.0100](#)

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0100 “Establishment of harmonised safety data collecting and processing systems (SDCPS) at State level”?

Implementation Summary (end 2024)

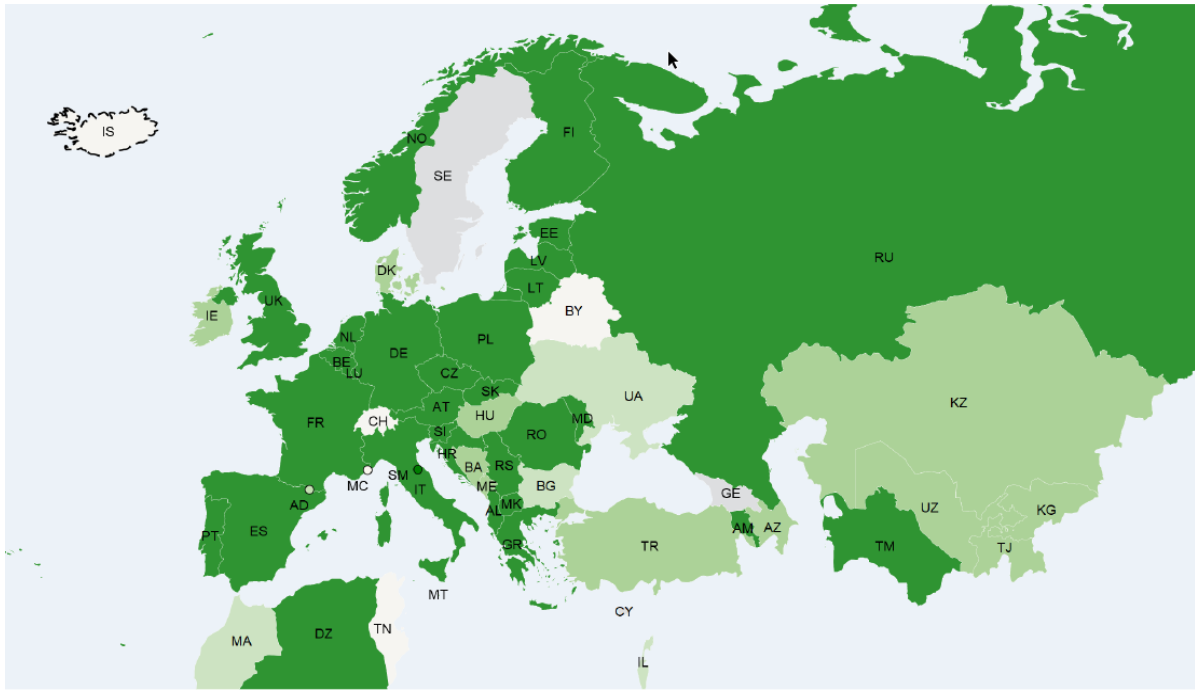
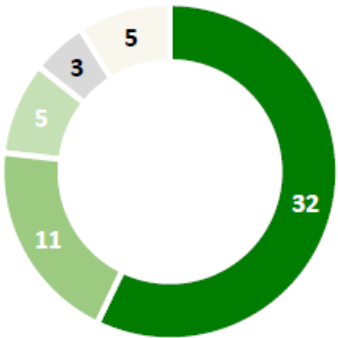
The majority of the countries (including all EASA States) either completed or plan to address the related action by the end of the current EUR RASP cycle.

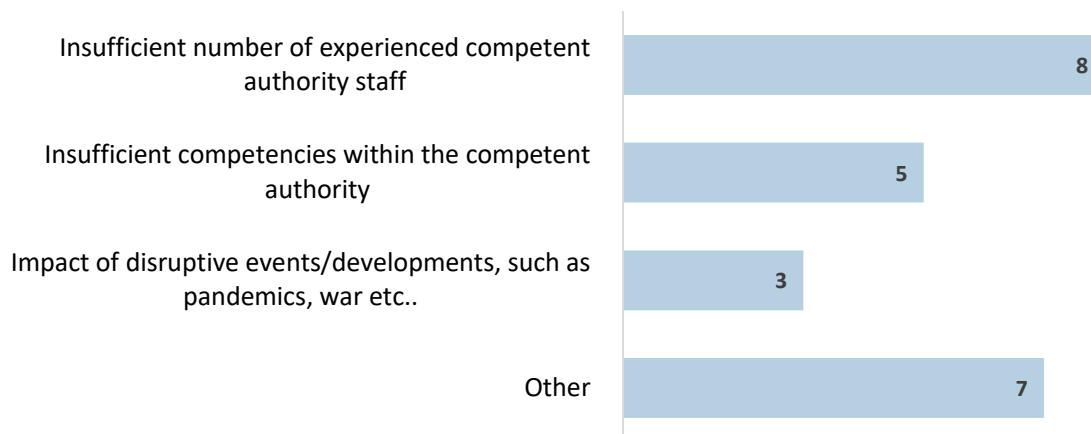
A2.18. SPT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States is satisfactory.

The action is considered to be completed by majority of States and would not be included in EUR RASP 2026-2028.

It is also recommended to develop another action targeted to increase the quality of occurrence reporting.

Part A - Systematic Safety

A2.19.SPT	SPT.0017	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0017 "Strategy for Cybersecurity in Aviation"?
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Implementation Summary (end 2024)

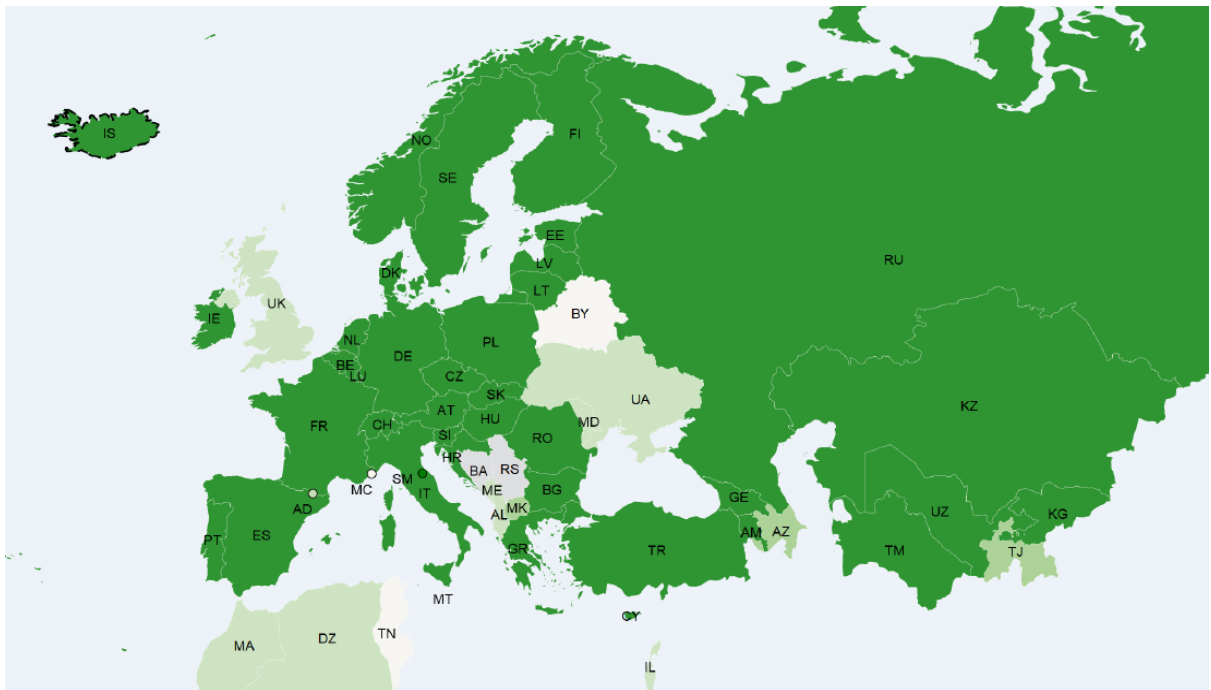
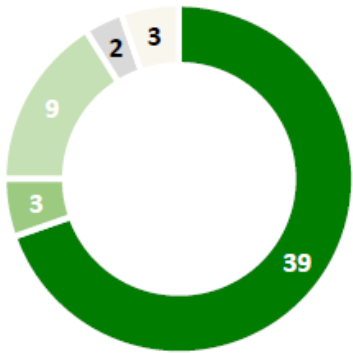
While most of the countries (including all EASA States) have completed the action, the data collected in the 2024 monitoring edition highlights several common challenges identified by States, such as insufficient staff, gaps in competencies within regulatory bodies and the industry, and disruptions from external factors (e.g., pandemics, conflicts). These challenges are hindering the timely execution of safety measures, underscoring the need for enhanced resources and expertise to strengthen cybersecurity in aviation.

A2.19. SPT (1)

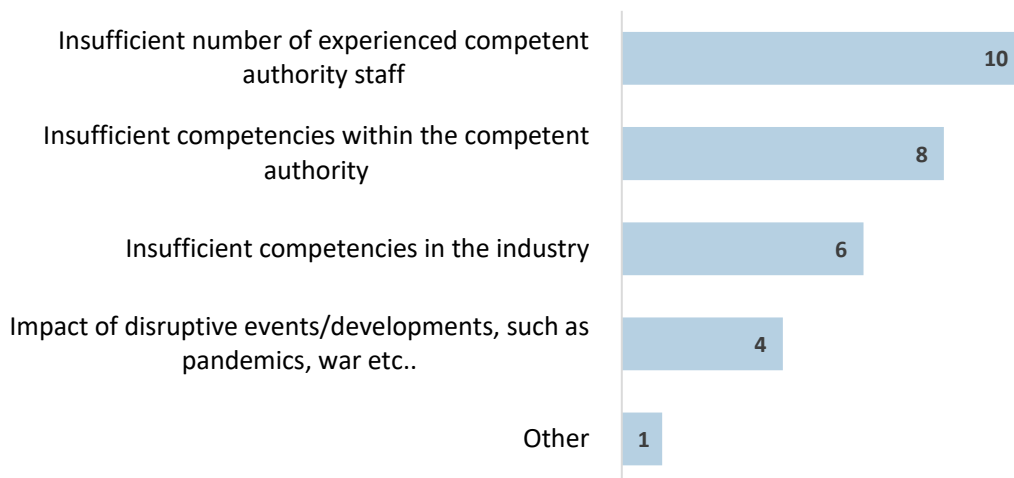
Note (*): Responses from **CH** and **IS**, were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A2.19. SPT (3)



Conclusion

Progress reported by the States is satisfactory.

The action is considered to be completed by majority of States and would not be included in EUR RASP 2026-2028.

Part A - Systematic Safety

A2.20.SPT	SPT.0018	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0018 " <i>Dissemination of information on conflict zones</i> "?
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Implementation Summary (end 2024)

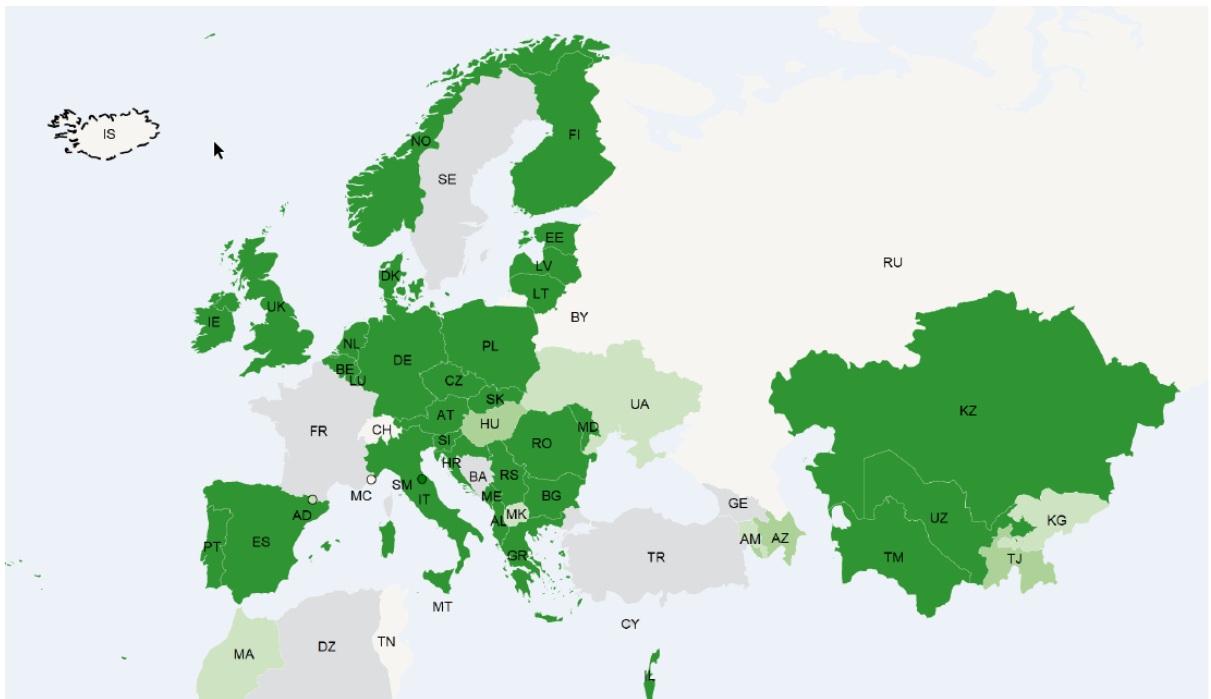
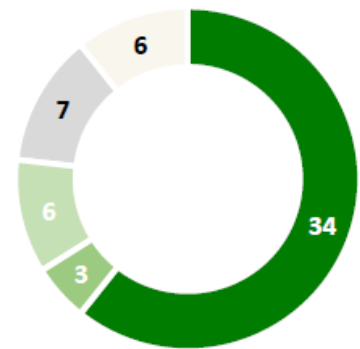
The collected data reflects a broad range of activities and progress made by various countries in response to the safety promotion campaign related to conflict zones. While all EASA States have successfully executed or completed the required initiatives, several countries have postponed these activities or are yet to initiate any action. The disparity in progress suggests a need for increased focus on countries that have not yet engaged with the program, to ensure global safety standards and awareness are consistently applied across the board.

A2.20. SPT (1)

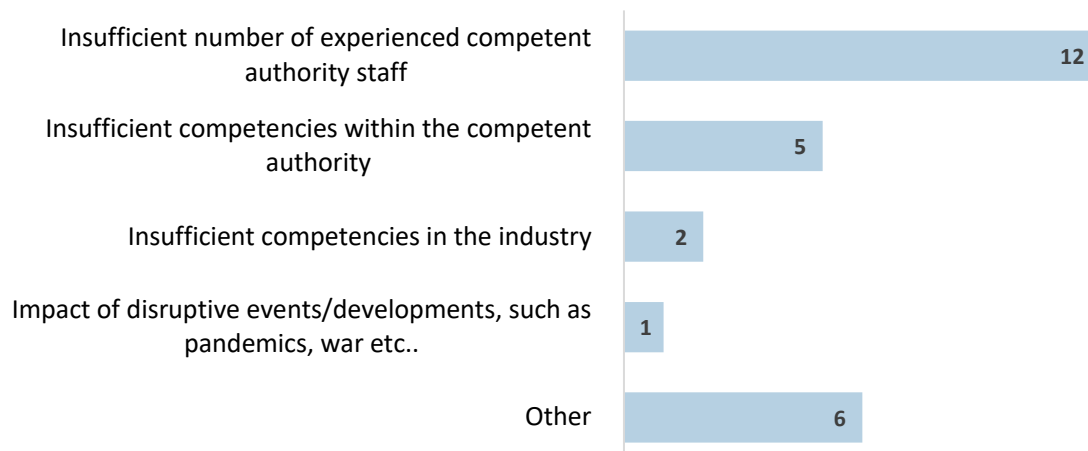
Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



A2.20. SPT (3)



Conclusion

Feedback received by the States might indicate that this action should not be included into EUR RASP 2026-2028.

Part B – Competence of personnel

B1.21.RMT

[RMT.0021](#)

Have you amended your aviation regulations as guided by the RMT.0021 "ICAO requirements for proficiency in languages used for radiotelephony communications language proficiency (ILPR) – rulemaking”?

Implementation Summary (end 2024)

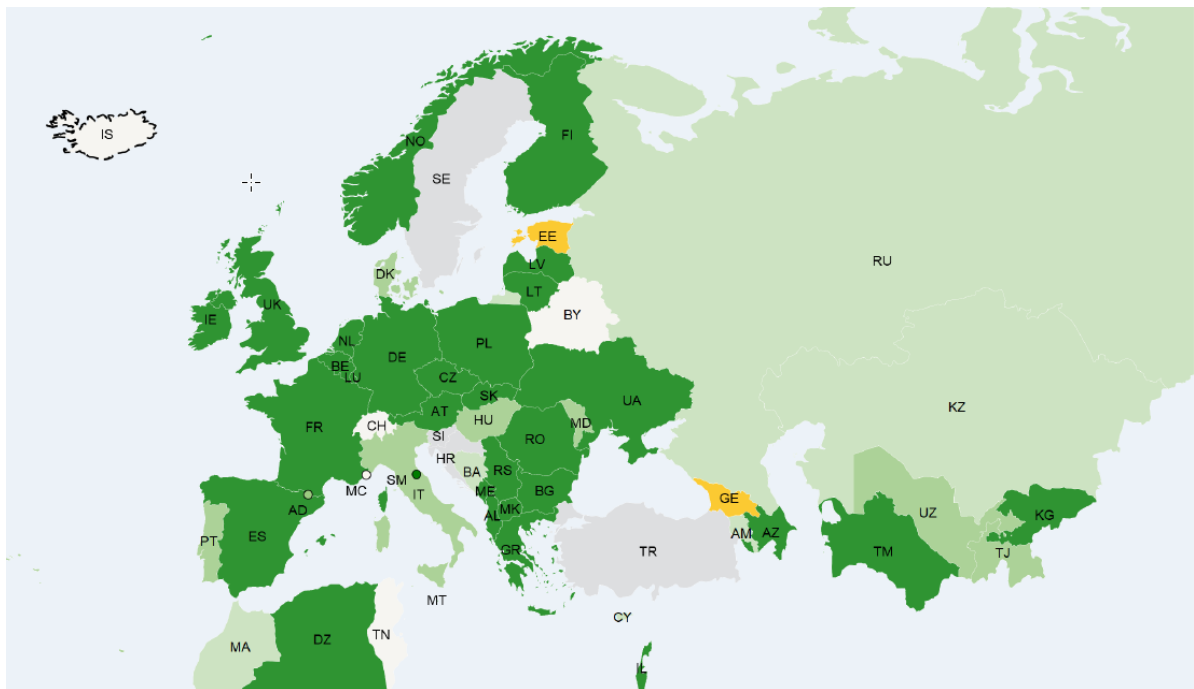
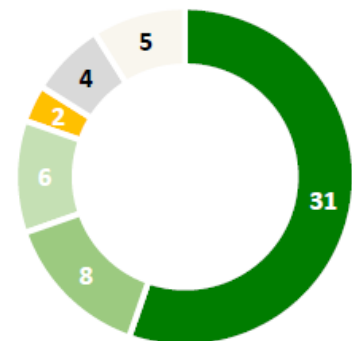
Majority of all States have either completed or plan to complete the implementation of this action in 2025 or have either deprioritized or determined that there is no activity required to implement this action.

B1.21. RMT (1)

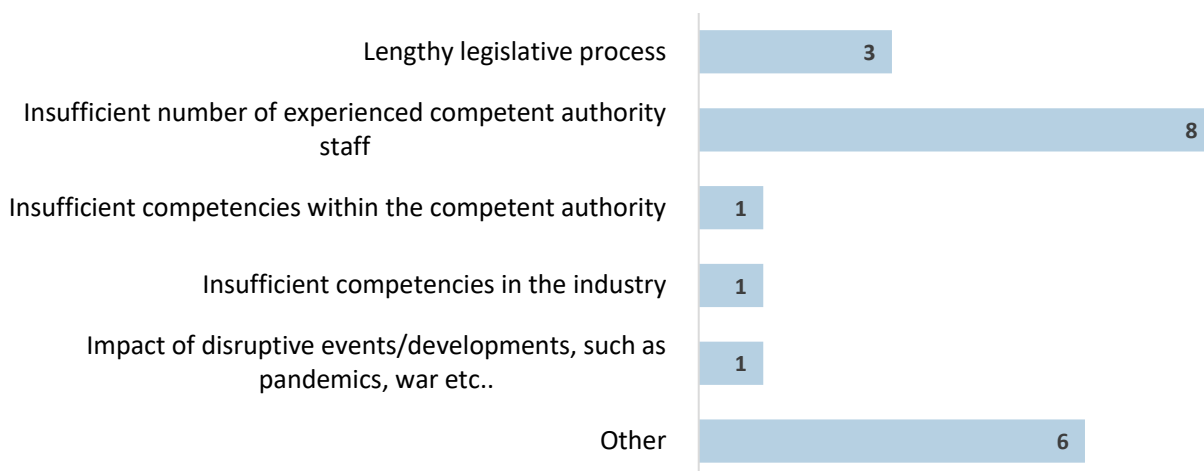
Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



B1.21. RMT (3)



Conclusion

Progress reported by the States **is considered satisfactory**.

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part B – Competence of personnel

B1.22.RMT

[RMT.0023](#)

Have you amended your aviation regulations as guided by the RMT.0023 *"Extend competency-based training to all licences and ratings and extension of Threat and error management (TEM) principle to all licences and ratings"*?

Implementation Summary (end 2024)

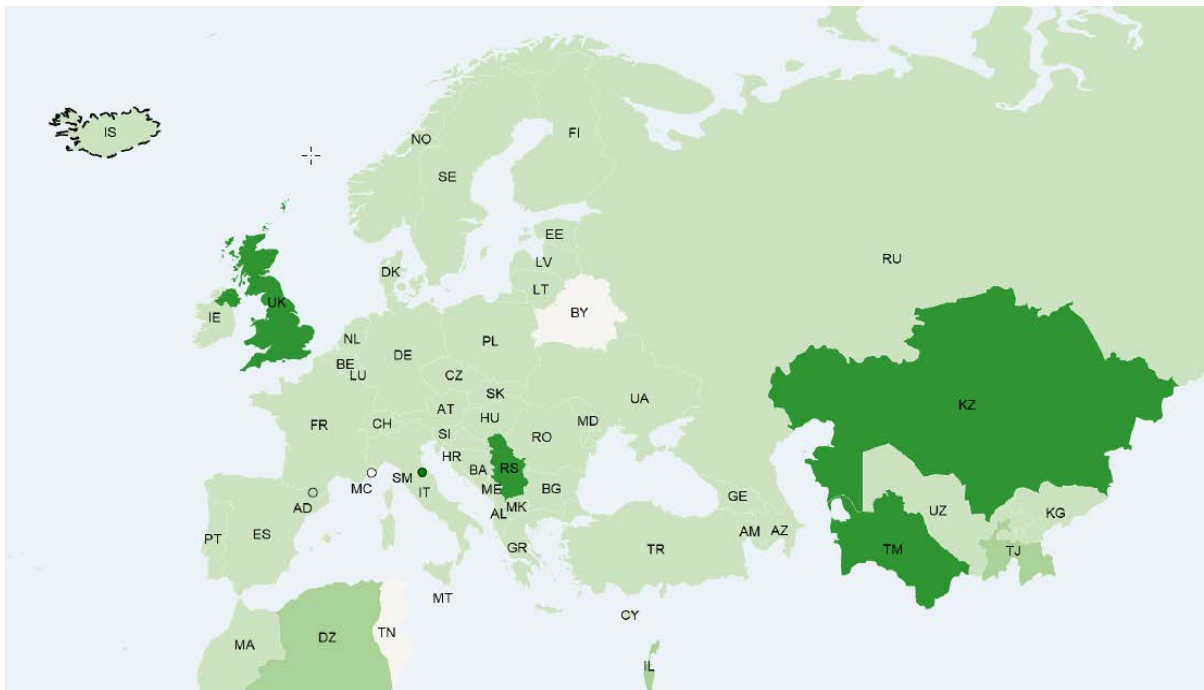
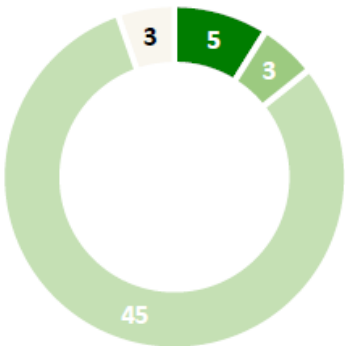
Majority of all States have planned to complete the implementation of this action beyond 2025 or have deprioritized the implementation of this action.

B1.22. RMT (1)

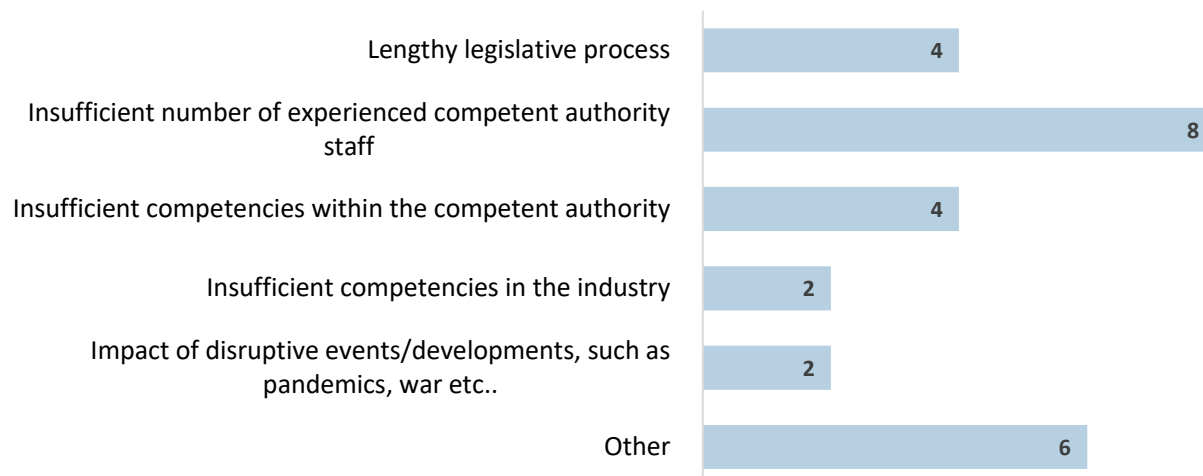
Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



B1.22. RMT (3)



Conclusion

Progress reported by the States is not satisfactory.

Part B – Competence of personnel

B1.23.RMT

[RMT.0024](#)

Have you amended your aviation regulations as guided by the RMT.0024 "*Improve flight simulation training devices (FSTDs) fidelity*"?

Implementation Summary (end 2024)

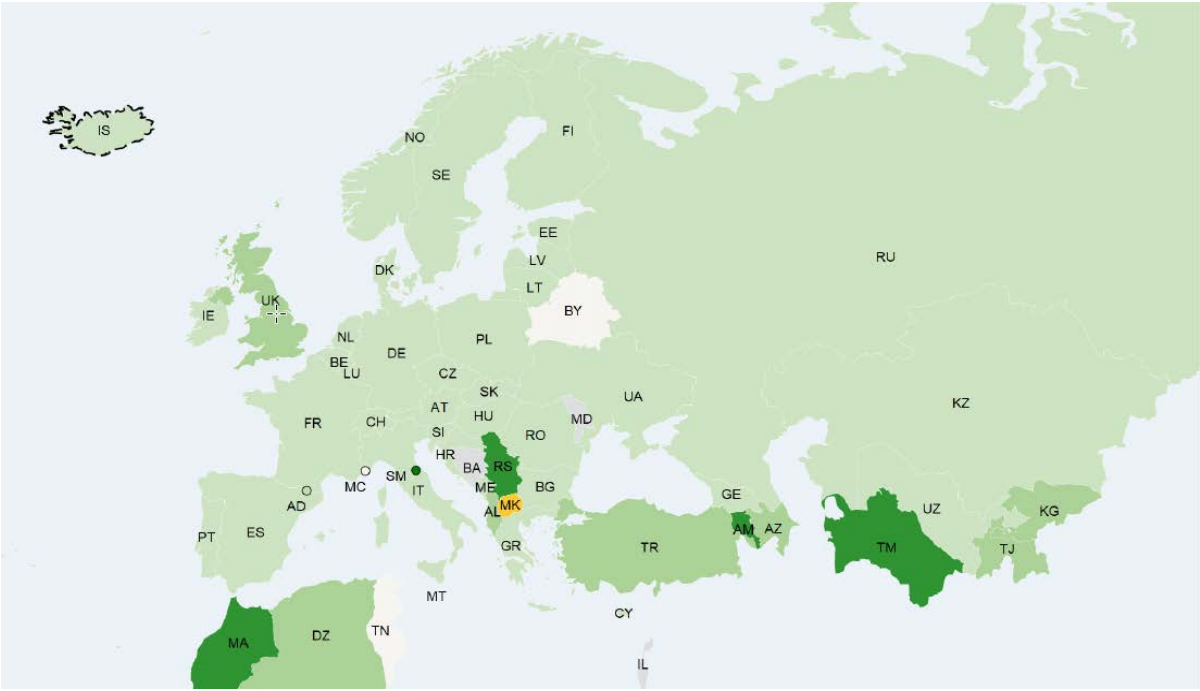
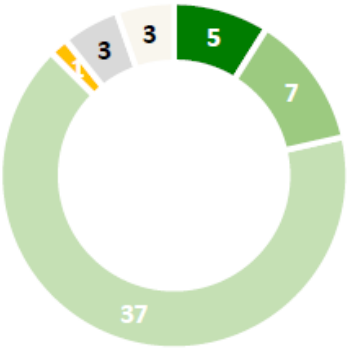
Majority of all States have planned to complete the implementation of this action beyond 2025 or have deprioritized the implementation of this action. In 2023, all EASA States have reported on the establishment of necessary regulatory requirements as reflected in the EUR RASP 2023 Implementation Report. The difference between the results demonstrated in the current report and the one developed in 2023 is explained by the variation in the interpretation by States of the EUR RASP action and the corresponding EPAS RMT action.

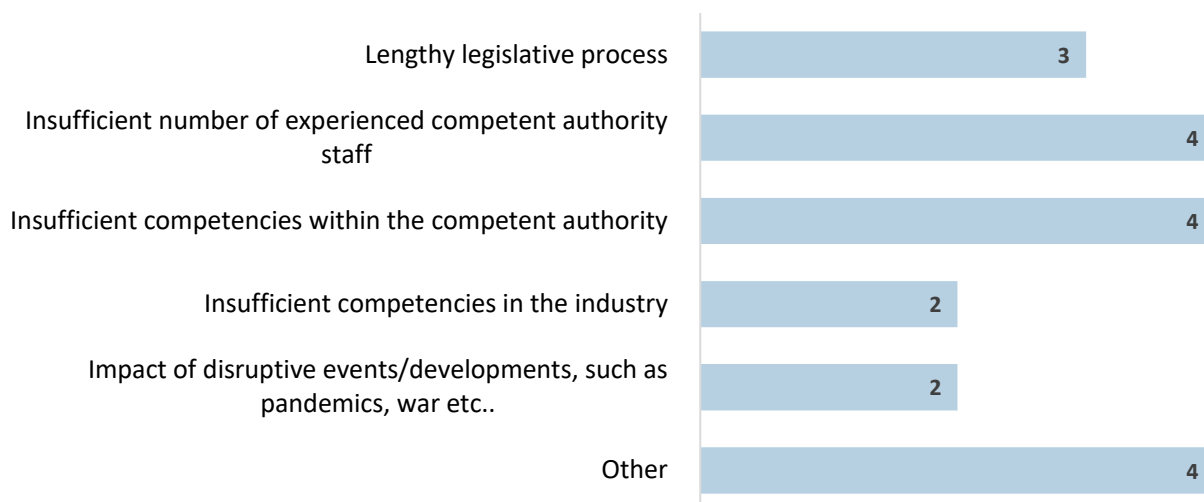
B1.23. RMT (1)

Note (*): Responses from **CH** and **IS** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States is not satisfactory,

The RESG is encouraged to 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. (if relevant)

Part B – Competence of personnel

B1.24.RMT

[RMT.0025](#)

Have you amended your aviation regulations as guided by the RMT.0025 "New training/teaching technologies for maintenance staff"?

Implementation Summary (end 2024)

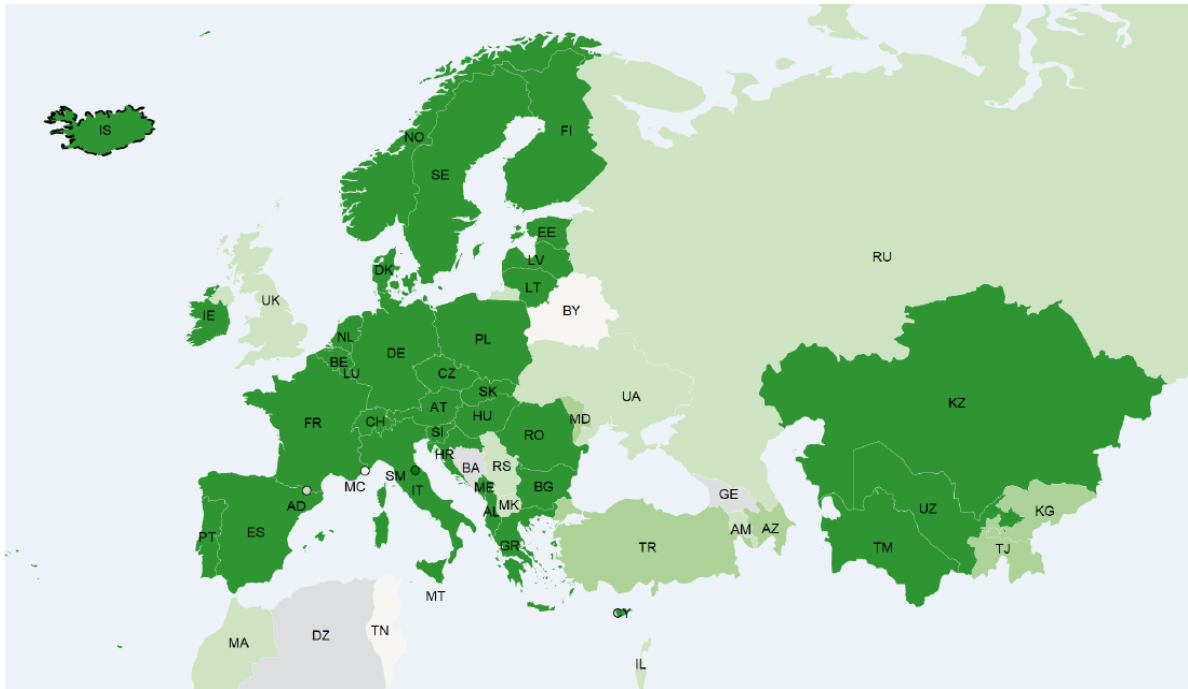
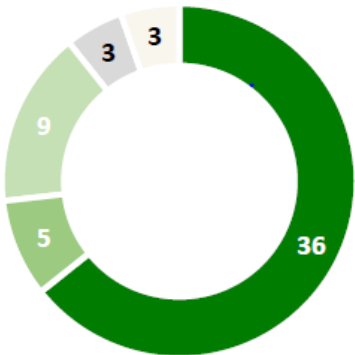
Most of the countries (including all EASA States) have amended their aviation regulations to address the related action

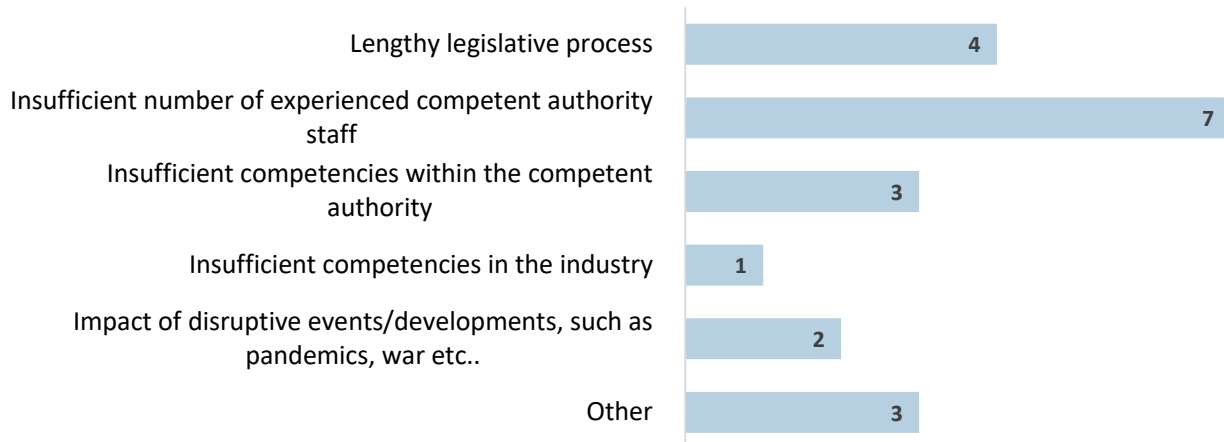
B1.24. RMT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory**.

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part B – Competence of personnel

B1.25.RMT

[RMT.0026](#)

Have you amended your aviation regulations as guided by the RMT.0026 "Balloon and sailplane licensing requirements"?

Implementation Summary (end 2024)

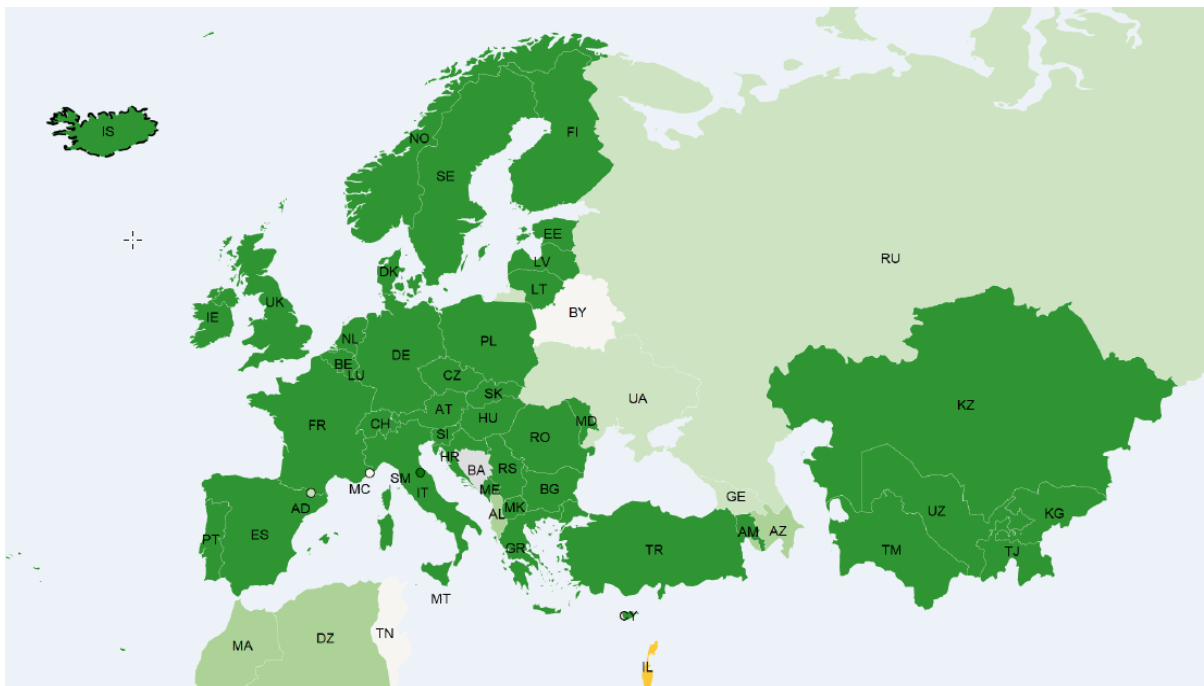
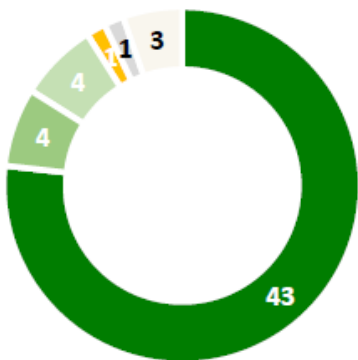
Most of the countries (including all EASA States) have amended their aviation regulations

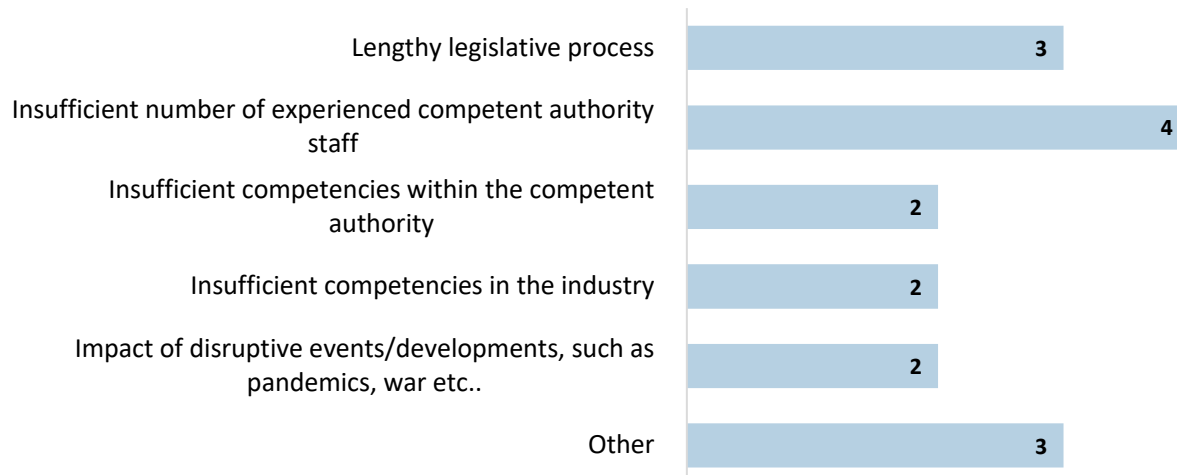
B1.25. RMT (1)

Note (*): Responses from **CH** and **IS** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States is considered satisfactory.

The safety action might be considered completed for the region and would not be included in EUR RASP 2026-2028

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part B – Competence of personnel

B2.26.SPT

[SPT.0022](#)

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0022 "ICAO requirements for proficiency in languages used for radiotelephony communications language proficiency (ILPR) - safety promotion"?

Implementation Summary (end 2024)

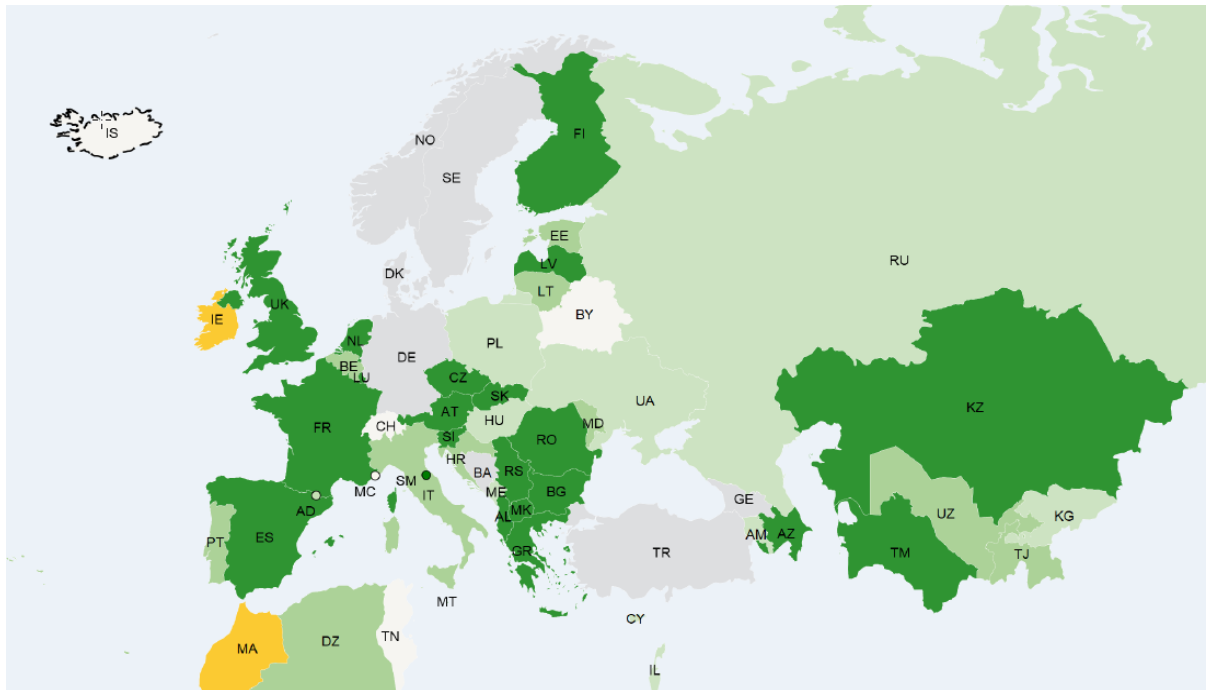
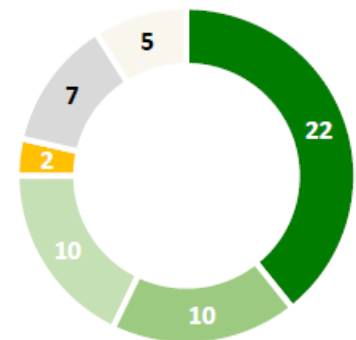
Majority of all States have either completed or plan to complete the implementation of this action in 2025 or have either deprioritized or determined that there is no activity required to implement this action.

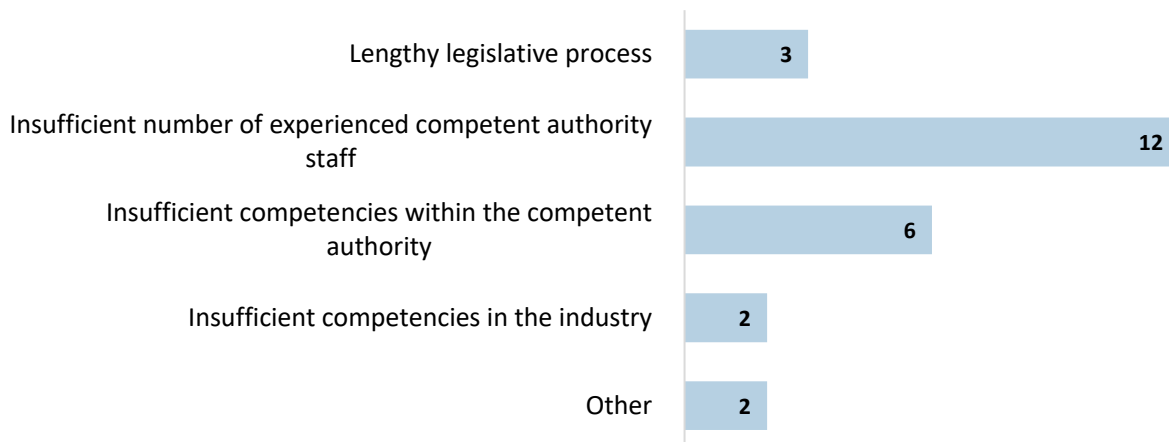
B2.26. SPT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory.**

The safety action might be considered completed for the region and would not be included in EUR RASP 2026-2028.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part B – Competence of personnel

B2.27.SPT

SPT.0027

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided By SPT.0027 "Flight examiner manual"?

Implementation Summary (end 2024)

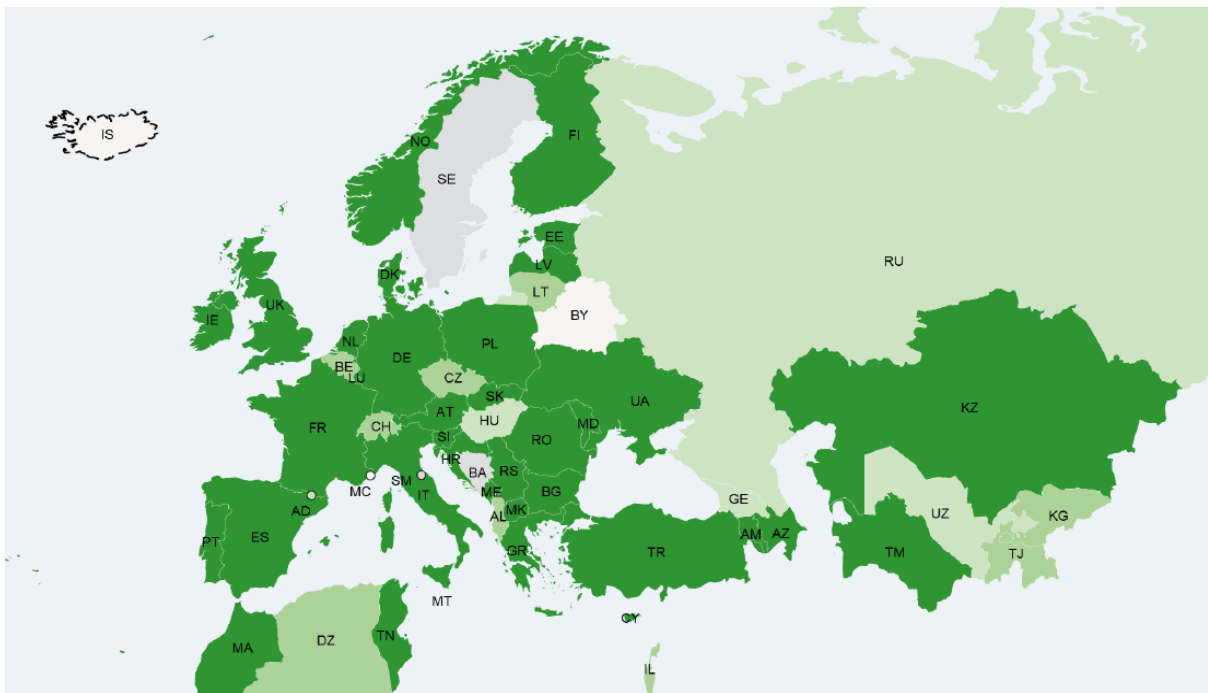
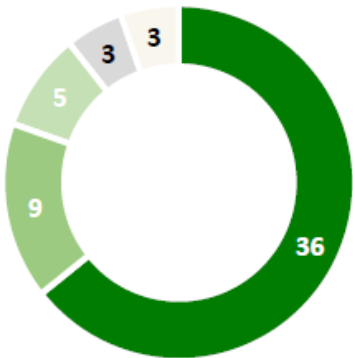
Majority of all States have either completed or plan to complete the implementation of this action in 2025 or have either deprioritized or determined that there is no activity required to implement this action.

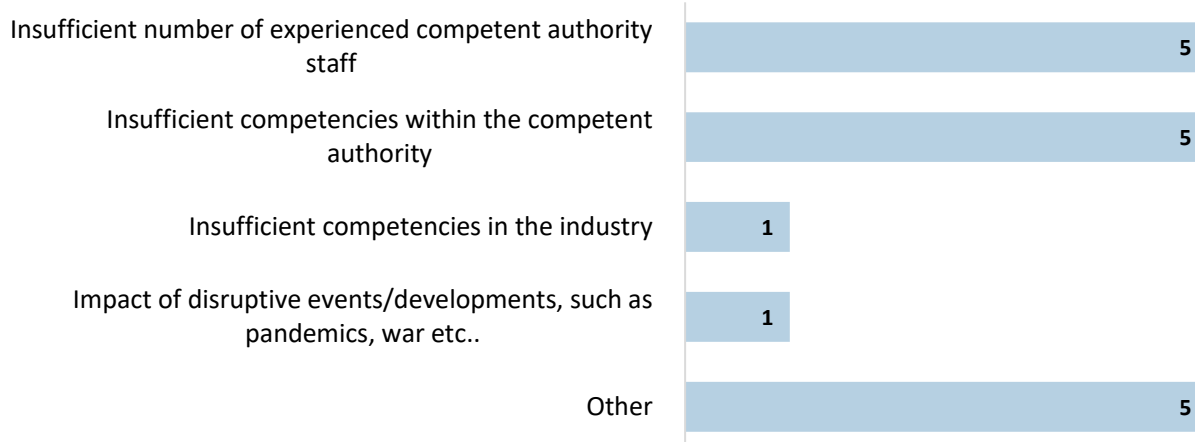
B2.27. SPT (1)

Note (*): Responses from **CH**, **IS** and **TN** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory**.

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part B – Competence of personnel

B2.28.SPT	SPT.0028	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0028 "Promotion of the full range of careers and opportunities in the aviation industry of ICAO EUR Region"?
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Implementation Summary (end 2024)

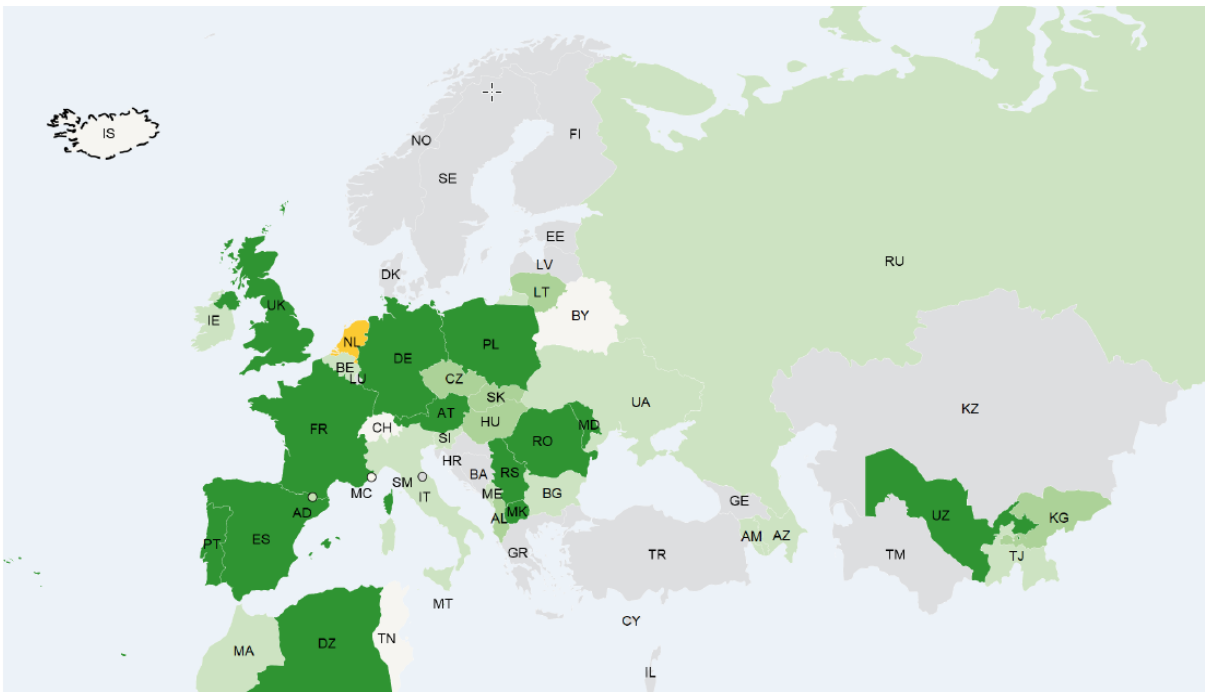
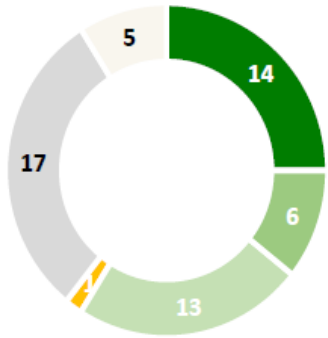
Majority of States have planned to complete the implementation of this action in 2025 or beyond, or have either deprioritized or determined that there is no activity requiring the implementation of this action.

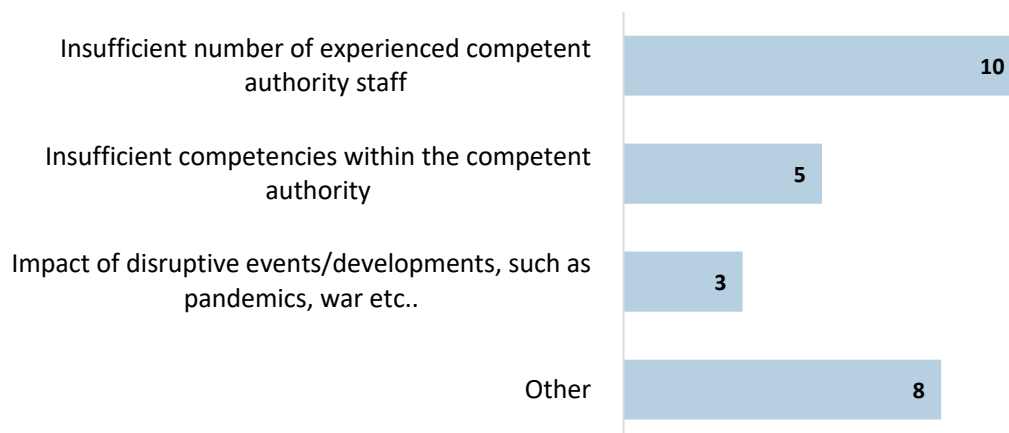
B2.28. SPT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

The progress reported by the States is not satisfactory,

The survey responses indicate that either a lack of competence or resource as issues preventing the implementation of these actions, States are encouraged to offer a higher priority to this SPT.

The RESG is encouraged to 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 B – Competence of personnel

B2.29.SPT

[SPT.0029](#)

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0089 "*Private Pilot Licence (PPL)/Light Aircraft Pilot Licence (LAPL) learning objectives in the Meteorological Information part of the PPL/LAPL syllabus*"?

Implementation Summary (end 2024)

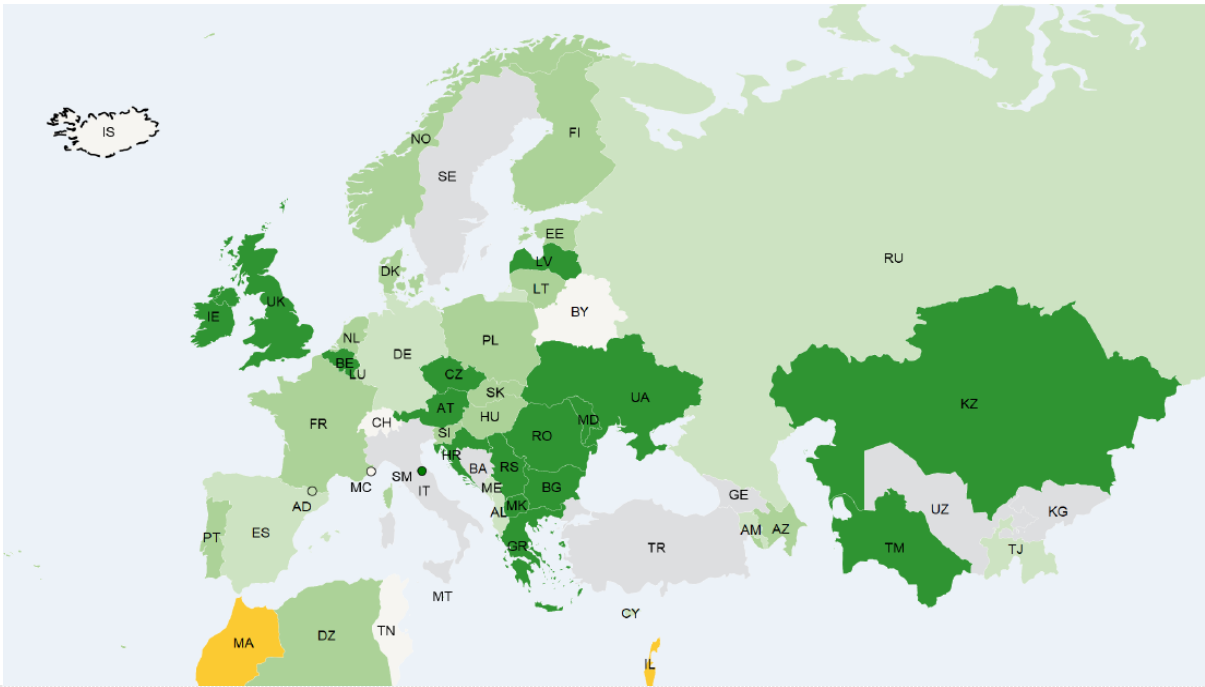
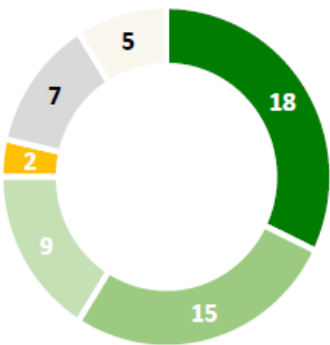
Majority of all States have either completed or plan to complete the implementation of this action in 2025 or have either deprioritized or determined that there is no activity required to implement this action.

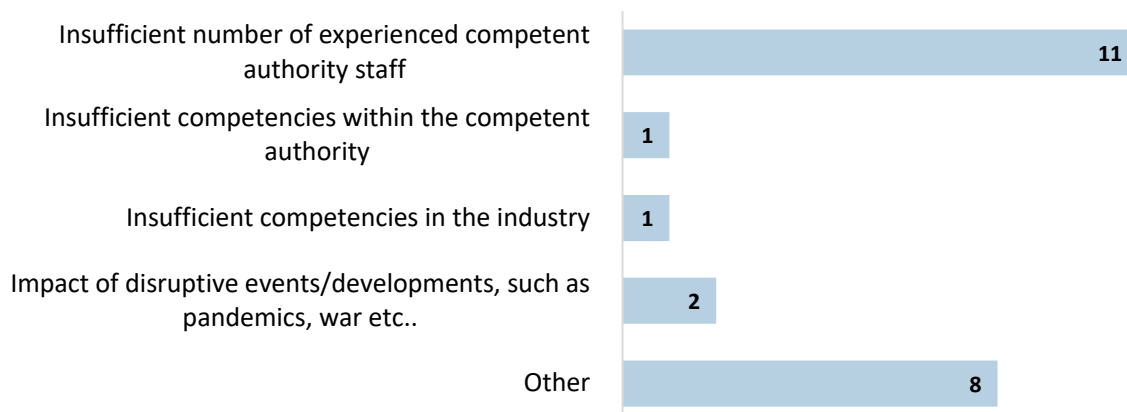
B2.29. SPT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory.**

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part B – Competence of personnel

B2.30.SPT

[SPT.0097](#)

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0097 "*Safe return to operations Ramp-up safely*"?

Implementation Summary (end 2024)

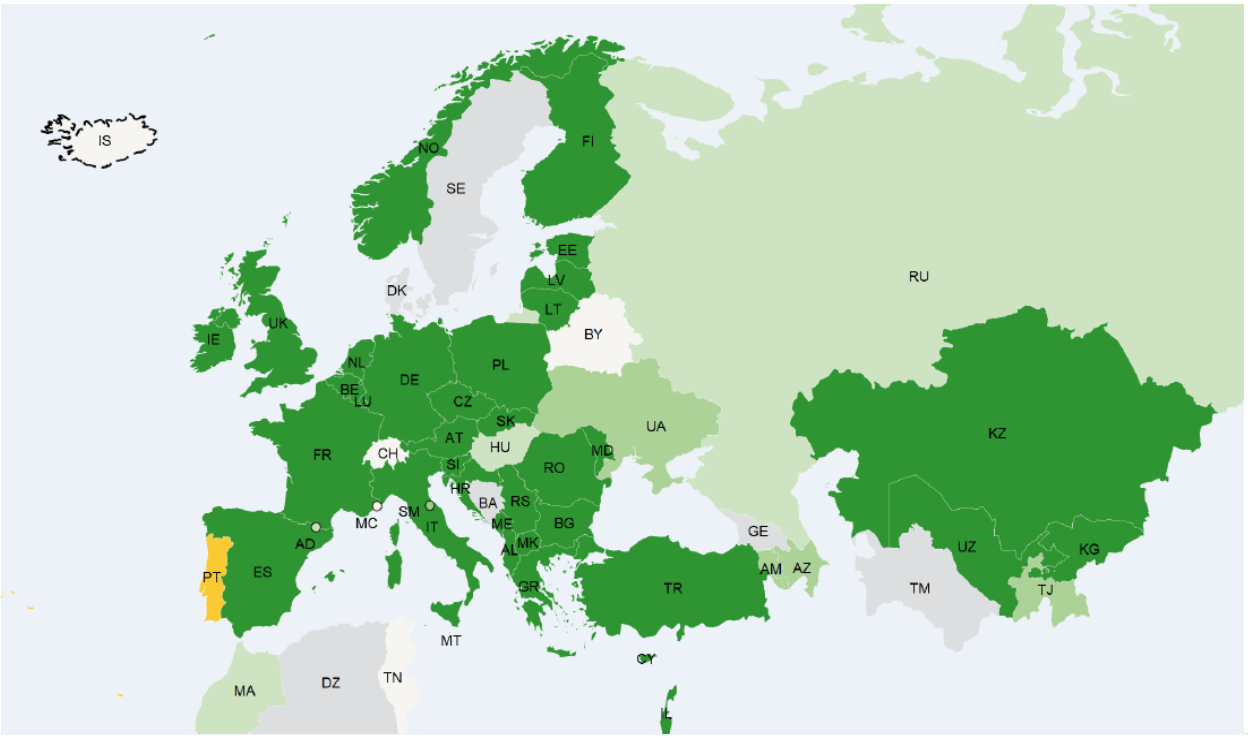
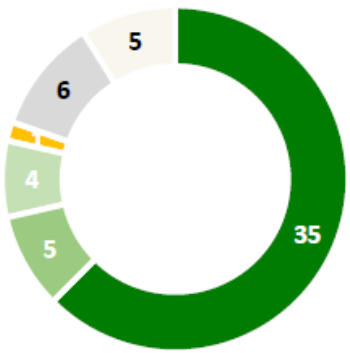
Majority of all States have either completed or plan to complete the implementation of this action in 2025 or have either deprioritized or determined that there is no activity required to implement this action.

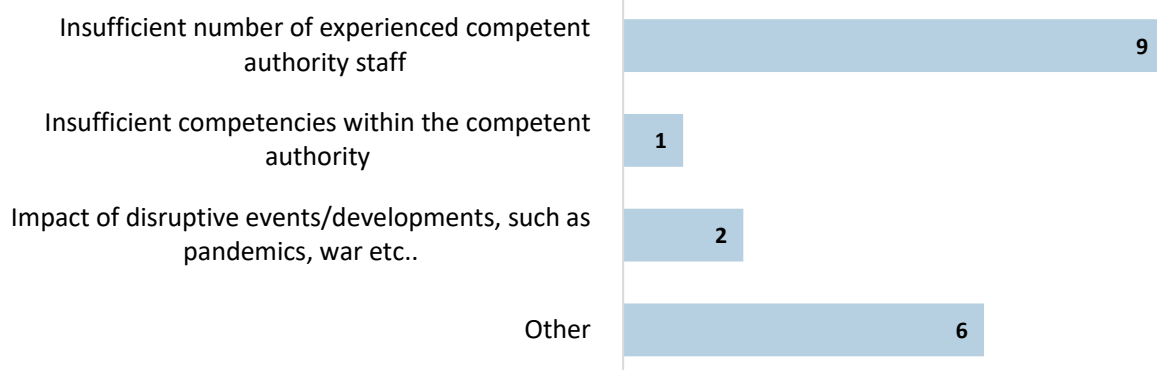
B2.30. SPT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory**.

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part B – Competence of personnel

B2.31.SPT

[SPT.0092](#)

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0092 "*Safety promotion campaign to mitigate aircrew fatigue*"?

Implementation Summary (end 2024)

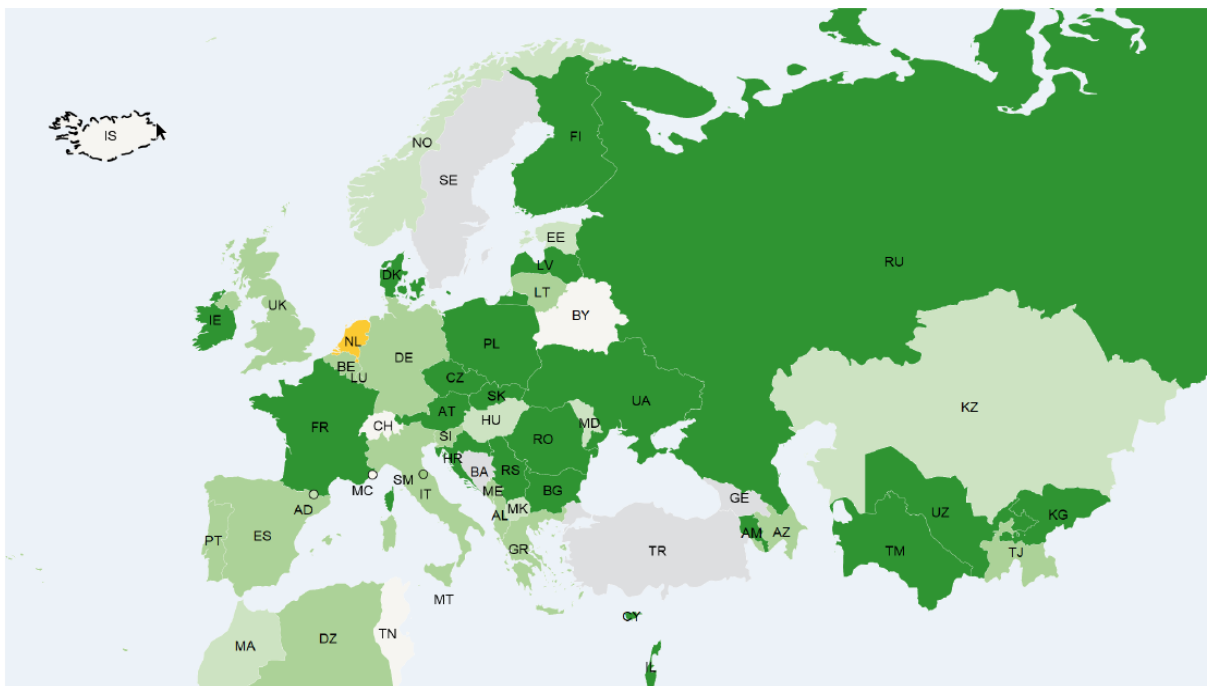
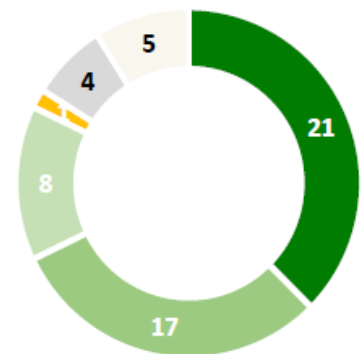
Majority of all States have either completed or plan to complete the implementation of this action in 2025 or have either deprioritized or determined that there is no activity required to implement this action.

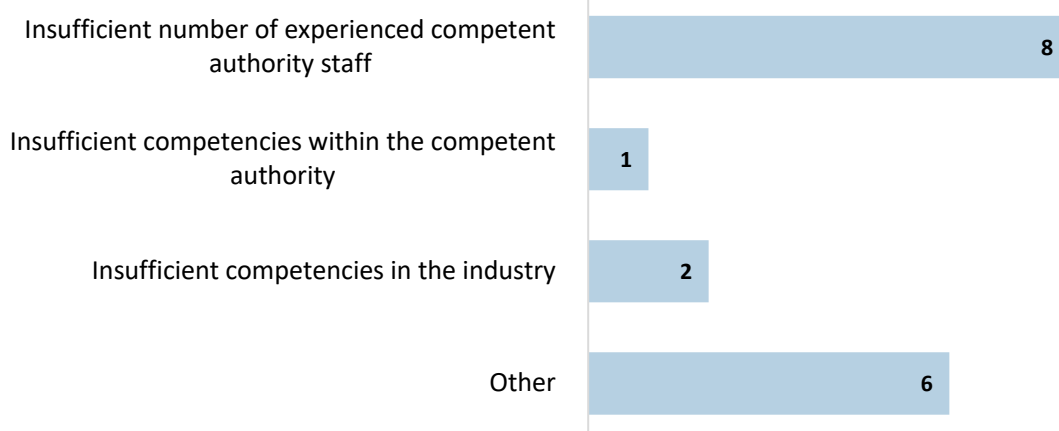
B2.31. SPT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory**.

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part C – Flight operations - aeroplanes

C1.32.RMT

[RMT.0029](#)

Have you amended your aviation regulations as guided by the RMT.0029 "Loss of control prevention and recovery training"?

Implementation Summary (end 2024)

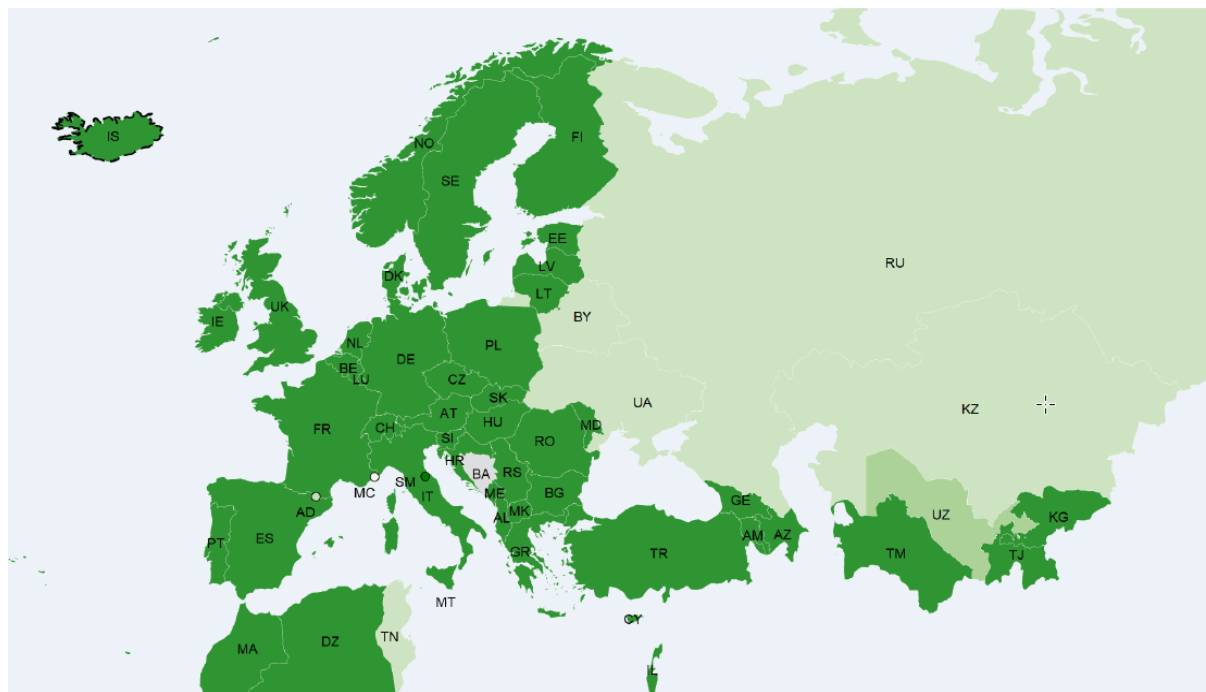
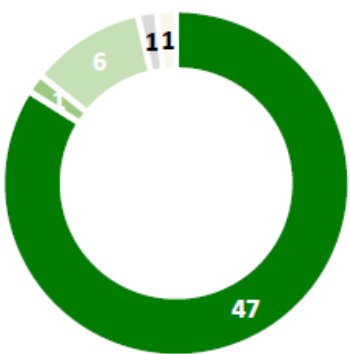
Most of the countries (including all EASA States) have amended their aviation regulations to address the related action.

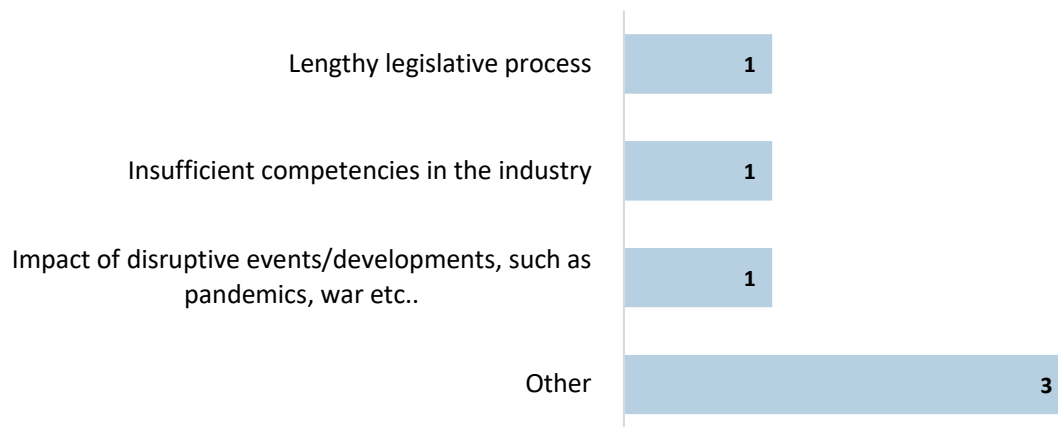
C1.32. RMT (1)

Note (*): Responses from **BY**, **CH**, **IS**, and **TN** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory**.

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part C – Flight operations - aeroplanes

C1.33.RMT	RMT.0032	Have you amended your aviation regulations as guided by the RMT.0032 "Review of aeroplane performance requirements for operations"?
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Implementation Summary (end 2024)

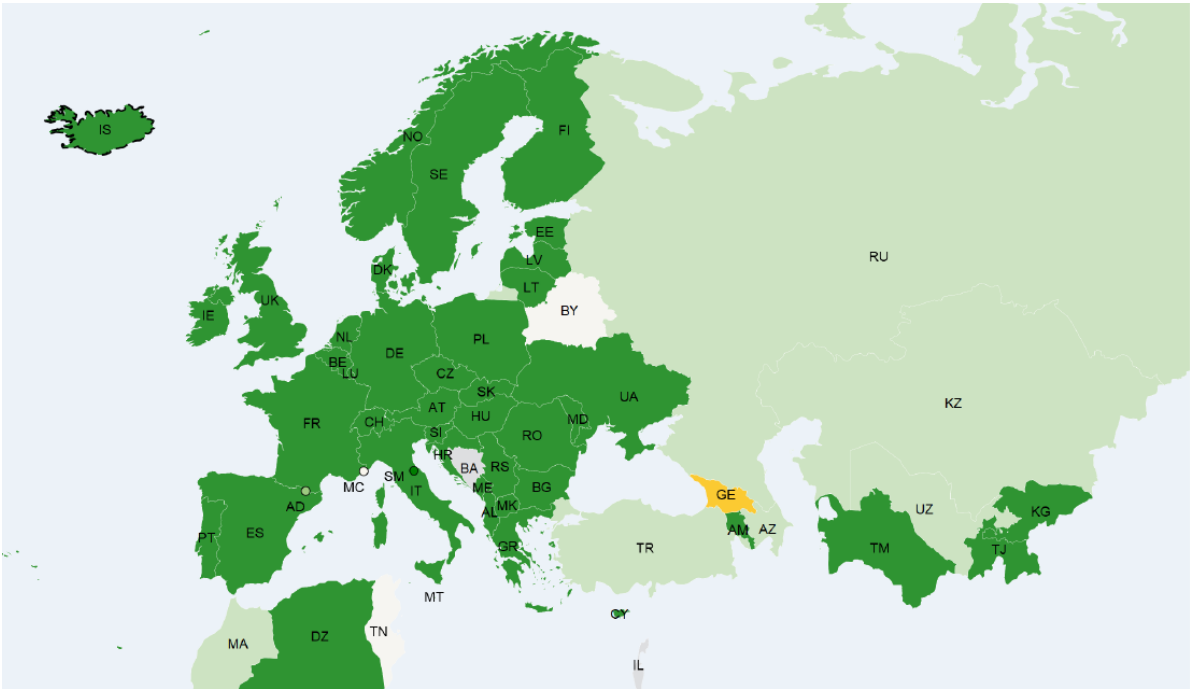
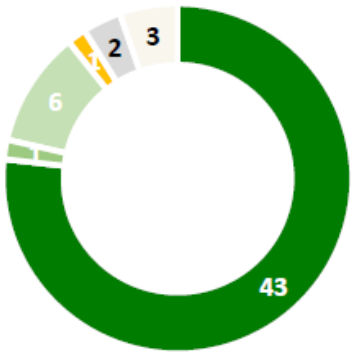
Most of the countries (including all EASA States) have amended their aviation regulations to address the related action.

C1.33. RMT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



Insufficient number of experienced competent
authority staff

4

Insufficient competencies in the industry

1

Other

3

Conclusion

Progress reported by the States **is considered satisfactory**.

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part C – Flight operations - aeroplanes

C1.34.RMT	RMT.0035	Have you amended your aviation regulations as guided by the 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"?
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Implementation Summary (end 2024)

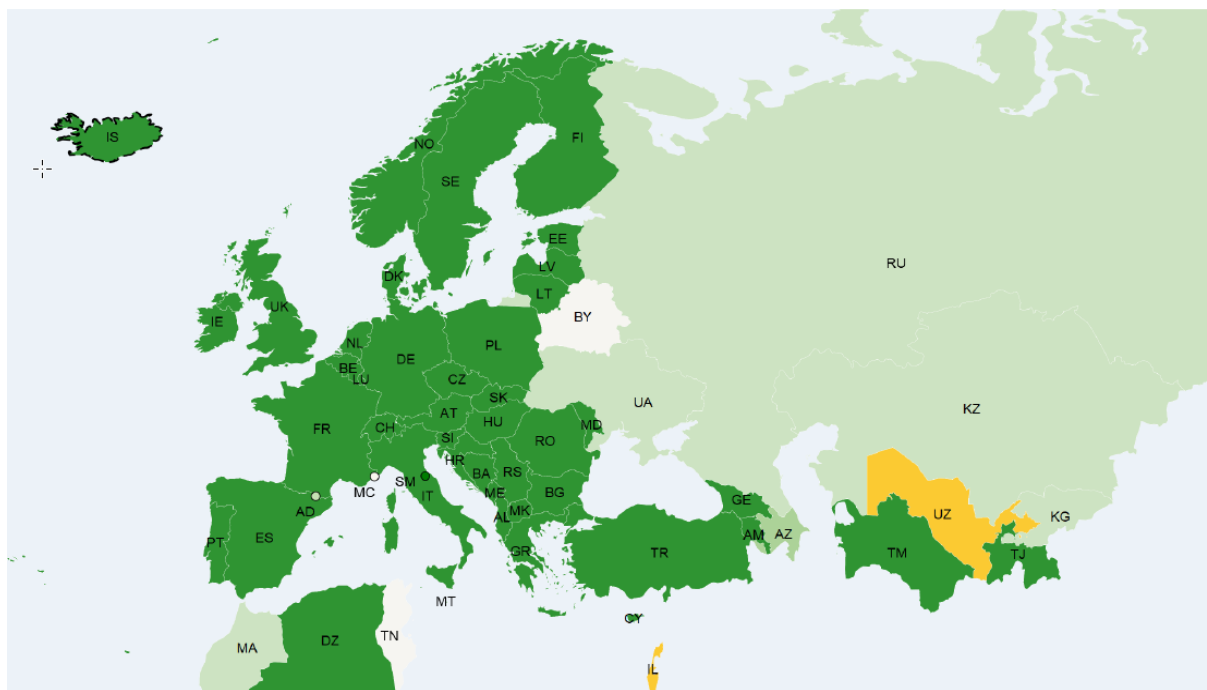
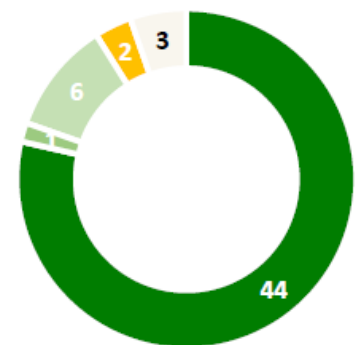
Most of the countries (including all EASA States) have amended their aviation regulations to address the related action.

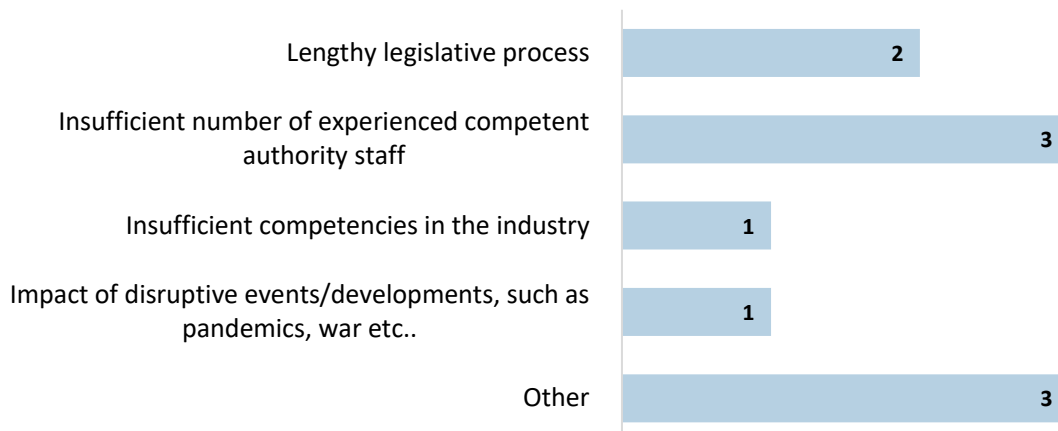
C1.34. RMT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory**.

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part C – Flight operations - aeroplanes

C1.35.RMT	RMT.0036	Have you amended your aviation regulations as guided by the RMT.0036 "Requirements for relief pilots"?
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Implementation Summary (end 2024)

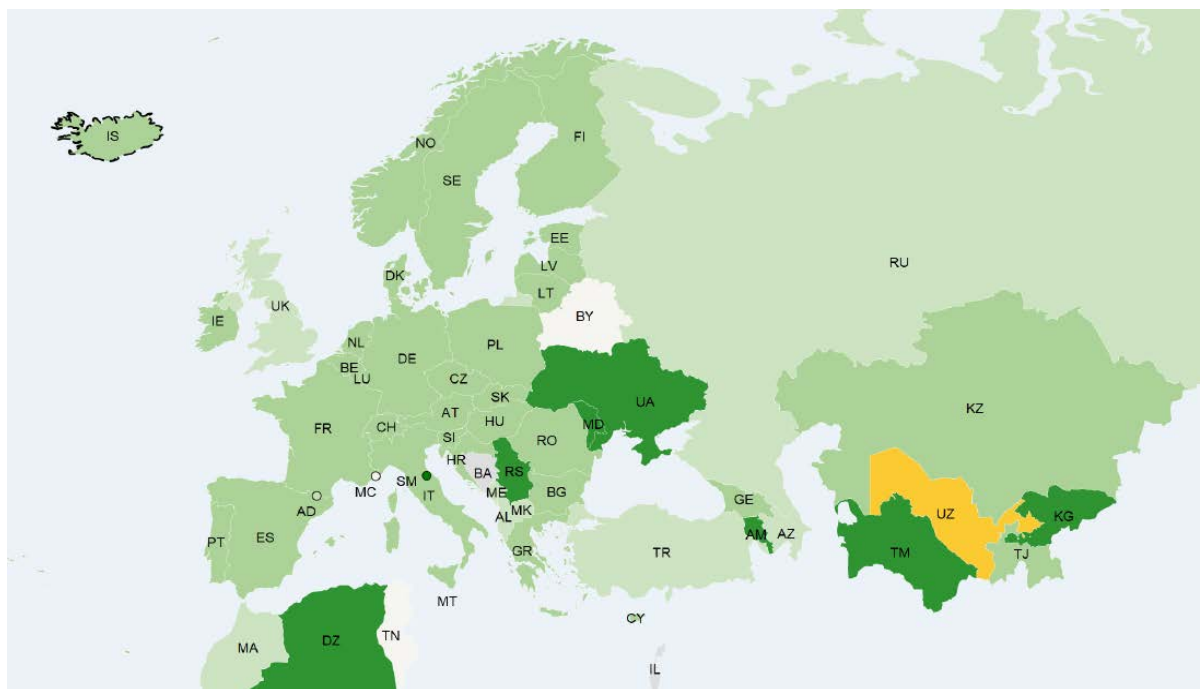
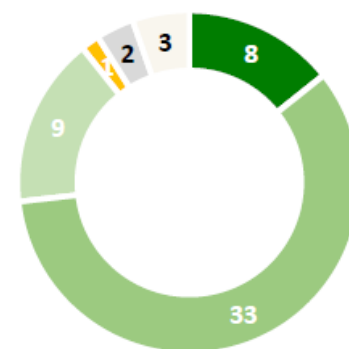
Most States are still working on the implementation and are planning for the action to be completed in 2025 or later.

C1.35. RMT (1)

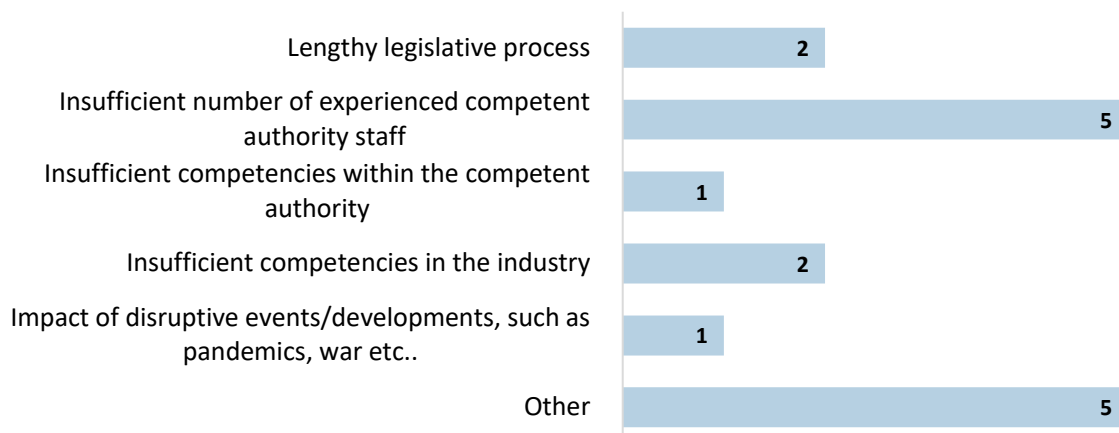
Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



C1.35. RMT (3)



Conclusion

Considering only 8 States have in fact completed the action, it is recommended to keep it in the RASG EUR 2026-2028.

Part C – Flight operations - aeroplanes

C1.36.RMT

[RMT.0037](#)

Have you amended your aviation regulations as guided by the RMT.0037 "Non-commercial operations of aircraft listed in the operations specifications (OpSpecs) by an AOC holder"?

Implementation Summary (end 2024)

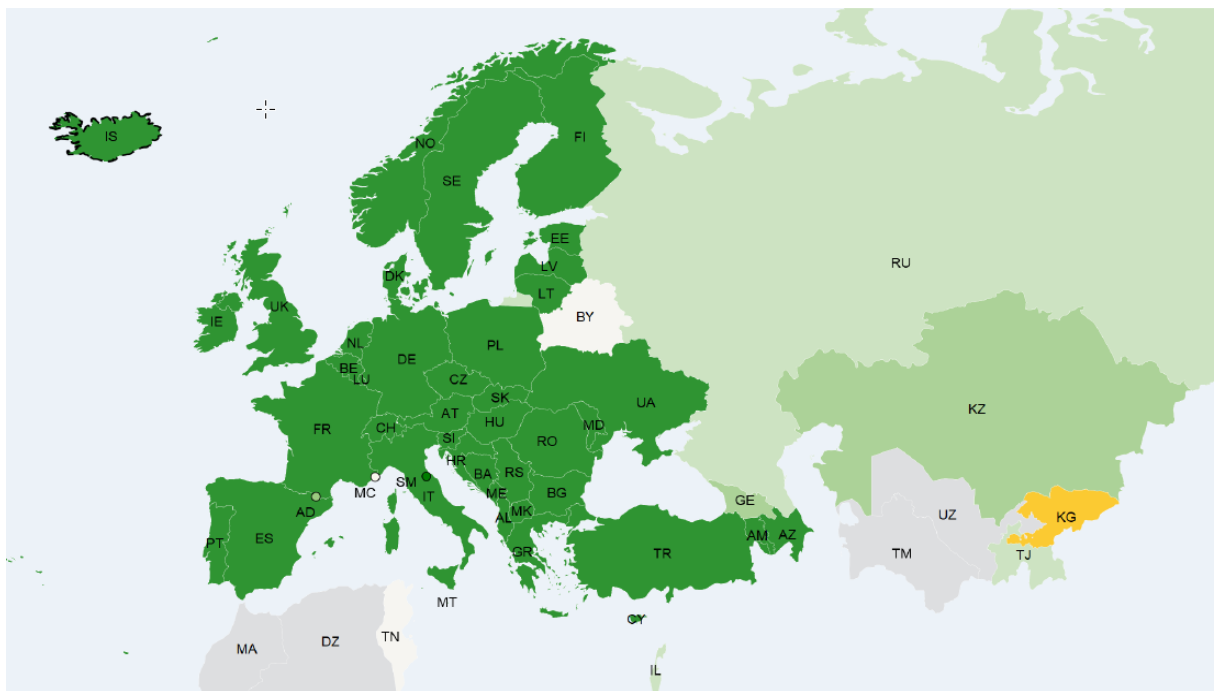
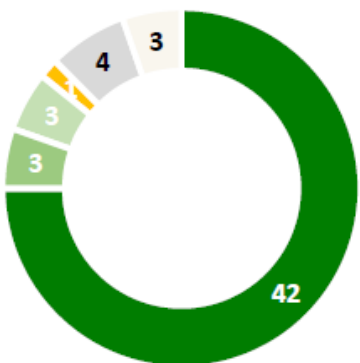
Most of the countries (including all EASA States) have amended their aviation regulations to address the related action.

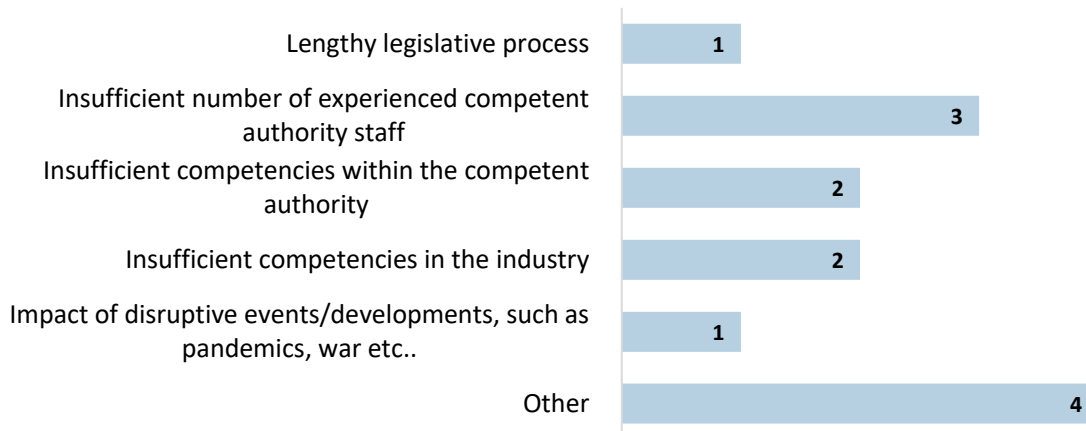
C1.36. RMT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory**.

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part C – Flight operations - aeroplanes

C1.37.RMT

[RMT.0038](#)

Have you amended your aviation regulations as by the RMT.0038 "*Update of the rules on air operations*"?

Implementation Summary (end 2024)

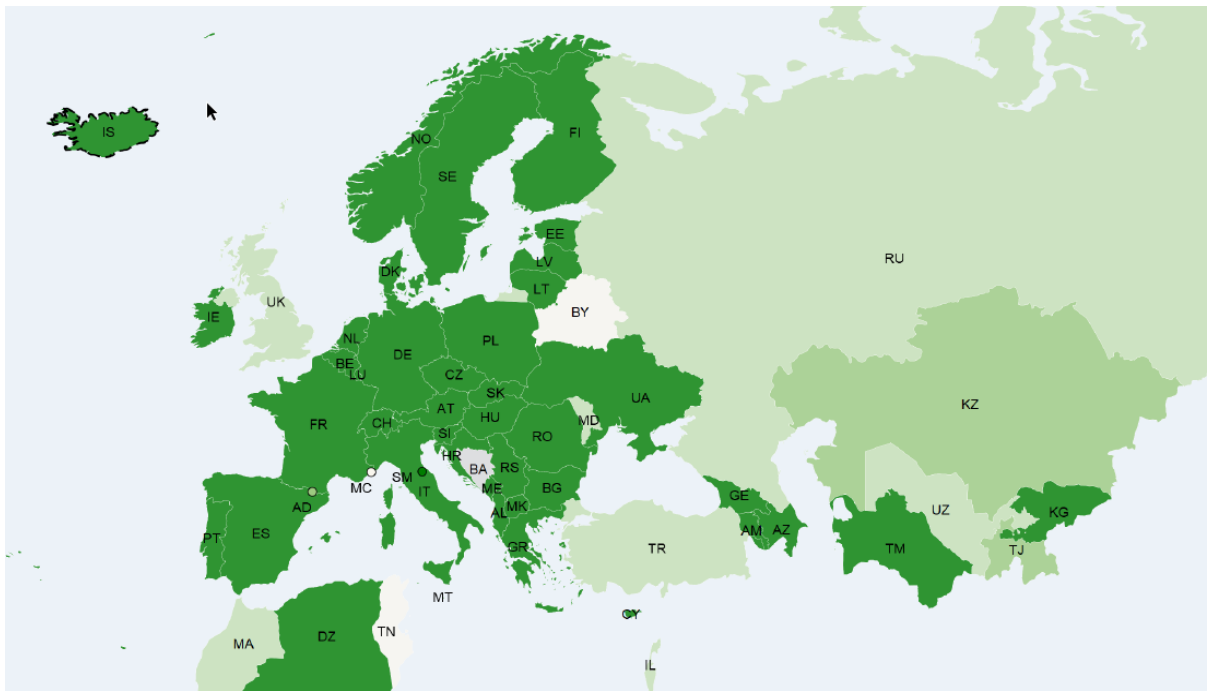
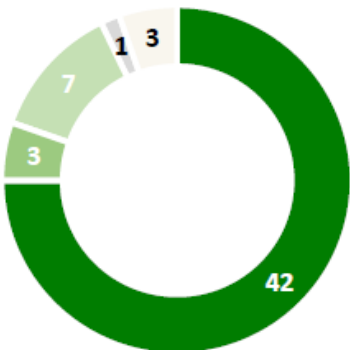
Most of the countries (including all EASA States) have amended their aviation regulations to address the related action.

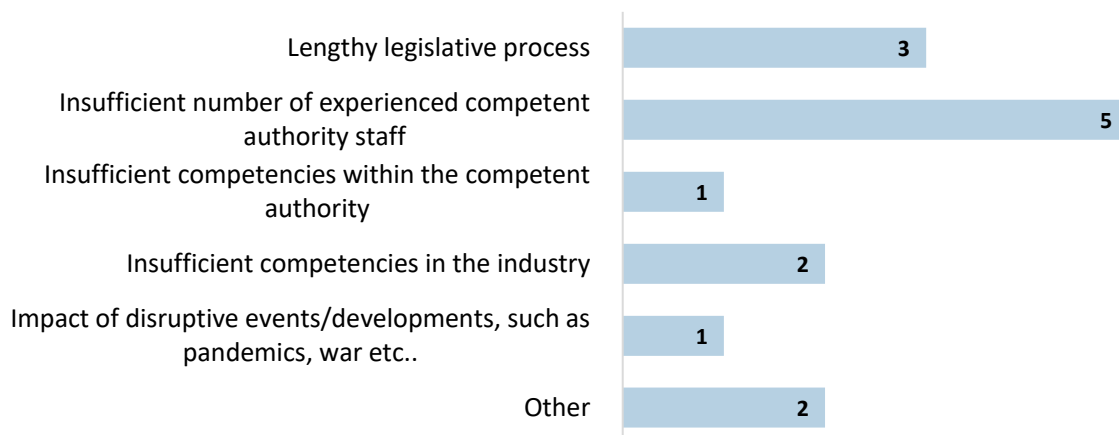
C1.37. RMT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory**.

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part C – Flight operations - aeroplanes

C1.38.RMT	RMT.0039	Have you amended your aviation regulations as guided by the RMT.0039 "Fuel/energy planning and management"?
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Implementation Summary (end 2024)

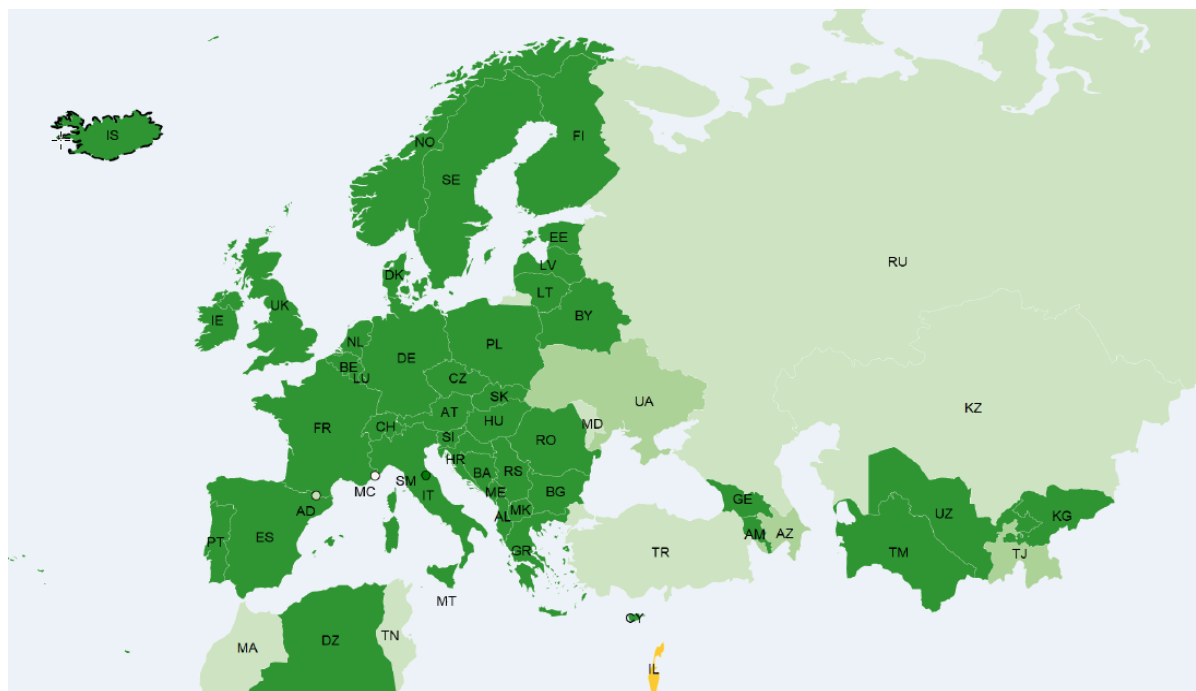
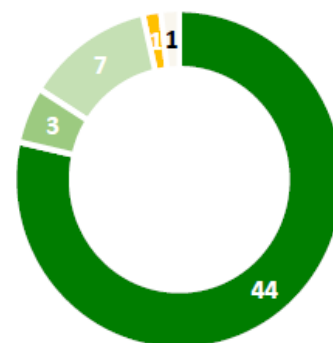
Most of the countries (including all EASA States) have amended their aviation regulations to address the related action.

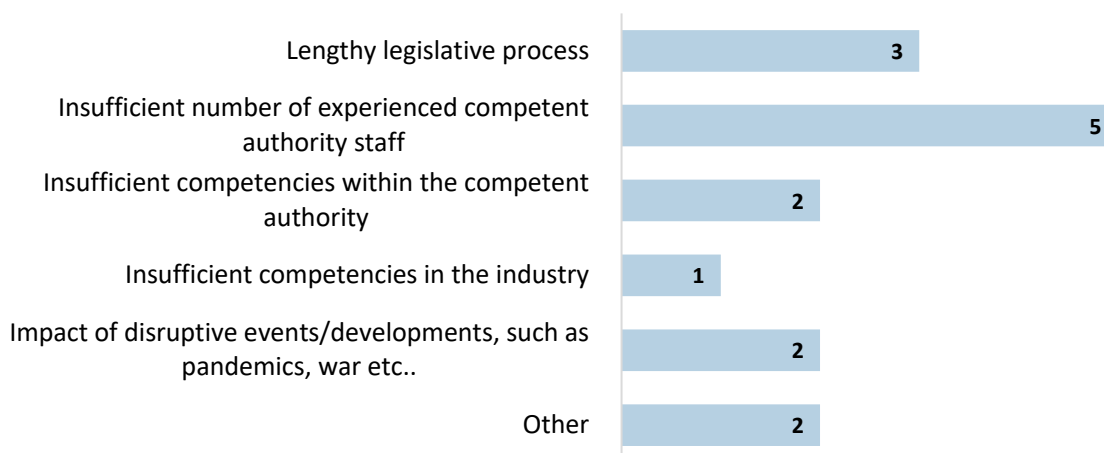
C1.38. RMT (1)

Note (*): Responses from **BY** and **TN** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory**.

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part C – Flight operations - aeroplanes

C1.39.RMT	RMT.0041	Have you amended your aviation regulations as guided by the RMT.0041 "Extended diversion time operations"?
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Implementation Summary (end 2024)

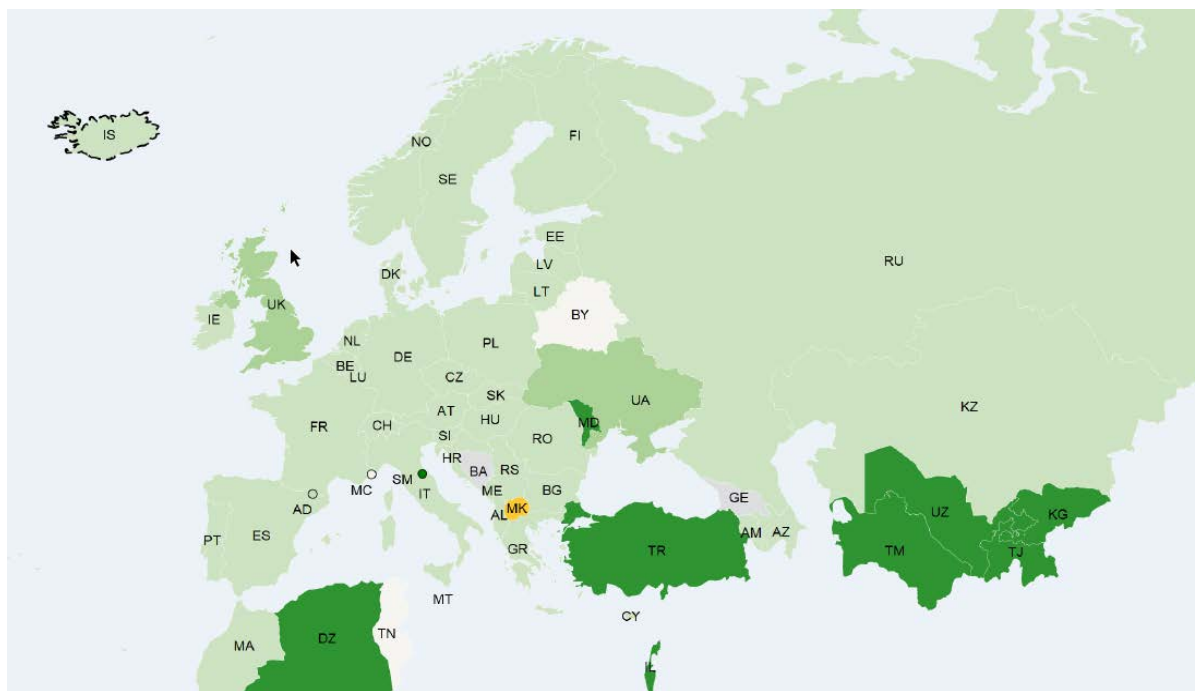
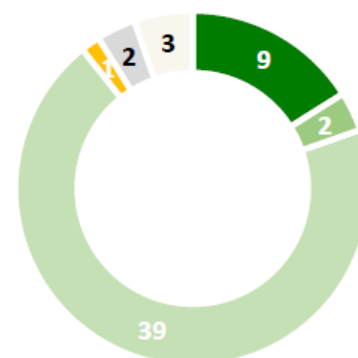
Most States are still working on the implementation and are planning for the action to be completed after 2025. Many States have mentioned insufficient number of competent authority staff as a contributing factor.

C1.39. RMT (1)

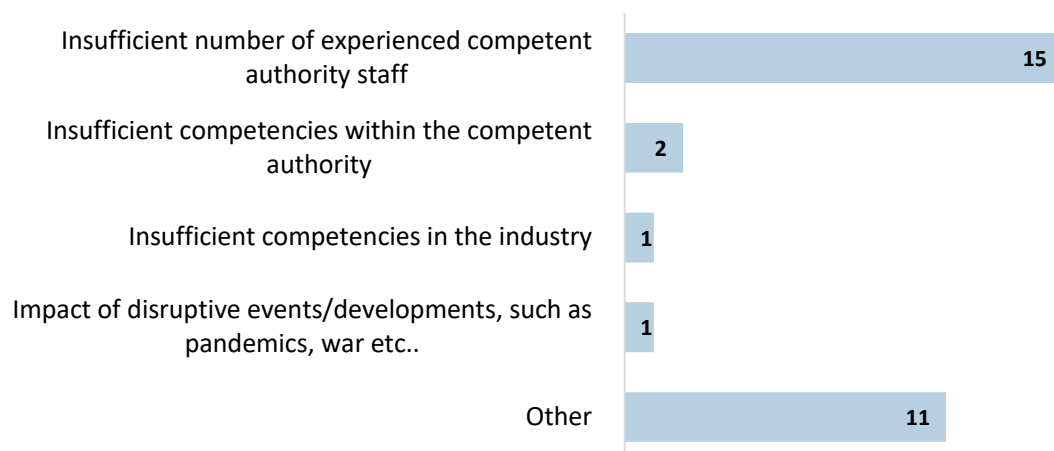
Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



C1.39. RMT (3)



Conclusion

Considering only 9 States have in fact completed the action, it is recommended to keep it in the RASG EUR 2026-2028.

Part C – Flight operations - aeroplanes

C1.40.RMT	RMT.0042	Have you amended your aviation regulations as guided by the RMT.0042 <i>"Transposition of provisions on electronic flight bag from ICAO Annex 6"</i> ?
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Implementation Summary (end 2024)

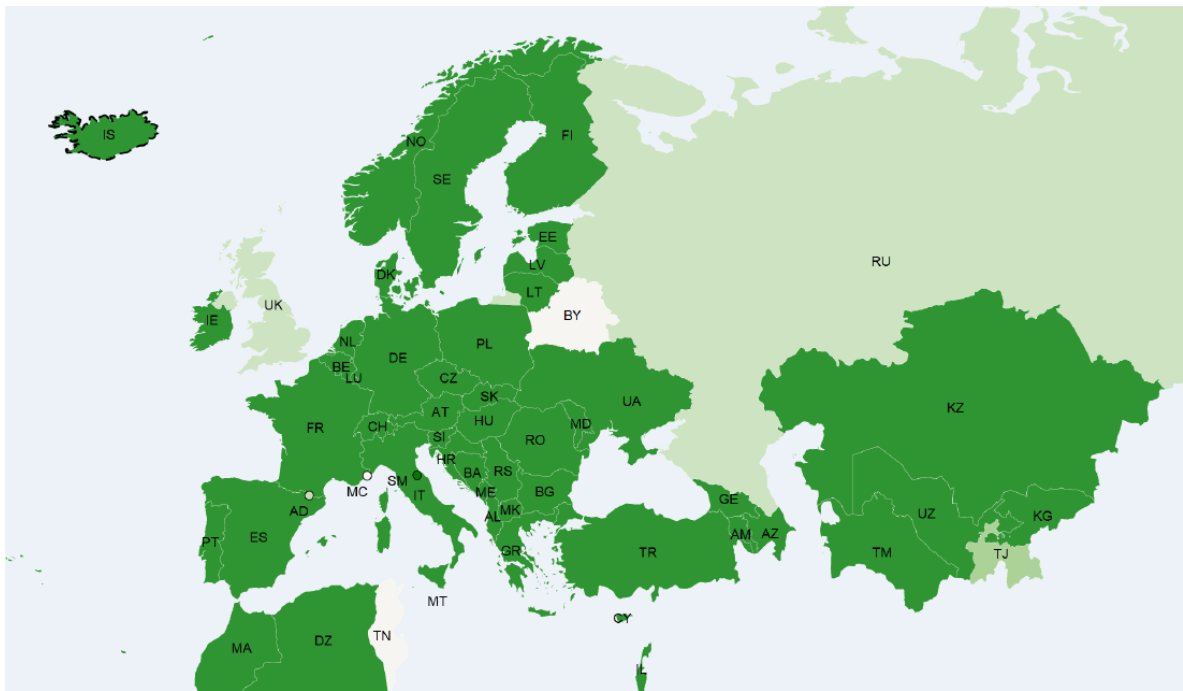
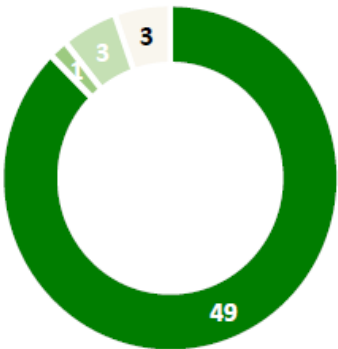
Most of the countries (including all EASA States) have amended their aviation regulations to address the related action.

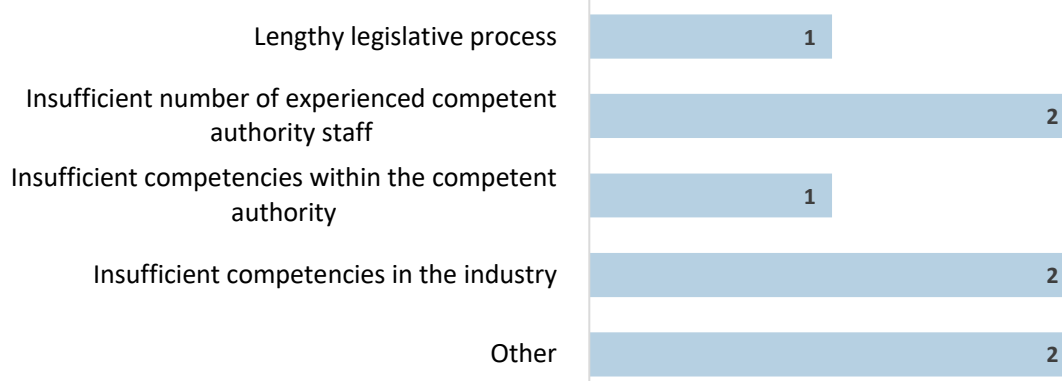
C1.40. RMT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory**.

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part C – Flight operations - aeroplanes

C2.41.SPT	SPT.0098	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0098 "Reinforce the appropriate reactions of flight crew in response to an ACAS resolution advisory (RA)"?
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Implementation Summary (end 2024)

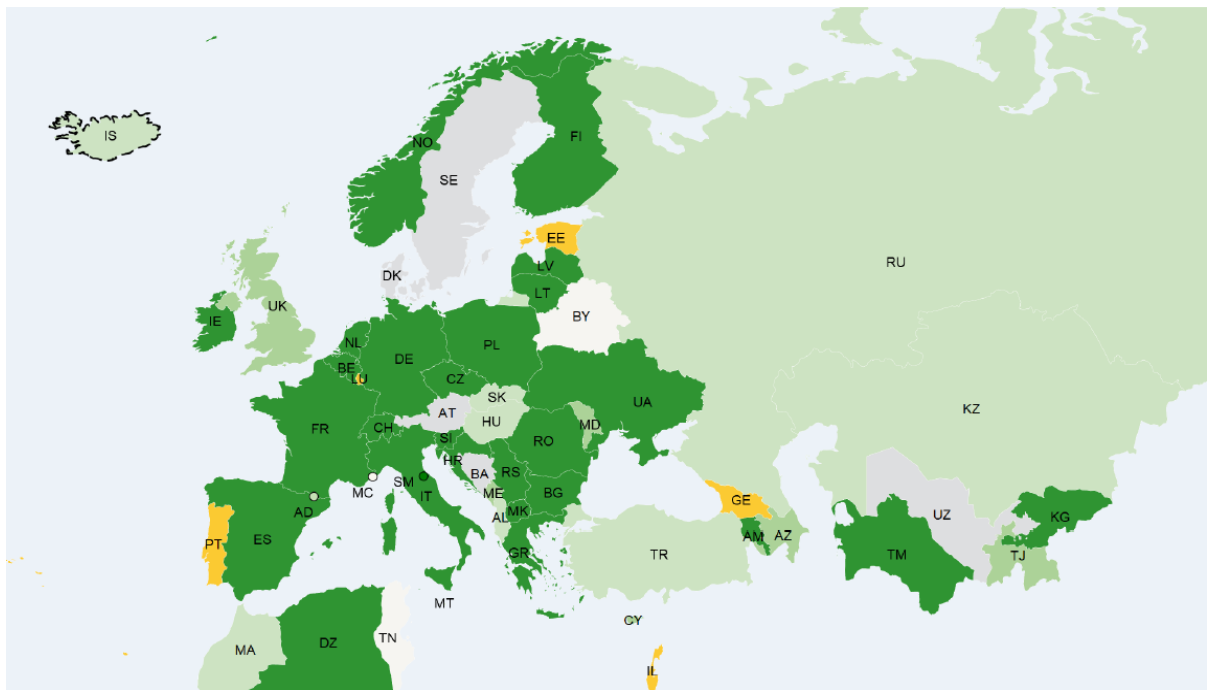
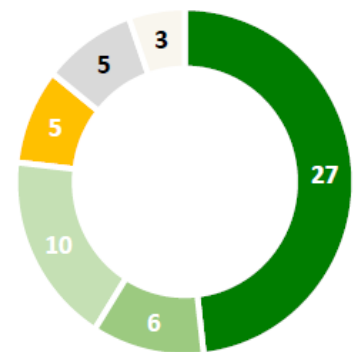
27 States have completed the action, while 6 are planning to complete in 2025, 10 still need more time to complete due to lack of resources.

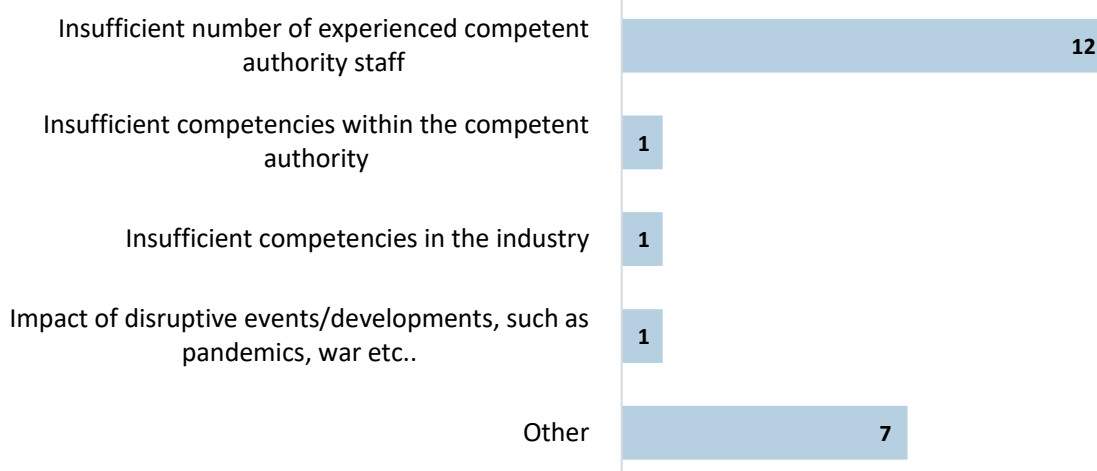
C2.41. SPT (1)

Note (*): Responses from **CH** and **IS** were taken from the 2022 & 2023 questionnaires

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

It is recommended to keep it in the RASG EUR 2026-2028.

The RESG recommends to include in the safety promotion materials from other sources, except those mentioned, including Airbus, IFALPA, IATA etc. In particular, to include in the SPTs an internal link to the pages that contain links to safety promotion materials that other States have used.

Part C – Flight operations - aeroplanes

C2.42.SPT	SPT.0030	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0030 " <i>Promotion of the provisions on pilot training</i> "?
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Implementation Summary (end 2024)

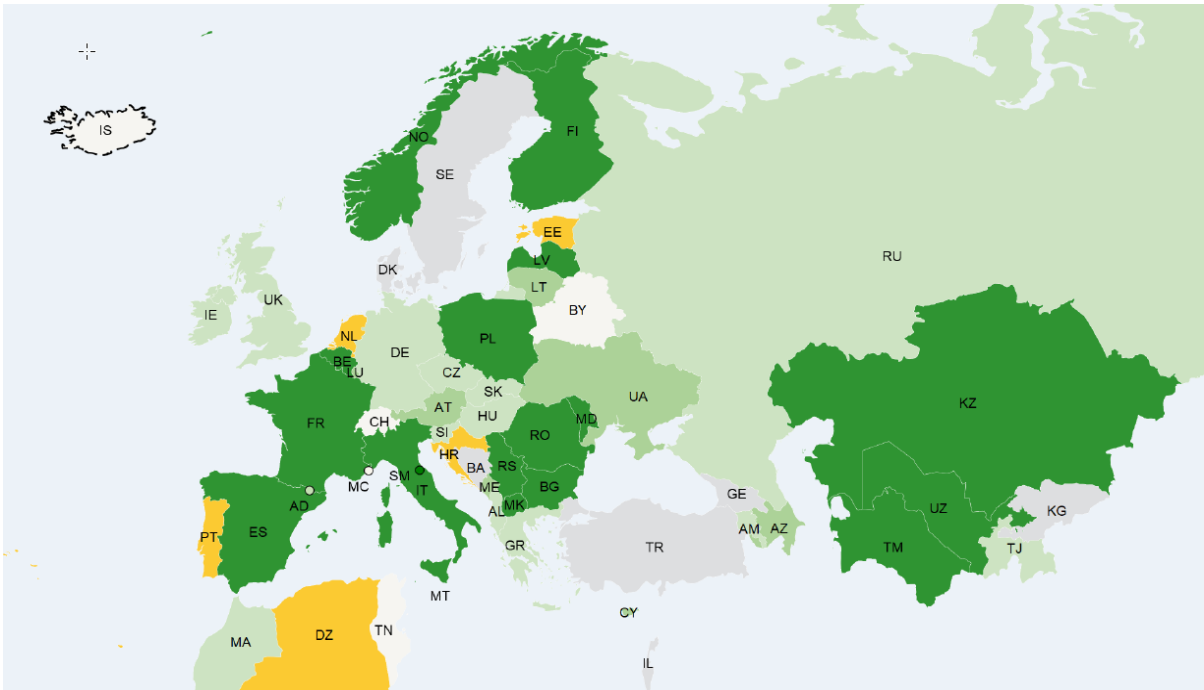
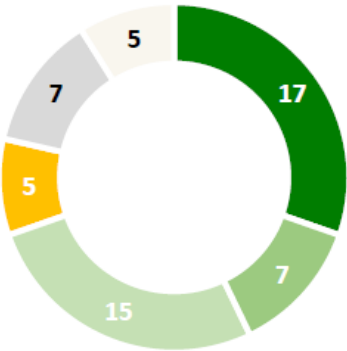
Only 17 States have completed the action, while 7 are planning to complete in 2025 and 15 need more time.

C2.42. SPT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

It is recommended to keep it in the RASG EUR 2026-2028 in the amended and clarified version. The title of the SPT could be misleading, as it refers specifically to UPRT, while the title mentions pilot training in general.

It would be more user friendly to include in the SPTs an internal link to the pages that contain links to safety promotion materials that other States have used.

Part C – Flight operations - aeroplanes

C2.43.SPT

[SPT.0031](#)

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0031 "*Raise of awareness of the risk posed by icing in-flight and potential mitigations*"?

Implementation Summary (end 2024)

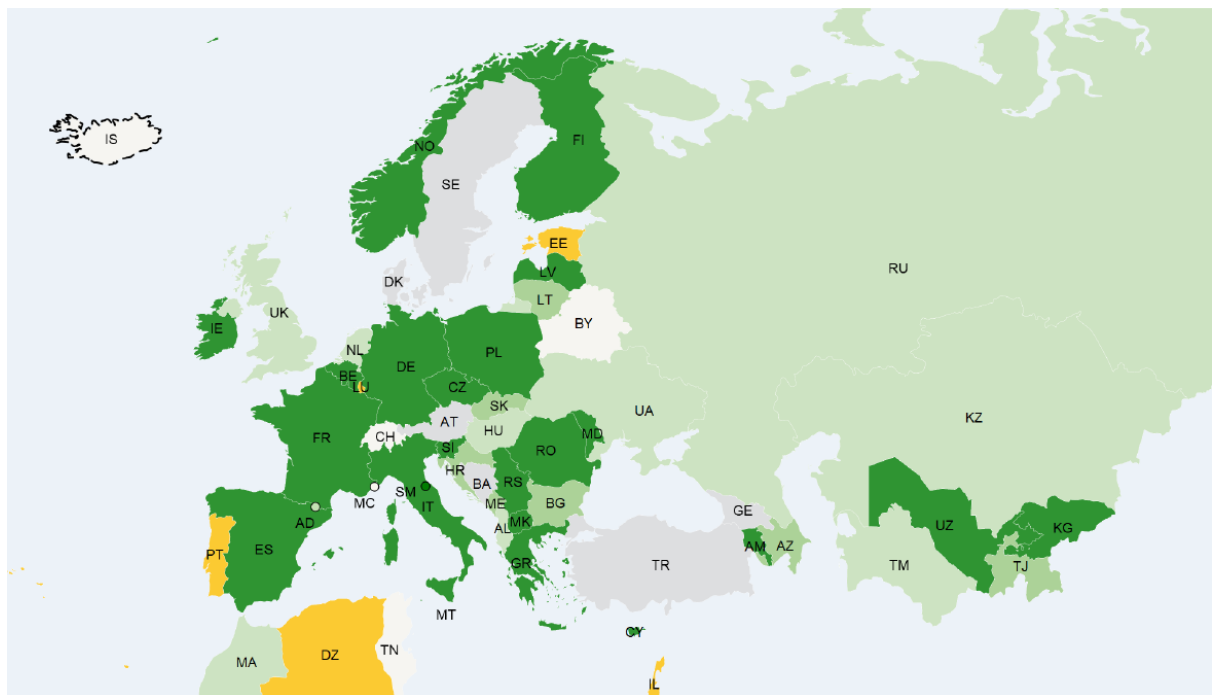
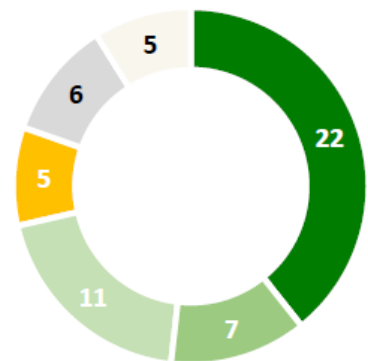
Only 22 States have completed the action, while 7 are planning to complete in 2025, 11 are planning to complete after 2025.

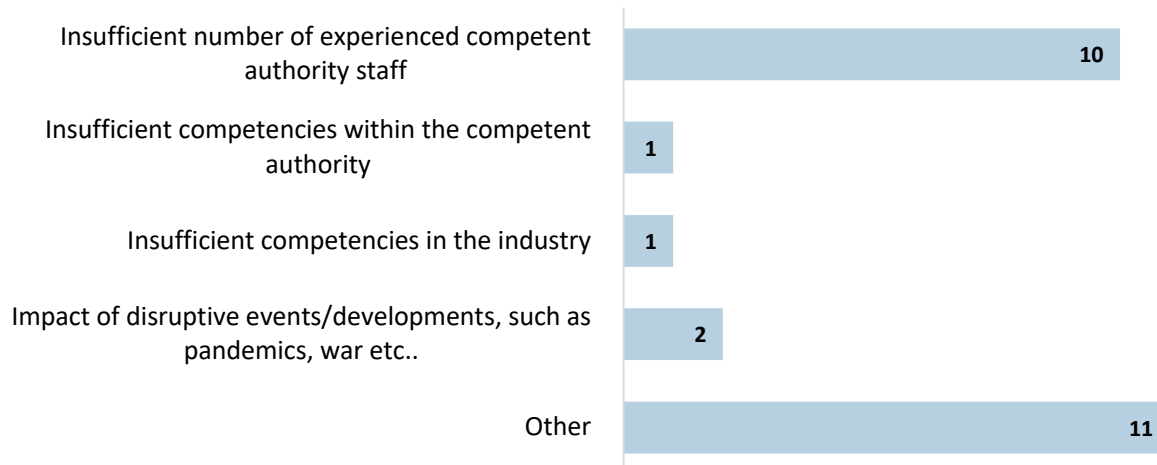
C2.43. SPT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

It is recommended to keep it in the RASG EUR 2026-2028.

It would be more user friendly to include in the SPTs an internal link to the pages that contain links to safety promotion materials that other States have used.

Part C – Flight operations - aeroplanes

C2.44.SPT	SPT.0034	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0034 <i>"Due regard' for the safety of civil traffic"</i> ?
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Implementation Summary (end 2024)

Only 3 States have completed the action, 2 are planning in 2025 and 36 are planning to complete after 2025.

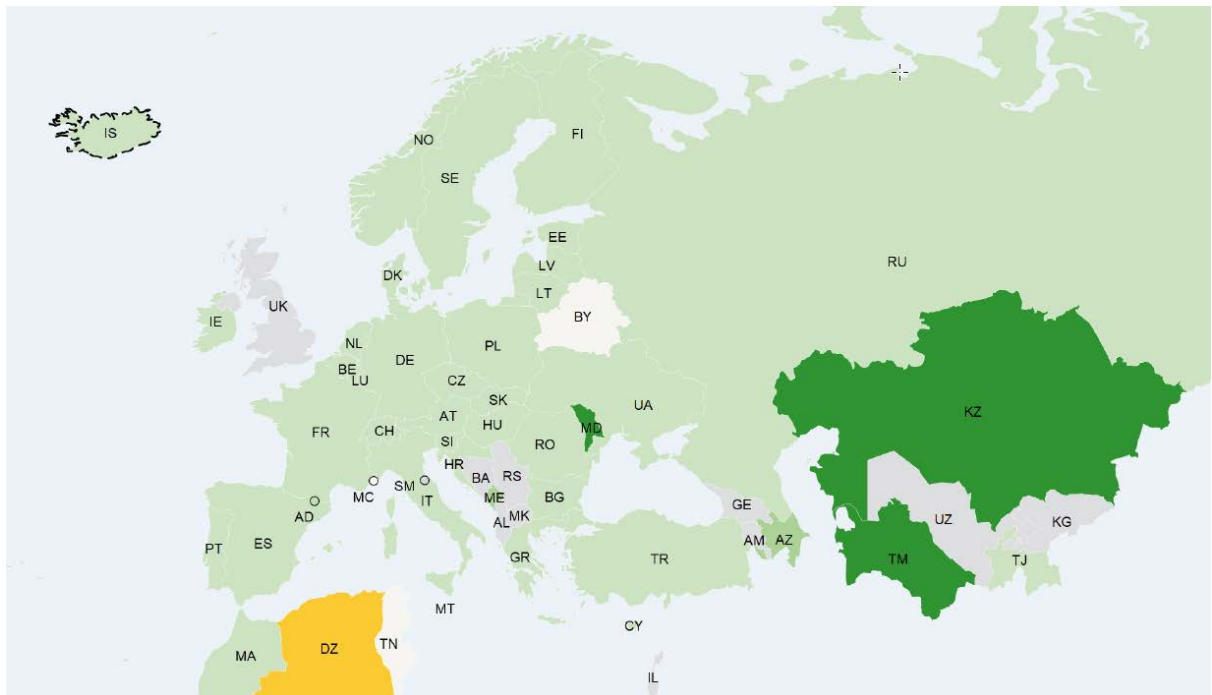
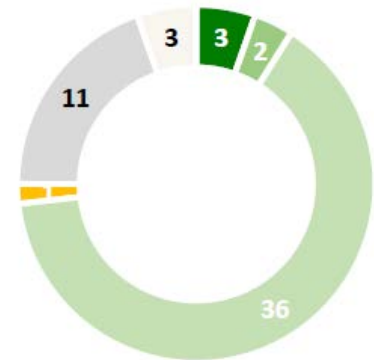
In 2023 many EASA States have reported on the completion of the action as reflected in the EUR RASP 2023 Implementation Report. The difference between the results demonstrated in the current report and the one developed in 2023 is explained by the variation in the interpretation by States of the EUR RASP action and the corresponding EPAS MST action.

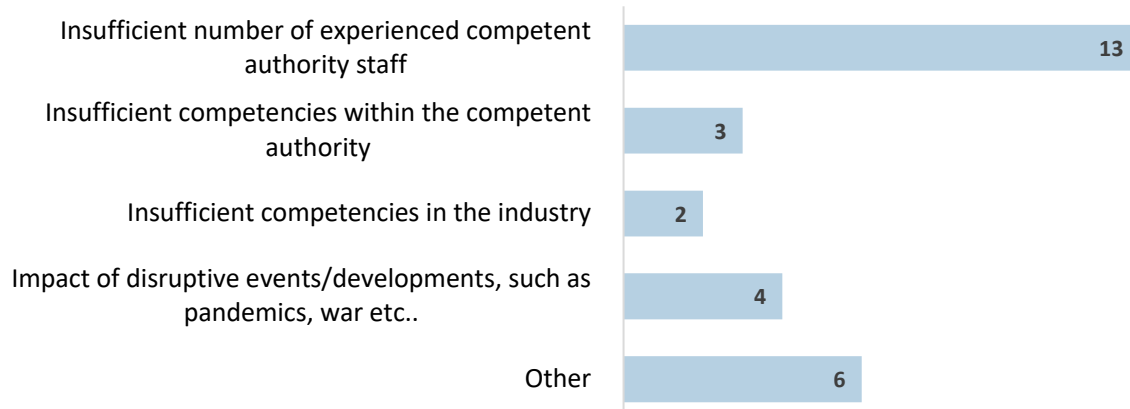
C2.44. SPT (1)

Note (*): Responses from **CH** and **IS** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

It is recommended to keep it in the RASG EUR 2026-2028.

A potential reason for the delay might be that States are waiting for integration of military and civil occurrence reporting and extended cooperation agreements on the safety of civil traffic. The work is not finalized yet, but the majority of States have reported they are planning to complete it later.

Part C – Flight operations - aeroplanes

C2.45.SPT

[SPT.0040](#)

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0040 "Promote the new provisions on fuel/energy planning and management"?

Implementation Summary (end 2024)

9 States have reported completion of the action, 2 are planning in 2025 and 41 more are planning to continue the implementation and complete it after 2025.

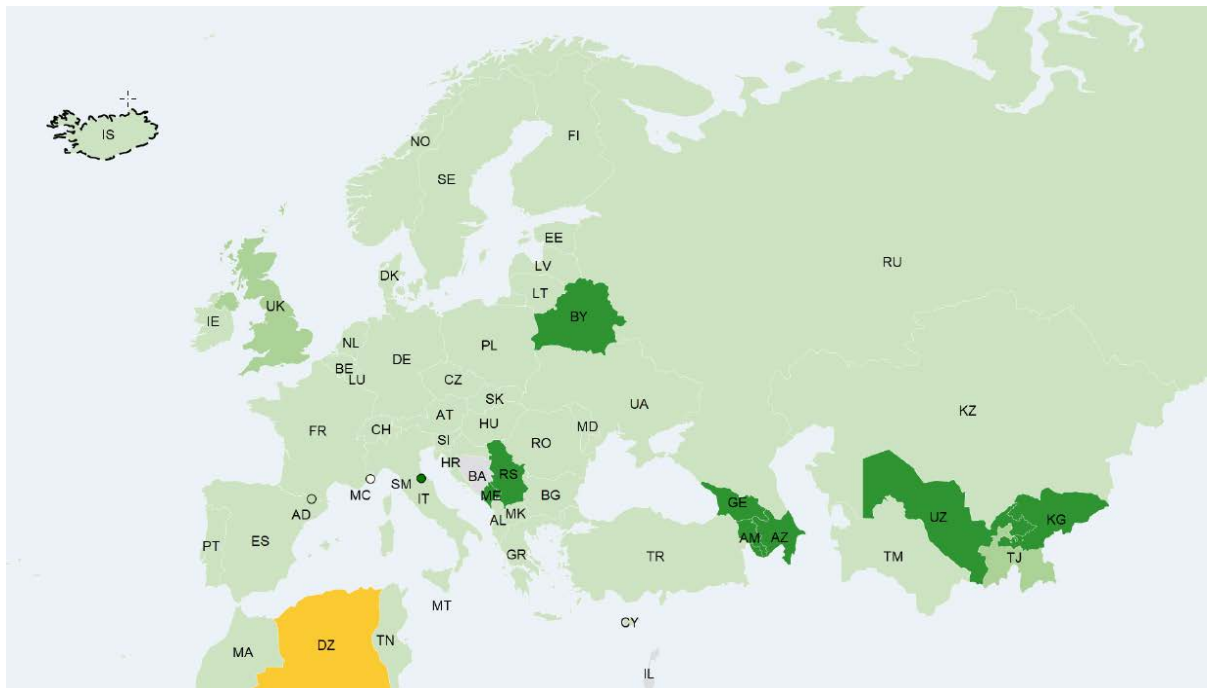
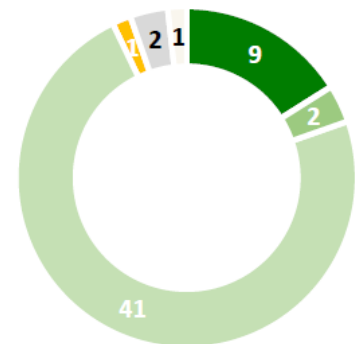
In 2023, many EASA States have reported the completion of the action as reflected in the EUR RASP 2023 Implementation Report. However, as the corresponding EPAS SPT remains in progress, EASA States will continue with the safety promotion beyond 2025.

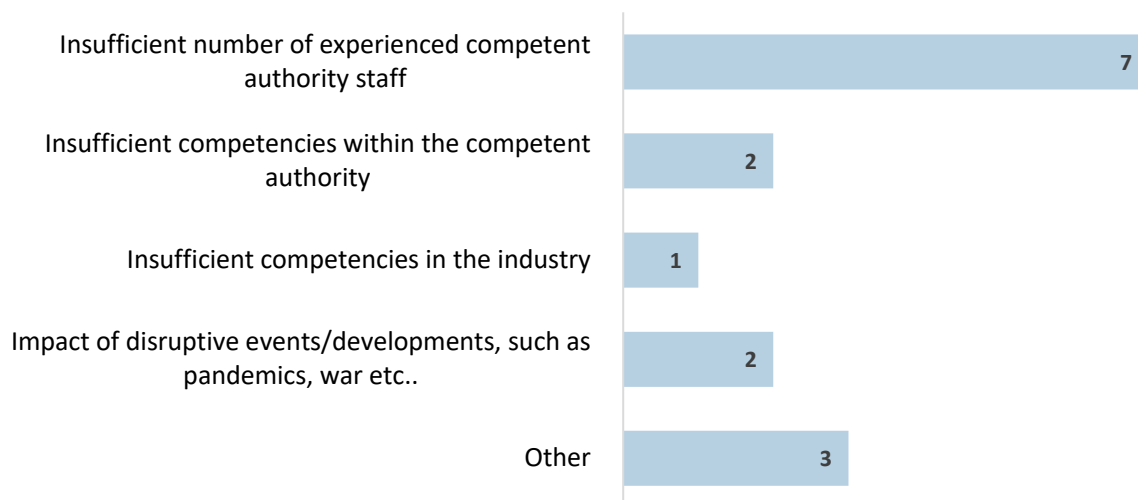
C2.45. SPT (1)

Note (*): Responses from X States were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

It is suggested not to include this particular action to the EUR RASP 2026-2028.

Part C – Flight operations - aeroplanes

C2.46.SPT

[SPT.0043](#)

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0043 "*Flight data analysis (FDA) precursors of main operational safety risks*"?

Implementation Summary (end 2024)

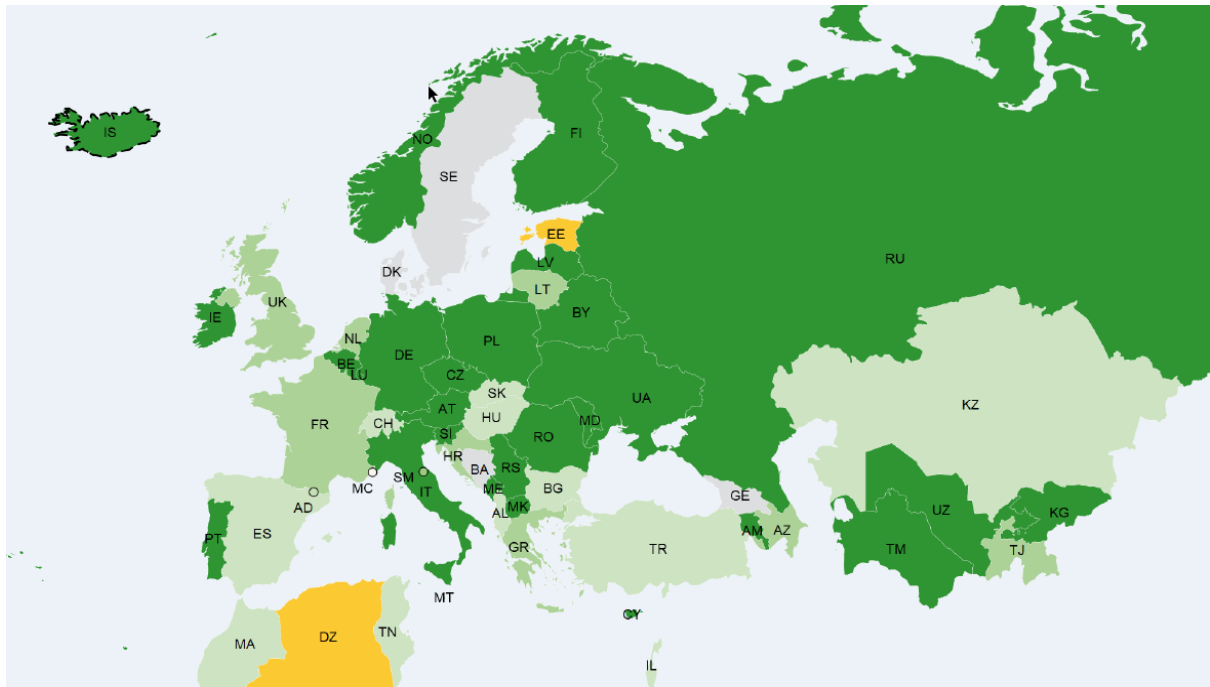
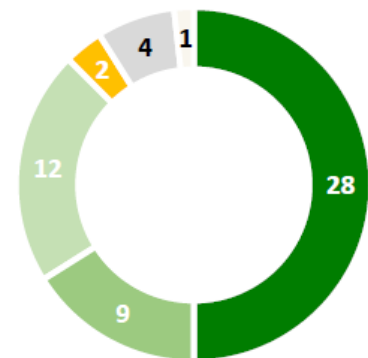
28 States have already completed the action, 9 are planning to complete in 2025 and 12 are planning to complete later.

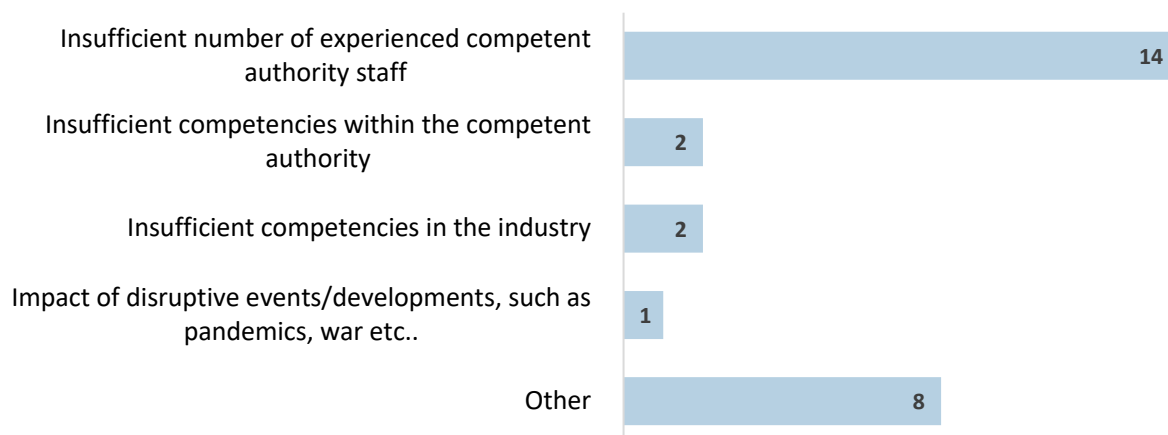
C2.46. SPT (1)

Note (*): Responses from X States were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

It is recommended to keep it in the RASG EUR 2026-2028 for the States to promote FDA information sharing related provisions.

It is recognized that the implementation is not mandatory and it can be complicated to encourage operators to share FDA data, due to a risk of identification.

Part C – Flight operations - aeroplanes

C2.47.SPT

[SPT.0044](#)

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0044 "Good practices for the integration of operator's FDA data with other safety data sources and for FDA techniques"?

Implementation Summary (end 2024)

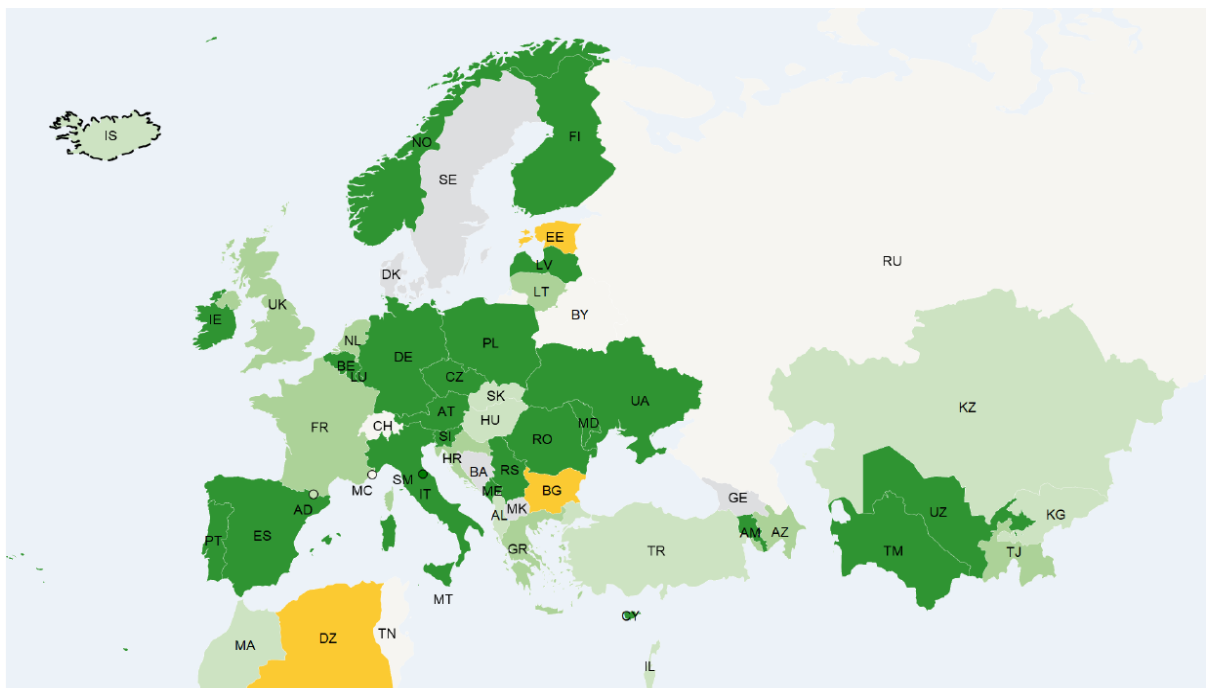
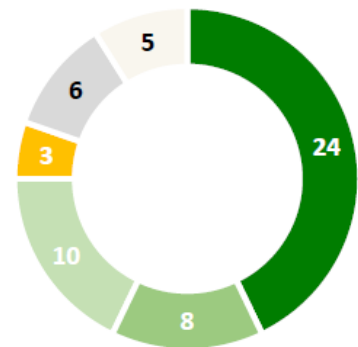
24 States have already implemented, 8 are planning to implement in 2025 and 10 more are planning to implement after 2025.

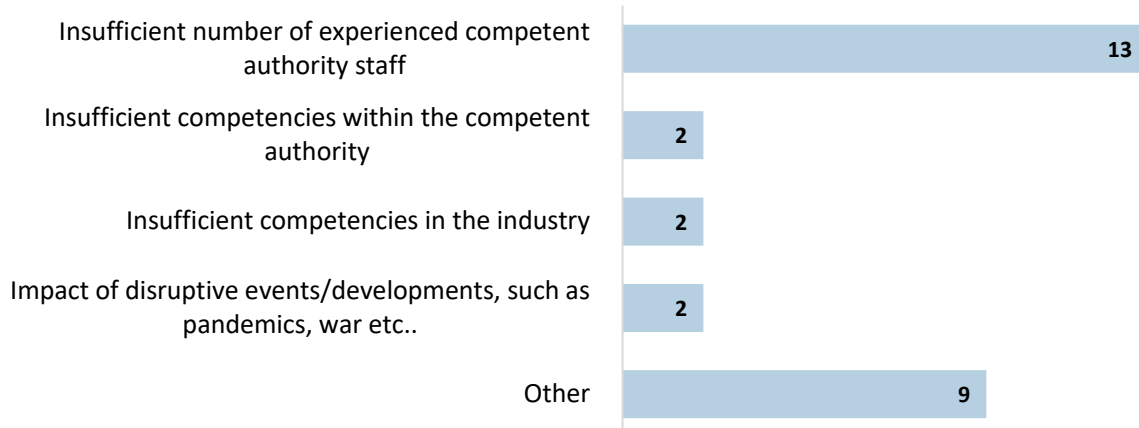
C2.47. SPT (1)

Note (*): Responses from X States were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

It is recommended to keep it in the RASG EUR 2026-2028 for the States to promote FDA information sharing related provisions.

It is recognized that the implementation is not mandatory and it can be complicated to encourage operators to share FDA data, due to a risk of identification.

Part C – Flight operations - aeroplanes

C2.48.SPT	SPT.0047	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0047 "States should maintain a regular dialogue with their national aircraft operators on flight data monitoring (FDM) programmes"?
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Implementation Summary (end 2024)

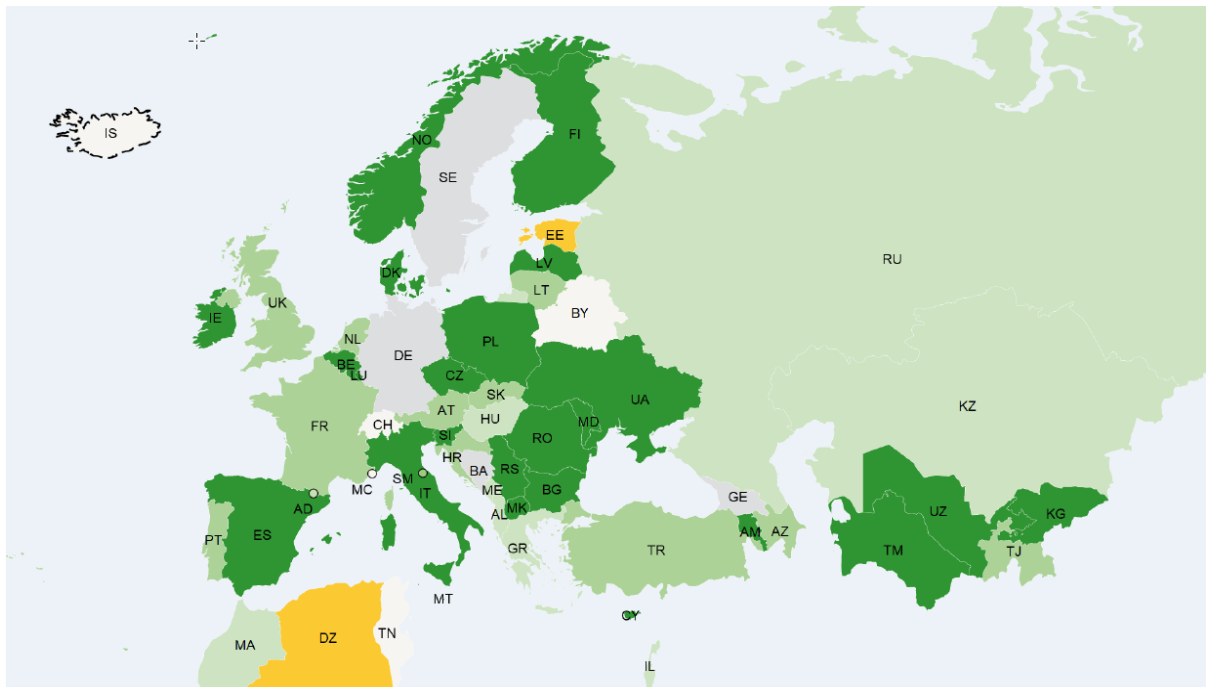
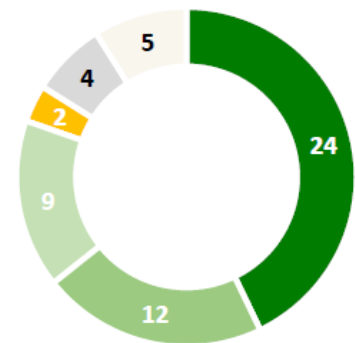
24 States completed, 12 planning to complete in 2025, 9 - to complete after 2025.

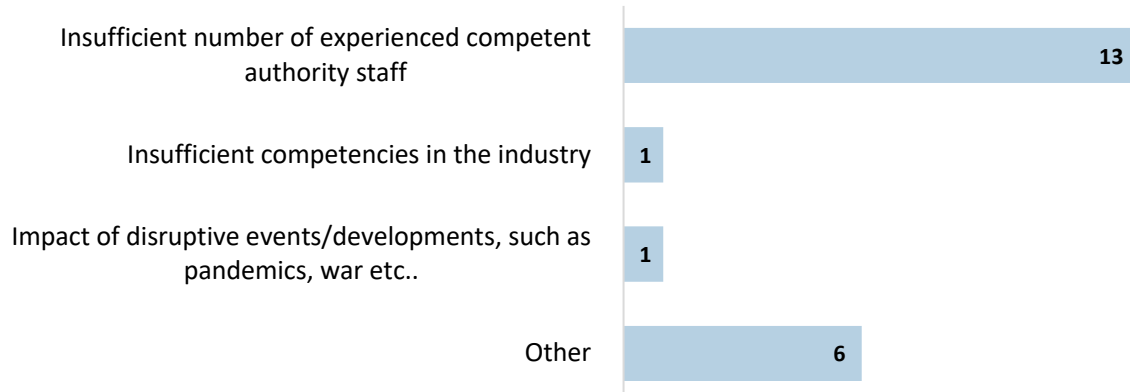
C2.48. SPT (1)

Note (*): Responses from X States were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

It is recommended to keep it in the RASG EUR 2026-2028 for the States to promote FDA information sharing related provisions.

It is recognized that the implementation is not mandatory and it can be complicated to encourage operators to share FDA data, due to a risk of identification.

Part C – Flight operations - aeroplanes

C2.49.SPT	SPT.0045	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0045 "Safety Promotion on Disruptive Passengers"?
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Implementation Summary (end 2024)

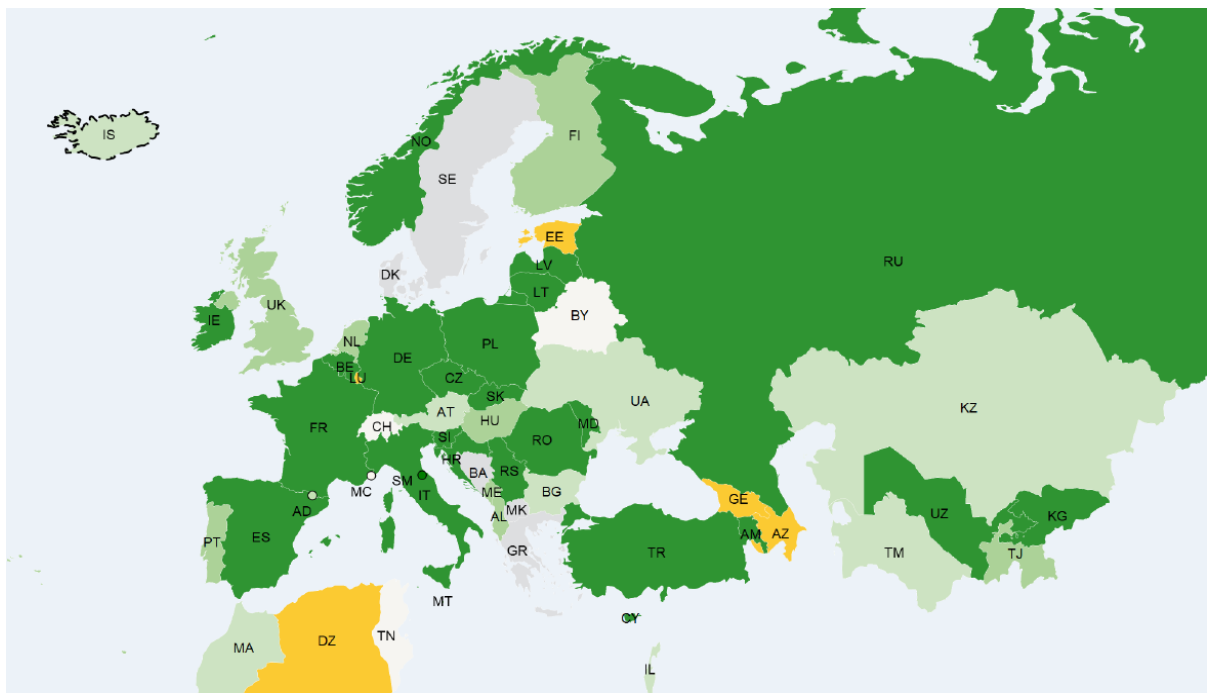
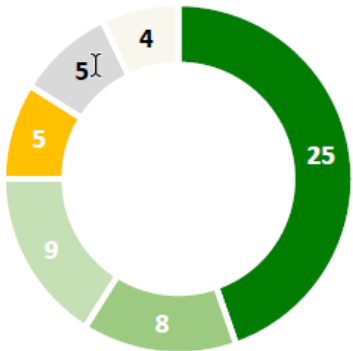
25 Stated completed the action, 8 to complete in 2025 and 9 - to complete after 2025.

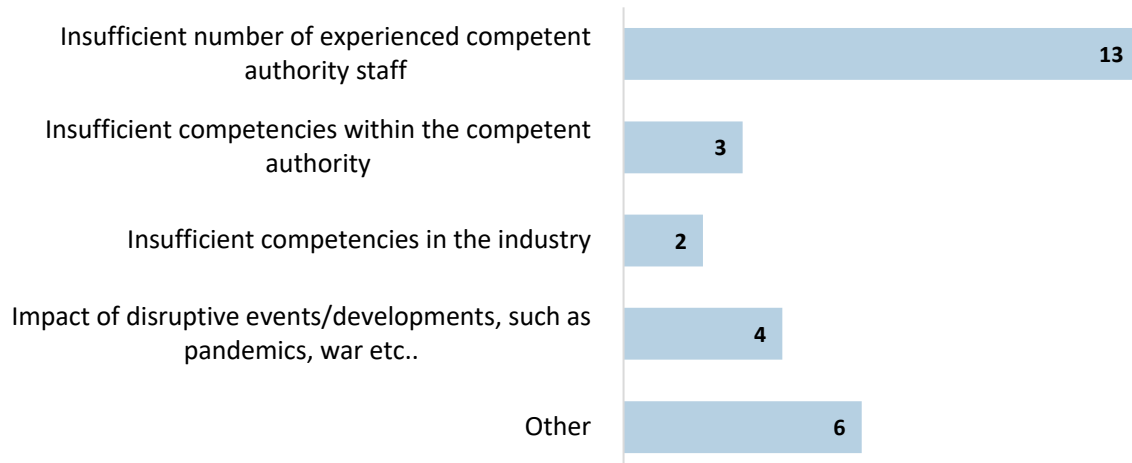
C2.49. SPT (1)

Note (*): Responses from **CH** and **IS** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

It is recommended to keep it in the RASG EUR 2026-2028.

Part C – Flight operations - aeroplanes

C2.50.SPT	SPT.0046	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0046 "Development of new Safety Promotion material on high profile commercial flight operations safety issues"?
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Implementation Summary (end 2024)

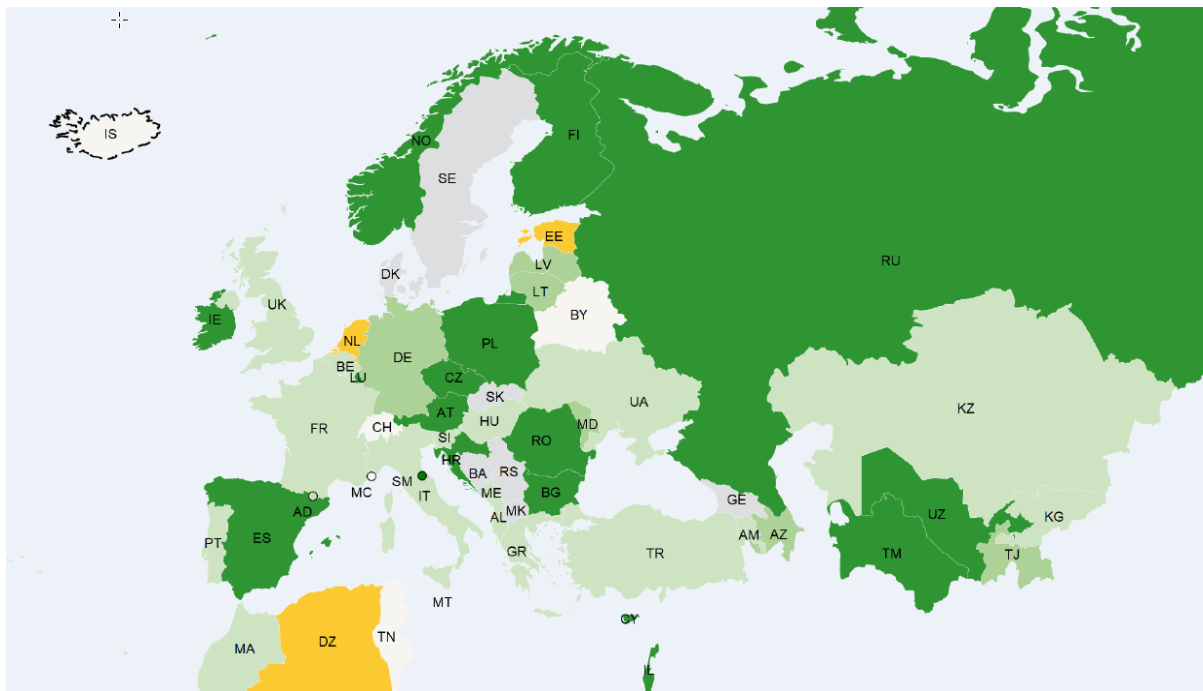
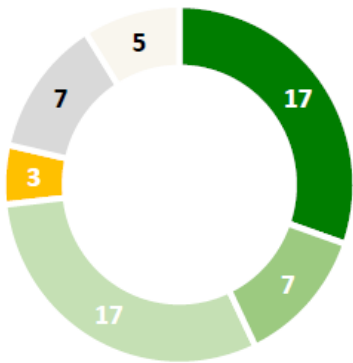
17 States have implemented the action, 7 planning to complete in 2025, and 17 after 2025.

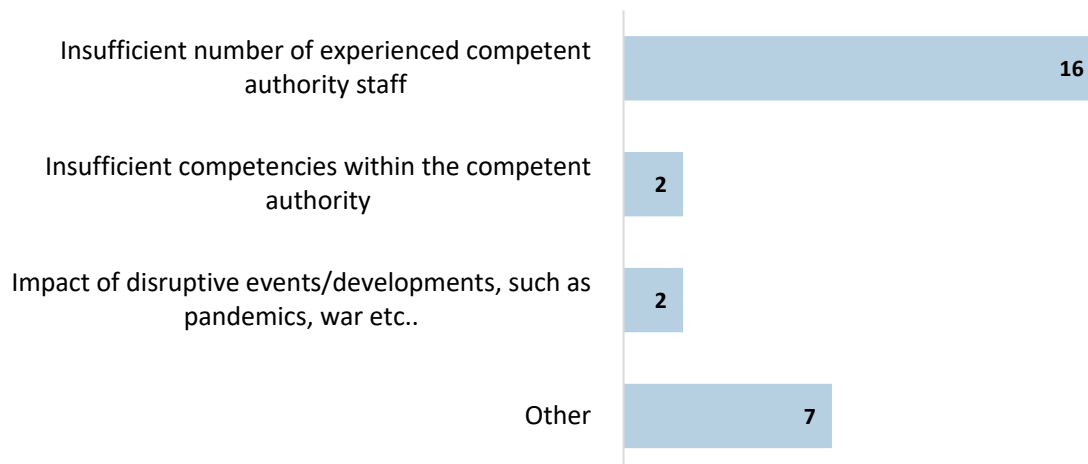
C2.50. SPT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

The title of the action and the description seem to be very vague and too general.

The RESG will consider either clarifying the action or removing the action from EUR RASP 2026-2028.

Part C – Flight operations - aeroplanes

C2.51.SPT

[SPT.0048](#)

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0048 "Better understanding of operators' governance structure"?

Implementation Summary (end 2024)

Only 8 States have completed the action, while 3 other States are planning to complete in 2025, and the majority (36) are planning to complete after 2025.

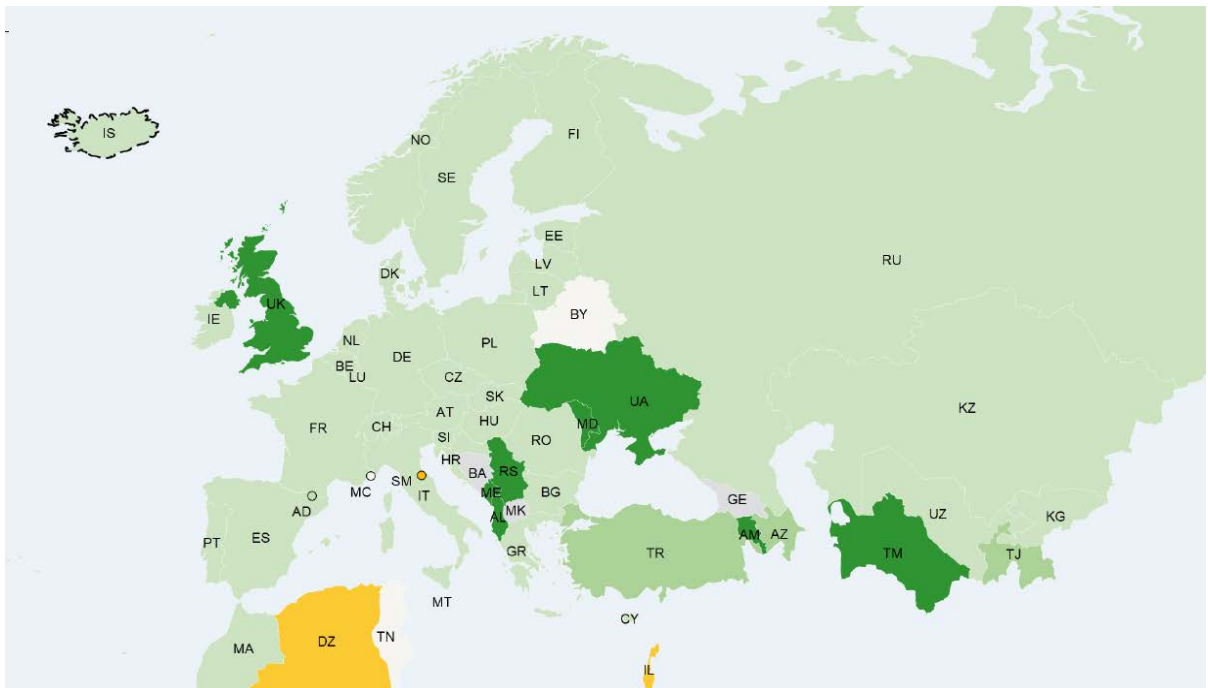
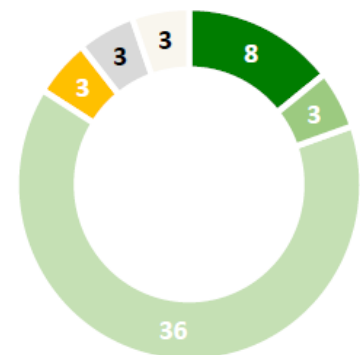
In 2023 many EASA States have reported on the completion of the action as reflected in the EUR RASP 2023 Implementation Report. The difference between the results demonstrated in the current report and the one developed in 2023 is explained by the variation in the interpretation by States of the EUR RASP action and the corresponding EPAS MST action.

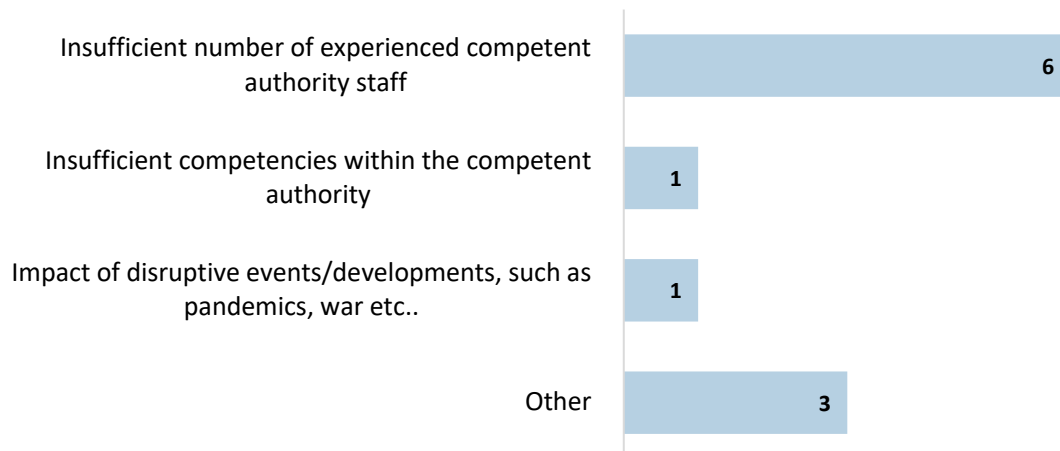
C2.51. SPT (1)

Note (*): Responses from **CH** and **IS** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

The description of the task mentions particularly group operations, and it could be misunderstood by States who might believe that the task does not apply to all other governance structures. The task needs to be clarified.

It is recommended to keep it in the RASG EUR 2026-2028 with a re-worded description.

Part C – Flight operations - aeroplanes

C2.52.SPT

[SPT.0049](#)

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0049 "Oversight capabilities/focus area: flight time specification schemes"?

Implementation Summary (end 2024)

Only 8 States have completed the task, 4 are planning to complete in 2025 and 35 planning to complete after 2025.

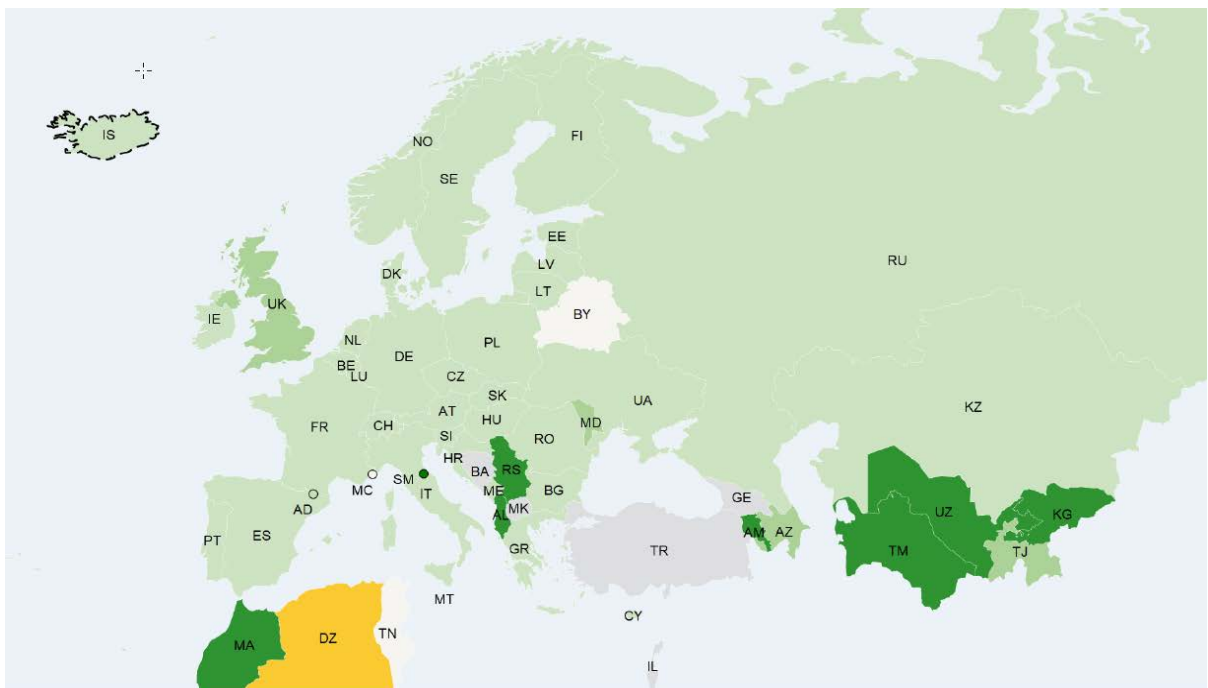
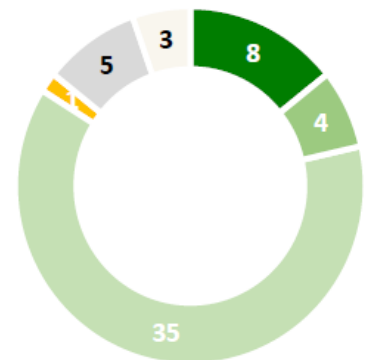
In 2023 many EASA States have reported on the completion of the action as reflected in the EUR RASP 2023 Implementation Report. The difference between the results demonstrated in the current report and the one developed in 2023 is explained by the variation in the interpretation by States of the EUR RASP action and the corresponding EPAS MST action.

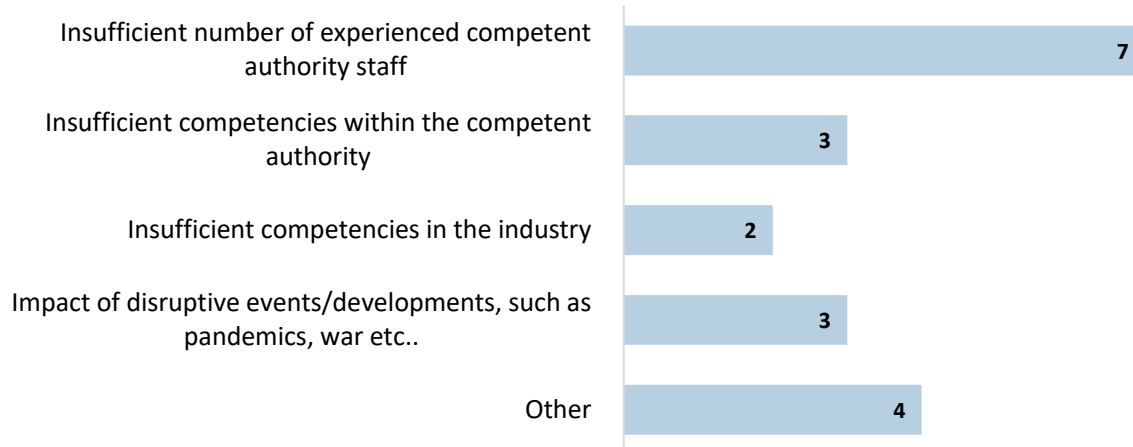
C2.52. SPT (1)

Note (*): Responses from **CH** and **IS** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

The action require improvement, it should clearly refer to inspector competencies to oversee the fatigue risk management systems.

It is recommended to review the action and include in EUR RASP 2026-2026.

Part C – Flight operations - aeroplanes

C2.53.SPT

[SPT.0088](#)

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0088 “Improving the safety of parachuting operations (GA-Aerial work)”?

Implementation Summary (end 2024)

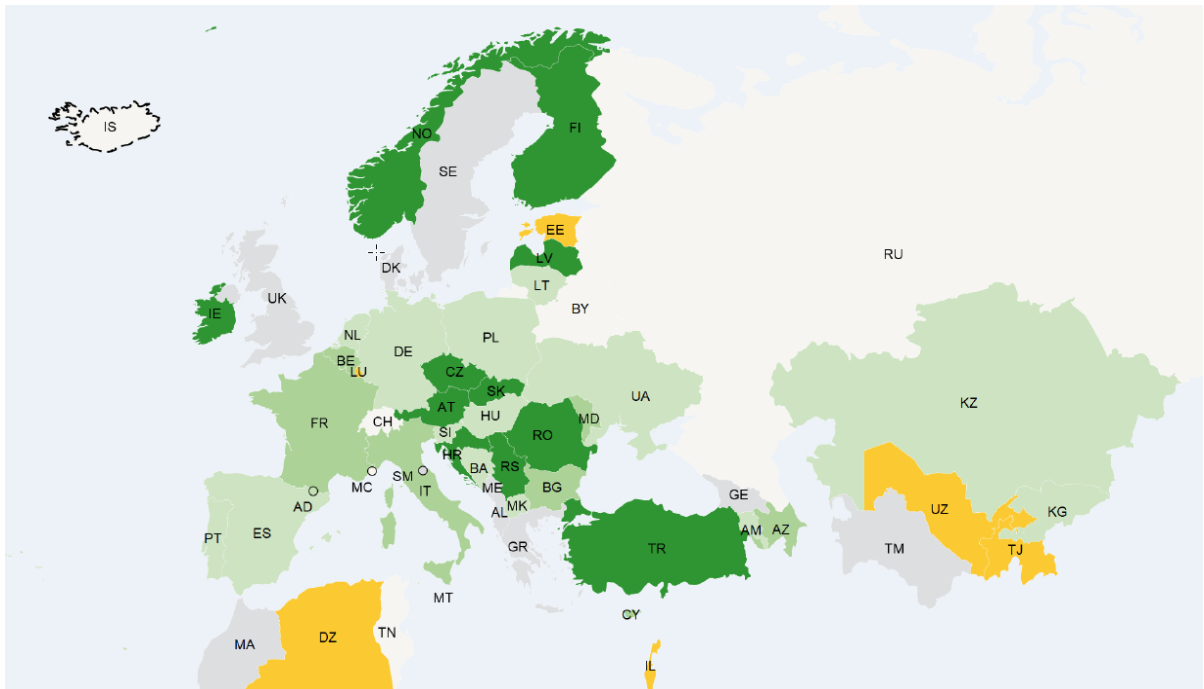
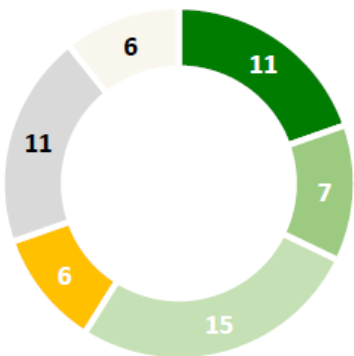
Task completed by 11 States, 7 are planning to complete in 2025 and 15 planning to complete after 2025. The States that either have completed or planning to complete represent less than 80% of all EUR/NAT States. 11 States stated no activity and 6 de-prioritized the task.

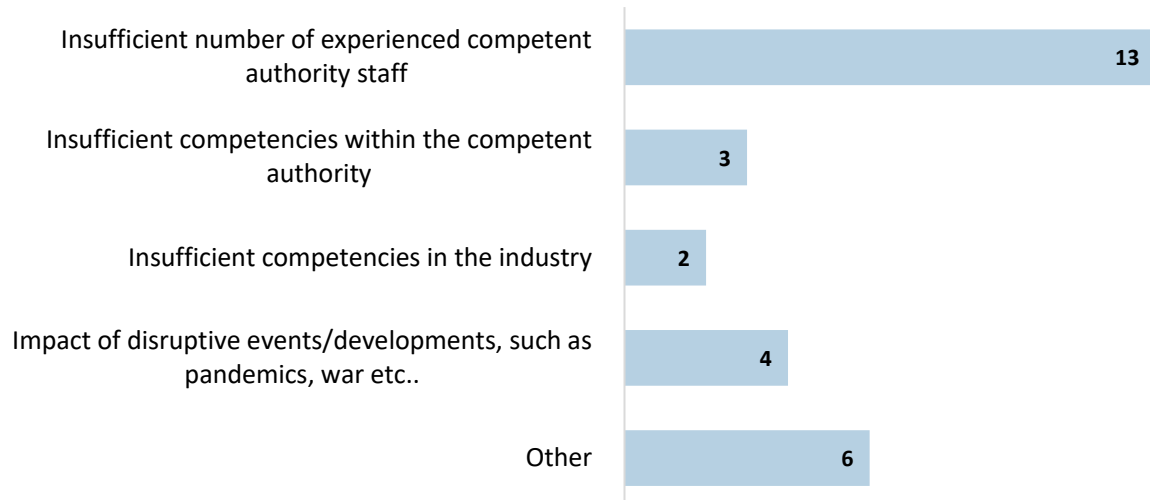
C2.53. SPT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

It is recommended to keep it in the RASG EUR 2026-2028 and consider transferring to General Aviation section.

Part D - Flight operations – Rotorcraft

D1.54.RMT [RMT.0050](#) Have you amended your aviation regulations as guided by the RMT.0050 “Single-engine helicopter operations”?

Implementation Summary (end 2024)

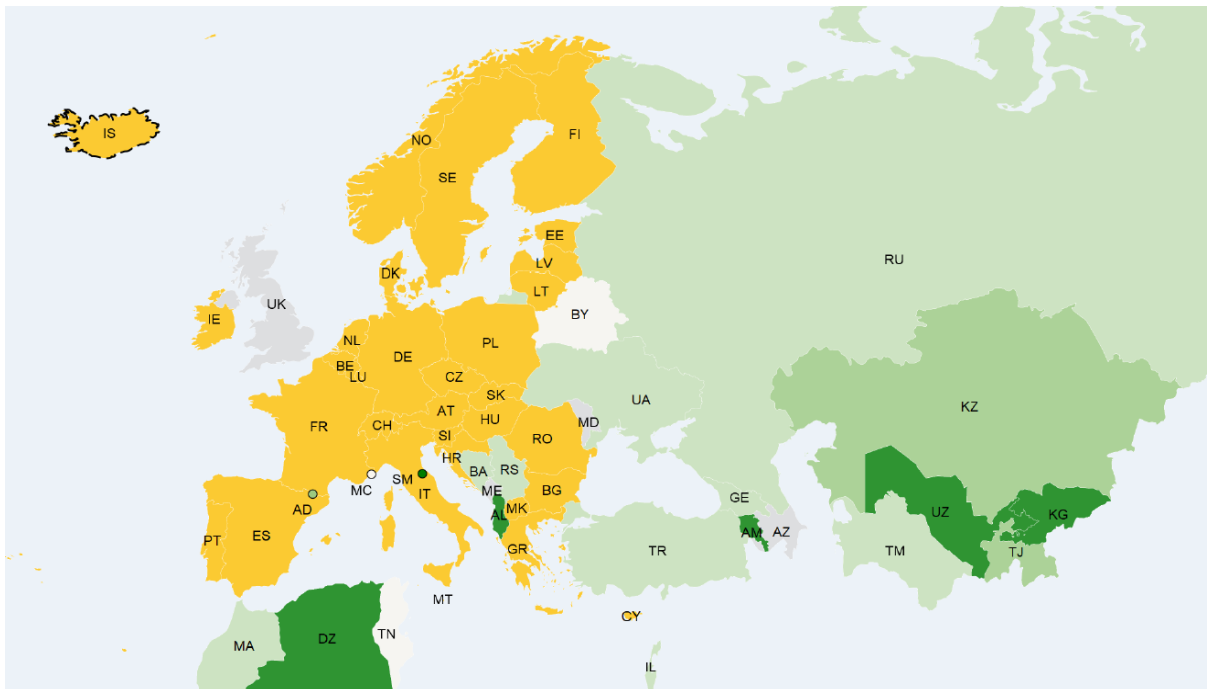
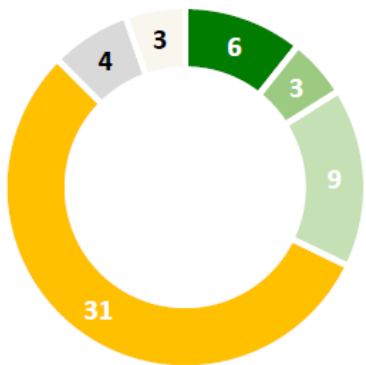
Majority of all States have either completed or plan to complete the implementation of this action in 2025, or have either deprioritized or determined that there is no activity required to implement this action.

D1.54. RMT (1)

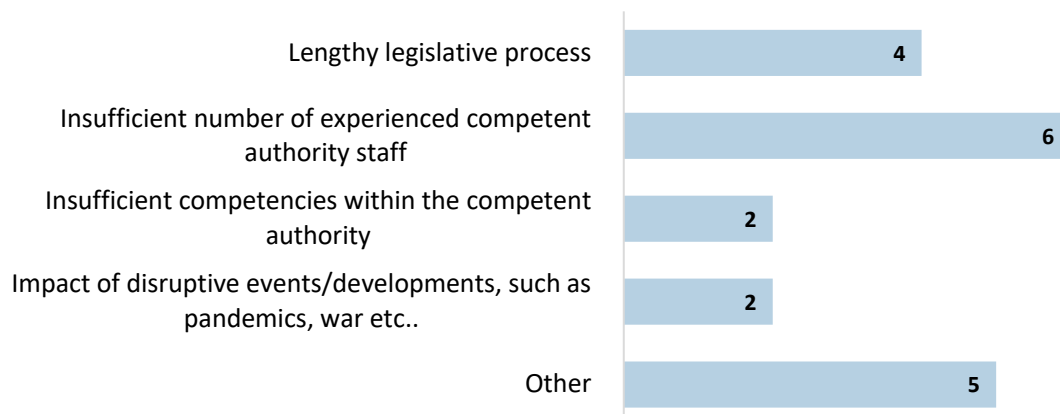
Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



D1.54. RMT (3)



Conclusion

Progress reported by the States Is not satisfactory.

Feedback received by the States might indicate that this action **should not be considered** anymore a priority for the Region and, hence, **should not be included into EUR RASP 2026-2028**.

Part D - Flight operations – Rotorcraft

D1.55.RMT	RMT.0051	Have you amended your aviation regulations as guided by the RMT.0051 “ <i>Helicopter emergency medical services’ performance and public interest sites</i> ”?
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Implementation Summary (end 2024)

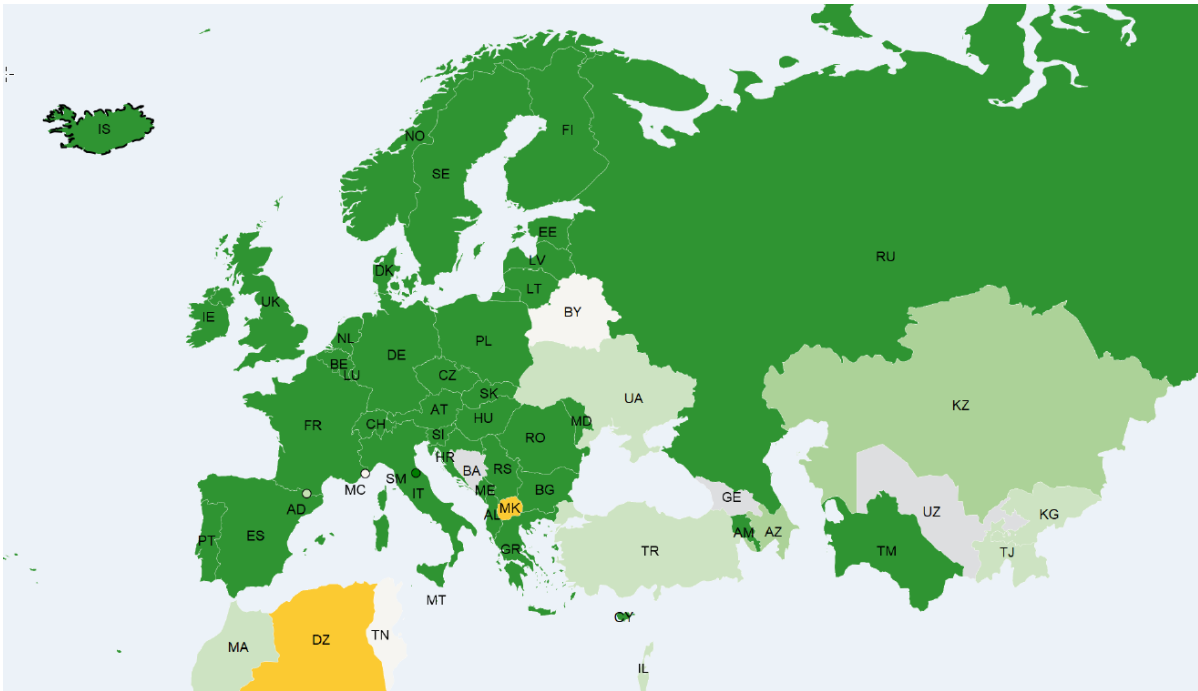
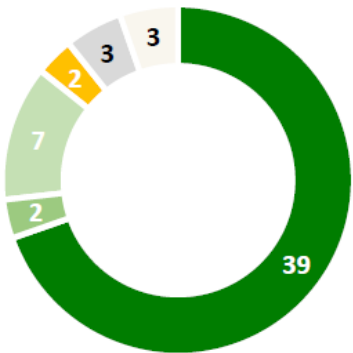
Most of States have completed the implementation of this action or plan to complete it in 2025.

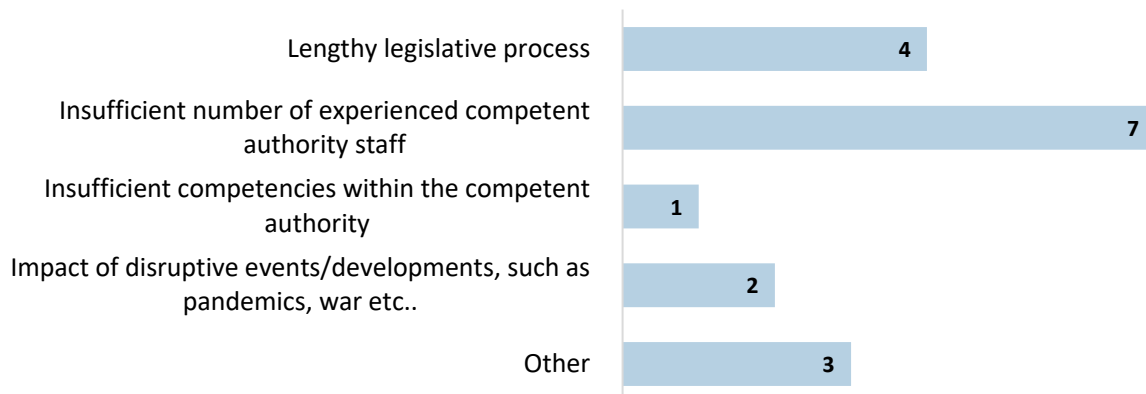
D1.55. RMT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory**.

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part D - Flight operations – Rotorcraft

Have you amended your aviation regulations as guided by the RMT.0052 “Controlled flight into terrain (CFIT) prevention with helicopter terrain avoidance warning systems (HTAWS)”?

Implementation Summary (end 2024)

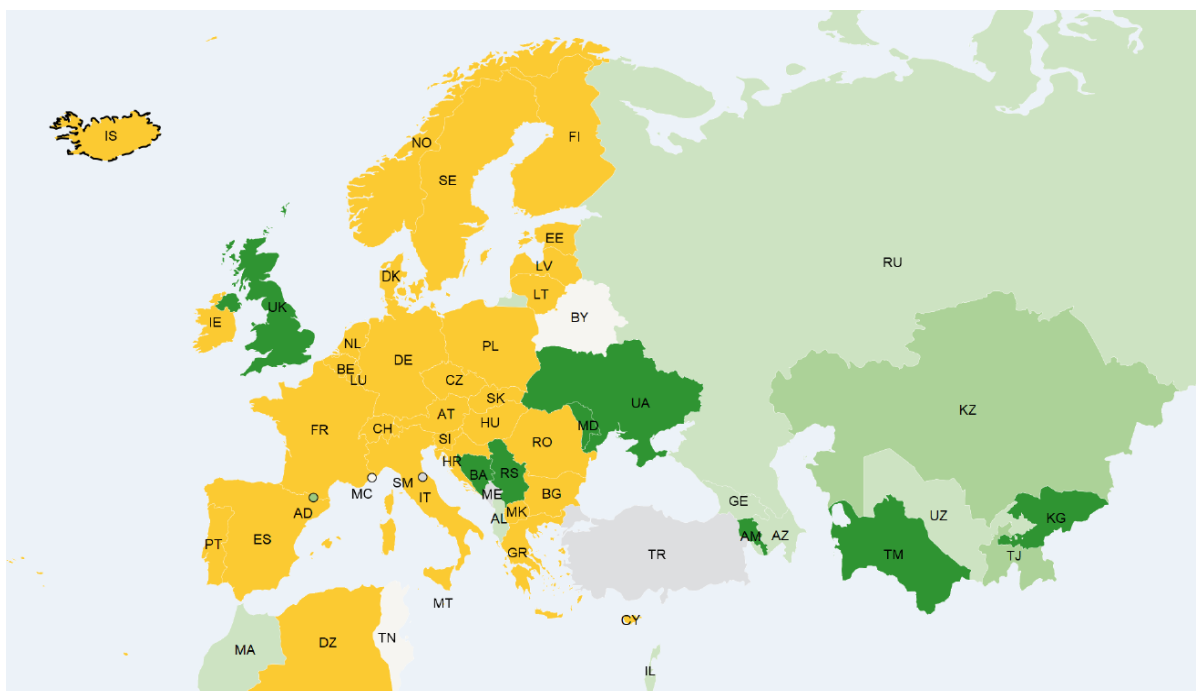
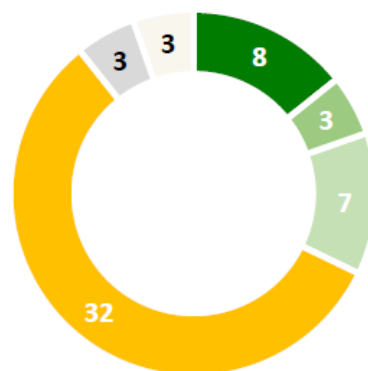
Most of States have either completed or plan to complete the implementation of this action in 2025, or have either deprioritized or determined that there is no activity required to implement this action.

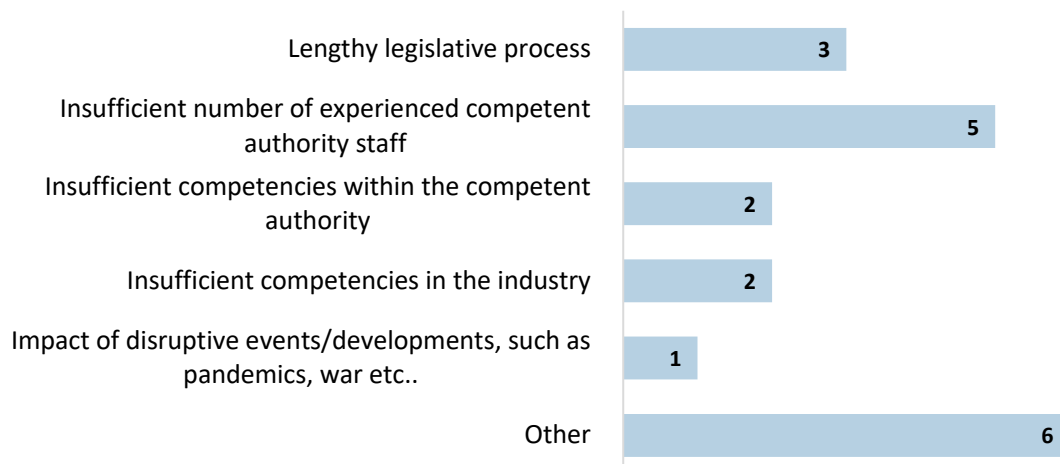
D1.56. RMT (1)

Note ()*

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States Is not satisfactory.

Feedback received by the States might indicate that this action **should not be considered** anymore a priority for the Region and, hence, **should not be included into EUR RASP 2026-2028**.

Part D - Flight operations – Rotorcraft

D1.57.RMT	RMT.0053	Have you amended your aviation regulations as guided by the RMT.0053 “Rotorcraft Flight Crew Operating Manuals (FCOMs)”?
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Implementation Summary (end 2024)

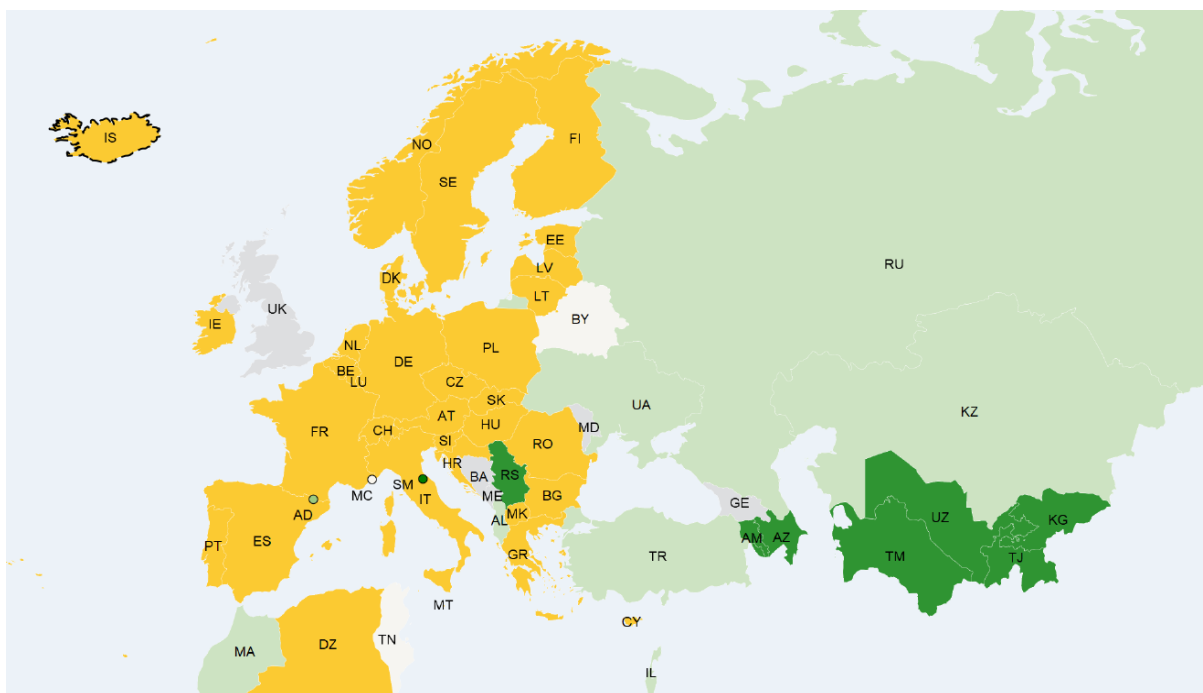
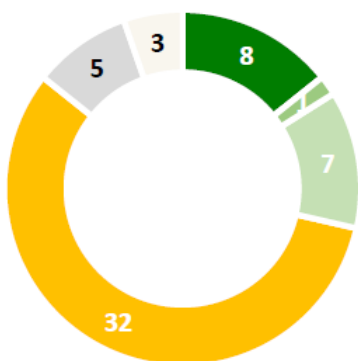
Most of States have either completed or plan to complete the implementation of this action in 2025, or have either deprioritized or determined that there is no activity required to implement this action.

D1.57. RMT (1)

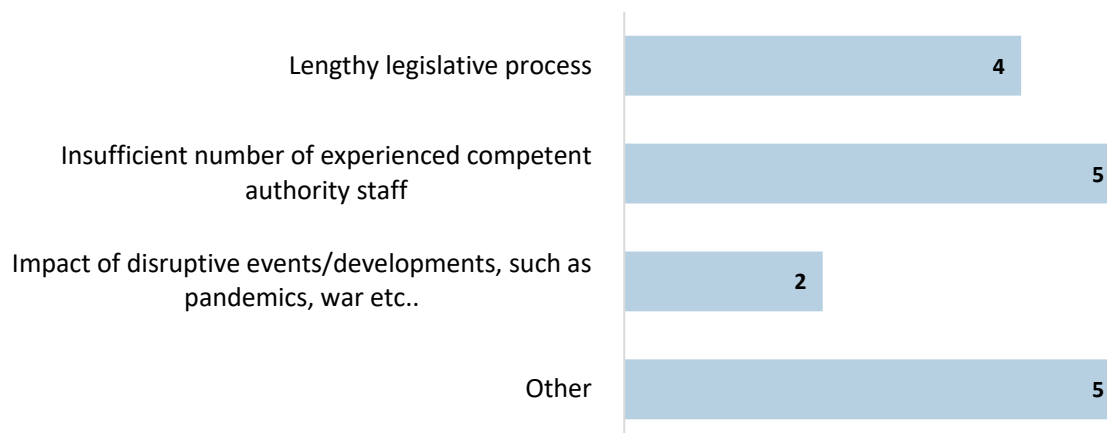
Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



D1.57. RMT (3)



Conclusion

Progress reported by the States Is not satisfactory.

Feedback received by the States might indicate that this action **should not be considered** anymore a priority for the Region and, hence, **should not be included into EUR RASP 2026-2028**.

Part D - Flight operations – Rotorcraft

D2.58.SPT	SPT.0057	Have you promulgated to industry guidance material or executed safety promotion campaign as guided by SPT.0057 <i>“Helicopter safety events”</i> ?
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D2.58.SPT	SPT.0057	Have you promulgated to industry guidance material or executed safety promotion campaign as guided by SPT.0057 <i>“Helicopter safety events”</i> ?
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Implementation Summary (end 2024)

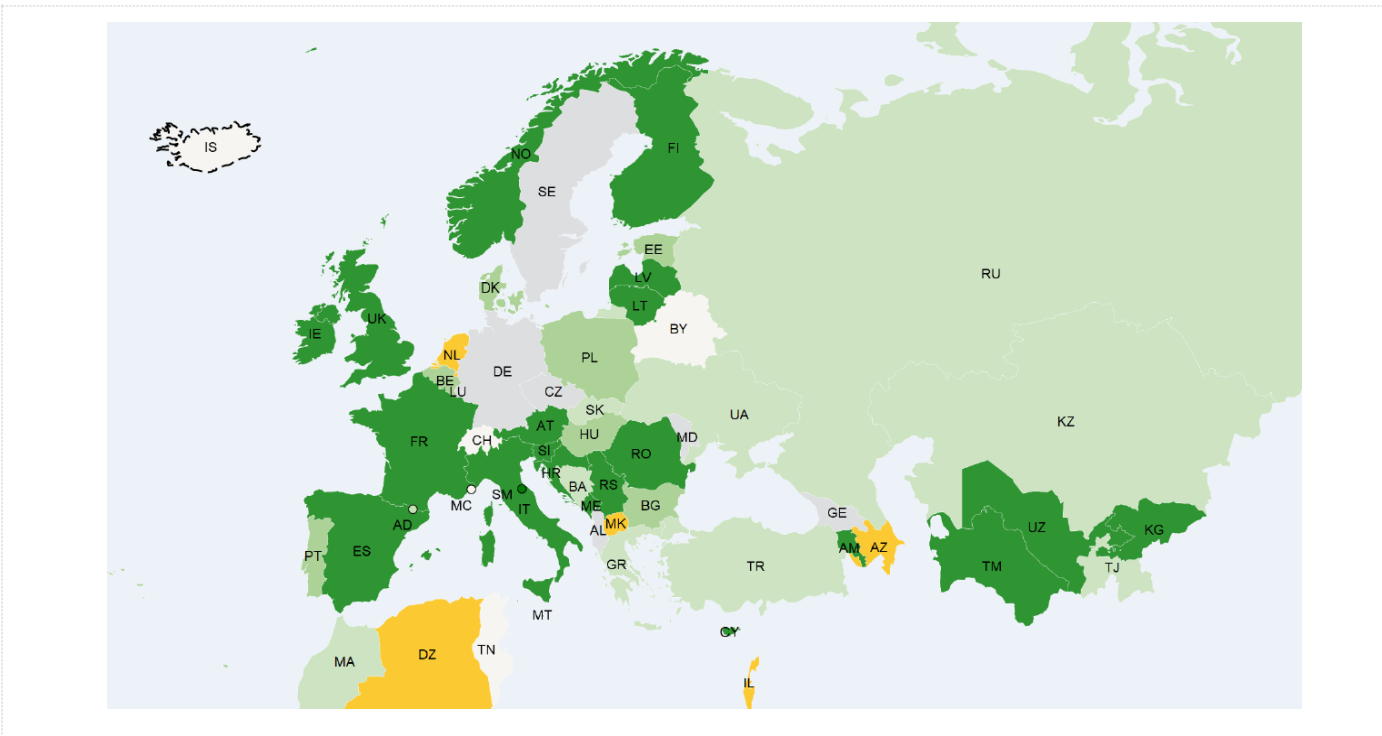
Most of States have either completed or plan to complete the implementation of this action in 2025 or have either deprioritized or determined that there is no activity required to implement this action.

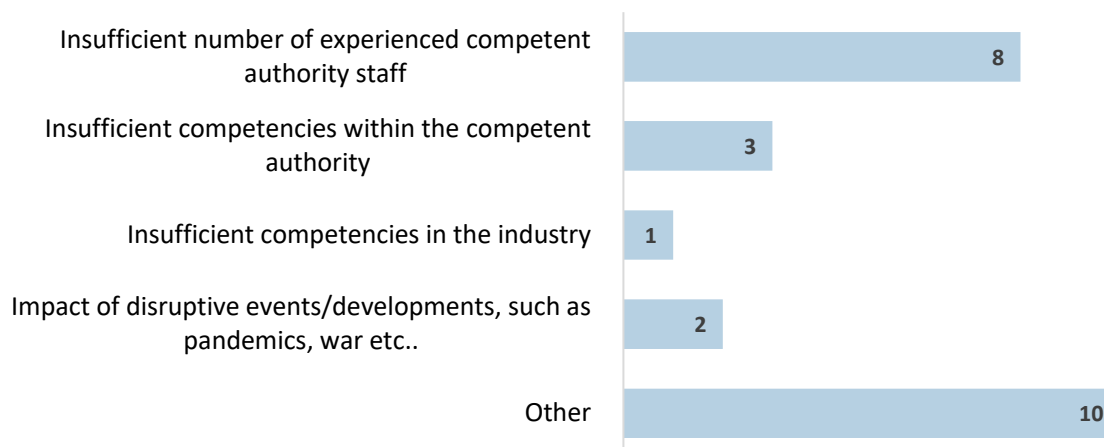
D2.58. RMT (1)

Note (*)

Legend

- Completed
Planned for 2025
Planned after 2025
N/A - Deprioritized
N/A - No activity
No Answer
- 
- | Status | Count |
|---------------------|-------|
| Completed | 22 |
| Planned for 2025 | 10 |
| Planned after 2025 | 7 |
| N/A - Deprioritized | 5 |
| N/A - No activity | 10 |
| No Answer | 6 |





Conclusion

Progress reported by the States **is considered satisfactory.**

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part E - Flight operations – General Aviation/leisure flying

E2.59.SPT [SPT.0058](#) Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0058 “Operational rules for sailplanes and balloons”?

Implementation Summary (end 2024)

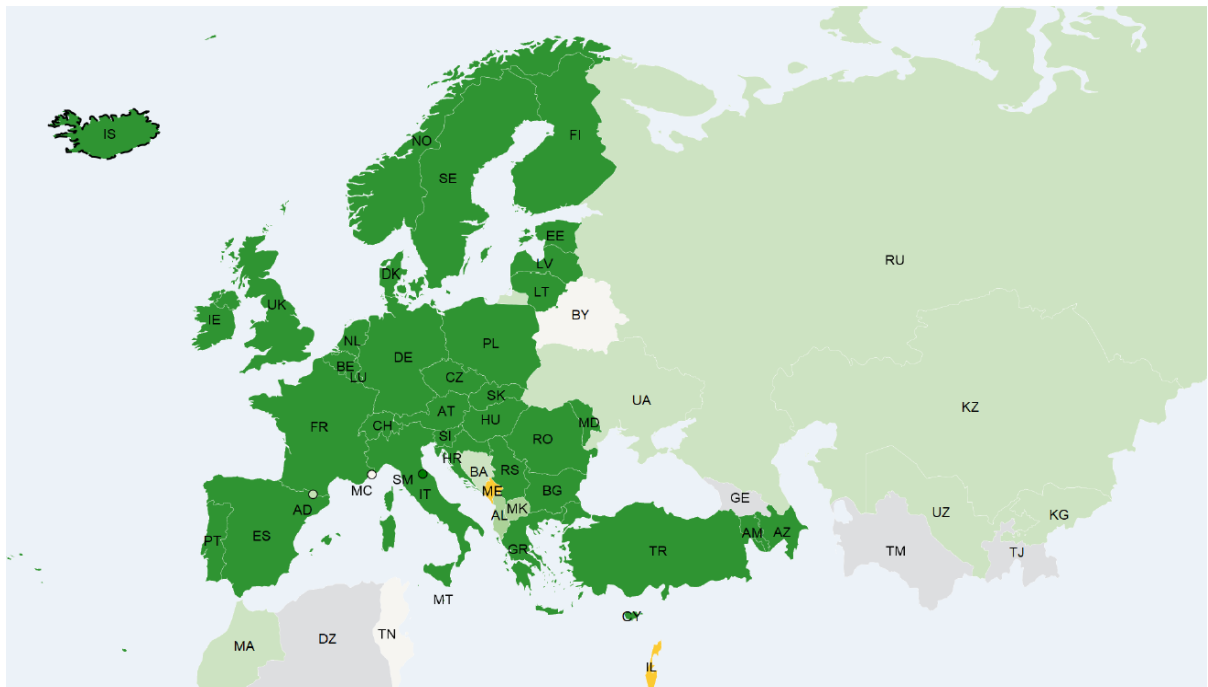
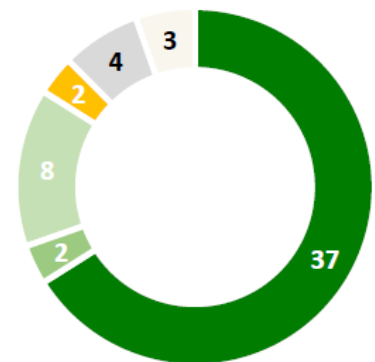
The number of states which have completed the action is 37 and 2 states are planning in 2025. Implementation was reported to be in progress for numerous States in the region.

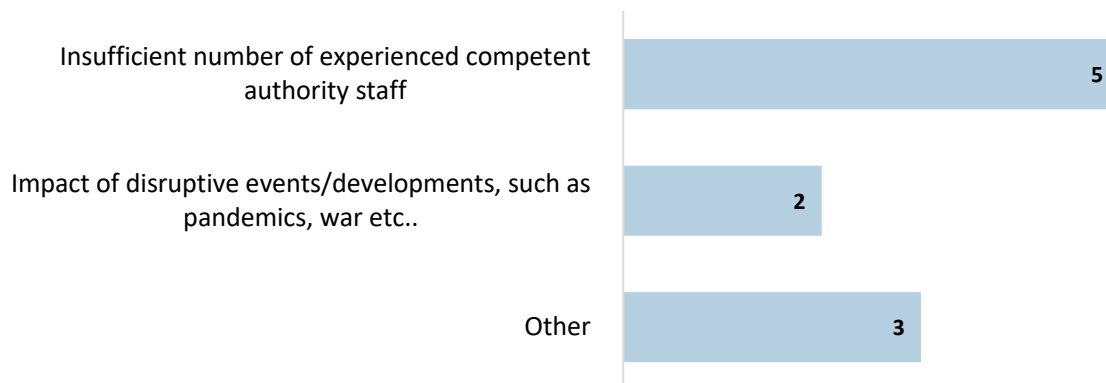
E2.59. SPT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is not considered satisfactory.**

The action requires further clarification and priority assessment before inclusion into EUR RASP 2026-2028.

Part E - Flight operations – General Aviation/leisure flying

E2.60.SPT	SPT.0059	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0059 " <i>Flight instruction</i> "?
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Implementation Summary (*end 2024*)

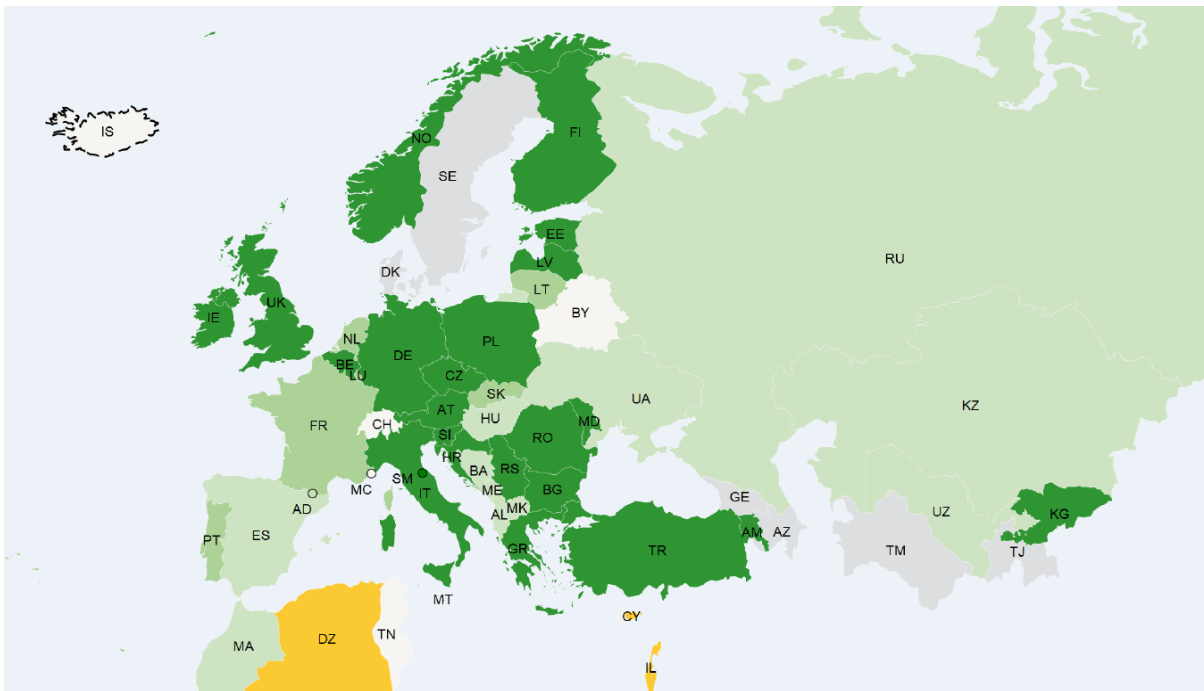
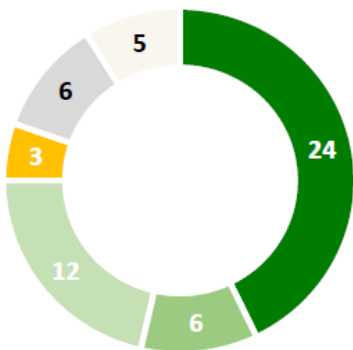
Implementation was reported to be in progress for numerous States in the region.

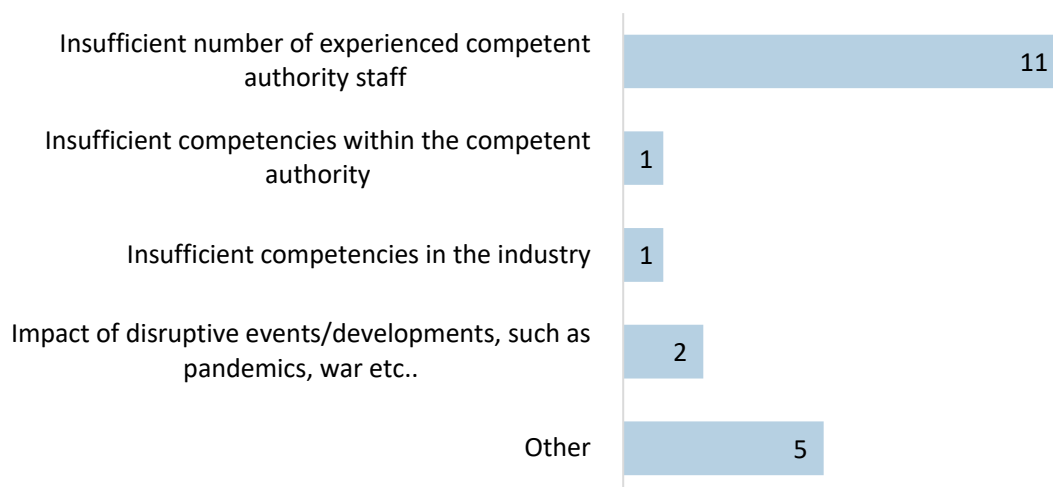
E2.60. SPT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States is not satisfactory

The RESG is encouraged to 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 action requires further clarification and priority assessment before inclusion into EUR RASP 2026-2028

Countries should be encouraged to use the promotion material shared by the member states. Considering the language barrier among the GA/leisure pilot community, the material should be translated into the local language and disseminated.

Part E - Flight operations – General Aviation/leisure flying

E2.61.SPT [SPT.060](#)

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0060 "Promoting safety by improving technology"?

Implementation Summary (end 2024)

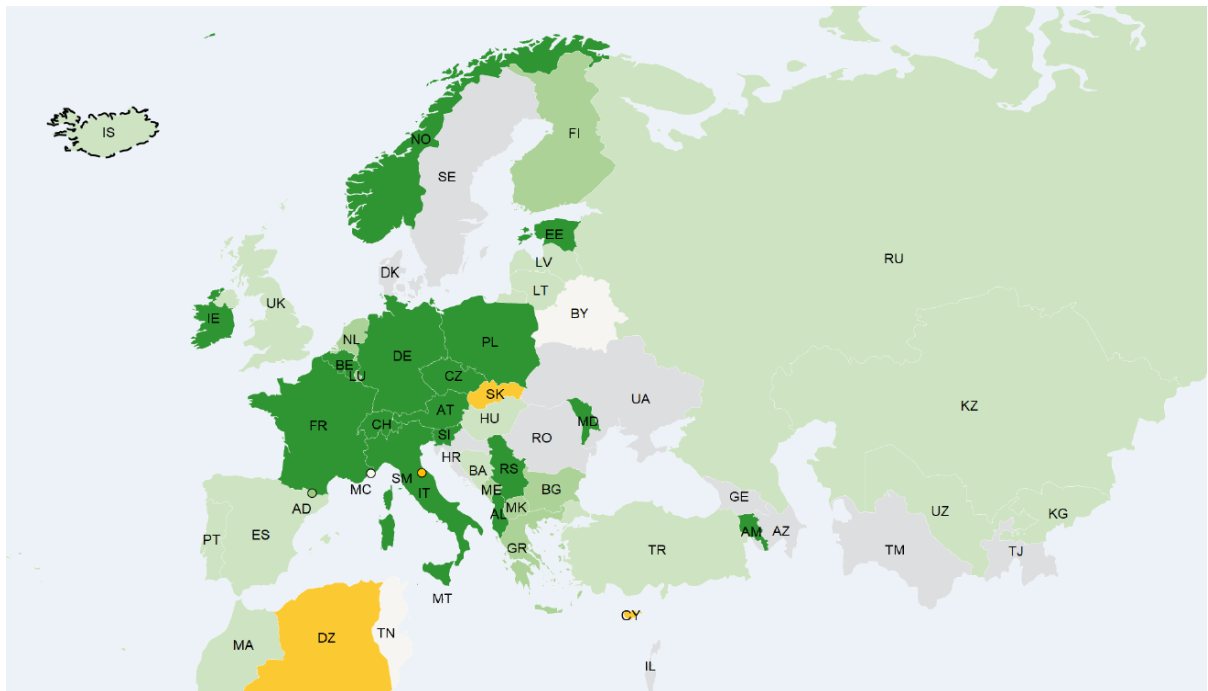
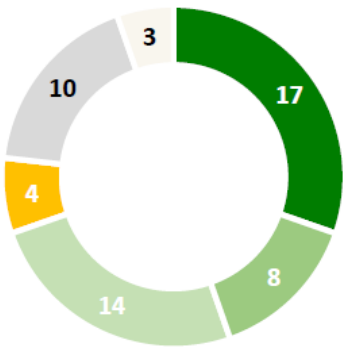
Implementation was reported to be in progress for numerous States in the region.

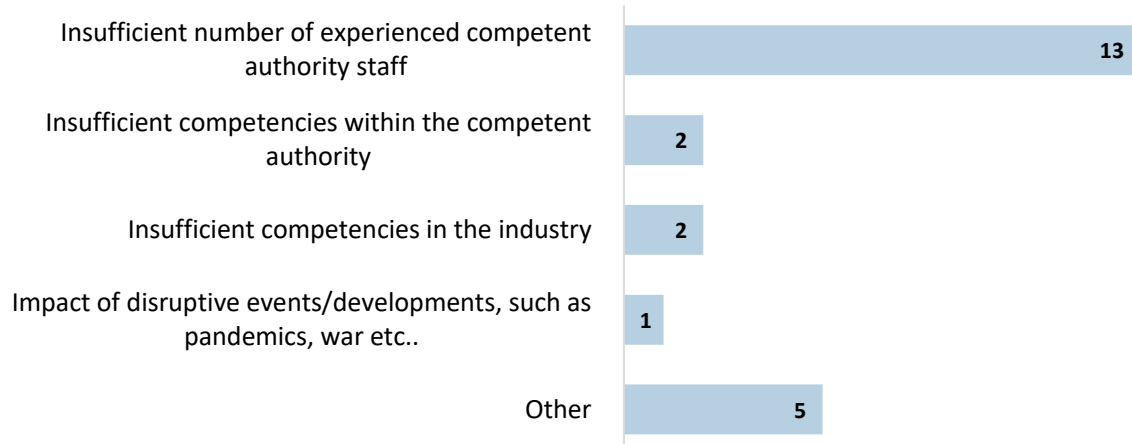
E2.61. SPT (1)

Note (*): Responses from **CH** and **IS** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States is not satisfactory

The RESG is encouraged to 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 action requires further clarification and priority assessment before inclusion into EUR RASP 2026-2028

Countries should be encouraged to use the promotion material shared by EASA. Additional promotion materials can be obtained through Skybrary and social media (YouTube). Considering the language barrier among the GA/leisure pilot community, the material should be translated into the local language and disseminated.

Part E - Flight operations – General Aviation/leisure flying

E2.62.SPT	SPT.0061	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0061 “Improvement in the dissemination of safety messages”?
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Implementation Summary (end 2024)

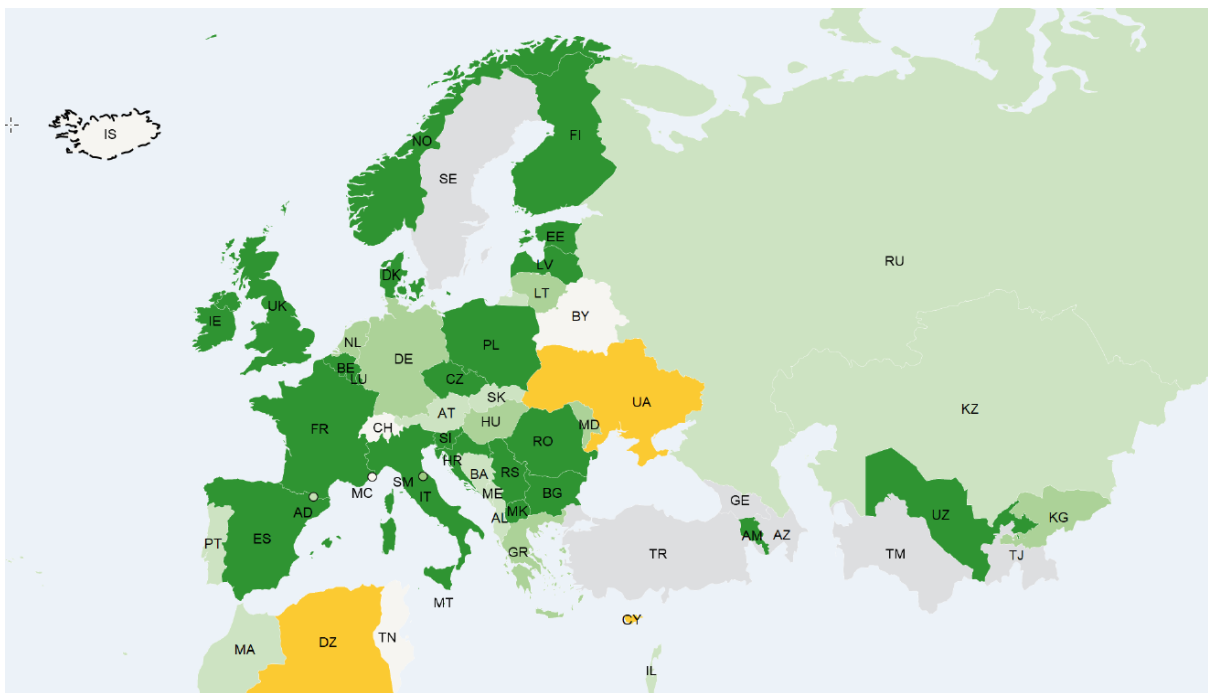
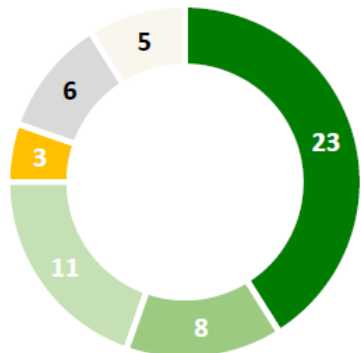
Implementation was reported to be in progress for numerous States in the region.

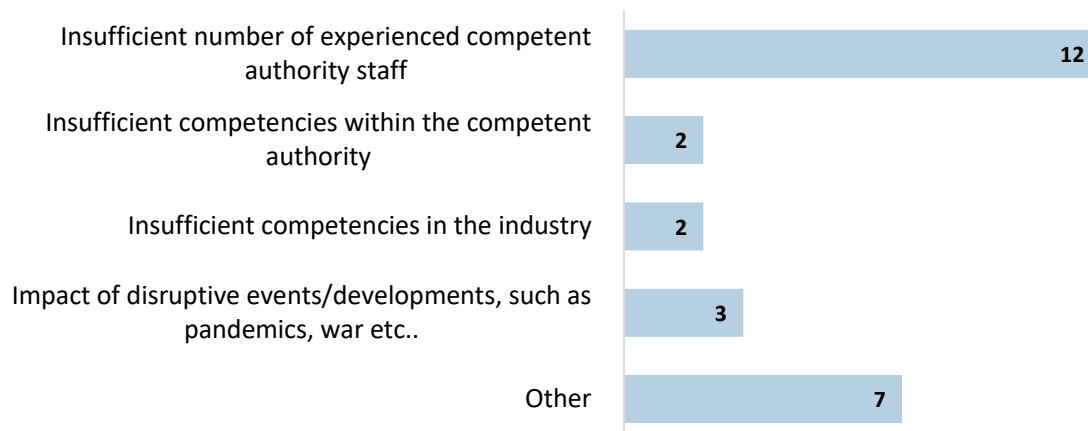
E2.62. SPT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





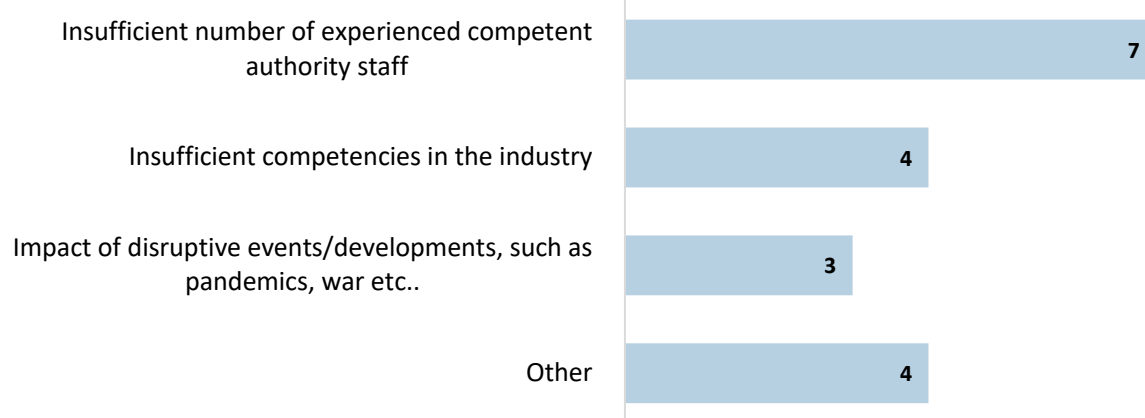
Conclusion

Progress reported by the States is not satisfactory

The RESG is encouraged to 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 action requires further clarification and priority assessment before inclusion into EUR RASP 2026-2028

Countries should be encouraged to use the promotion material shared by other member states.



Conclusion

Progress reported by the States is not satisfactory

States should be encouraged to use the promotion material shared by other States.

The action requires further clarification and priority assessment before inclusion into EUR RASP 2026-2028

Part E - Flight operations – General Aviation/leisure flying

E2.64.SPT	SPT.0063	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0063 " <i>Campaign on staying in control</i> "?
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Implementation Summary (*end 2024*)

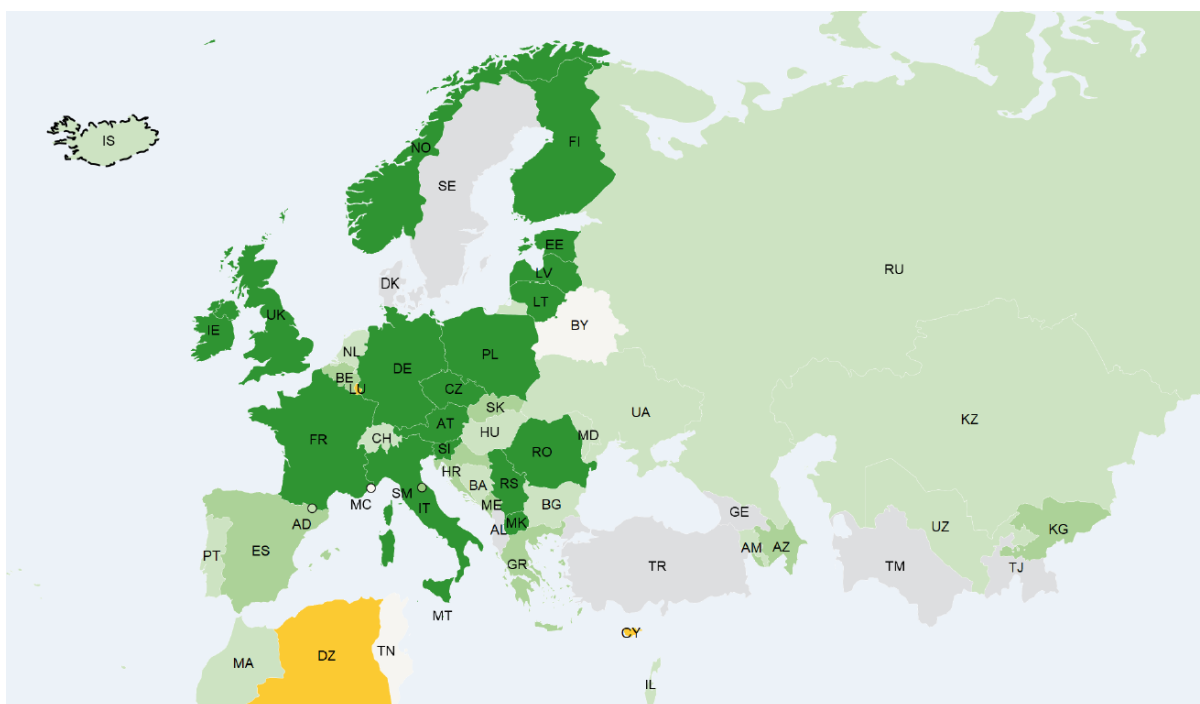
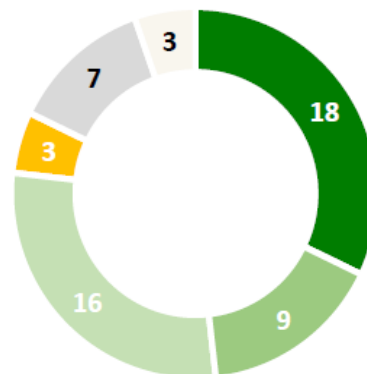
Implementation was reported to be in progress for numerous States in the region.

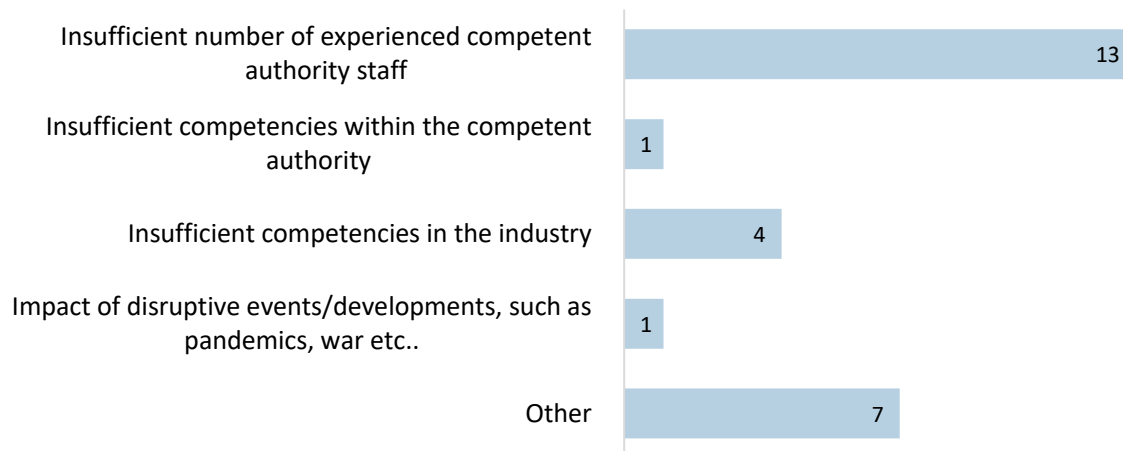
E2.64. SPT (1)

Note (*): Responses from **CH** and **IS** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States is not satisfactory

States should be encouraged to use the promotion material shared by other States and EASA.

The action requires further clarification and priority assessment before inclusion into EUR RASP 2026-2028

Workshops and regular safety promotion meetings should be encouraged.

Part E - Flight operations – General Aviation/leisure flying

E2.65.SPT [SPT.0064](#) Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0064 "*Weather awareness for pilots*"?

Implementation Summary (end 2024)

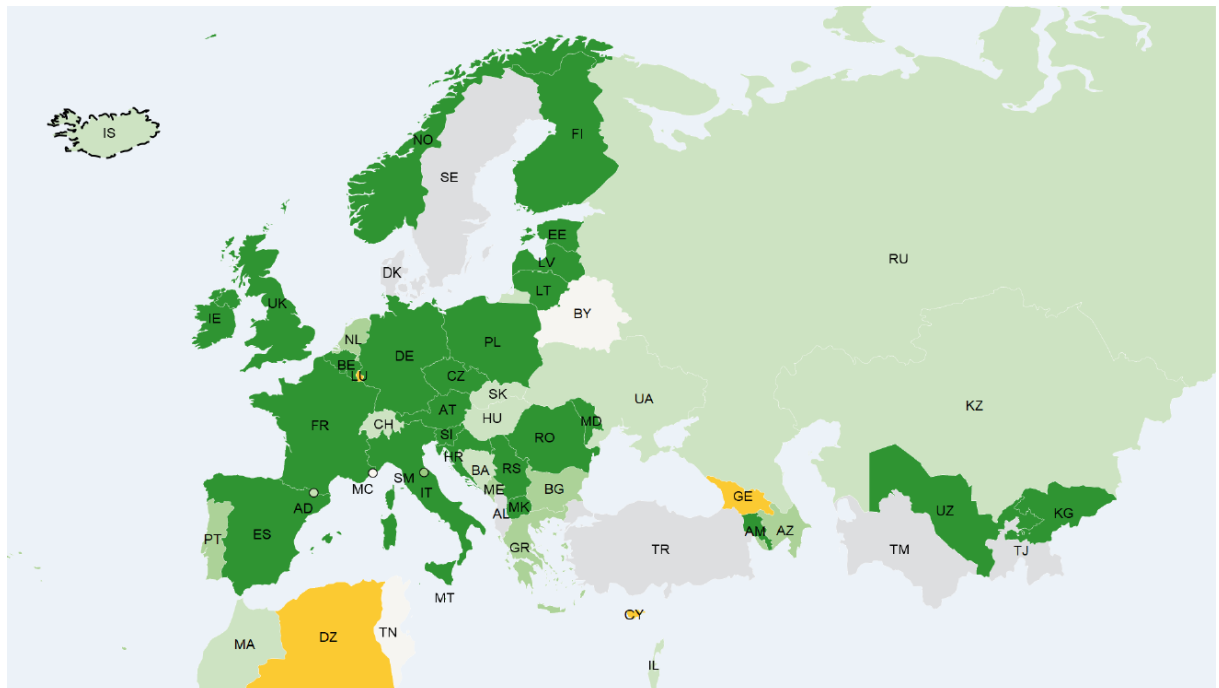
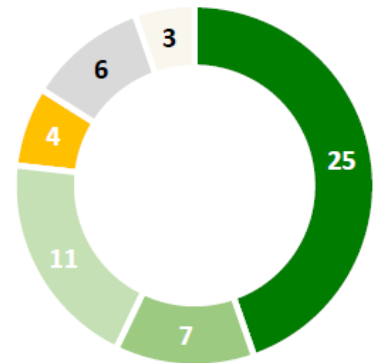
Implementation was reported to be in progress for numerous States in the region.

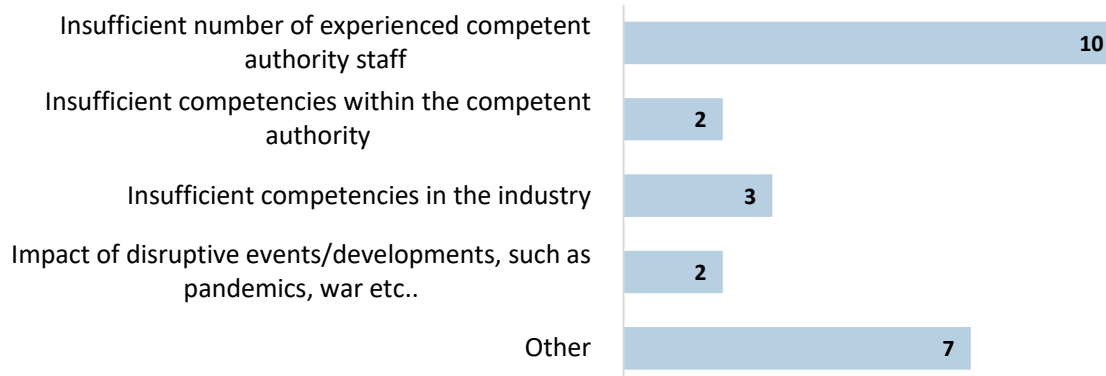
E2.65. SPT (1)

Note (*): Responses from **CH** and **IS** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States is not satisfactory

States should be encouraged to use the promotion material shared by other States and EASA.

The action requires further clarification and priority assessment before inclusion into EUR RASP 2026-2028

Part E - Flight operations – General Aviation/leisure flying

E2.66.SPT	SPT.0065	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0065 "Promote instrument flying for General Aviation pilots/leisure flying"?
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Implementation Summary (end 2024)

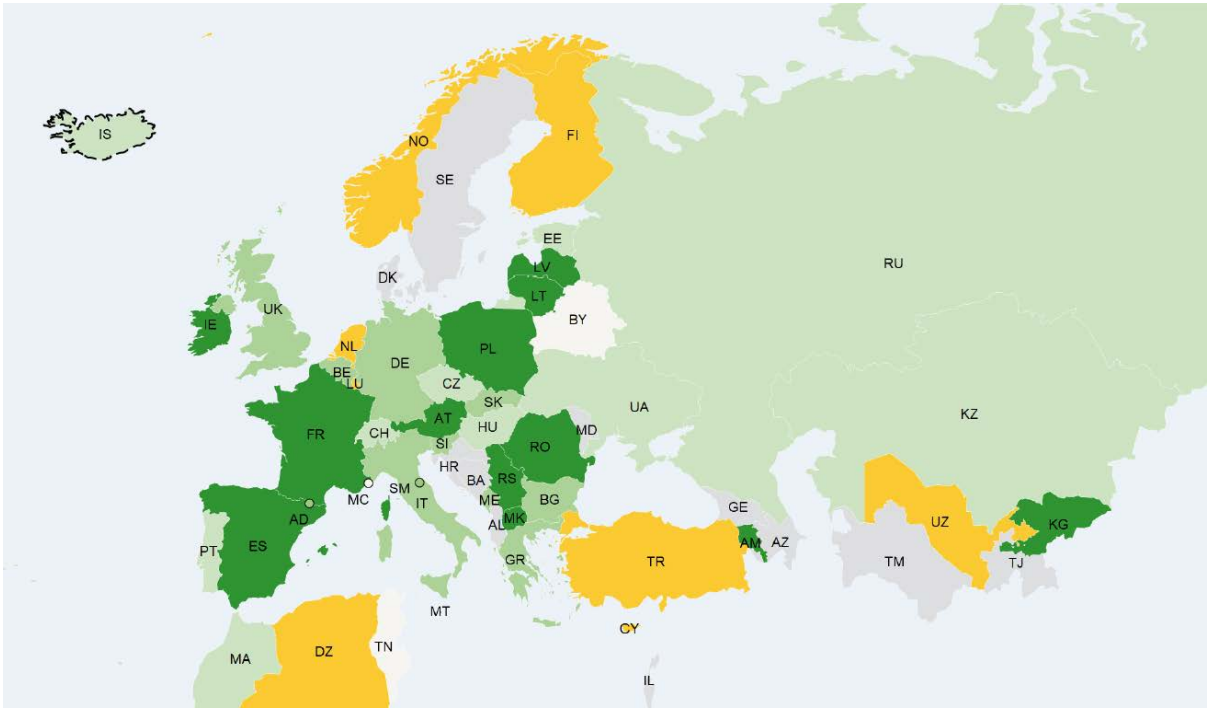
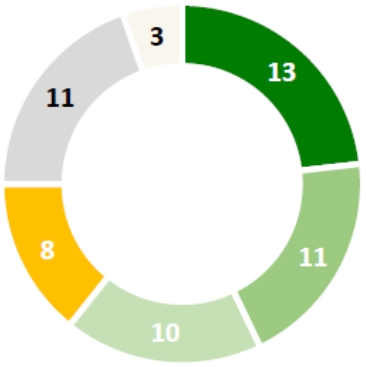
Implementation was reported to be in progress for numerous States in the region.

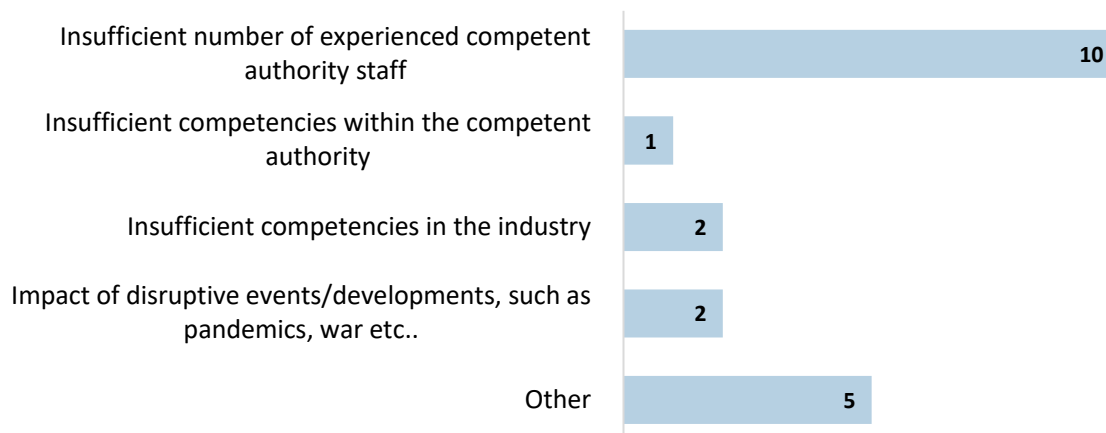
E2.66. SPT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States is not satisfactory

States should be encouraged to use the promotion material shared by other States and EASA.

The action requires further clarification and priority assessment before inclusion into EUR RASP 2026-2028. It can be considered that the SPT should be changed to RMT and the non-EASA member states should be encouraged to implement section FCL.835 of EU 1178/2011

Part E - Flight operations – General Aviation/leisure flying

E2.67.SPT	SPT.0066	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0066 " <i>Fuel management for pilots</i> "?
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Implementation Summary (end 2024)

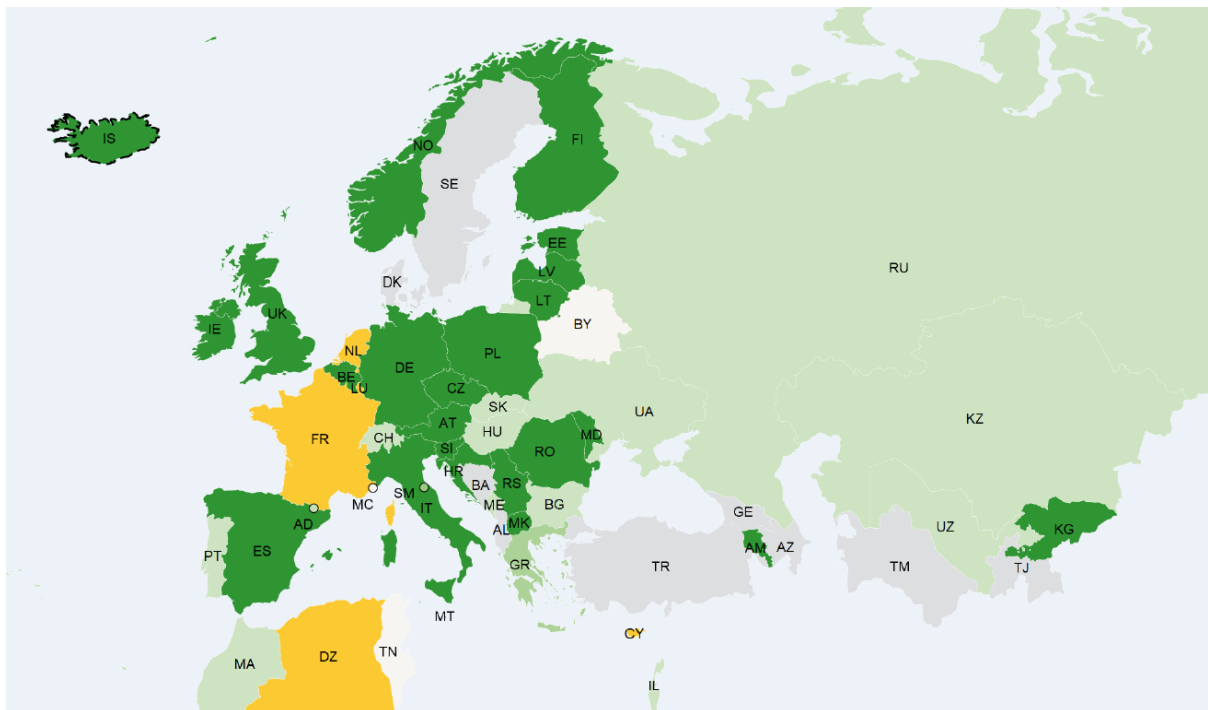
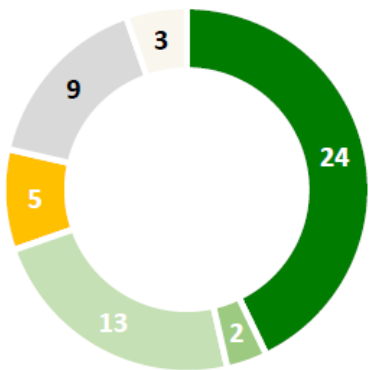
Implementation was reported to be in progress for numerous States in the region.

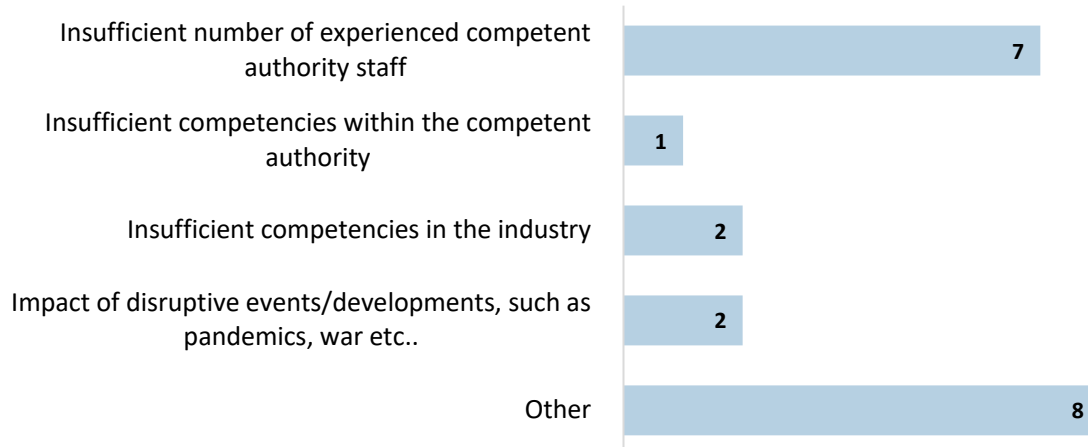
E2.67. SPT (1)

Note (*): Responses from **CH** and **IS** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States is not satisfactory

States should be encouraged to use the promotion material shared by EASA.

The action requires further clarification and priority assessment before inclusion into EUR RASP 2026-2028

Part E - Flight operations – General Aviation/leisure flying

E2.68.SPT	SPT.0093	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0093 " <i>Promote iConspicuity (General Aviation)</i> "?
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Implementation Summary (end 2024)

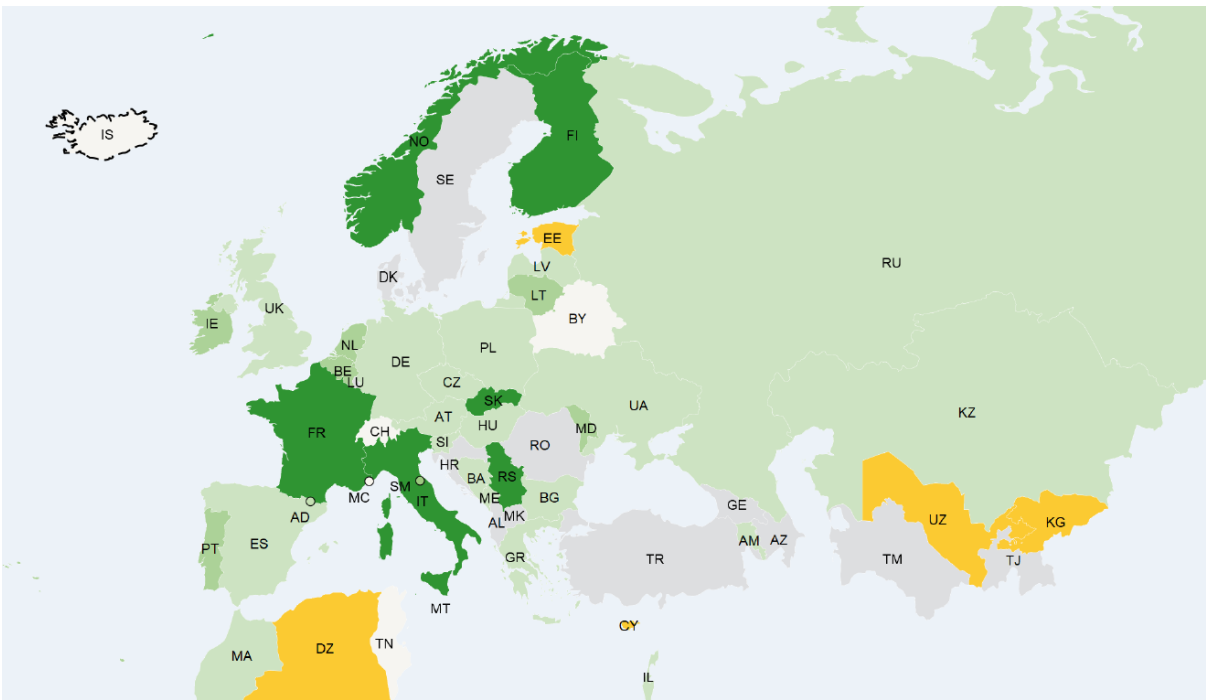
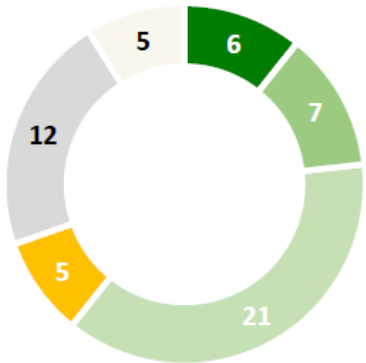
Implementation was reported to be in progress for numerous States in the region.

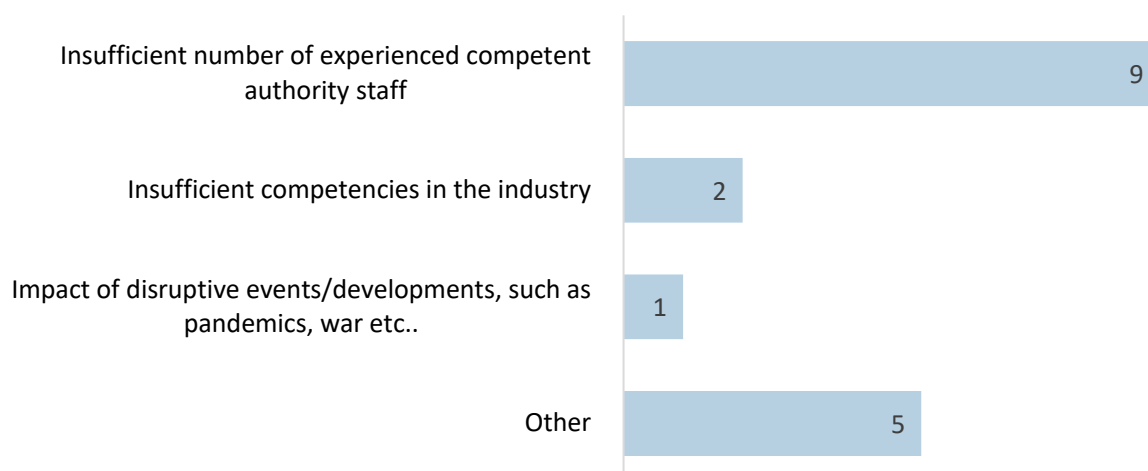
E2.68. SPT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





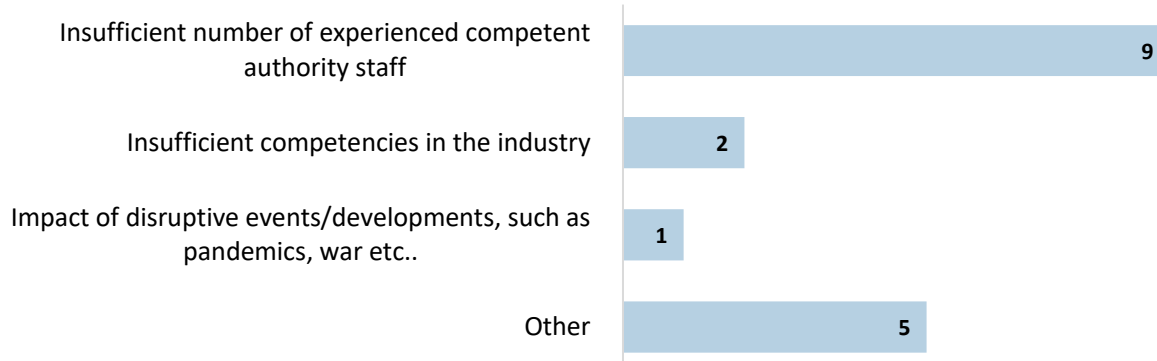
Conclusion

Progress reported by the States is not satisfactory

The RESG is encouraged to 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 raise the awareness of the topic.

The action requires further clarification and priority assessment before inclusion into EUR RASP 2026-2028

States that completed the action should be encouraged to share their experience with other States.



Conclusion

Progress reported by the States is not satisfactory

States should be encouraged to use the promotion material which is already available.

The action requires further clarification and priority assessment before inclusion into EUR RASP 2026-2028

States should be encouraged to refer EPAIRR developed by CANSO and EUROCONTROL version 2.0 (European Action Plan for Airspace Infringement Risk Reduction)

Part F - Maintenance and continuing airworthiness management

F1.70.RMT	RMT.0068	Have you amended your aviation regulations as guided by the RMT.0068 "Functions and responsibilities of maintenance certifying staff and support staff"?
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Implementation Summary (end 2024)

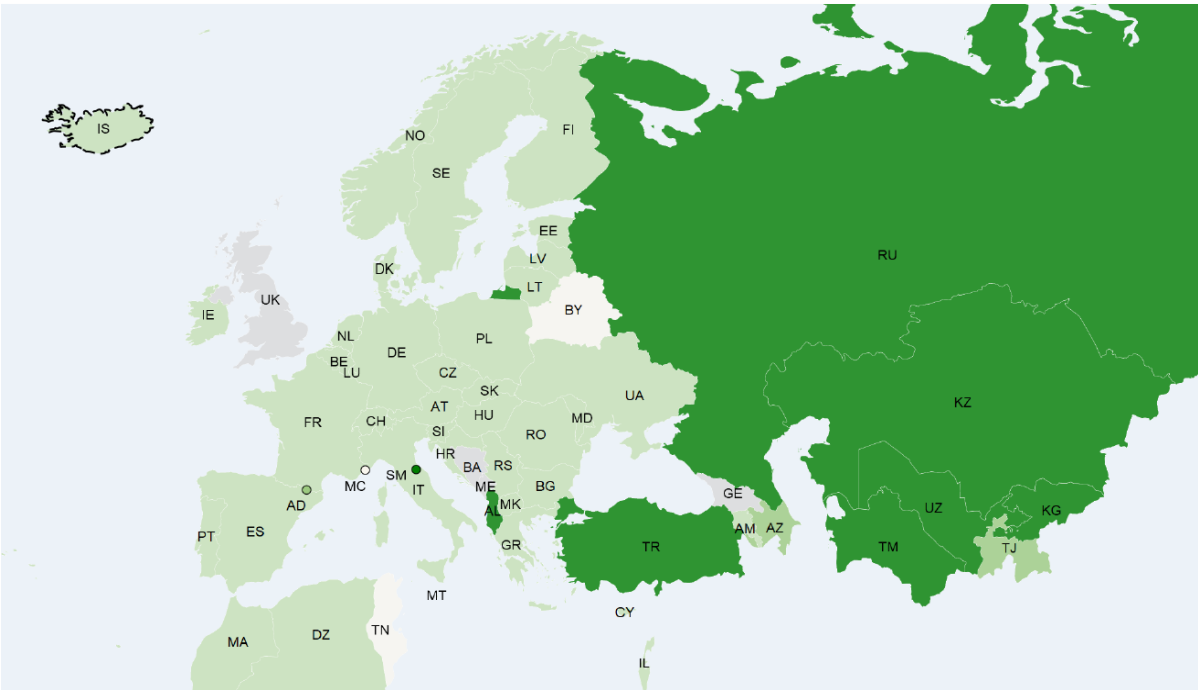
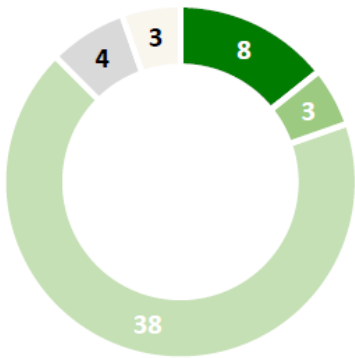
Implementation was reported to be in progress for numerous States in the region.

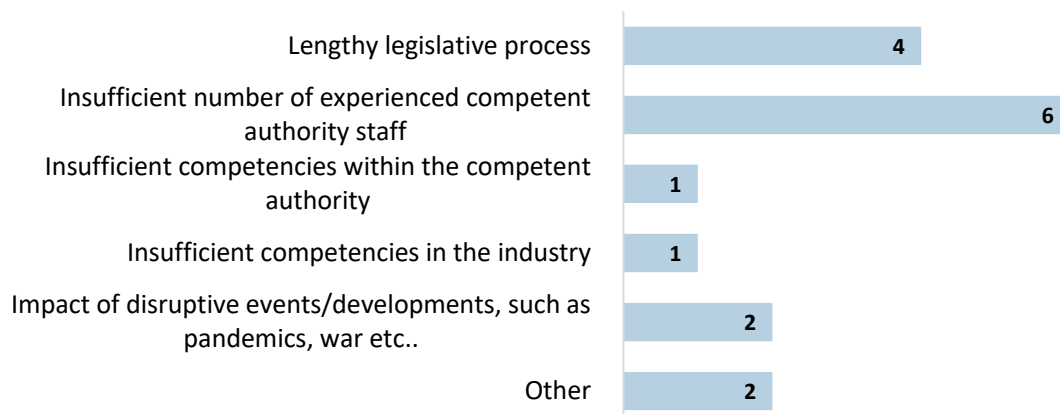
F1.70. RMT (1)

Note (*): Responses from X States were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States is not satisfactory

The action requires further clarification and priority assessment before inclusion into EUR RASP 2026-2028

Part F - Maintenance and continuing airworthiness management

F1.71.RMT	RMT.0069	Have you amended your aviation regulations as guided by the RMT.0069 "Technical records"?
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Implementation Summary (end 2024)

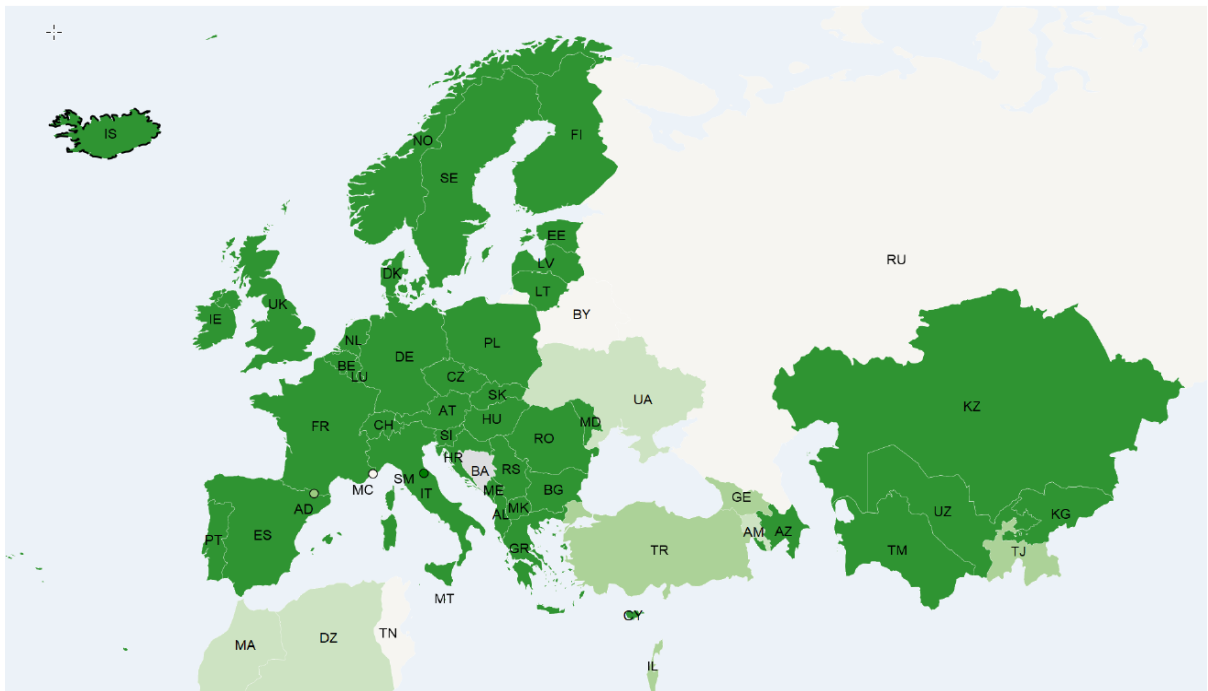
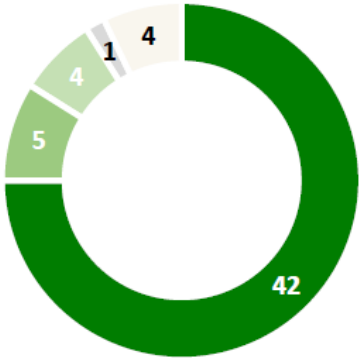
As of 2024, several countries have made notable progress in aligning their aviation regulations with RMT.0069 on "Technical Records."

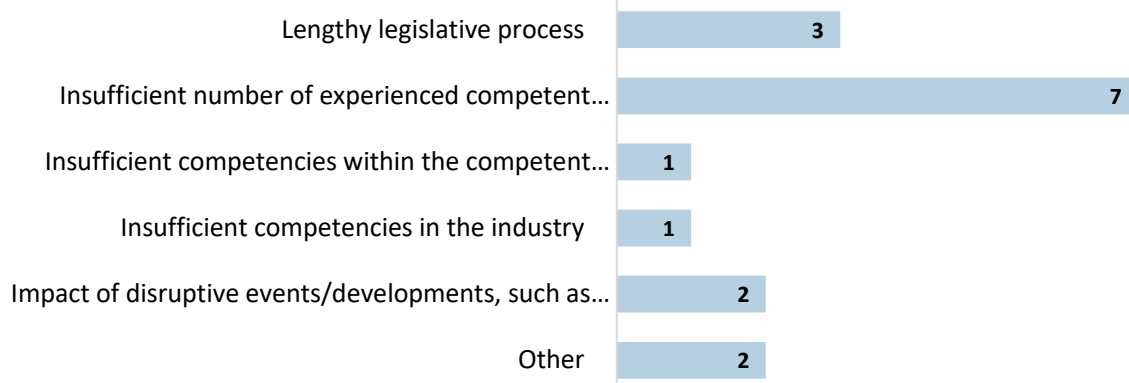
F1.71. RMT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



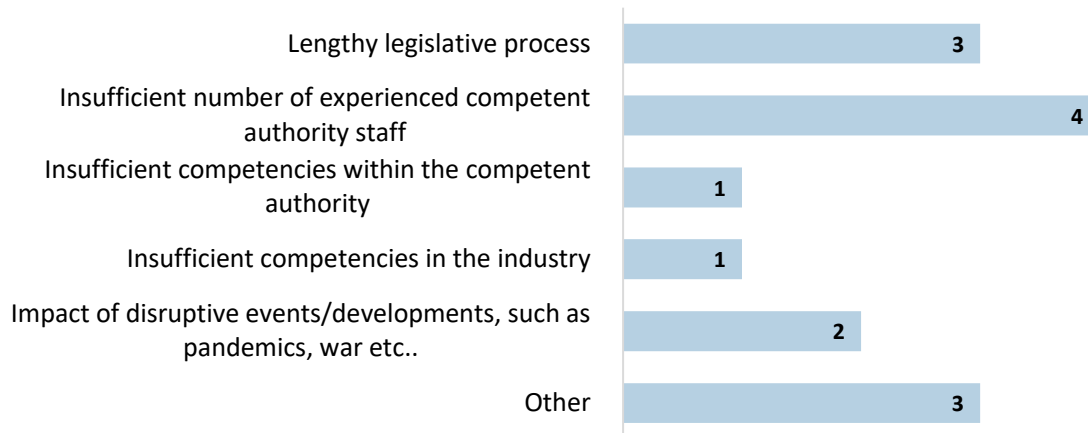


Conclusion

Progress reported by the States **is considered satisfactory**.

The safety action might be considered completed for the region and would not be included in EUR RASP 2026-2028.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.



Conclusion

Progress reported by the States **is considered satisfactory**.

The safety action might be considered completed for the region and would not be included in EUR RASP 2026-2028.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part F - Maintenance and continuing airworthiness management

F2.73.SPT

[SPT.0071](#)

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0071 "Develop new Safety Promotion material on high profile maintenance safety issues"?

Implementation Summary (end 2024)

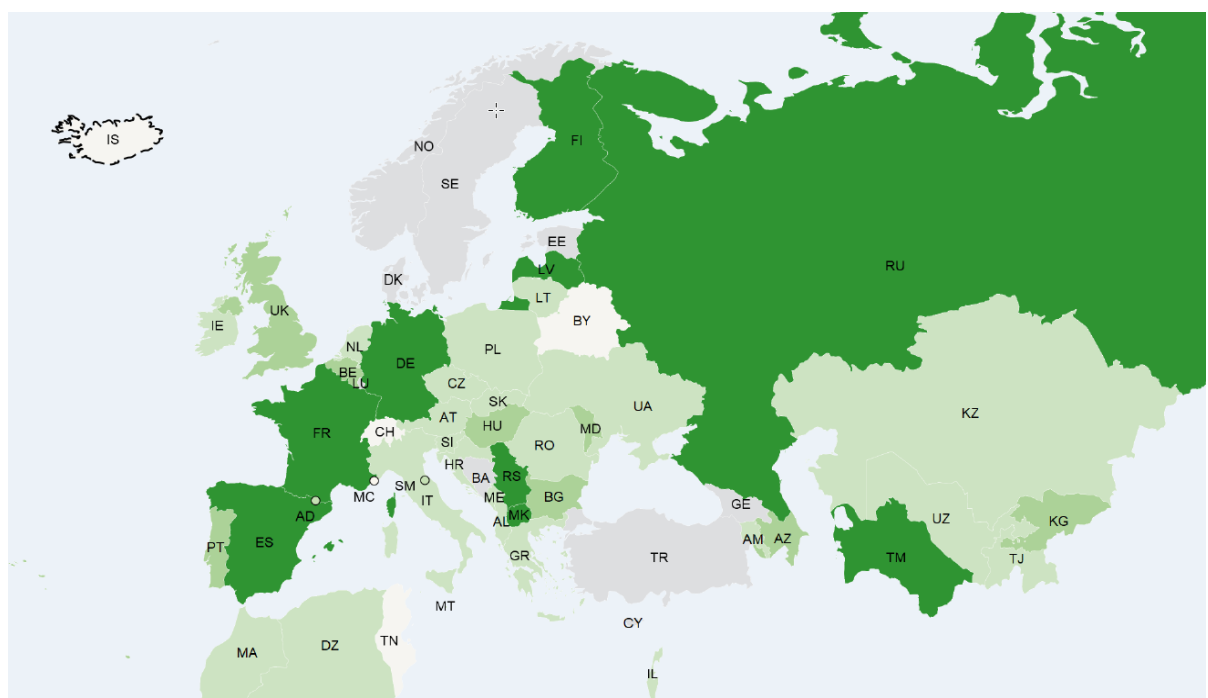
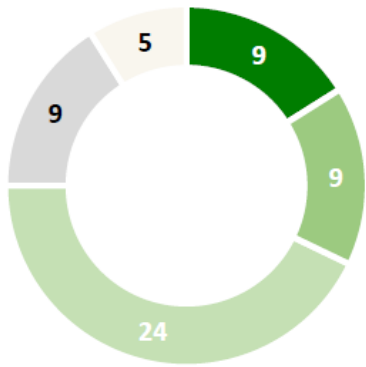
Implementation was reported to be in progress for majority of States in the region.

F1.73. RMT (1)

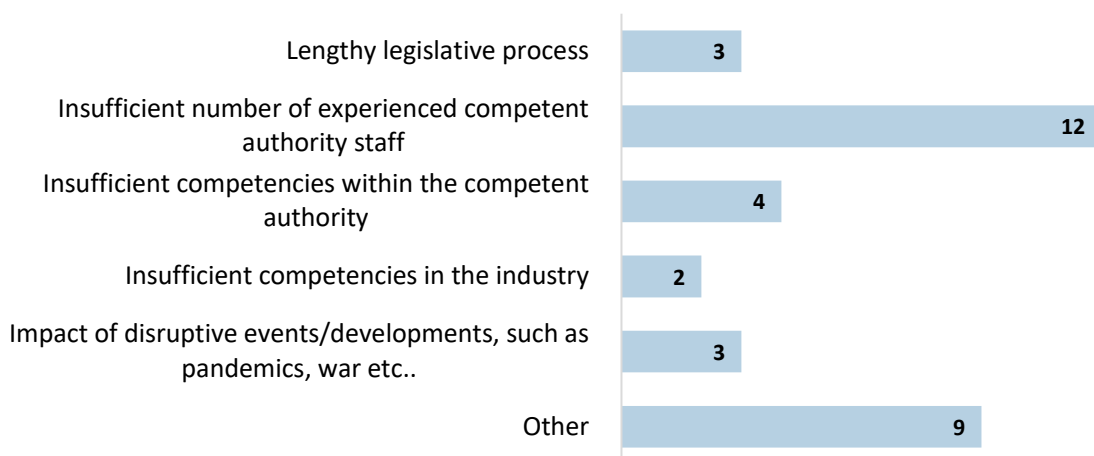
Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer



F1.73. RMT (3)



Conclusion

Progress reported by the States is not satisfactory

States should be encouraged to use the promotion material shared by other States and EASA.

The action requires further clarification and priority assessment before inclusion into EUR RASP 2026-2028

Part G - Air traffic management/air navigation services / Aerodrome operations and ground handling

G1.74.RMT [RMT.0067](#) Have you amended your aviation regulations as guided by the RMT.0067 "*Reduction of runway excursions*"?

Implementation Summary (end 2024)

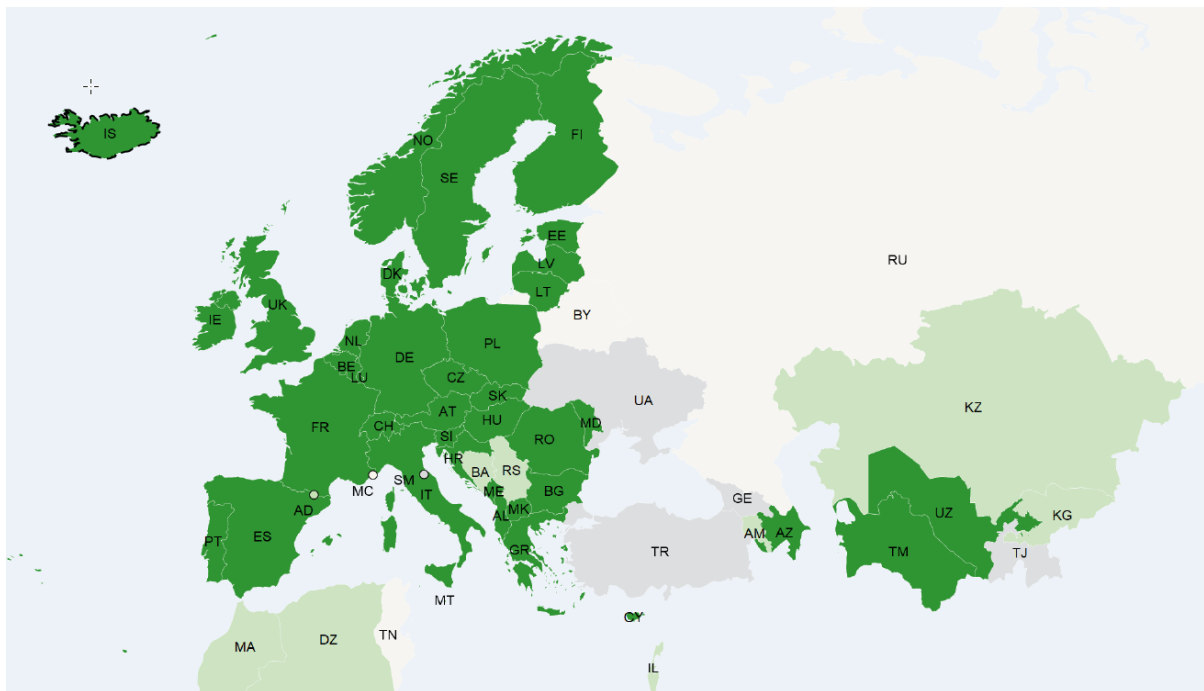
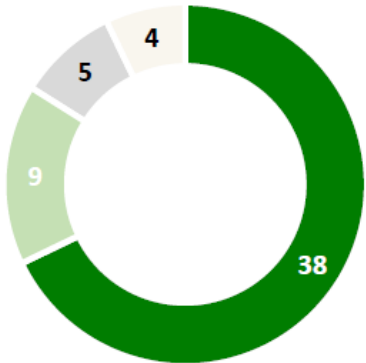
Most of the States (including all EASA States) have successfully amended their aviation regulations *Reduction of runway excursions*. Nine States plan to finalize the action in after 2025. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.

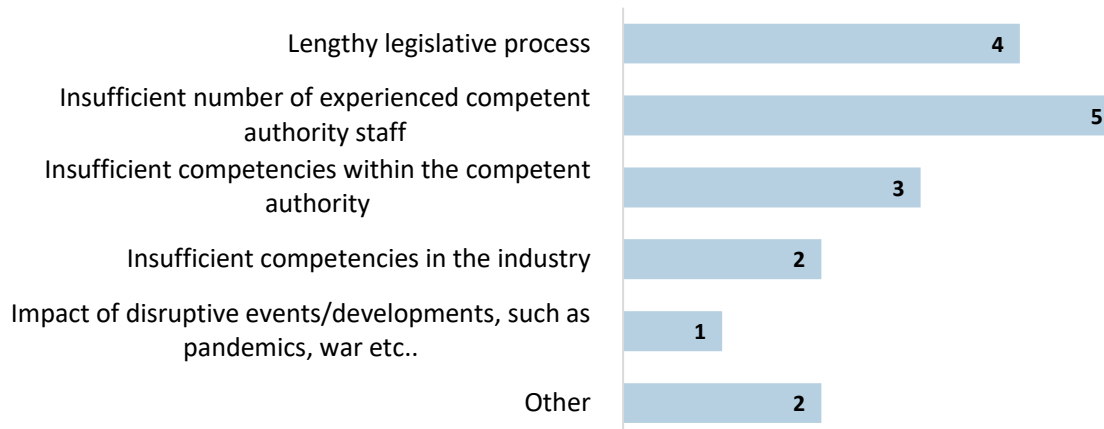
G1.74. RMT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States is considered satisfactory.

The safety action shall stay under monitoring.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part G - Air traffic management/air navigation services / Aerodrome operations and ground handling

G1.75.RMT

[RMT.0072](#)

Have you amended your aviation regulations as guided by the RMT.0072 "*Technical requirements and operating procedures for airspace design, including flight procedure design*"?

Implementation Summary (end 2024)

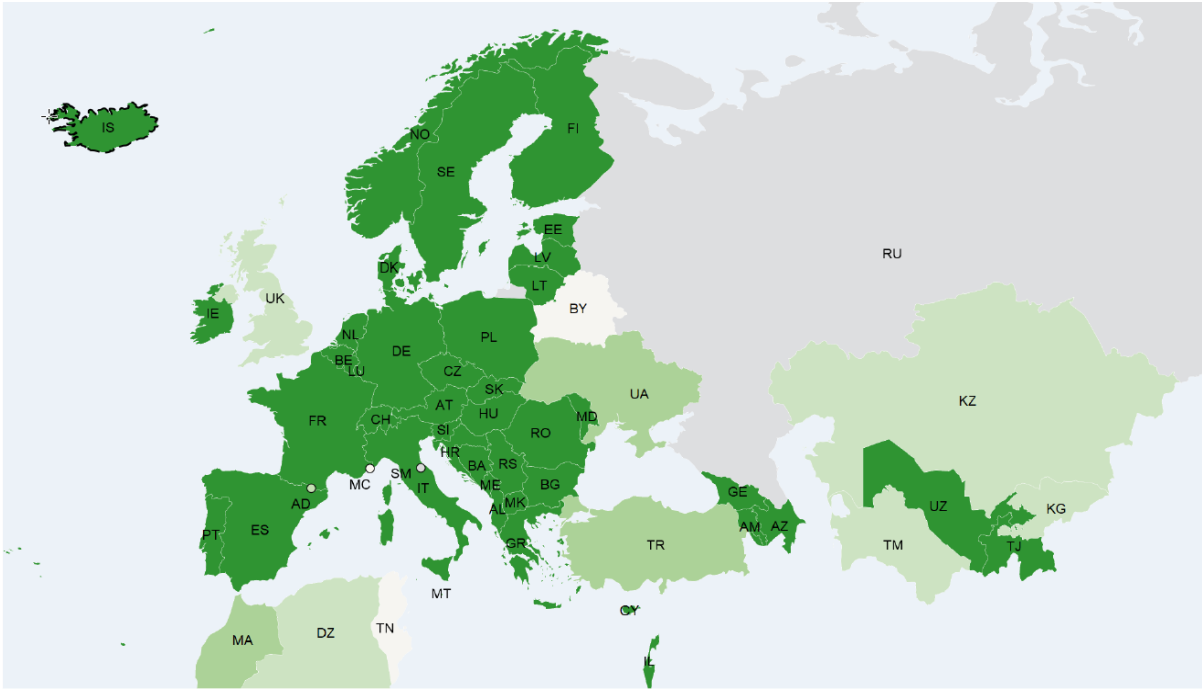
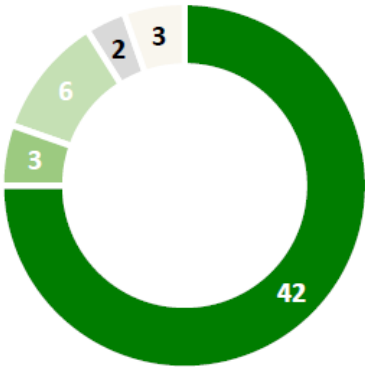
Most of the State (including all EASA States) have successfully amended their aviation regulations *with regard to technical requirements and operating procedures for airspace design, including flight procedure design*. Six States plan to finalize the action in after 2025. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.

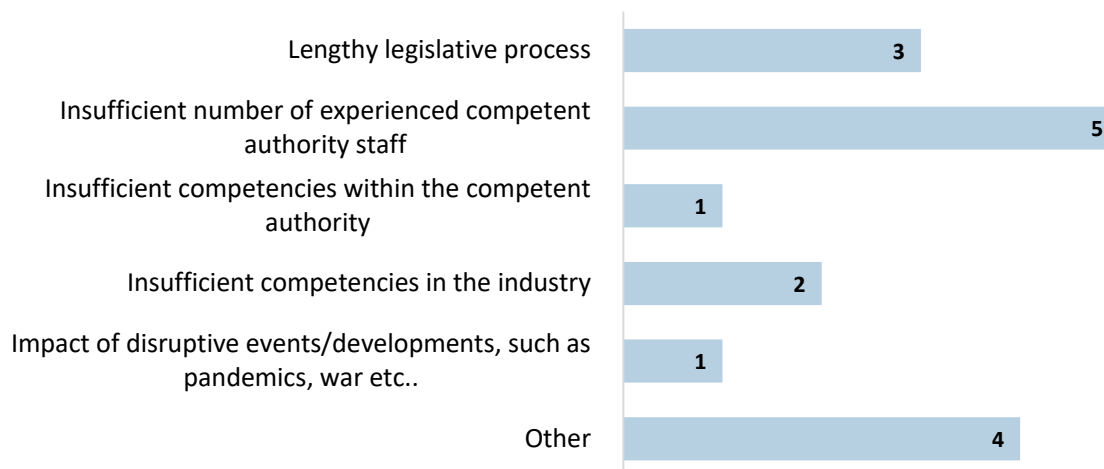
G1.75. RMT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory.**

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part G - Air traffic management/air navigation services / Aerodrome operations and ground handling

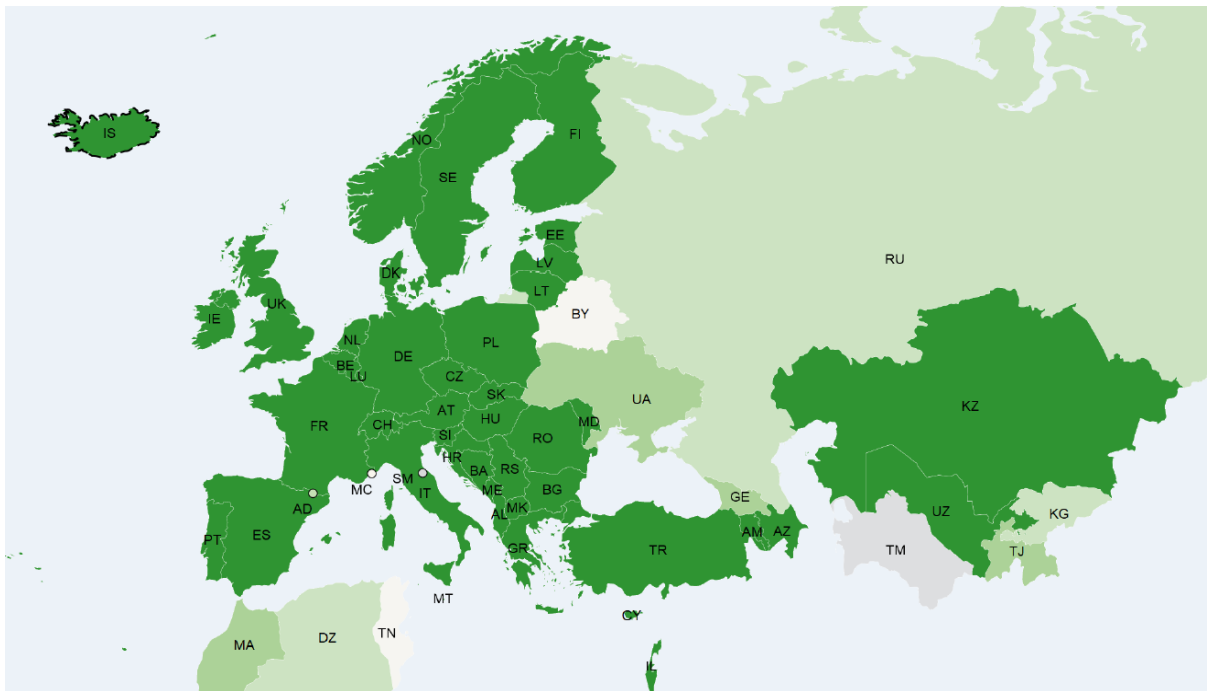
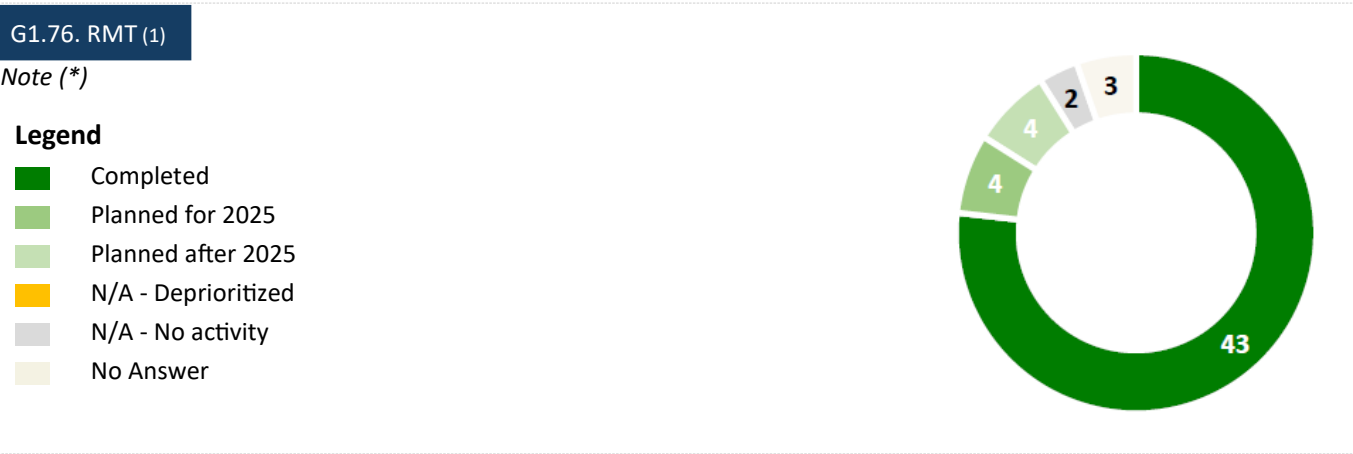
G1.76.RMT

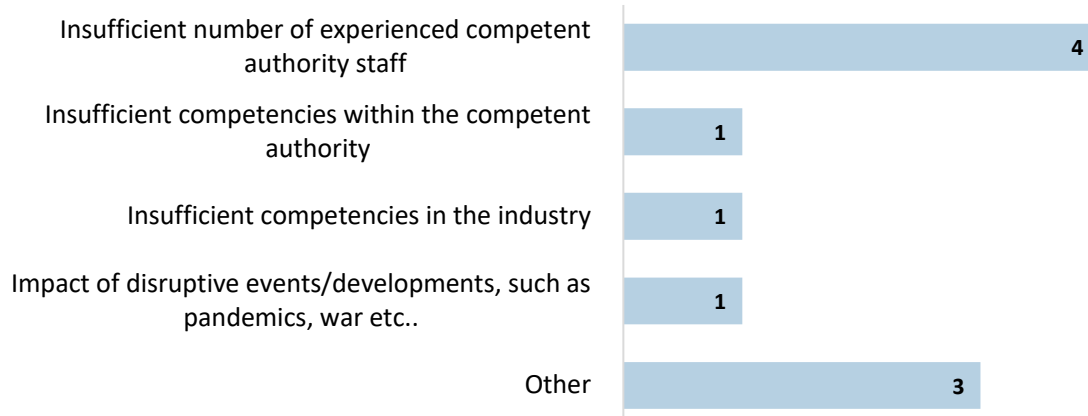
RMT.0073

Have you amended your aviation regulations as guided by the RMT.0073 "*Harmonisation of requirements for air traffic services*"?

Implementation Summary (end 2024)

Most of the States (including all EASA States) have successfully amended their aviation regulations *regarding Harmonisation of requirements for air traffic services*. Four States plan to finalize the action in after 2025. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.





Conclusion

Progress reported by the States **is considered satisfactory.**

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part G - Air traffic management/air navigation services / Aerodrome operations and ground handling

G1.77.RMT

[RMT.0073](#)

Have you amended your aviation regulations as guided by the RMT.0074 "Assessment of changes to functional systems by service providers in ATM/ANS and the oversight of these changes by CAAs"?

Implementation Summary (end 2024)

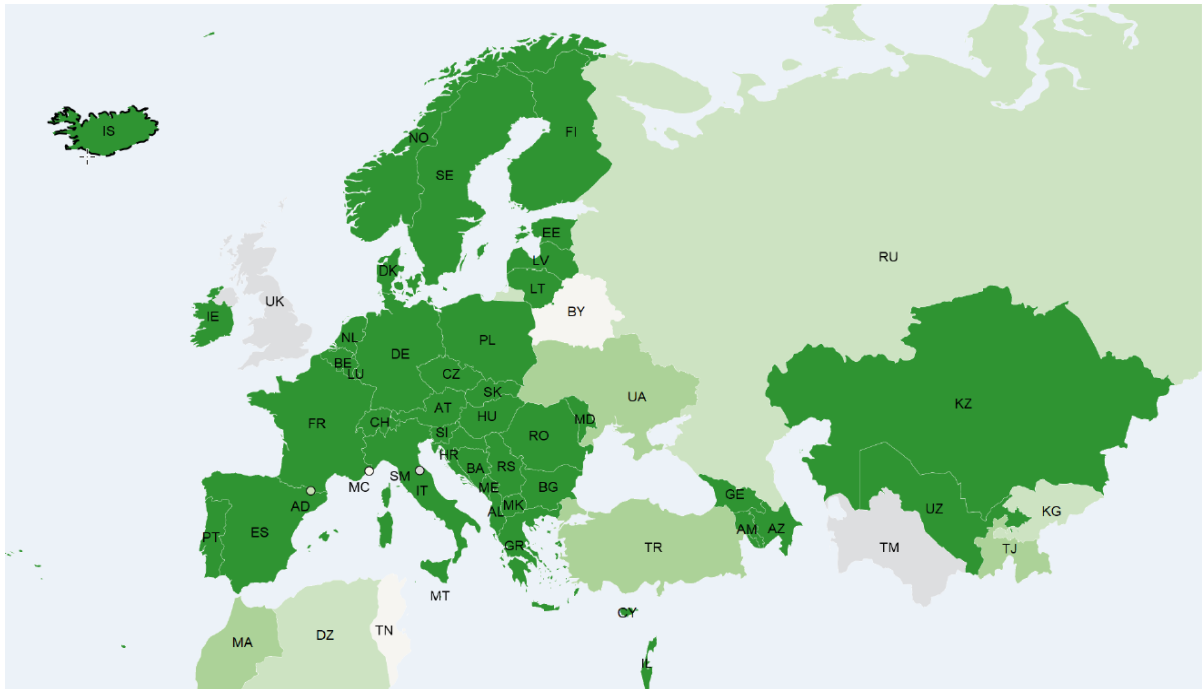
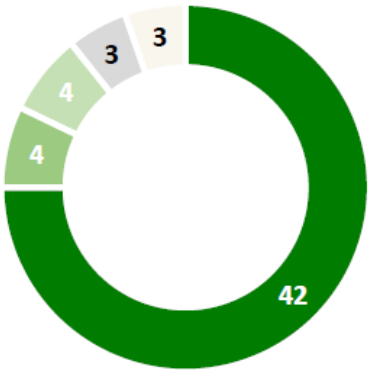
Most of the States (including all EASA States) have successfully amended their aviation regulations *regarding Assessment of changes to functional systems by service providers in ATM/ANS and the oversight of these changes by CAAs*. Four States plan to finalize the action in after 2025. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.

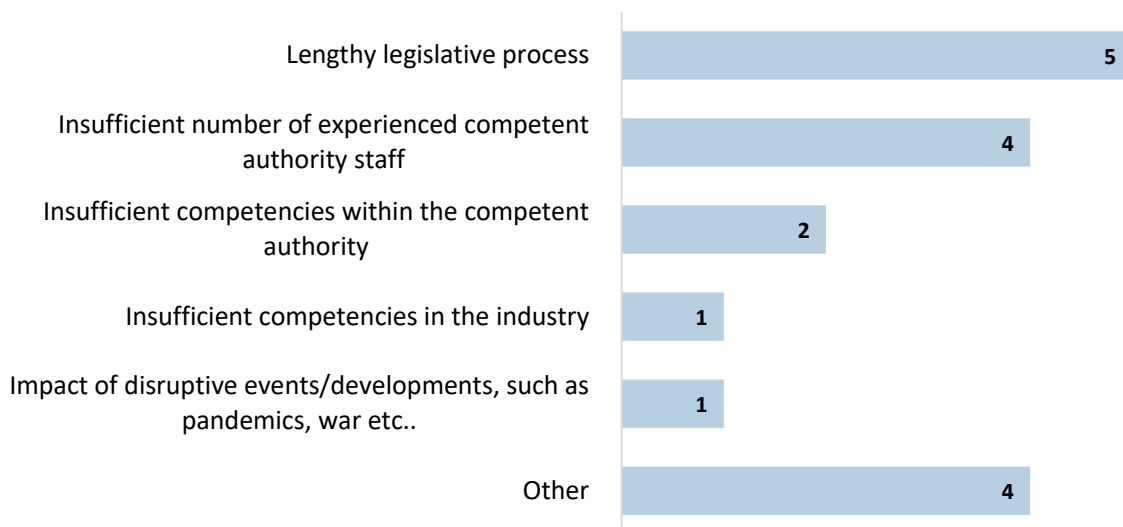
G1.77. RMT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory.**

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part G - Air traffic management/air navigation services / Aerodrome operations and ground handling

G1.78.RMT

[RMT.0075](#)

Have you amended your aviation regulations as guided by the RMT.0075 "*Technical requirements and operational procedures for aeronautical information services and aeronautical information management*"?

Implementation Summary (end 2024)

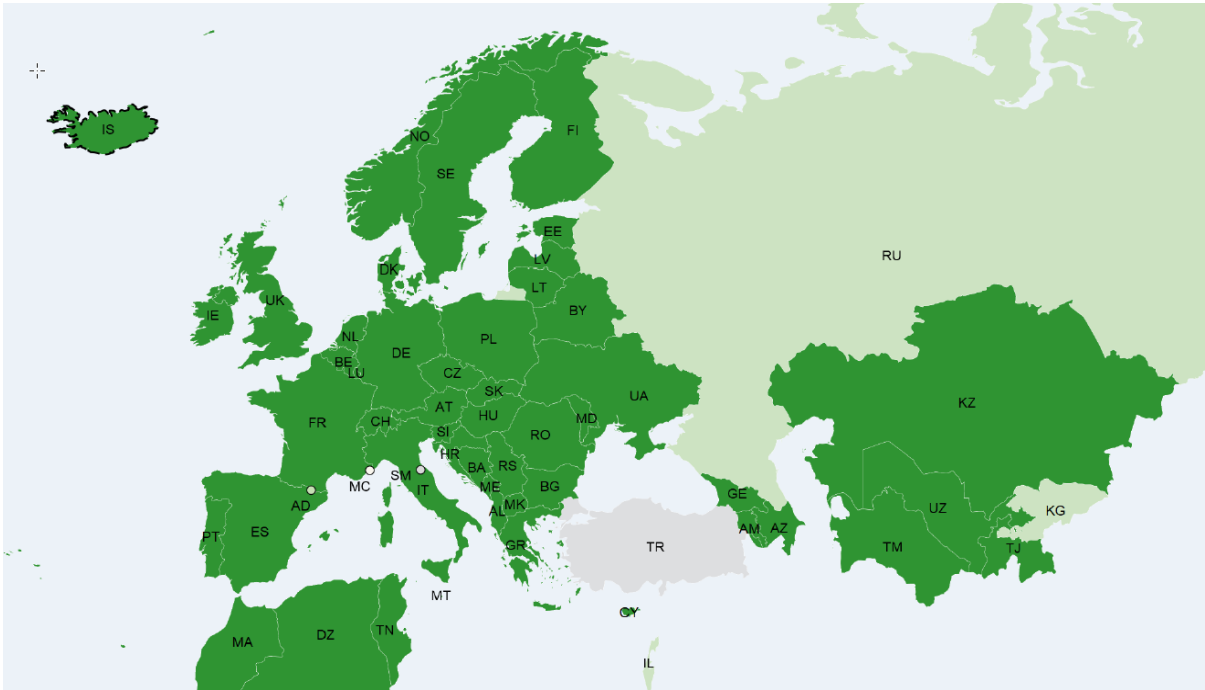
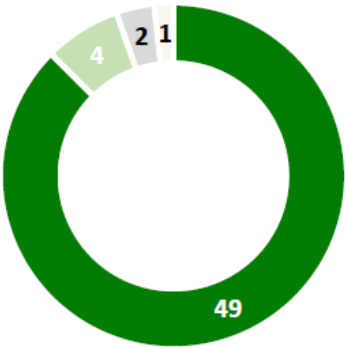
Most of the States (including all EASA States) have successfully amended their aviation regulations *regarding technical requirements and operational procedures for aeronautical information services and aeronautical information management*. Four States plan to finalize the action in after 2025. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.

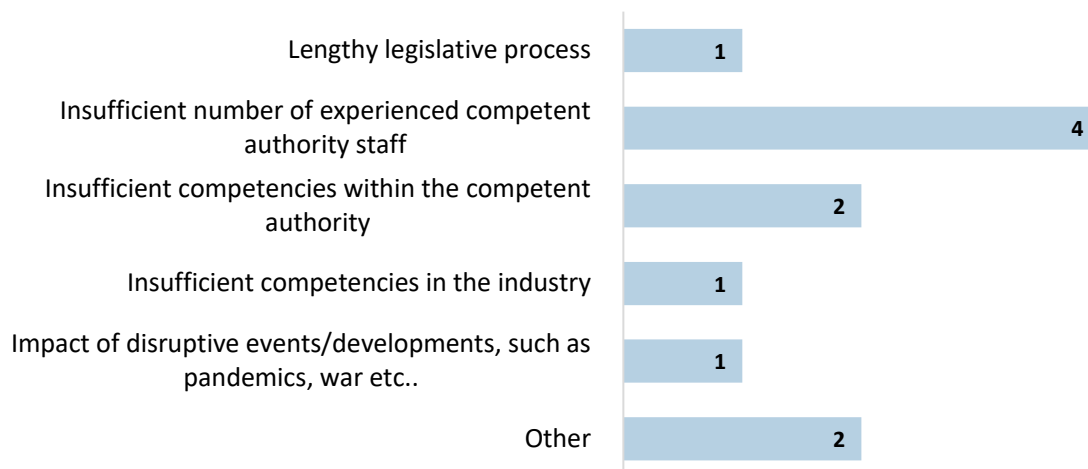
G1.78. RMT (1)

Note (*): Responses from **BY, CH, IS, and TN** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory.**

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part G - Air traffic management/air navigation services / Aerodrome operations and ground handling

G1.79.RMT

[RMT.0077](#)

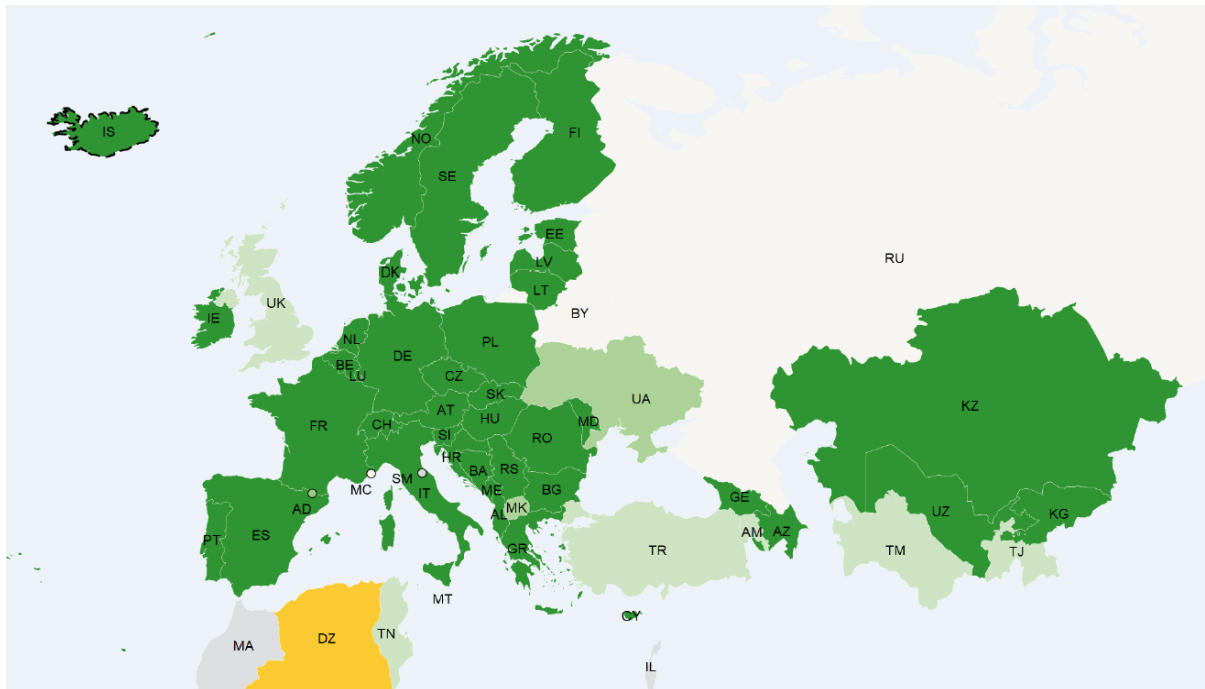
Have you amended your aviation regulations as guided by the RMT.0077 "Certification requirements for VFR heliports located at the international ADRs"?

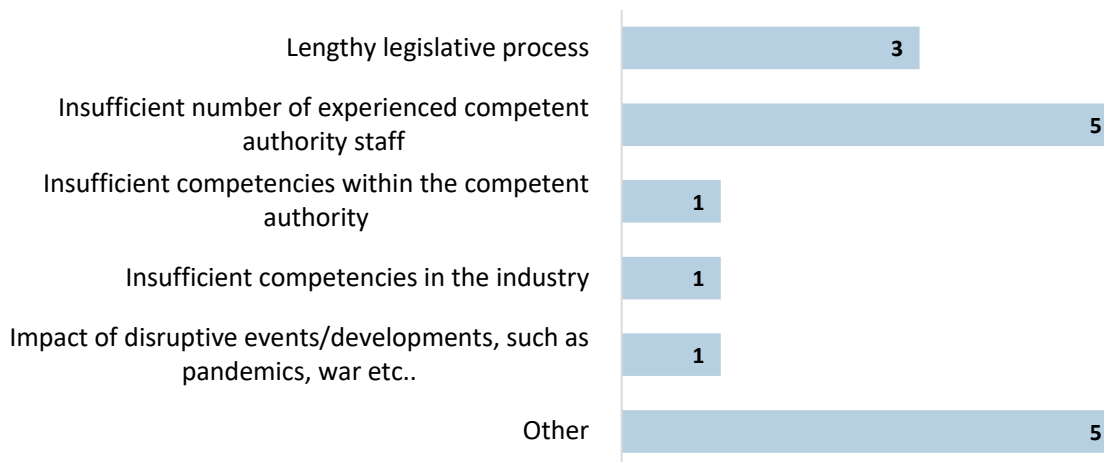
Implementation Summary (end 2024)

Most of the States (including all EASA States) have successfully amended their aviation regulations *regarding Certification requirements for VFR heliports located at the international ADRs*. Six States plan to finalize the action in after 2025. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.

G1.79. RMT (1)

Note (*): Responses from **CH, IS** and **TN** were taken from the 2022 & 2023 questionnaires.





Conclusion

Progress reported by the States **is considered satisfactory.**

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part G - Air traffic management/air navigation services / Aerodrome operations and ground handling

G1.80.RMT [RMT.0078](#) Have you amended your aviation regulations as guided by the RMT.0078 "Runway safety"?

Implementation Summary (end 2024)

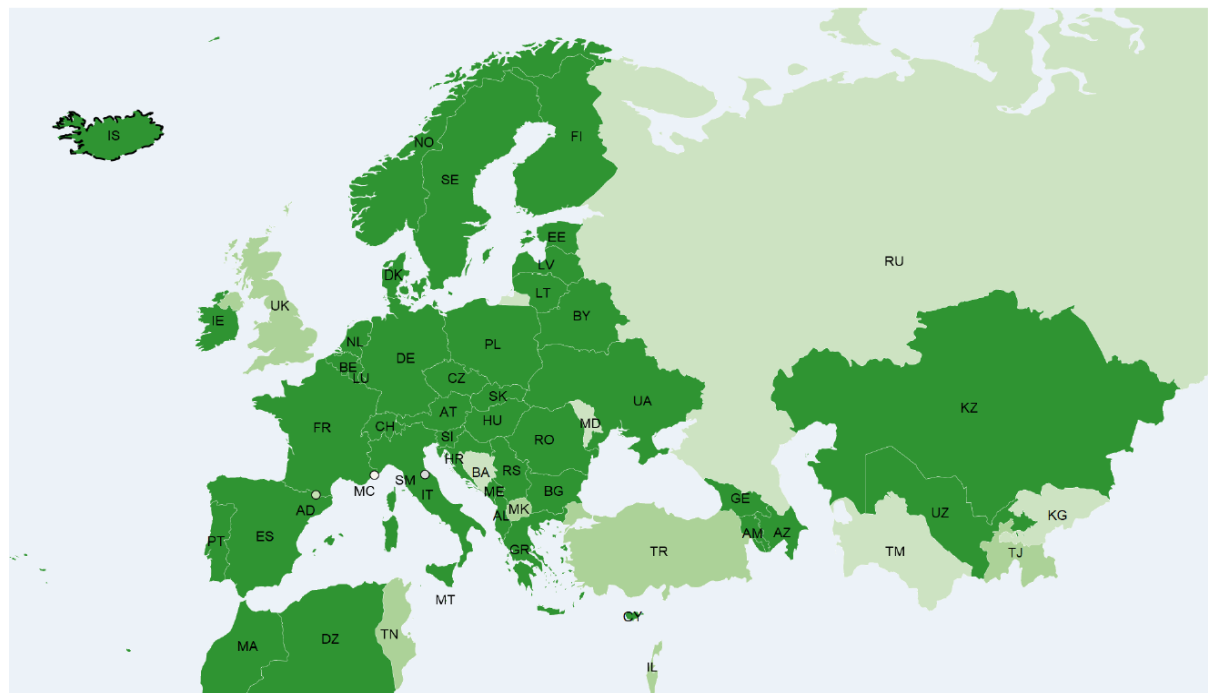
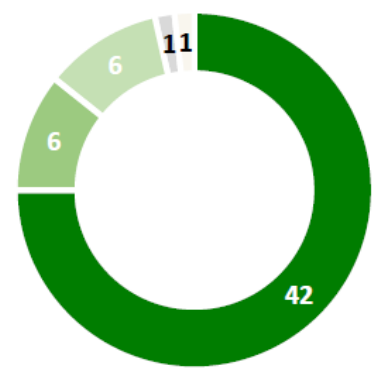
Most of the States (including all EASA States) have successfully amended their aviation regulations *regarding Runway safety*. Six States plan to finalize the action in after 2025. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.

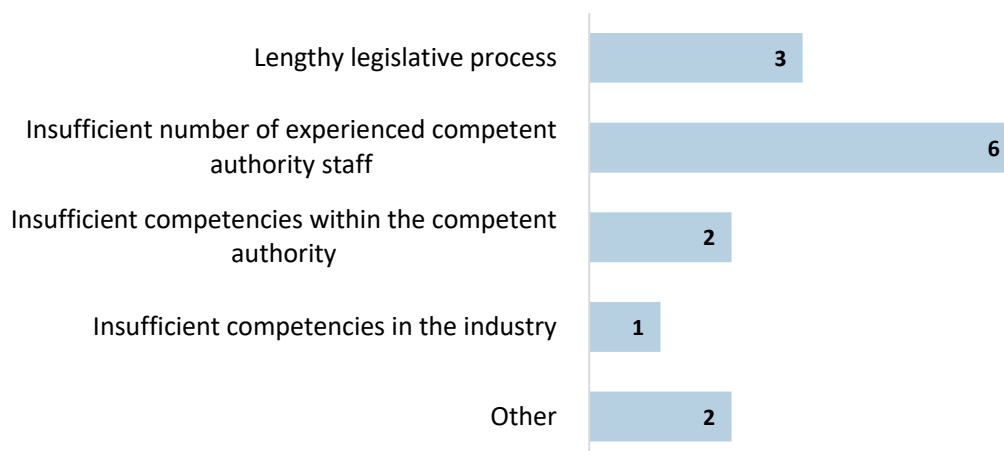
G1.80. RMT (1)

Note (*): Responses from **BY, CH, IS, and TN** were taken from the 2022 & 2023 questionnaires.

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory**.

The safety action might be considered completed for the region.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part G - Air traffic management/air navigation services / Aerodrome operations and ground handling

G1.81.RMT [RMT.0079](#) Have you amended your aviation regulations as guided by the RMT.0079 "Addition of a new requirement for the handling of dangerous goods at aerodromes"?

Implementation Summary (end 2024)

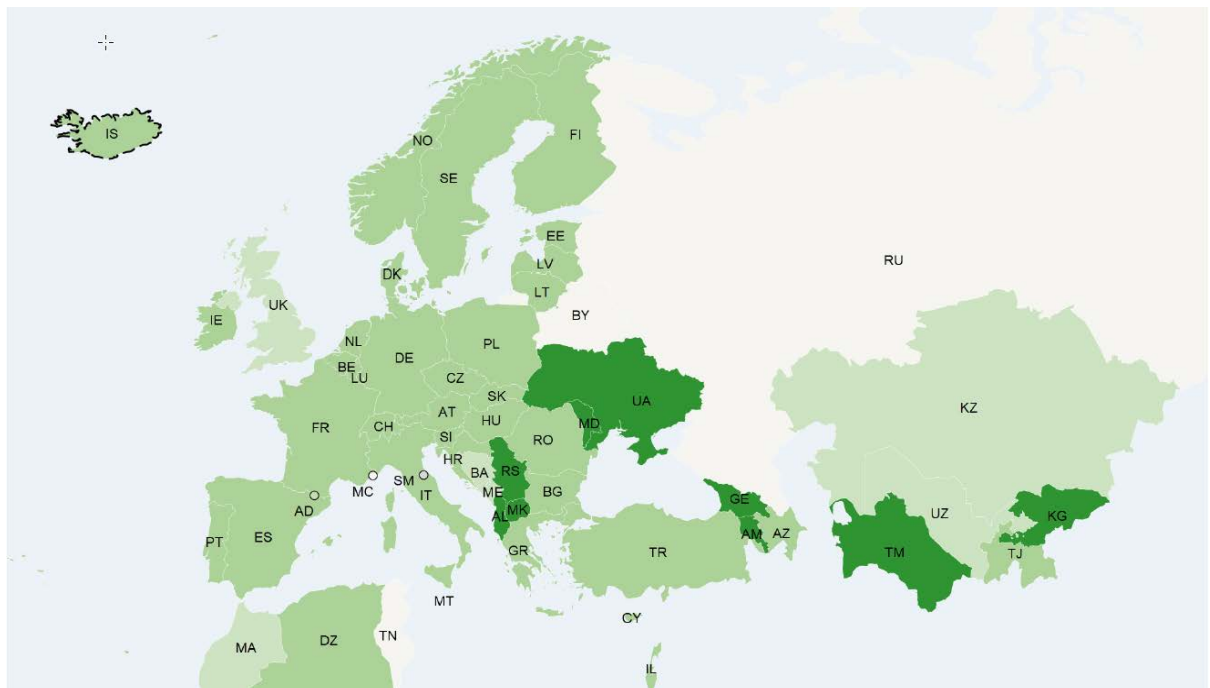
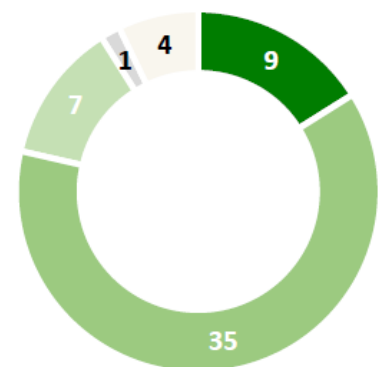
Only 9 countries have successfully amended their aviation regulations *regarding Addition of a new requirement for the handling of dangerous goods at aerodromes*. 42 States plan to finalize the action in and after 2025. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.

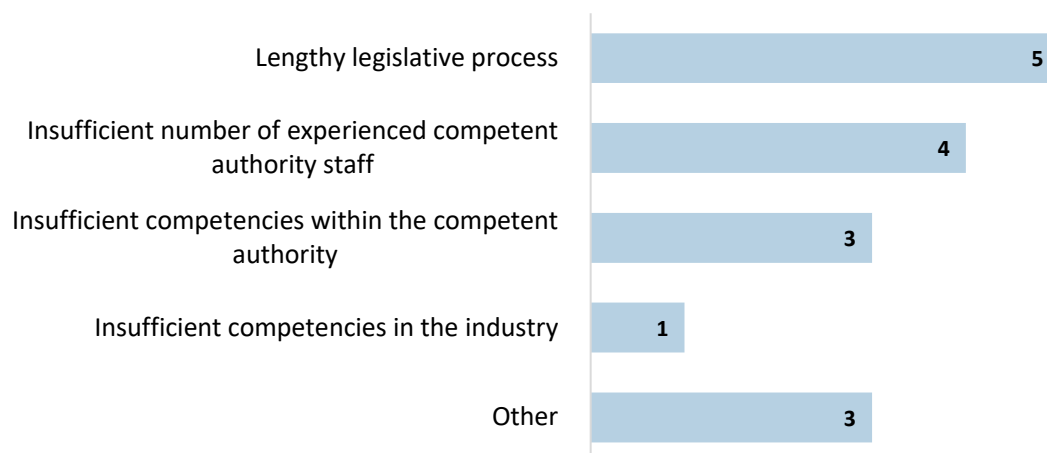
G1.81. RMT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States is considered satisfactory.

The safety action shall remain under monitoring.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part G - Air traffic management/air navigation services / Aerodrome operations and ground handling

G1.82.RMT	RMT.0080	Have you amended your aviation regulations as guided by the RMT.0080 " <i>Provision of aeronautical data by the aerodrome operator</i> "?
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Implementation Summary (end 2024)

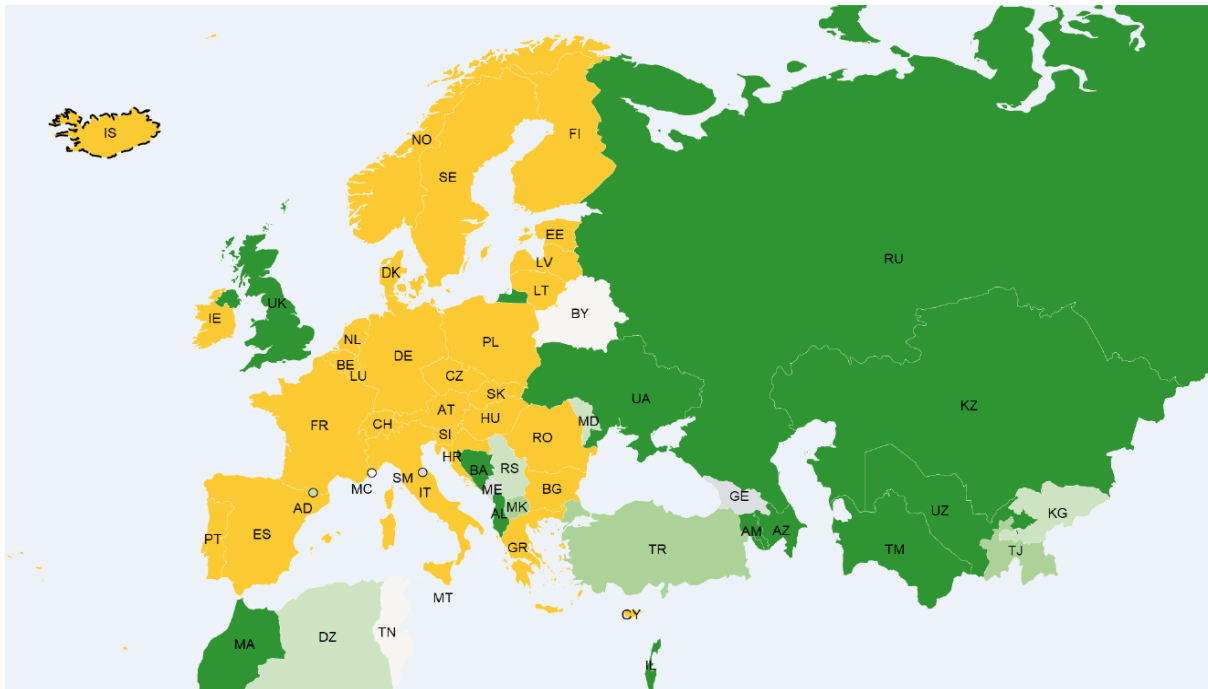
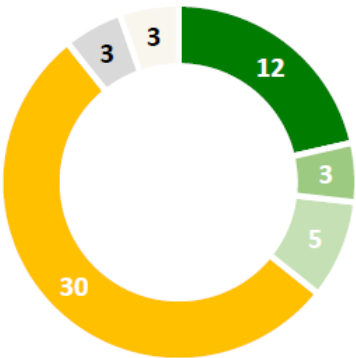
Only 12 countries have successfully amended their aviation regulations *regarding Addition of a new requirement for the handling of dangerous goods at aerodromes*. 30 States deprioritized implementation of this action. 8 States plan to finalize the action in and after 2025. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.

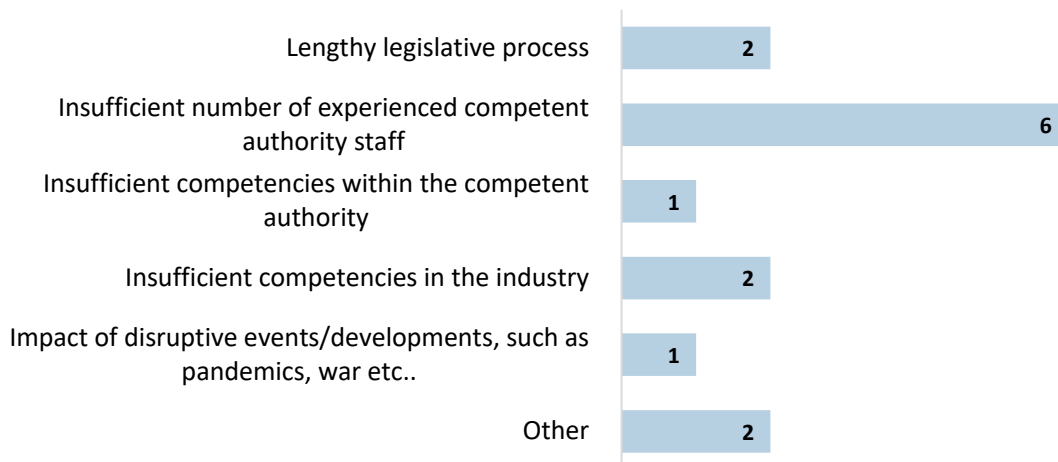
G1.82. RMT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States Is not satisfactory.

Feedback received by the States might indicate that this action **should not be considered** anymore a priority for the Region and, hence, **should not be included into EUR RASP 2026-2028**.

The remaining States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part G - Air traffic management/air navigation services / Aerodrome operations and ground handling

G1.83.RMT

[RMT.0082](#)

Have you amended your aviation regulations as guided by the RMT.0082 "*Development of requirements for ground handling and promoting safety management*"?

Implementation Summary (end 2024)

Only 4 countries have successfully amended their aviation regulations *regarding requirements for ground handling and promoting safety management*. 47 States plan to finalize the action in and after 2025. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.

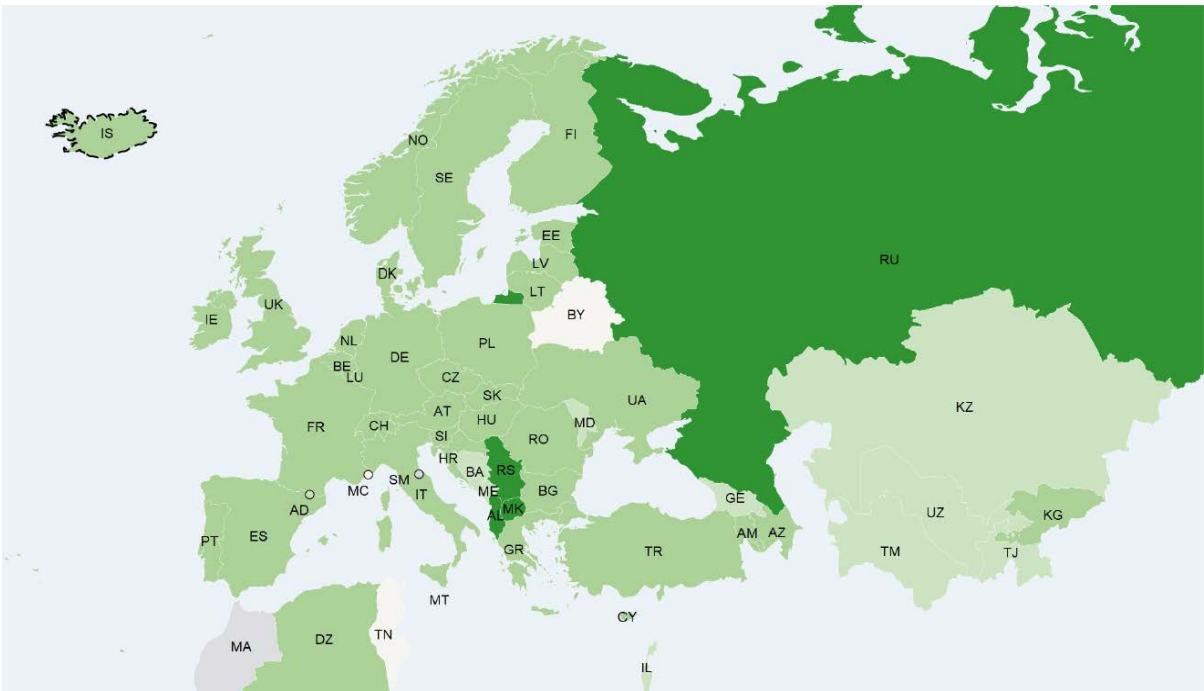
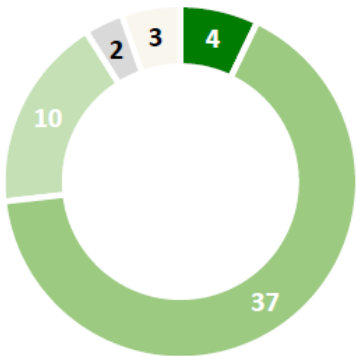
In 2023, all EASA States have reported on the establishment of necessary regulatory requirements as reflected in the EUR RASP 2023 Implementation Report. The difference between the results demonstrated in the current report and the one developed in 2023 is explained by the delay in the implementation of the corresponding EPAS RMT action.

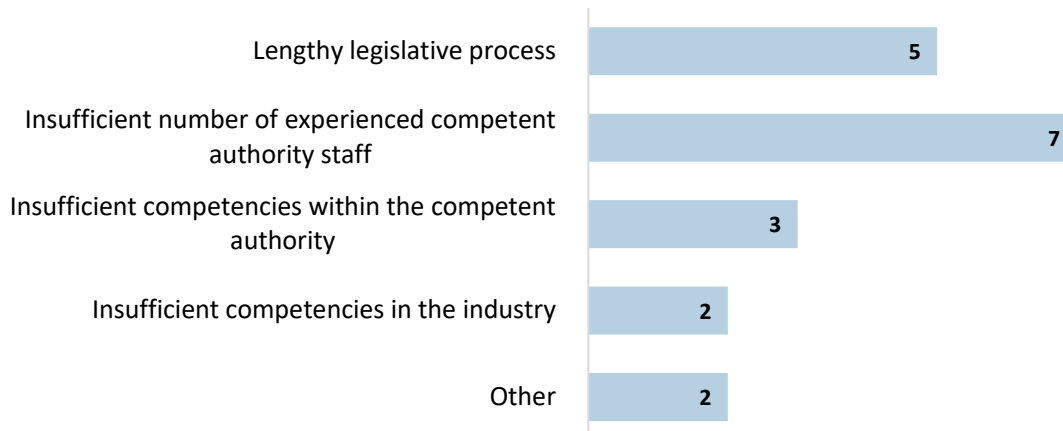
G1.83. RMT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States Is satisfactory.

Feedback received by the States might indicate that this action **should be considered** a priority for the Region and, hence, **should be included into EUR RASP 2026-2028**.

States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part G - Air traffic management/air navigation services / Aerodrome operations and ground handling

G2.84.SPT	SPT.0076	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0076 “Development of new safety promotion material on high-profile air traffic management safety issues ”?
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Implementation Summary (end 2024)

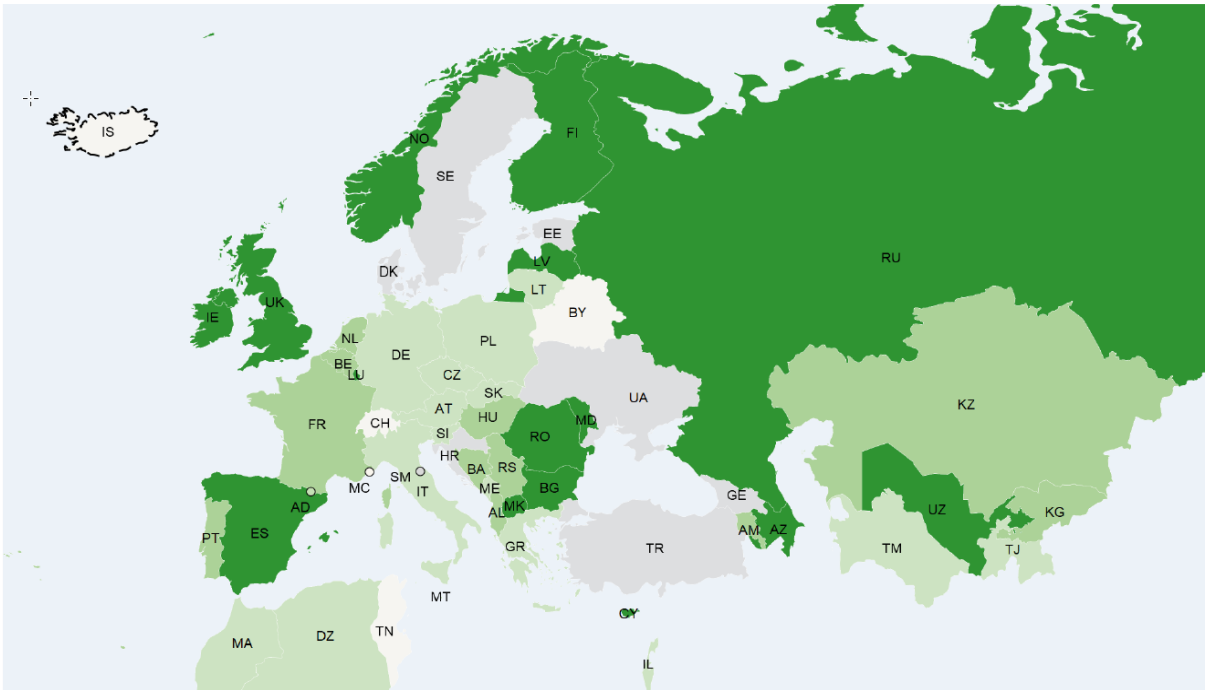
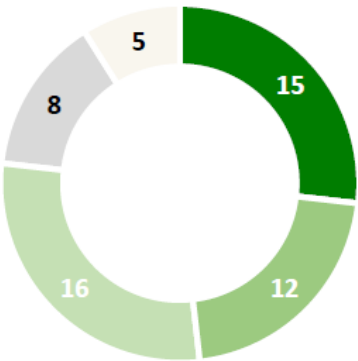
Only 15 countries developed safety promotion campaign.28 States plan to finalize the action in and after 2025. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.

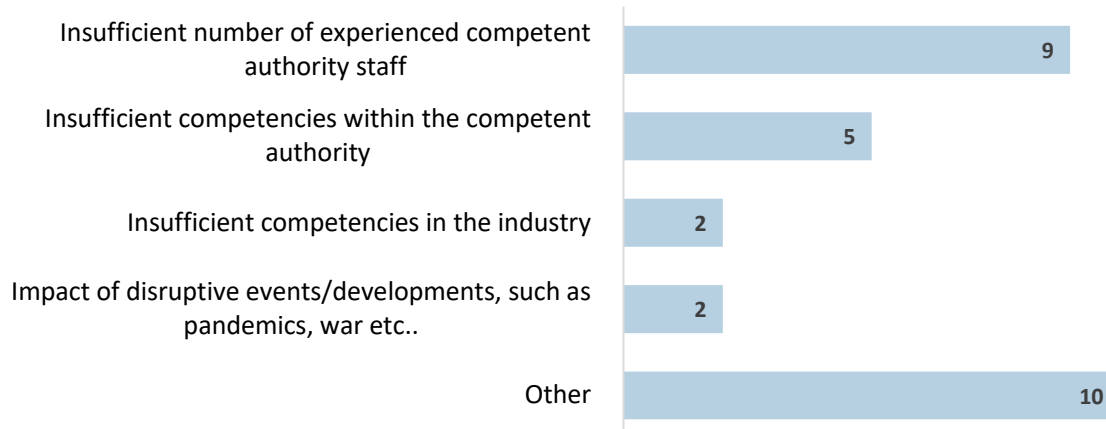
G2.84. SPT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **Is satisfactory.**

Feedback received by the States might indicate that this action **should be considered** a priority for the Region and, hence, **should be included into EUR RASP 2026-2028.**

States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part G - Air traffic management/air navigation services / Aerodrome operations and ground handling

SPT.0081

Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0081 "*Development of new Safety Promotion material on high profile aerodrome and ground handling safety issues*"?

Implementation Summary (*end 2024*)

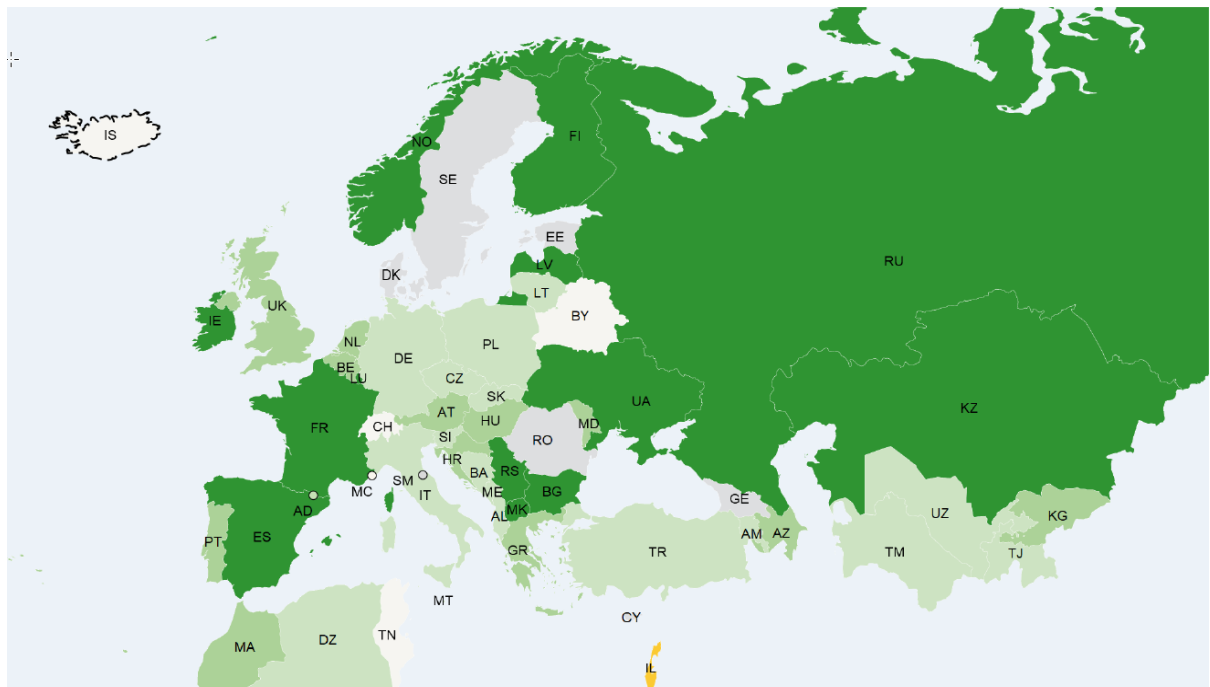
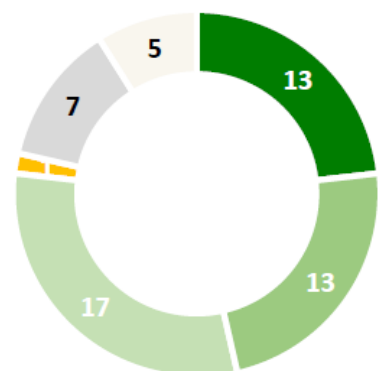
Only 13 countries developed safety promotion campaign.³⁰ States plan to finalize the action in and after 2025. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.

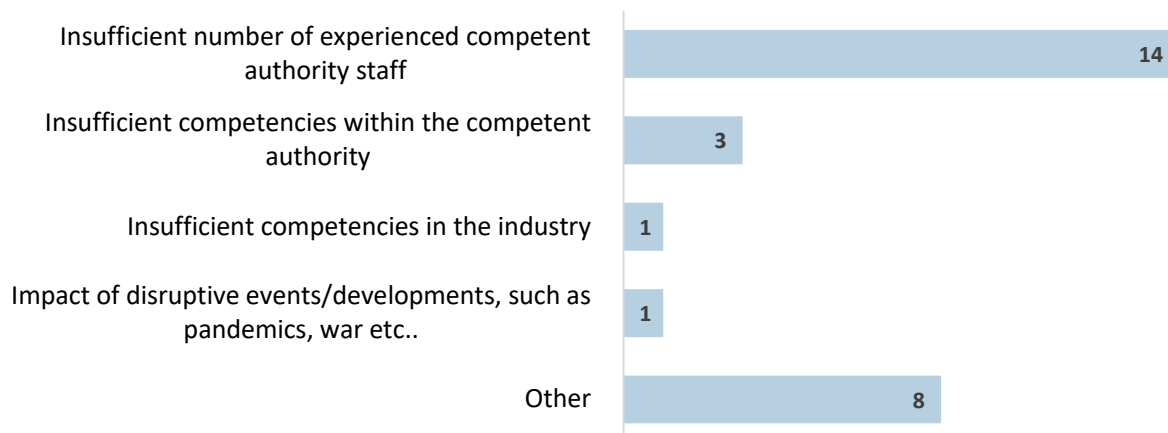
G2.85. SPT (1)

Note ()*

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States Is satisfactory.

Feedback received by the States might indicate that this action **should be considered** a priority for the Region and, hence, **should be included into EUR RASP 2026-2028**.

States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part G - Air traffic management/air navigation services / Aerodrome operations and ground handling

G2.86.SPT	SPT.0095	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0095 " <i>Counter-UAS measures and UAS incident management at aerodrome</i> "?
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Implementation Summary (end 2024)

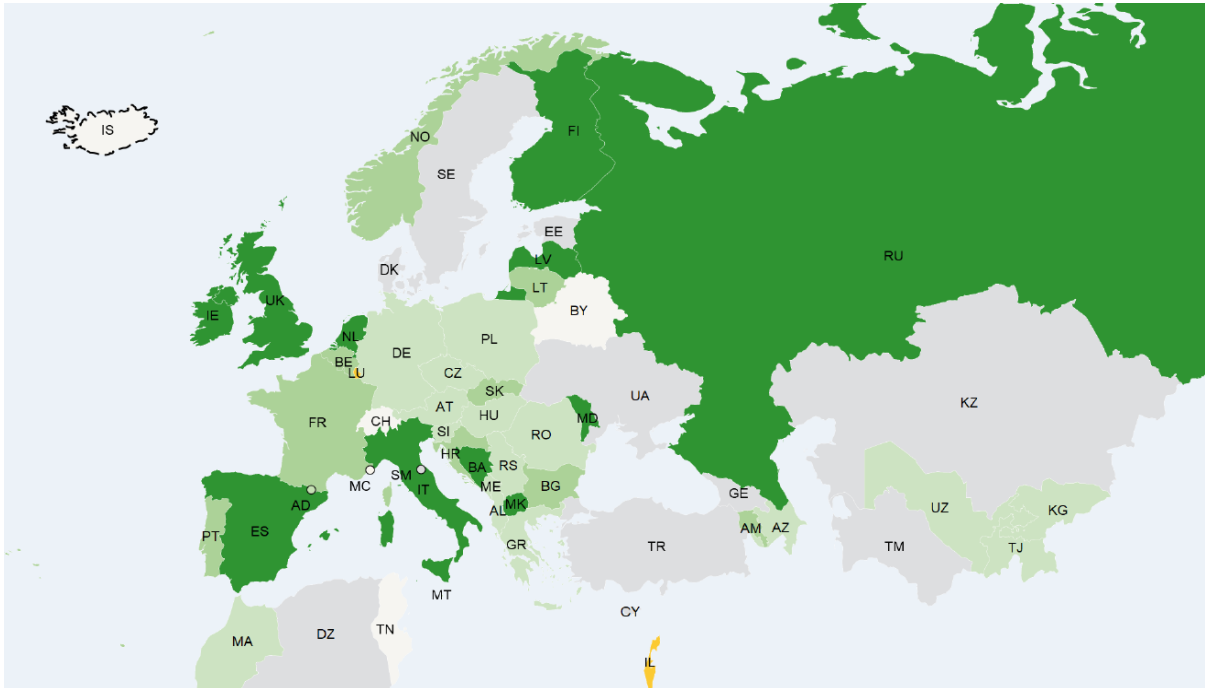
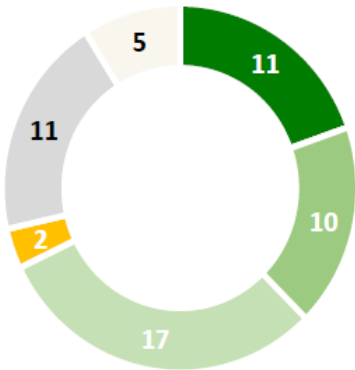
Only 11 countries developed safety promotion campaign.27 States plan to finalize the action in and after 2025. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.

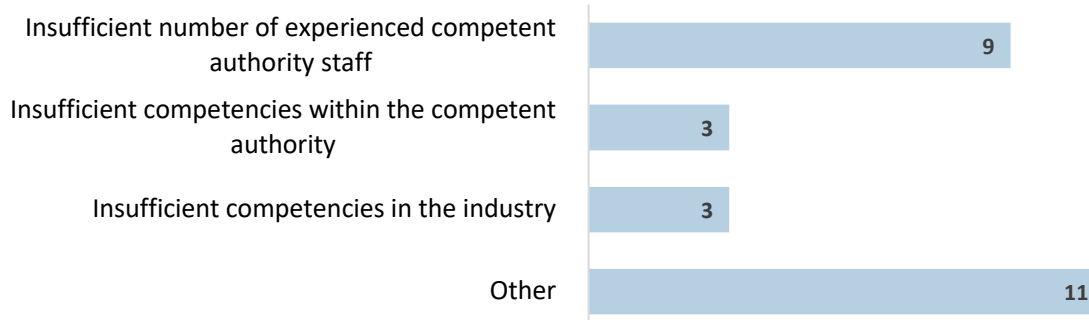
G2.86. SPT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States Is satisfactory.

Feedback received by the States might indicate that this action **should be considered** a priority for the Region and, hence, **should be included into EUR RASP 2026-2028**.

States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part H - Unmanned aircraft systems (UAS) / new technologies and concepts

H1.87.RMT	RMT.0083	Have you amended your aviation regulations as guided by the RMT.0083 " <i>Introduction of a regulatory framework for the operation of drones</i> "?
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Implementation Summary (end 2024)

Only 6 countries have successfully amended their aviation regulations *operation of drones*. 30 States deprioritized implementation of this action. 46 States plan to finalize the action in and after 2025. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.

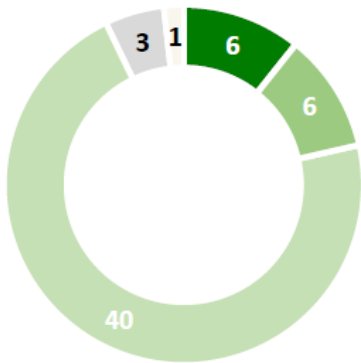
In 2023, all EASA States have reported on the establishment of necessary regulatory requirements as reflected in the EUR RASP 2023 Implementation Report. The difference between the results demonstrated in the current report and the one developed in 2023 is explained by the variation in the interpretation by States of the EUR RASP action and the corresponding EPAS RMT action.

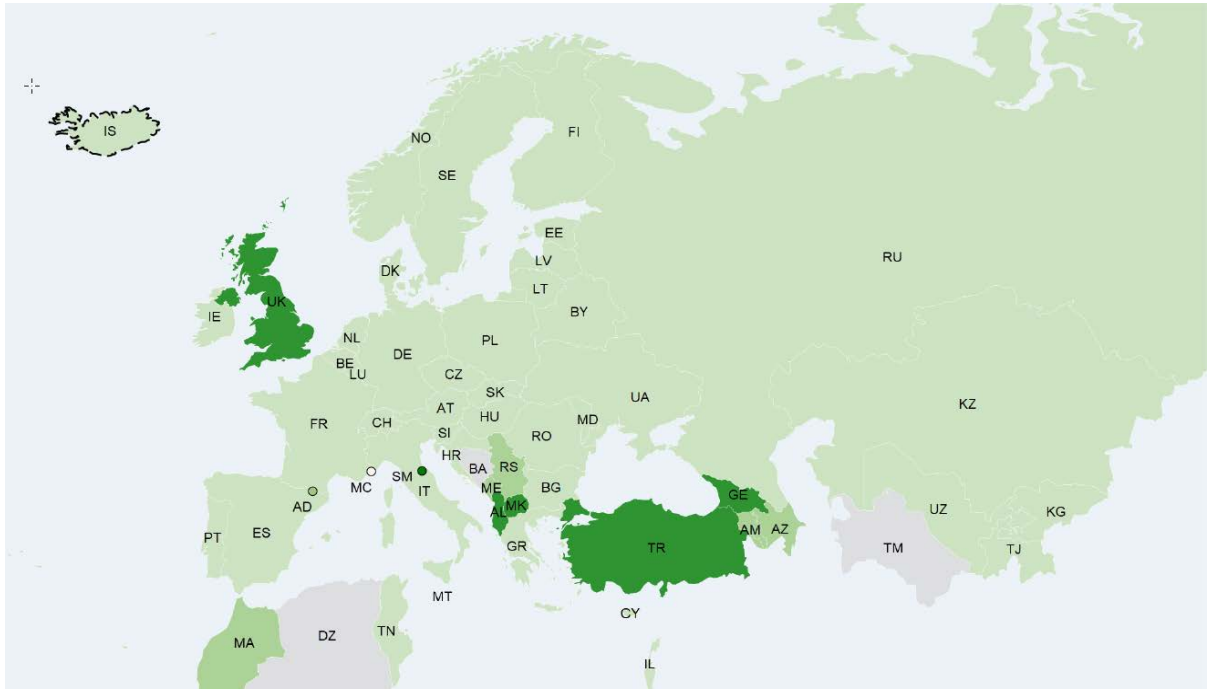
H1.87. RMT (1)

Note (*): Responses from **BY, CH, IS, and TN** were taken from the 2022 & 2023 questionnaires.

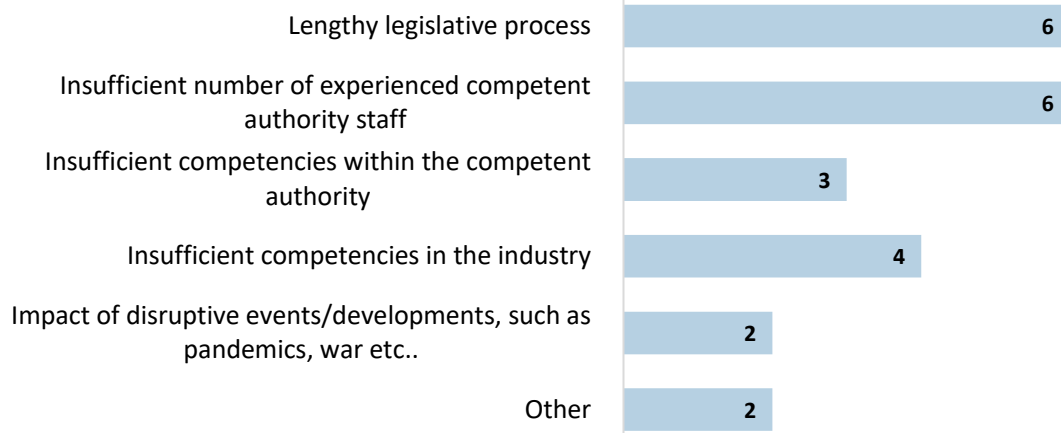
Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





H1.87. RMT (3)



Conclusion

Progress reported by the States **Is not satisfactory.**

Feedback received by the States might indicate that this action **should be considered** a priority for the Region and, hence, **should be included into EUR RASP 2026-2028.**

States are encouraged to prioritize the relevant action at a national level through inclusion into National Aviation Safety Plan (NASP). For implementation, regulatory references shared by other States are recommended to be utilized.

Part H - Unmanned aircraft systems (UAS) / new technologies and concepts

H1.88.RMT [RMT.0085](#) Have you amended your aviation regulations as guided by the RMT.0085 "Operations with airships"?

Implementation Summary (end 2024)

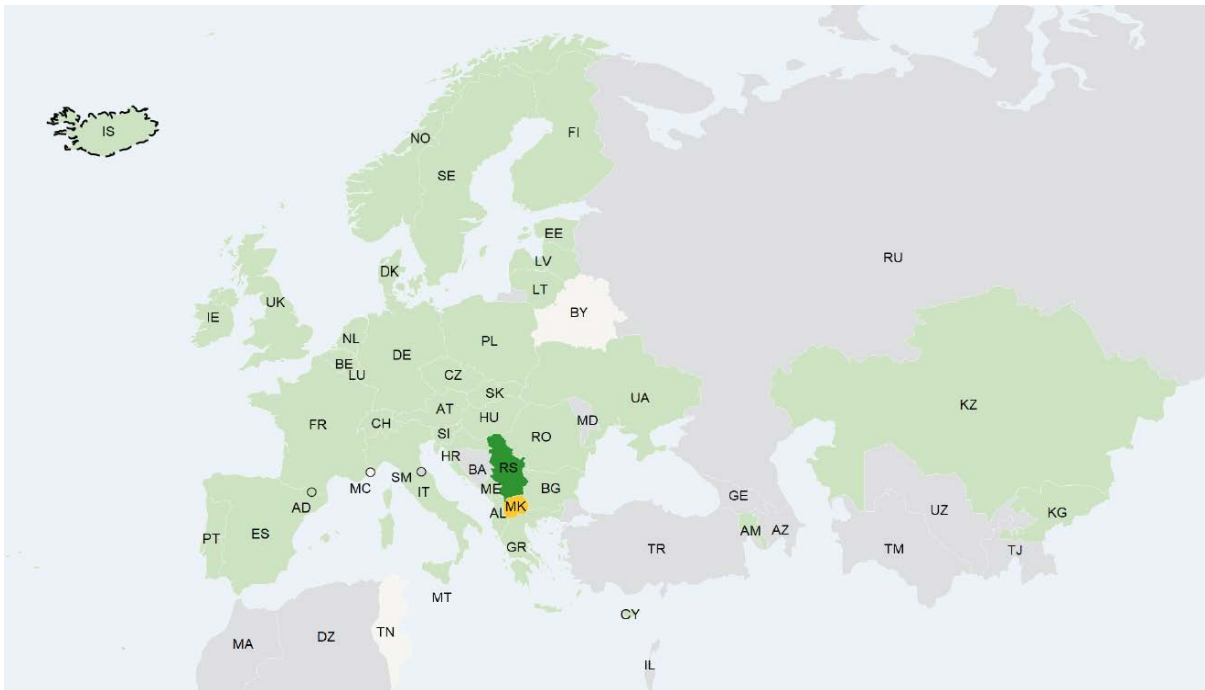
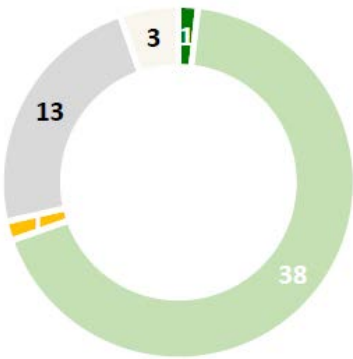
Only 1 country have successfully amended their aviation regulations *operation of drones*. 38 States plan to finalize the action after 2025. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.

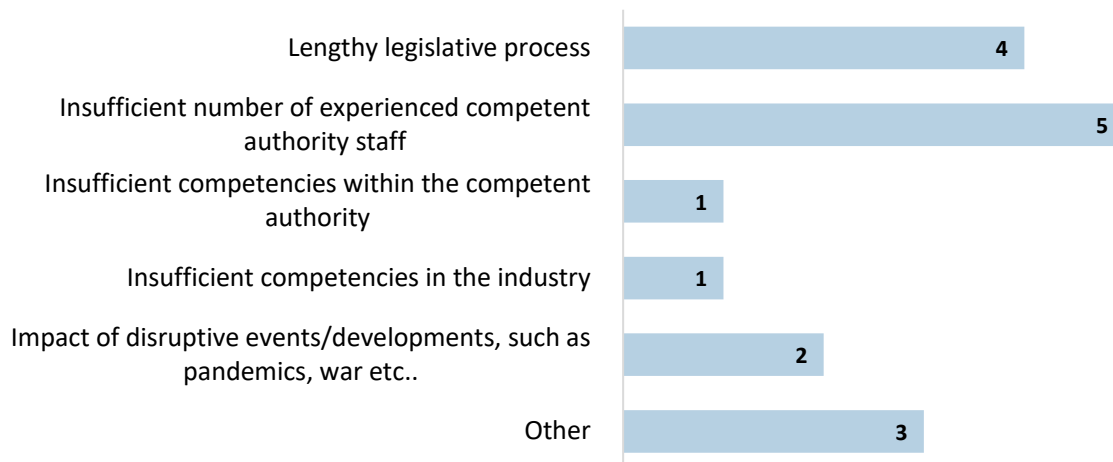
H1.88. RMT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States Is not satisfactory.

However the feedback received by the States might indicate that this action **should not be considered** anymore a priority for the Region and, hence, **should not be included into EUR RASP 2026-2028**.

Part H - Unmanned aircraft systems (UAS) / new technologies and concepts

H1.89.RMT [RMT.0086](#) Have you amended your aviation regulations as guided by the RMT.0086 "New air mobility"?

Implementation Summary (end 2024)

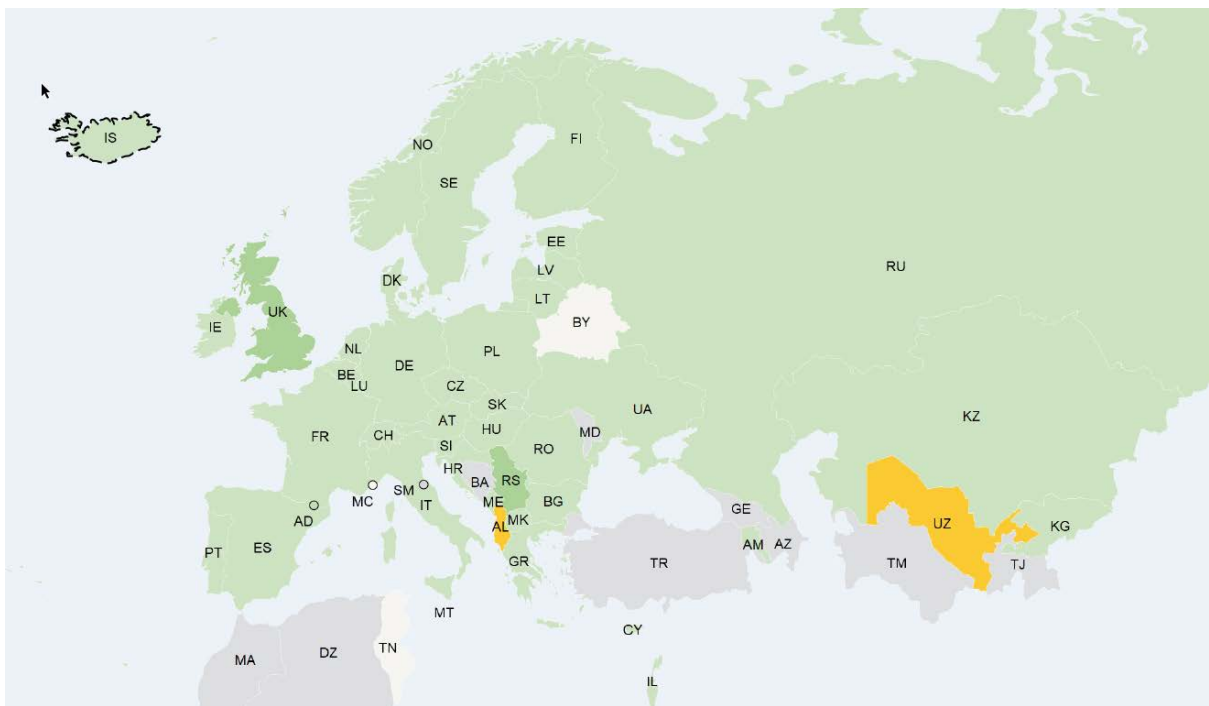
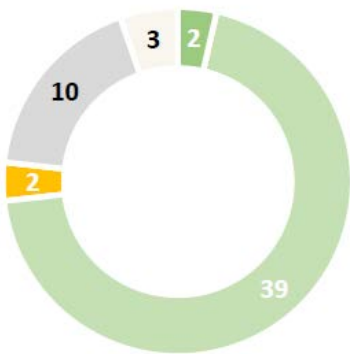
None of the States have successfully amended their aviation regulations *operation of drones*. 39 States plan to finalize the action after 2025. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.

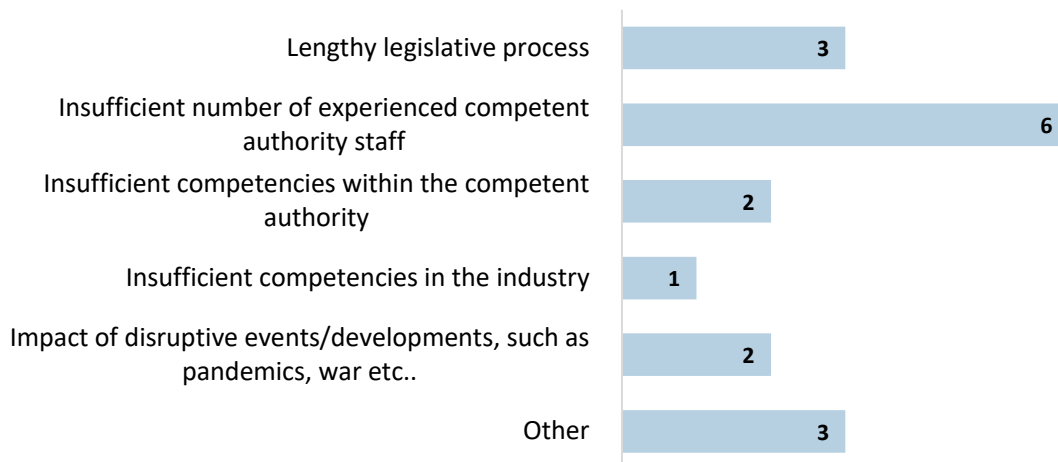
H1.89. RMT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States Is not satisfactory.

However the feedback received by the States might indicate that this action **should not be considered** anymore a priority for the Region and, hence, **should not be included into EUR RASP 2026-2028**.

Part H - Unmanned aircraft systems (UAS) / new technologies and concepts

H1.90.RMT [RMT.0087](#) Have you amended your aviation regulations as guided by the RMT.0087 "All Weather Operations"?

Implementation Summary (end 2024)

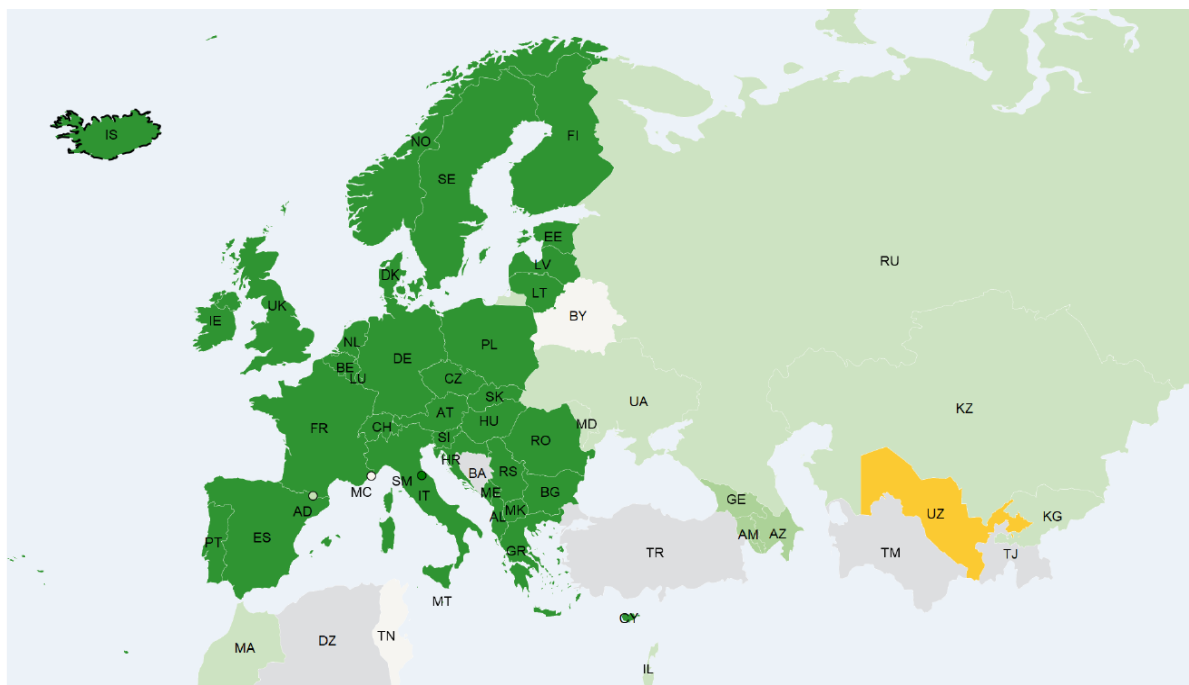
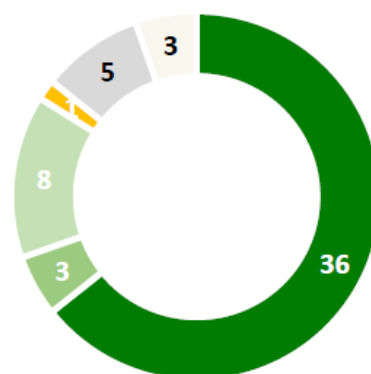
36 states have successfully amended their aviation regulations *operation of drones*. 11 States plan to finalize the action in and after 2025. The delays are attributed to factors such as insufficient staffing, lengthy legislative processes, limited expertise, and external disruptions, including geopolitical events.

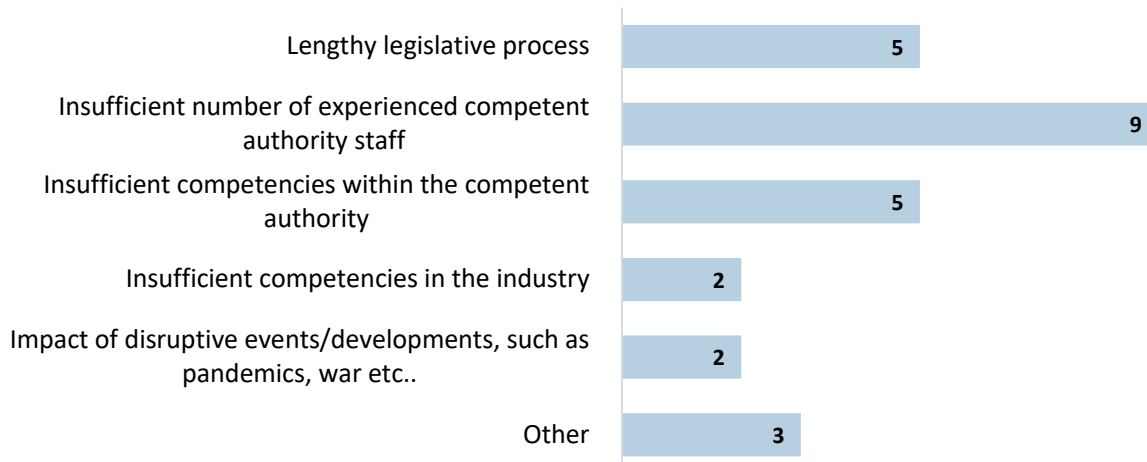
H1.90. RMT (1)

Note (*)

Legend

- Completed
- Planned for 2025
- Planned after 2025
- N/A - Deprioritized
- N/A - No activity
- No Answer





Conclusion

Progress reported by the States **is considered satisfactory.**

The safety action might be considered completed for the region.

Annex 1. List of States subjected to EUR RASP 2024 survey:

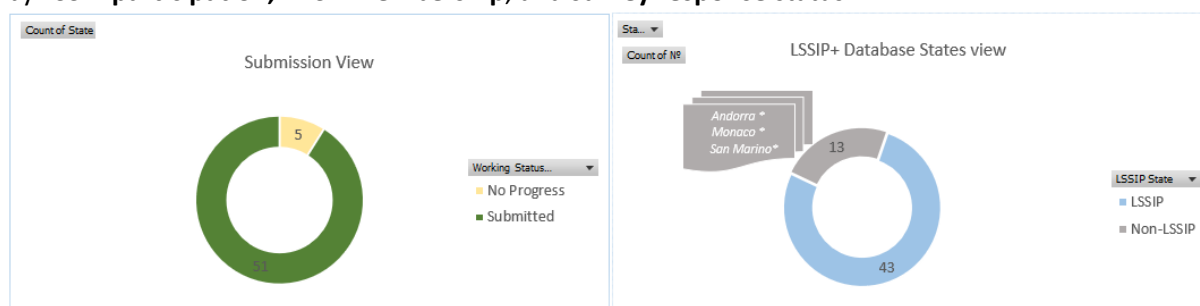
This annex presents the list of States from the ICAO EUR Region and Iceland that were included in the EUR Regional Aviation Safety Plan (RASP) 2024 survey. It includes information on each State's status and level of engagement, specifically:

- Whether the State is part of the ICAO EUR Region
- Participation in the LSSIP process
- Status as an EASA Member State (MS)
- Response to the EUR RASP 2024 survey

A number of these States report their national implementation progress and planning via the **LSSIP+ (Local Single Sky Implementation) Database**. LSSIP is a collaborative mechanism managed by EUROCONTROL that supports alignment with the European ATM Master Plan. It provides structured, annual reporting on ATM-related developments at the national level, contributing directly to the monitoring of the Single European Sky (SES) objectives.

The table below supports regional analysis of participation in both the LSSIP and EUR RASP processes, offering a comprehensive snapshot of coordination efforts in the ICAO EUR Region.

To better visualize the level of engagement across the region, the chart below provides a breakdown of States by **LSSIP participation, EASA membership, and survey response status**.



No	State	ICAO EUR Region State	LSSIP+ Database States view	EASA MS	Submission questionnaire LSSIP+
1	Albania	Yes	LSSIP	No	Yes
2	Algeria	Yes	Non-LSSIP	No	Yes
3	Andorra*	Yes*	Non-LSSIP	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

No	State	ICAO EUR Region State	LSSIP+ Database States view	EASA MS	Submission questionnaire LSSIP+
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	No
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

No	State	ICAO EUR Region State	LSSIP+ Database States view	EASA MS	Submission questionnaire LSSIP+
41	Romania	Yes	LSSIP	Yes	Yes
42	Russian Federation	Yes	<i>Non-LSSIP</i>	No	Yes
43	San Marino*	Yes*	<i>Non-LSSIP</i>	No	Yes
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	No
50	Tajikistan	Yes	<i>Non-LSSIP</i>	No	Yes
51	Tunisia	Yes	<i>Non-LSSIP</i>	No	No
52	Türkiye	Yes	LSSIP	No	Yes
53	Turkmenistan	Yes	<i>Non-LSSIP</i>	No	Yes
54	Ukraine	Yes	LSSIP	No	Yes
55	United Kingdom	Yes	LSSIP	No	Yes
56	Uzbekistan	Yes	<i>Non-LSSIP</i>	No	Yes

Annex 2. Consolidated status of EUR RASP actions selected for the EUR RASP 2024 Survey

Part	Q ref	EUR RASP action	EPAS action(s)	Completed
A1	A1.1.RMT	RMT.0001	RMT.0251	89.29%
A1	A1.2.RMT	RMT.0002	RMT.0681	28.57%
A1	A1.3.RMT	RMT.0009	n/a	25.00%
A1	A1.4.RMT	RMT.0010	RMT.0492	17.86%
A1	A1.5.RMT	RMT.0011	RMT.0493	12.50%
A1	A1.6.RMT	RMT.0012	RMT.0494	23.21%
A1	A1.7.RMT	RMT.0013	RMT.0495	23.21%
A1	A1.8.RMT	RMT.0014	RMT.0700	78.57%
A1	A1.9.RMT	RMT.0015	RMT.0400	78.57%
A1	A1.10.RMT	RMT.0016	RMT.0720	64.29%
A1	A1.11.RMT	RMT.0019	n/a	33.93%
A1	A1.12.RMT	RMT.0020	MST.0032	23.21%
A2	A2.13.SPT	SPT.0004	SPT.0057	44.64%
A2	A2.14.SPT	SPT.0005	MST.0001	42.86%
A2	A2.15.SPT	SPT.0007	MST.0026	46.43%
A2	A2.16.SPT	SPT.0008	MST.0028	16.07%
A2	A2.17.SPT	SPT.0099	n/a	23.21%
A2	A2.18.SPT	SPT.0100	n/a	57.14%
A2	A2.19.SPT	SPT.0017	SPT.0071	69.64%
A2	A2.20.SPT	SPT.0018	SPT.0078	60.71%
B1	B1.21.RMT	RMT.0021	n/a	55.36%
B1	B1.22.RMT	RMT.0023	RMT.0194	8.93%
B1	B1.23.RMT	RMT.0024	RMT.0196	8.93%
B1	B1.24.RMT	RMT.0025	RMT.0255	64.29%
B1	B1.25.RMT	RMT.0026	RMT.0654	76.79%
B2	B2.26.SPT	SPT.0022	SPT.0105 MST.0033	39.29%
B2	B2.27.SPT	SPT.0027	SPT.0111	64.29%
B2	B2.28.SPT	SPT.0028	SPT.0107	25.00%
B2	B2.29.SPT	SPT.0089	MST.0036	32.14%
B2	B2.30.SPT	SPT.0097	SPT.0122 MST.0039	62.50%
B2	B2.31.SPT	SPT.0092	SPT.0118	37.50%
C1	C1.32.RMT	RMT.0029	RMT.0581	83.93%
C1	C1.33.RMT	RMT.0032	RMT.0296	76.79%
C1	C1.34.RMT	RMT.0035	RMT.0371	78.57%
C1	C1.35.RMT	RMT.0036	RMT.0190	14.29%
C1	C1.36.RMT	RMT.0037	RMT.0352	75.00%
C1	C1.37.RMT	RMT.0038	RMT.0516	75.00%

C1	C1.38.RMT	RMT.0039	RMT.0573 SPT.0097	78.57%
C1	C1.39.RMT	RMT.0041	RMT.0392	16.07%
C1	C1.40.RMT	RMT.0042	RMT.0601	87.50%
C2	C2.41.SPT	SPT.0098	SPT.0123	48.21%
C2	C2.42.SPT	SPT.0030	SPT.0012	30.36%
C2	C2.43.SPT	SPT.0031	SPT.0109	39.29%
C2	C2.44.SPT	SPT.0034	MST.0024	5.36%
C2	C2.45.SPT	SPT.0040	RMT.0573 SPT.0097	16.07%
C2	C2.46.SPT	SPT.0043	SPT.0076 SPT.0112	50.00%
C2	C2.47.SPT	SPT.0044	SPT.0077 SPT.0113	42.86%
C2	C2.48.SPT	SPT.0047	MST.0003	42.86%
C2	C2.49.SPT	SPT.0045	SPT.0100	44.64%
C2	C2.50.SPT	SPT.0046	SPT.0101	30.36%
C2	C2.51.SPT	SPT.0048	MST.0019	14.29%
C2	C2.52.SPT	SPT.0049	MST.0034	14.29%
C2	C2.53.SPT	SPT.0088	SPT.0121	19.64%
D1	D1.54.RMT	RMT.0050	RMT.0318	10.71%
D1	D1.55.RMT	RMT.0051	RMT.0325	69.64%
D1	D1.56.RMT	RMT.0052	RMT.0708	14.29%
D1	D1.57.RMT	RMT.0053	RMT.0724	14.29%
D2	D2.58.SPT	SPT.0057	MST.0015 SPT.0096	39.29%
E2	E2.59.SPT	SPT.0058	RMT.0698	66.07%
E2	E2.60.SPT	SPT.0059	SPT.0083	42.86%
E2	E2.61.SPT	SPT.0060	SPT.0084	28.57%
E2	E2.62.SPT	SPT.0061	MST.0025	41.07%
E2	E2.63.SPT	SPT.0062	MST.0027	37.50%
E2	E2.64.SPT	SPT.0063	SPT.0086	32.14%
E2	E2.65.SPT	SPT.0064	SPT.0087	44.64%
E2	E2.66.SPT	SPT.0065	SPT.0088	23.21%
E2	E2.67.SPT	SPT.0066	SPT.0090	42.86%
E2	E2.68.SPT	SPT.0093	SPT.0119	10.71%
E2	E2.69.SPT	SPT.0094	SPT.0120 MST.0038	30.36%
F1	F1.70.RMT	RMT.0068	RMT.0097	14.29%
F1	F1.71.RMT	RMT.0069	RMT.0276	75.00%
F1	F1.72.RMT	RMT.0070	RMT.0393	75.00%
F2	F2.73.SPT	SPT.0071	SPT.0104	16.07%
G1	G1.74.RMT	RMT.0067	RMT.0570	67.86%
G1	G1.75.RMT	RMT.0072	RMT.0445	75.00%
G1	G1.76.RMT	RMT.0073	RMT.0464	76.79%
G1	G1.77.RMT	RMT.0074	RMT.0469	75.00%
G1	G1.78.RMT	RMT.0075	RMT.0477	87.50%

G1	G1.79.RMT	RMT.0077	RMT.0638	71.43%
G1	G1.80.RMT	RMT.0078	RMT.0703	75.00%
G1	G1.81.RMT	RMT.0079	RMT.0728	16.07%
G1	G1.82.RMT	RMT.0080	RMT.0722	21.43%
G1	G1.83.RMT	RMT.0082	RMT.0728	7.14%
G2	G2.84.SPT	SPT.0076	SPT.0103	26.79%
G2	G2.85.SPT	SPT.0081	SPT.0102	23.21%
G2	G2.86.SPT	SPT.0095	SPT.0091	19.64%
H1	H1.87.RMT	RMT.0083	RMT.0230	10.71%
H1	H1.88.RMT	RMT.0085	RMT.0731	1.79%
H1	H1.89.RMT	RMT.0086	RMT.0731	0.00%
H1	H1.90.RMT	RMT.0087	RMT.0379	64.29%

Annex 3. Summarised information on the regularity references and safety promotion material

General

RMT tasks executed for EASA States would refer to Commission Regulation (EU) regulations, associated Acceptable Means of Compliance (AMC) and guidance material (GM) available at EASA website: <https://www.easa.europa.eu/en/regulations>

The EU-Service "EUR-Lex" (<https://eur-lex.europa.eu>) also presents an overview of all legal acts of the European Union (Regulations, Directives, Decisions, Guidelines).

More detailed references for specific EUR RASP actions can be received upon request from ICAO Secretariat: eurrasp@icao.int

Links to the useful material provided via the EUR RASP 2024 Survey

A1.1.RMT	<u>RMT.0001</u>	Have you amended your aviation regulations as guided by the RMT.0001 " <i>Embodiment of safety management system (SMS) requirements into applicable State's legislation</i> "?
Albania	https://www.aac.gov.al/ligje-2/	
Armenia	STATEMENT ON STATE FLIGHT SAFETY POLICY https://aviation.am/state_safety_policy_statement "	
Georgia	Common Rules for the Establishment and Implementation of the Safety Management System https://matsne.gov.ge/ka/document/download/5550886/0/ge/pdf	
Israel	https://www.nevo.co.il/law_html/law01/501_742.htm implemented in CAT and Air Traffic Management/Air Navigation Services	
Moldova	https://www.caa.md/storage/upload/normative/normativ-reports/564/21_CT-SMS_ro.pdf	
North Macedonia	https://www.caa.gov.mk/wp-content/uploads/2024/03/AVIATION-ACT-2024.pdf 3. AVIATION SAFETY Article 24	
Serbia	Art 16, Air Transport Law and related bylaws, https://cad.gov.rs/en/strana/16551/	
Türkiye	SHY-SMS https://web.shgm.gov.tr/documents/sivilhavacilik/files/mevzuat/sektorel/yonetmelikler/SHY-SMS_Resmi_Gazete_16.112016.pdf	
Ukraine	SMS requirements implemented into applicable Ukrainian legislation in all domains except POA/DOA, CAMO and AMO, https://avia.gov.ua/wp-content/uploads/2020/08/Metodichni_rekomendatsiyi_Metodologiya_otsinyuvannya_sistem_upravlinnya.pdf	
United Kingdom	https://www.caa.co.uk/uk-regulations/aviation-safety/basic-regulation-the-implementing-rules-and-uk-cao-amc-gm-cs/	
	<ul style="list-style-type: none"> • UK Initial Airworthiness GM1 21.A.239(c) Design management system; UK IA M1 145.A.200 Management system; UK IA GM1 CAMO.A.200 Management system; UK ARO.GEN.200 Management system; UK ARA.GEN.200 Management system; UK ADR.OR.D.005 Management system; UK ATCO.OR.C.001 Management system of training organisations • UK ORO.GEN.200 Management system • UK ORA.GEN.200 Management system • UK ADR.OR.D.005 Management system • UK ATS.OR.200 Safety management system 	

A1.2.RMT	RMT.0002	Have you amended your aviation regulations as guided by the RMT.0002 " <i>Implement requirements and guidance material on occurrence reporting</i> "?
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Albania <https://www.aac.gov.al/raportime/>
Armenia Occurrence Reporting, https://aviation.am/occurrence_reporting
Georgia Occurrence Reporting and Dissemination of Safety-related information
<https://matsne.gov.ge/ka/document/download/6170168/0/ge/pdf>
Moldova <https://www.caa.md/storage/upload/normative/normativ-reports/551/RAC-RAASEAC%20RO.pdf>
North Macedonia

- <https://www.caa.gov.mk/wp-content/uploads/2024/03/AVIATION-ACT-2024.pdf>
- <https://drive.google.com/file/d/1Vbl4vM8czj7WSfD64MLy-GsniF-pP7YC/view>
- <https://www.caa.gov.mk/en/accidents-and-incidents/>

Serbia <https://cad.gov.rs/en/strana/16551>
Ukraine <https://zakon.rada.gov.ua/laws/show/z0352-20>
United Kingdom <https://www.caa.co.uk/our-work/make-a-report-or-complaint/report-something/mor/occurrence-reporting/>

A1.3.RMT	RMT.0009	Have you amended your aviation regulations as guided by the RMT.0009 " <i>Develop and implement HF competency framework for regulatory staff</i> "?
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Denmark Human factors are referenced in DKPAS, but not explicitly in legislation,
<https://www.trafikstyrelsen.dk/publikationsliste/luftfart-publikationer/2024/mar/dkpas-2024-2026>
Finland FPAS 2024. (see SYS.009.6),
<https://www.traficom.fi/sites/default/files/media/publication/Suomen%20ilmailun%20turvallisuuksuunnitelma%20FPAS%202024.pdf>
Netherlands Safety initiative 24 in NALV : [https://www.icao.int/safety/GASP/GASP Library/National aviation safety plans/Netherlands NASP 2023-2026.pdf](https://www.icao.int/safety/GASP/GASP%20Library/National%20aviation%20safety%20plans/Netherlands%20NASP%202023-2026.pdf)
North Macedonia <https://www.caa.gov.mk/wp-content/uploads/2024/09/%D0%9D%D0%9F%D0%91%D0%90.pdf>

A1.4.RMT	RMT.0010	Have you amended your aviation regulations as guided by the RMT.0010 " <i>Development of flight time limitation (FTL) rules for CAT operations of emergency medical services (EMS) by aeroplanes and helicopters</i> "?
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Armenia AIR OPERATIONS REGULATION <https://www.arlis.am/DocumentView.aspx?DocID=160480>
Kazakhstan Rules for Organisation of Working Hours and Rest of Crew Members of Civil and Experimental Aircraft of the Republic of Kazakhstan <https://adilet.zan.kz/rus/docs/V1500010629>
Moldova <https://www.caa.md/cadrul-normativ-3-121> HGRM 612 SPA. HEMS.100 /110
North Macedonia <https://www.caa.gov.mk/wp-content/uploads/2023/11/32012R0965MK4.pdf>
Türkiye INSTRUCTIONS ON FLIGHT AND DUTY TIME LIMITATIONS AND REST REQUIREMENTS FOR AIR TAXI AND GENERAL AVIATION OPERATIONS, Chapter 5 and 6,
<https://web.shgm.gov.tr/documents/sivilhavacilik/files/mevzuat/sektorel/talimatlar/2018/SHT-FTL-HG-WEB.pdf>
Ukraine <https://zakon.rada.gov.ua/laws/show/z1109-18#Text> , Para VI of Aviation Rules of Ukraine Technical requirements and administrative procedures related to air operations

A1.5.RMT	RMT.0011	Have you amended your aviation regulations as guided by the RMT.0011 " <i>Update and harmonisation of flight time limitation (FTL) rules for CAT by aeroplane for air taxi operations and single-pilot operations taking into account operational experience and recent scientific evidence</i> "?
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Serbia Regulation on the organization of the working time of the Crew Members,
<https://cad.gov.rs/en/strana/16551>

Türkiye INSTRUCTIONS ON FLIGHT AND DUTY TIME LIMITATIONS AND REST REQUIREMENTS FOR AIR TAXI AND GENERAL AVIATION OPERATIONS,
<https://web.shgm.gov.tr/documents/sivilhavacilik/files/mevzuat/sektorel/talimatlar/2018/SHT-FTL-HG-WEB.pdf>

A1.6.RMT	RMT.0012	Have you amended your aviation regulations as guided by the RMT.0012 " <i>Flight time limitation (FTL) rules for helicopter operations</i> "?
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Armenia TERRITORIAL ADMINISTRATION AND INFRASTRUCTURE MINISTRY ORDER N 2 - N. Dated 11-02-2022., <https://www.arlis.am/DocumentView.aspx?DocID=160480>

Kazakhstan Rules for Organisation of Working Hours and Rest of Crew Members of Civil and Experimental Aircraft of the Republic of Kazakhstan <https://adilet.zan.kz/rus/docs/V1500010629>

Moldova <https://www.caa.md/cadrul-normativ-3-121>, HGRM 612 ORO.FTL

North Macedonia <https://www.caa.gov.mk/wp-content/uploads/2023/11/32012R0965MK4.pdf>

A1.7.RMT	RMT.0013	Have you amended your aviation regulations as guided by the RMT.0013 " <i>Flight Time Limitations (FTL) rules for aeroplane commercial operations other than CAT</i> "?
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Albania Minister Order 80/2023:ORO.FTL, General section 1,
<http://qbz.gov.al/eli/urdher/2023/06/30/80>

North Macedonia <https://www.caa.gov.mk/wp-content/uploads/2024/10/2.21-%D0%9F%D1%80%D0%B0%D0%B2%D0%B8%D0%BB%D0%BD%D0%B8%D0%BA-%D0%B7%D0%B0-%D1%80%D0%B0%D0%B1.%D0%B2%D1%80%D0%B5%D0%BC%D0%B5-%D0%B5%D0%BA%D0%B8%D0%BF%D0%B0%D0%B6-204-24.pdf>

Türkiye INSTRUCTIONS ON FLIGHT AND DUTY TIME LIMITATIONS AND REST REQUIREMENTS FOR AIR TAXI AND GENERAL AVIATION OPERATIONS, Chapter 4,
<https://web.shgm.gov.tr/documents/sivilhavacilik/files/mevzuat/sektorel/talimatlar/2018/SHT-FTL-HG-WEB.pdf>

A1.8.RMT	RMT.0014	Have you amended your aviation regulations as guided by the RMT.0014 " <i>Implement preventive measures in the field of aircrew medical fitness?</i> "
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Albania <https://qbz.gov.al/share/md4145tdQi-jqDGfjmlEOw>

Armenia TERRITORIAL ADMINISTRATION AND INFRASTRUCTURE MINISTRY ORDER N 3 - N. Dated 11-02-2022, <https://www.arlis.am/DocumentView.aspx?DocID=160481>

Moldova <https://www.caa.md/cadrul-normativ-3-121>, HGRM 612 CAT.GEN.MPA 170, 175, 215

North Macedonia <https://www.caa.gov.mk/wp-content/uploads/2024/10/2.21-%D0%9F%D1%80%D0%B0%D0%B2%D0%B8%D0%BB%D0%BD%D0%B8%D0%BA-%D0%B7%D0%B0-%D1%80%D0%B0%D0%B1.%D0%B2%D1%80%D0%B5%D0%BC%D0%B5-%D0%B5%D0%BA%D0%B8%D0%BF%D0%B0%D0%B6-204-24.pdf>

Serbia "Regulation on conditions for performing air operations <https://cad.gov.rs/en/strana/16551/>"

Ukraine <https://zakon.rada.gov.ua/laws/show/z1109-18#Text>, Para CAT.GEN.MPA.170, CAT.GEN.NMPA.130, ARO.RAMP.106, CAT.GEN.NMPA.105, NCO.SPEC.110, NCO.SPEC.115, SPO.GEN.105, SPO.GEN.107

A1.9.RMT	RMT.0015	Have you amended your aviation regulations as guided by the RMT.0015 " <i>Amendment of requirements for flight recorders and underwater locating devices?</i> "
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Albania Minister Order 80/2023 Part CAT, <http://qbz.gov.al/eli/urdher/2023/06/30/80>

Israel "Air Navigation Regulations (Operation of Aircraft and Rules of Flight), regs. 36, 46-46C, 411, https://www.nevo.co.il/law_html/law01/162_018.htm

Moldova <https://www.caa.md/cadrul-normativ-3-121>, AMC&GM-OPS Part CAT

North Macedonia <https://www.caa.gov.mk/wp-content/uploads/2024/10/2.21-%D0%9F%D1%80%D0%B0%D0%B2%D0%B8%D0%BB%D0%BD%D0%B8%D0%BA-%D0%B7%D0%B0-%D1%80%D0%B0%D0%B1.%D0%B2%D1%80%D0%B5%D0%BC%D0%B5-%D0%B5%D0%BA%D0%B8%D0%BF%D0%B0%D0%B6-204-24.pdf> , CAT.IDE.H.190 "

Serbia Regulation on conditions for performing air operations <https://cad.gov.rs/en/strana/16551/>

Ukraine <https://zakon.rada.gov.ua/laws/show/z1109-18#Text> , Para CAT.GEN.MPA.210, CAT.IDE.A.285, CAT.IDE.A.190, CAT.IDE.H.190, NCC.IDE.A.165, NCC.IDE.H.165, SPO.IDE.A.145, SPO.IDE.H.145

A1.10.RMT	RMT.0016	Have you amended your aviation regulations as guided by the RMT.0016 " <i>Cybersecurity risks?</i> "
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Türkiye Cyber Security Instruction for Civil Aviation Organisations (SHT-SIBER), <https://web.shgm.gov.tr/documents/sivilhavacilik/files/mevzuat/sektorel/talimatlar/2022/SHT-Siber.pdf>

A1.11.RMT	<u>RMT.0019</u>	Have you amended your aviation regulations as guided by the RMT.0019 " <i>Regulation and Oversight of Search and Rescue services</i> "?
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Czech Republic L12 Regulation, <https://aim.rlp.cz/predpisy/predpisy/dokumenty/L/L-12/data/amdt/L12-zm19a1CR.pdf>

Denmark <https://www.trafikstyrelsen.dk/lovlisteside/luftfart-love-og-regler/2021/okt/bek-1782-2021-sar>

Estonia Aviation Act § 48 and § 60_1,
<https://www.riigiteataja.ee/en/eli/ee/523122024012/consolide/current>

Finland <https://www.finlex.fi/fi/viranomaiset/normi/498001/41330>

Ireland The IAA amended National legislation with Aeronautical Notice O.76,
https://www.iaa.ie/publications/docs/default-source/publications/aeronautical-notice/o---operations/o-76_3-v2-published

Kazakhstan

- <https://adilet.zan.kz/rus/docs/P1100001296>
- <https://adilet.zan.kz/rus/docs/V1500012511>

Kyrgyzstan

- <https://caa.kg/sites/default/files/2023-08/%D0%90%D0%9F%D0%9A%D0%A0-12%20%D0%93%D0%90%D0%93%D0%90.pdf>
- <https://cbd.minjust.gov.kg/46-1098/edition/302795/ru>

Moldova https://www.caa.md/storage/upload/normative/normativ-reports/702/25_CT-GMCOCS_ed.02_ro.pdf

North Macedonia <https://www.caa.gov.mk/%d0%bd%d0%b5%d1%81%d1%80%d0%b5%d1%9c%d0%b8-%d0%b8-%d0%b8%d0%bd%d1%86%d0%b8%d0%b4%d0%b5%d0%bd%d1%82%d0%b8/>

Slovak Republic <https://www.slov-lex.sk/ezbierky-fe/pravne-predpisy/SK/ZZ/1998/143/20250101#paragraf-49.odsek-2>

Slovenia <https://pisrs.si/pregledPredpisa?id=URED7763>, Regulation on the Implementation of Aircraft Search and Rescue Services

Türkiye REGULATION SEARCH AND RESCUE IN MARINE AND AIRCRAFT ACCIDENTS,
<https://denizcilik.uab.gov.tr/uploads/pages/aakkm-mevzuat/deniz-ve-hava-araclari-kazalarinda-arama-kurtarma-yonetmeligi.pdf>

A1.12.RMT	RMT.0020	Have you amended your aviation regulations as guided by the RMT.0020 " <i>Oversight capabilities/focus areas</i> "?
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Moldova

<https://www.caa.md/storage/upload/cms/pages//tmp/php0TWL4Y/NASP%20Moldova%20ed01.semnat.pdf>

North Macedonia <https://www.caa.gov.mk/wp-content/uploads/2024/09/%D0%9D%D0%9F%D0%91%D0%90.pdf>

Serbia <https://cad.gov.rs/en/strana/19811/>

A2.13.SPT	SPT.0004	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0004 " <i>Safety management implementation and SMS international cooperation</i> "?
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EASA

- Safety Map of the World: <https://www.easa.europa.eu/community/content/safety-map-world>
- Effective SMS Implementation: <https://www.easa.europa.eu/community/topics/effective-sms-implementation>
- Occurrence Reporting: <https://www.easa.europa.eu/community/topics/occurrence-reporting>
- Lifecycle of a Safety Report: <https://www.easa.europa.eu/community/topics/lifecycle-occurrence-report>
- 2023 EASA safety week: <https://www.easa.europa.eu/community/topics/safety-week-2023-summary>
- <https://ad.easa.europa.eu/ad/2023-05>
- <https://www.easa.europa.eu/community/topics/summer-2023>
- <https://www.easa.europa.eu/en/domains/safety-management>
- <https://www.easa.europa.eu/en/domains/safety-management/safety-management-system-sms>

Albania ACAA-DAD-GM6-SMS ""Guidance Material Safety Management System, <https://www.aac.gov.al/wp-content/uploads/2024/12/ACAA-DAD-GM6-SMS-.pdf>

Belgium EASA + SMICG safety promotion material

- <https://mobilit.belgium.be/nl/luchtvaart/veiligheid/veiligheidspromotie>
- <https://mobilit.belgium.be/fr/aviation/securite/promotion-de-la-securite>

Croatia <https://www.ccaa.hr/aviation-safety-00094>

Finland <https://traficom.fi/fi/ajankohtaista/tilaisuudet/ilmailun-turvallisuusfoorumi-2024-traficomin-tilaisuus-ilmailun>

France

- <https://www.ecologie.gouv.fr/politiques-publiques/symposium-securite#maintien-de-navigabilite-interfaces-entre-acteurs-0>
- <https://www.ecologie.gouv.fr/politiques-publiques/programme-securite-letat>

Ireland Training in Safety Management, <https://www.iaa.ie/training/safety-management>

Israel CAAI Directive SMG 1.1.063 and associated Advisory Pamphlets, checklists and forms, <https://www.gov.il/he/Departments/DynamicCollectors/civil-aviation-authority-directives?skip=0&number=063>

Italy <https://www.enac.gov.it/sicurezza-aerea/flight-safety/safety-management-system/>

Latvia

- <https://www.caa.gov.lv/lv/gaisa-kugu-lidojumu-drosuma-veicinasana>
- <https://skybrary.aero/enhancing-safety/sm-icg-safety-management-products>
- <https://skybrary.aero/article>

Moldova <https://www.caa.md/en/reference-material-4-181>

North Macedonia

- <https://www.caa.gov.mk/wp-content/uploads/2024/09/%D0%9D%D0%9F%D0%91%D0%90.pdf>
- <https://www.caa.gov.mk/>

Poland SMS workshops /conferences are organised on regular basis.

- <https://www.ulc.gov.pl/pl/zarzadzanie-bezpieczenstwem/kultura-i-promocja-bezpieczenstwa/konferencje-bezpieczenstwa-w-lotnictwie-cywilnym>
- <https://www.ulc.gov.pl/pl/zarzadzanie-bezpieczenstwem/kultura-i-promocja-bezpieczenstwa/warsztaty-bezpieczenstwa-w-lotnictwie-cywilnym>

Portugal

- <https://skybrary.aero/sites/default/files/bookshelf/32973.pdf>
- <https://skybrary.aero/sites/default/files/bookshelf/33573.pdf>
- <https://skybrary.aero/sites/default/files/bookshelf/32976.pdf>
- <https://skybrary.aero/sites/default/files/bookshelf/33637.pdf>

Romania <https://www.caa.ro/uploads/pages/2023.10.05%20Circulara%20SMS-AT%20rev%20A%20sept%202023.pdf>

Serbia <https://cad.gov.rs/en/strana/19811>

Spain

- <https://www.seguridadaerea.gob.es/es/prom-de-seguridad/grupos-de-trabajo-y-comites-de-expertos>
- <https://www.seguridadaerea.gob.es/es/prom-de-seguridad/safety-promotion-easa>

A2.14.SPT	<u>SPT.0005</u>	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0005 " <i>States to implement effective State Safety Programmes (SSPs)</i> "?
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Belgium BEL SSP: <https://mobilit.belgium.be/nl/publications/belgium-aviation-safety-programme-en>

Croatia SSP 2022 <https://www.ccaa.hr/file/1655b22cd6ce4621fcee97813492db3c3c7>

Czech Republic <https://www.caa.cz/safety-provozni-bezpecnost/>

Denmark <https://www.trafikstyrelsen.dk/publikationsliste/luftfart-publikationer/2023/feb/dansk-state-safety-programme>

Estonia SSP https://transpordiamet.ee/sites/default/files/documents/2024-05/Riiklik%20lennundusohutusprogramm_2024_Final.pdf

Finland

- <https://www.traficom.fi/fi/liikenne/ilmailu/suomen-ilmailun-turvallisuusohjelma>
- <https://www.traficom.fi/en/liikenne/ilmailu/suomen-ilmailun-turvallisuusohjelma>

France <https://www.ecologie.gouv.fr/politiques-publiques/programme-securite-letat>

Ireland

- Training in Safety Management ref; <https://www.iaa.ie/training/safety-management>
- The Intro to SMS includes a module on SSP implementation, ref: <https://www.iaa.ie/training/safety-management/safety-management-training>

Israel <https://www.gov.il/he/pages/ssp-safety-guide-doc>

Italy

- <https://www.enac.gov.it/sicurezza-aerea/flight-safety/state-safety-programme/>
- <https://www.enac.gov.it/sicurezza-aerea/flight-safety/safety-promotion/>

North Macedonia

- <https://www.caa.gov.mk/>
- <https://www.caa.gov.mk/wp-content/uploads/2024/09/%D0%9D%D0%9F%D0%91%D0%90.pdf>
- <https://www.caa.gov.mk/wp-content/uploads/2025/01/Safety-Management-System-Evaluation-Tool.pdf>

Portugal SSP <https://diariodarepublica.pt/dr/detalhe/resolucao-conselho-ministros/18-2025-906519103>

Serbia <https://cad.gov.rs/en/strana/19811/>

Slovak Republic <https://www.mindop.sk/ministerstvo-1/doprava-3/civilne-letectvo/legislativa-v-oblasti-civilneho-letectva/SSP>

Slovenia

- Presentation at the 4th CAA Aviation Safety Conference (promotion of the new SSP adopted in 2024), <https://www.caa.si/4-caa-konferenca-o-letalski-varnosti.html>
- SSP Manual - <https://www.caa.si/upload/editor/file/file460fecb7c2c8810.pdf>

Spain <https://www.seguridadaerea.gob.es/es/ambitos/gestion-de-la-seguridad-operacional/marco-general-del-programa-estatal-de-seguridad-operacional-peso>

Ukraine <https://zakon.rada.gov.ua/laws/show/656-2021-%D1%80#Text>

A2.15.SPT	SPT.0007	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0007 "SMS Assessment"?
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EASA

- <https://www.easa.europa.eu/en/domains/safety-management> and
- <https://www.easa.europa.eu/en/domains/safety-management/safety-management-system-sms>

Albania AGA domain ACAA-DAD-GM6-SMS "Guidance Material Safety Management System",
<https://www.aac.gov.al/wp-content/uploads/2024/12/ACAA-DAD-GM6-SMS-.pdf>

Armenia RA STATE SAFETY PROGRAM, https://aviation.am/ra_state_safety_program

Finland <https://www.traficom.fi/fi/ajankohtaista/tilaisuudet/suorituskyvyn-mittaminen-ja-seuranta-turvallisuustyon-osana-trafficomin-0>

Ireland

- Training in Safety Management ref; <https://www.iaa.ie/training/safety-management>
- SMS assessment emphasised in <https://www.iaa.ie/training/safety-management/advanced-safety-management-systems-for-industry>

Moldova

<https://www.caa.md/assets/admin/vendor/ckeditor/plugins/fileman/Uploads/2021.03.22/implementare.pdf>

Netherlands Safety enhancement initiative 40 in NALV : https://www.icao.int/safety/GASP/GASP/Library/National_aviation_safety_plans/Netherlands_NASP_2023-2026.pdf

North Macedonia

- <https://www.caa.gov.mk/wp-content/uploads/2024/09/%D0%9D%D0%9F%D0%91%D0%90.pdf>
- <https://www.caa.gov.mk/wp-content/uploads/2025/01/Safety-Management-System-Evaluation-Tool.pdf>

Poland <https://www.ulc.gov.pl/pl/zarzadzanie-bezpieczenstwem/przepisy-i-materialy-doradcze/materialy-doradcze/4334-narzedzie-oceny-systemu-zarzadzania-easa>

Romania <https://www.caa.ro/uploads/pages/2023.10.05%20Circulara%20SMS-AT%20rev%20A%20sept%202023.pdf>

Slovenia Link to EASA Management System Assessment Tool provided on CAA webpage:
<https://www.caa.si/letalska-varnost.html>

Spain "Guías de Usuario - Sistema de Gestión"
<https://www.seguridadaaerea.gob.es/es/ambitos/aeronaves/guias-de-usuario---sistema-de-gestion>

Ukraine https://avia.gov.ua/wp-content/uploads/2020/08/Metodichni_rekomendatsiyi_Metodologiya_otsinyuvannya_sistem_upravlinnya.pdf

A2.16.SPT	<u>SPT.0008</u>	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0008 " <i>States to establish and maintain a National Aviation Safety Plan (NASP)</i> "?
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Georgia <https://gcaa.ge/guidance-materials/>

Moldova

<https://www.caa.md/storage/upload/cms/pages//tmp/php0TWL4Y/NASP%20Moldova%20ed01.semnat.pdf>

North Macedonia <https://www.caa.gov.mk/wp-content/uploads/2024/09/%D0%9D%D0%9F%D0%91%D0%90.pdf>

Serbia <https://cad.gov.rs/en/strana/19811>

A2.17.SPT	<u>SPT.0099</u>	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0099 " <i>Application of selected ISO QMS requirements for management systems of selected aviation service providers</i> "?
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EASA

- <https://www.easa.europa.eu/en/newsroom-and-events/events/safety-management-system-workshop-design-organisations>
- <https://www.easa.europa.eu/en/newsroom-and-events/events/safety-management-system-qa-webinar>

Ireland Training in Compliance Monitoring and Auditing, ref; [https://www.iaa.ie/training/compliance-monitoring-and-auditing/compliance-monitoring-and-auditing-\(industry\)](https://www.iaa.ie/training/compliance-monitoring-and-auditing/compliance-monitoring-and-auditing-(industry))

A2.18.SPT	<u>SPT.0100</u>	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0100 " <i>Establishment of harmonised safety data collecting and processing systems (SDCPS) at State level</i> "?
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EASA

- <https://www.easa.europa.eu/en/domains/safety-management-and>
- <https://www.easa.europa.eu/en/domains/safety-management/safety-management-system-sms>

Armenia Regulation for REPORTING, ANALYSIS AND FOLLOW-UP OF OCCURRENCES, https://aviation.am/regulation_laying_down_the_reporting_analysis_and_followup_of_occurrences_in_the_civil_aviation_of_the_republic_of_armenia "

Belgium Circular CIR/MAS-01 on reporting of safety occurrences and data collection in ECCAIRS + safety promotion about reporting, <https://mobilit.belgium.be/fr/aviation/securite/notifications-dincidents-la-dgta>

Czech Republic

- <https://www.caa.cz/statni-program-bezpecnosti-ucinny-od-16-cervna-2022/>
- <https://www.caa.cz/safety-provozni-bezpecnost/statni-plan-bezpecnosti-letectvi/>

Finland

- <https://www.traficom.fi/en/services/flight-safety-report>
- <https://www.traficom.fi/en/transport/aviation/safety-culture-and-other-cultural-elements-everyday-aviation>

France

- [E2 guide for organisations](#)
- [E2 guide for individuals](#)
- E2 guide for SMS software providers ([slides](#) + [documentation](#))

Germany

https://www.lba.de/DE/Luftfahrtunternehmen/Ereignismeldungen/Meldung_einesEreignisses/Meldung_ein esEreignisses_node.html

Greece <https://hcaa.gov.gr/en/anafora-peristatikon-asfaleias>

Italy

- <https://www.enac.gov.it/sicurezza-aerea/flight-safety/segnalazione-eventi-aeronautici/>
- https://www.enac.gov.it/app/uploads/2024/06/ITO-2024_01-GEN-Segnalazione-Obbligatoria-Eventi-Aeronautici-21JUN2024.pdf

Latvia <https://www.caa.gov.lv/lv/zinosana-par-atgadijumu>

Malta <https://www.transport.gov.mt/aviation/safety-management/occurrence-reporting-3287>

Moldova

- <https://www.caa.md/storage/upload/normative/normativ-reports/551/RAC-RAASEAC%20RO.pdf>
- https://www.caa.md/assets/admin/vendor/ckeditor/plugins/fileman/Uploads/PIAC_FIBDN.pdf

North Macedonia <https://www.caa.gov.mk/en/safety/reporting-events/>

Norway Guidance material and information about reporting:

<https://www.luftfartstilsynet.no/aktorer/flysikkerhet/rapportering/>

Poland <https://www.ulc.gov.pl/pl/zarzadzanie-bezpieczenstwem/zdarzenia-lotnicze/6174-eccairs-2-0-materialy-ze-szkolen-dla-organizacji>

Portugal

- <https://www.anac.pt/vPT/Generico/NotificacoesOcorrencias/GuiasECCAIRS/Paginas/GuiasECCAIRS.aspx>
- <https://www.anac.pt/vPT/Generico/NotificacoesOcorrencias/Paginas/comunicacaodeOcorrencias.aspx>
- <https://www.youtube.com/@anacportugal253/videos>

Romania <https://aias.gov.ro/>

Slovenia SSP Manual, Chapter 2, <https://www.caa.si/upload/editor/file/file460fecb7c2c8810.pdf>

Spain <https://www.seguridadaerea.gob.es/es/ambitos/gestion-de-la-seguridad-operacional/sistema-de-notificacion-de-sucesos>

A2.19.SPT	SPT.0017	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0017 " <i>Strategy for Cybersecurity in Aviation</i> "?
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EASA <https://www.easa.europa.eu/easa-and-you/cyber-security/main-easa-activities#group-easa-downloads>

Albania <https://www.aac.gov.al/wp-content/uploads/2024/03/ACAA-DAS-GM4-CTCA-Manuali-i-Cyber.pdf>

A2.20.SPT	SPT.0018	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0018 " <i>Dissemination of information on conflict zones</i> "?
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EASA

- <https://www.easa.europa.eu/en/domains/air-operations/czibs>
- <https://www.easa.europa.eu/en/domains/air-operations/information-on-conflict-zones/european-information-sharing-and-cooperation-platform-conflict-zones>

Finland FPAS 2024 (SYS.004.1) and SSP (FASP version 8.0)

<https://www.traficom.fi/sites/default/files/media/publication/Finnish%20Aviation%20Safety%20Programme%20version%208.pdf>

Greece HCAA PUBLISHES ALL THE RELEVANT EASA'S SIBs

<https://hcaa.gov.gr/el/hcaa-sian-05-2023-enimerosi-gia-tis-zones-sygkroyseon-information-conflict-zones>

Israel <https://www.gov.il/en/pages/current-situation>

Malta

- <https://www.transport.gov.mt/aviation/safety-management/safety-information-advisory-notices-4480>
- <https://www.transport.gov.mt/aviation/aircraft-flight-standards/operations-advisory-notices-700 & dissemination to industry stakeholders-online platform>

Moldova <https://www.caa.md/cadrul-normativ-3-121>

Portugal

- https://www.anac.pt/vpt/generico/informacaoaeronautica/circularesinformacaoaeronautica/Documents/CIA_05_2024.pdf
- https://www.anac.pt/vPT/Generico/InformacaoAeronautica/CircularesInformacaoAeronautica/Documents/CIA_02_2022.pdf

B1.21.RMT	RMT.0021	Have you amended your aviation regulations as guided by the RMT.0021 "ICAO requirements for proficiency in languages used for radiotelephony communications language proficiency (ILPR) – rulemaking”?
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Albania

- Part FCL.055, <https://qbz.gov.al/share/md4145tdQi-jqDGfjmlEOw>
- Part KTA.B.030, <https://qbz.gov.al/eli/urdher/2019/02/21/91>"

Czech Republic <https://aim.rlp.cz/predpisy/predpisy/dokumenty/L/L-1/data/amdt/L1-zm171.pdf>

Greece <https://hcaa.gov.gr/en/language-assessment-bodies-labs>

Latvia <https://likumi.lv/ta/id/327754-civilas-aviacijas-gaisa-kuga-lidojumu-apkalpes-loceklu-sertificesanas-noteikumi>

Malta <https://www.transport.gov.mt/aviation/personnel-licensing/language-testing-bodies-ltbs-pel-notice-6696>

North Macedonia https://drive.google.com/file/d/1ztCbYxJbSzRs_TTkY46XMjPpyfPcUu02/view

Poland <https://isap.sejm.gov.pl/isap.nsf/download.xsp/WDU20210001713/O/D20211713.pdf>

Romania

- <https://www.caa.ro/uploads/pages/PAC%20FCL%20consolidata.pdf>
- https://www.caa.ro/uploads/pages/2023.12.18%20Proceduri%20de%20aeronautica%20civila%20PA-C-LCTA%20ed7_2023.pdf - guidance material for air traffic controllers "

Serbia <https://cad.gov.rs/en/strana/16551>

Spain <https://www.boe.es/buscar/act.php?id=BOE-A-2019-16892>

Ukraine <https://zakon.rada.gov.ua/laws/show/z1056-17#Text>

B1.22.RMT	RMT.0023	Have you amended your aviation regulations as guided by the RMT.0023 "Extend competency-based training to all licences and ratings and extension of Threat and error management (TEM) principle to all licences and ratings”?
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Armenia <https://www.arlis.am/DocumentView.aspx?DocID=188129>

Serbia Regulation on conditions for performing air operations, <https://cad.gov.rs/en/strana/16551/>

B1.23.RMT	RMT.0024	Have you amended your aviation regulations as guided by the RMT.0024 "Improve flight simulation training devices (FSTDs) fidelity”?
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Armenia <https://www.arlis.am/DocumentView.aspx?DocID=188129>

Serbia <https://cad.gov.rs/en/strana/16551>

Ukraine <https://zakon.rada.gov.ua/laws/show/z1056-17#Text>

B1.24.RMT	RMT.0025	Have you amended your aviation regulations as guided by the RMT.0025 "New training/teaching technologies for maintenance staff”?
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Nil

B1.25.RMT	<u>RMT.0026</u>	Have you amended your aviation regulations as guided by the RMT.0026 " <i>Balloon and sailplane licensing requirements</i> "?
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Armenia For Balloon - <https://www.arlis.am/DocumentView.aspx?DocID=188129>

Moldova https://www.caa.md/storage/upload/normative/normative-reports/740/HGRM%20nr.85_Regulament%20baloane%20si%20planoare_ro.pdf

North Macedonia

- https://drive.google.com/file/d/1ztCbYxJbSzRs_TTkY46XMjPpyfPcUu02/view
- https://www.caa.gov.mk/wp-content/uploads/2019/11/38_12.pdf

Serbia <https://cad.gov.rs/en/strana/16551>

Türkiye

- <https://web.shgm.gov.tr/documents/sivilhavacilik/files/mevzuat/sektorel/talimatlar/2024/SHT-SFCL.pdf>
- <https://web.shgm.gov.tr/documents/sivilhavacilik/files/mevzuat/sektorel/talimatlar/2024/SHT-BFCL.pdf>

Ukraine <https://zakon.rada.gov.ua/laws/show/z1056-17#Text>

B2.26.SPT	<u>SPT.0022</u>	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0022 " <i>ICAO requirements for proficiency in languages used for radiotelephony communications language proficiency (ILPR) - safety promotion</i> "?
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EASA

- Aviation Language: <https://www.easa.europa.eu/community/topics/aviation-language-shared-responsibility>
- Standard Phraseology: <https://www.easa.europa.eu/community/topics/standard-phraseology>
- <https://www.easa.europa.eu/en/newsroom-and-events/news/sera-easy-access-rules-updated-radiotelephony-phraseologies-provision>

Albania <https://www.aac.gov.al/materiale-udhezuese-niveli-pilot/>

Czech Republic <https://www.caa.cz/doletis/komunikace/>

France <https://www.ecologie.gouv.fr/politiques-publiques/controle-competences-linguistiques>

Latvia <https://www.easa.europa.eu/community/topics/standard-phraseology>

Luxembourg

- <https://dac.gouvernement.lu/dam-assets/documents/s%C3%A9curit%C3%A9/npas-update-2024.pdf>
- <https://dac.gouvernement.lu/dam-assets/documents/licences/dac-lic-203-language-proficiency-rev-2-signed.pdf>

The Netherlands:

<https://www.ilent.nl/documenten/transport/luchtvaart/opleidingsinstellingen/informatieblad/informatieblad-beperkte-language-assessment-body>

North Macedonia https://drive.google.com/file/d/1ztCbYxJbSzRs_TTkY46XMjPpyfPcUu02/view

Poland

[https://www.icao.int/EURNAT/EUR%20and%20NAT%20Documents/EUR%20Documents/EUR%20Documents/046%20%20\(EN\)%20-%20Edition%201,%20Amd%200%20Guidance%20on%20the%20Harmonized%20Implementation%20of%20LPR%20and%20its%20Oversight%20-%20Dec%202023.pdf#search=doc%2046](https://www.icao.int/EURNAT/EUR%20and%20NAT%20Documents/EUR%20Documents/EUR%20Documents/046%20%20(EN)%20-%20Edition%201,%20Amd%200%20Guidance%20on%20the%20Harmonized%20Implementation%20of%20LPR%20and%20its%20Oversight%20-%20Dec%202023.pdf#search=doc%2046)

Romania

- <https://www.caa.ro/uploads/pages/PAC%20FCL%20consolidata.pdf> - guidance material for pilots
- https://www.caa.ro/uploads/pages/2023.12.18%20Proceduri%20de%20aeronautica%20civila%20PAC-LCTA%20ed7_2023.pdf - guidance material for air traffic controllers

Slovenia

- Presentation on 3rd CAA Aviation Safety Conference: <https://www.caa.si/3-cao-konferenca-o-letalski-varnosti.html>
- Leaflet: <https://www.caa.si/upload/editor/file/file8da99bf696e0f05.pdf>

Spain <https://www.seguridadaerea.gob.es/es/ambitos/formacion-y-examenes/formacion-al-personal-de-vuelo/centros-evaluadores-de-competencia-ling%C3%BCistica>

B2.27.SPT	SPT.0027	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided By SPT.0027 "Flight examiner manual"?
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EASA Flight Examiner Manual: <https://www.easa.europa.eu/en/document-library/general-publications/flight-examiners-manual-fem>

Czech Republic <https://www.caa.cz/zpusobilost-leteckeho-personalu/examinatori/>

Denmark <https://www.examiner.dk/procedures/fem>

France <https://www.ecologie.gouv.fr/politiques-publiques/pilotes-avions-examineurs>

Luxembourg

- <https://dac.gouvernement.lu/dam-assets/documents/licences/dac-lic-111.pdf>
- <https://dac.gouvernement.lu/dam-assets/documents/licences/documentaire/juillet2023/dac-lic-401-procedure-for-examiners-rev-5-nov2022.pdf>

Moldova

- HG 204/2020 <https://www.caa.md/cadrul-normativ-3-121>
- GM-EM <https://www.caa.md/cadrul-normativ-3-121>

Norway https://luftfartstilsynet.no/globalassets/dokumenter/kontrollanter/flight-examiner-handbook_v02_2024.pdf

Poland Guidelines of the President of CAA on the application of Flight Examiner Manual

- [https://edziennik.ulc.gov.pl/legalact/2024/40/;](https://edziennik.ulc.gov.pl/legalact/2024/40/)
- <https://edziennik.ulc.gov.pl/legalact/2024/41/>

Portugal <https://www.anac.pt/vPT/PessoalAeronautico/Autorizacoes/Paginas/Autorizacoes.aspx>

Romania

- <https://www.caa.ro/ro/pages/teste-de-indemanare%20>
- <https://www.caa.ro/ro/pages/straini>

Serbia <https://cad.gov.rs/en/strana/24161/examiners>

Slovenia <https://www.caa.si/izprasevalci.html>

Türkiye <https://web.shgm.gov.tr/tr/havacilik-personeli/6718-kontrol-pilotu>

B2.28.SPT	<u>SPT.0028</u>	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0028 " <i>Promotion of the full range of careers and opportunities in the aviation industry of ICAO EUR Region</i> "?
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France https://www.ecologie.gouv.fr/sites/default/files/documents/guide_devenir_pilote_de_ligne_0.pdf

Ireland <https://www.avcon.ie/About>

North Macedonia <https://www.caa.gov.mk/en/2024/11/08/with-a-promotional-stand-caa-will-take-part-at-avicon-2024/>

Poland

- <https://bip.ulc.gov.pl/praca-w-ulc/ogloszenia-o-pracy-w-ulc;>
- <https://www.linkedin.com/feed/update/urn:li:activity:7298258925345263616/?actorCompanyId=29002682;>
- https://www.youtube.com/watch?v=hwwow_jMeYE&t=1s

Portugal

<https://www.anac.pt/vPT/Generico/AsTuasAsascomecamaqui/Paginas/AsTuasAsascomecamaquihome.aspx>

Spain <https://www.seguridadaerea.gob.es/es/noticias/webinars-conoce-los-profesionales-de-la-aviacion-civil>

Uzbekistan <https://uzcaa.uz/ru/news/eshlar-bilan-uchrashuv>

B2.29.SPT	<u>SPT.0029</u>	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0089 " <i>Private Pilot Licence (PPL)/Light Aircraft Pilot Licence (LAPL) learning objectives in the Meteorological Information part of the PPL/LAPL syllabus</i> "?
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EASA

- <https://www.easa.europa.eu/en/domains/air-operations/weather-information-pilots#group-easa-downloads>
- <https://www.easa.europa.eu/en/downloads/45593/en>

Armenia For PPL - <https://www.arlis.am/DocumentView.aspx?DocID=188129>

Austria https://www.austrocontrol.at/jart/prj3/ac/data/dokumente/ZPH_LFA_LSA_022_AL_01_2018-09-21_1309878.pdf

Moldova AMC&GM to HG 204/2020 <https://www.caa.md/cadrul-normativ>

North Macedonia https://drive.google.com/file/d/1ztCbYxJbSzRs_TTkY46XMjPpyfPcUu02/view

B2.30.SPT	SPT.0097	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0097 " <i>Safe return to operations Ramp-up safely</i> "?
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EASA

- <https://www.easa.europa.eu/community/content/stronger-safer-together>
- <https://www.easa.europa.eu/en/the-agency/coronavirus-covid-19/easa-covid-19-resources>
- <https://ad.easa.europa.eu/ad/2023-05>
- <https://www.easa.europa.eu/document-library/general-publications/review-aviation-safety-issues-arising-covid-19-pandemic-0>

Finland <https://www.traficom.fi/fi/ajankohtaista/suomen-ilmailujarjestelman-vahvuuksia-vaalitaan-ja-riskit-pidetaan-hallinnassa>

France

https://www.ecologie.gouv.fr/sites/default/files/documents/info_securite_2022_01_maitrise_risques_operations_sol%200.pdf

Greece <https://hcaa.gov.gr/en/node/491>

Italy Safety Promotion Leaflet SPL-05

[https://www.enac.gov.it/app/uploads/2024/04/SPL-5 Ripresa Voli AG Mag 2020.pdf](https://www.enac.gov.it/app/uploads/2024/04/SPL-5_Ripresa_Voli_AG_Mag_2020.pdf)

Malta <https://www.transport.gov.mt/aviation-502>

Moldova

- <https://www.caa.md/raportul-organizatiei-europene-pentru-siguranta-navigatiei-aeriene-eurocontrol-privind-aviatia-europeana-9-15-august-3-591>
- <https://www.caa.md/calatoriti-informati-si-in-siguranta-3-552>

Montenegro <https://www.easa.europa.eu/community/topics/stronger-safer-together-resources>

North Macedonia

- <https://meta.mk/tuntev-zagubite-od-kovid-19-se-evidentni-aviosoobrakajot-kje-gi-dostigne-minatogodishnite-brojki-vo-2023-godina-video/>
- <https://www.caa.gov.mk/en/safety/operational-directives/>

Poland <https://www.ulc.gov.pl/pl/aktualnosci/5144-wytyczne-easa-dla-operatorow-lotniczych>

Romania <https://www.caa.ro/ro/pages/materiale-de-promovare-a-siguran%C8%9Bei>

Slovenia <https://www.caa.si/upload/editor/file/file00bb00c08f94dbc.pdf>

B2.31.SPT	SPT.0092	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0092 " <i>Safety promotion campaign to mitigate aircrew fatigue</i> "?
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EASA

- Fatigue Information: <https://www.easa.europa.eu/community/topics/fatigue-management>
- Fatigue Conference 2024: <https://www.easa.europa.eu/en/newsroom-and-events/events/fatigue-risk-management-frm-conference>
- Fatigue Conference 2025: <https://www.easa.europa.eu/en/newsroom-and-events/events/easa-fatigue-risk-management-conference>
- <https://www.easa.europa.eu/en/document-library/general-publications/effectiveness-flight-time-limitation-ftl-report>

Armenia <https://www.arlis.am/DocumentView.aspx?DocID=196808>

Croatia <https://www.ccaa.hr/file/22744158b1f102ae5d99feb6bb22e883f0>

Czech Republic <https://www.caa.cz/news/uverejneni-informacniho-vestniku-c-05-2024-podavani-hlaseni-k-unave-posadky-ktera-ma-nebo-by-mohla-mit-dopad-na-jeho-schopnost-bezpecneho-vykonu-je>

Denmark <https://www.en.trafikstyrelsen.dk/fatigue>

Finland <https://www.traficom.fi/fi/ajankohtaista/tilaisuudet/ilmailun-turvallisuusfoorumi-2024-trafficomin-tilaisuus-ilmailun>

Poland

- <https://ulc.gov.pl/pl/operacje-lotnicze/komunikaty>
- https://www.ulc.gov.pl/download/bezpieczenstow_lotow/biuletyny/2023/2024/biuletyn_bezpieczenstwa_nr2_26_internet.pdf
- https://www.ulc.gov.pl/download/bezpieczenstow_lotow/biuletyny/2022/Biuletyn_1_18_2022_v3.pdf

Spain <https://www.seguridadaerea.gob.es/es/noticias/easa-y-aesa-organizan-conjuntamente-una-conferencia-sobre-la-gestion-del-riesgo-de-fatiga>

C1.32.RMT	RMT.0029	Have you amended your aviation regulations as guided by the RMT.0029 <i>"Loss of control prevention and recovery training"</i> ?
Armenia https://www.arlis.am/DocumentView.aspx?DocID=188129 Israel https://www.nevo.co.il/law_html/law01/162_018.htm Moldova https://www.caa.md/cadrul-normativ-3-121 , HGRM 612 ORO.FC Ukraine https://zakon.rada.gov.ua/laws/show/z1056-17#Text		
C1.33.RMT	RMT.0032	Have you amended your aviation regulations as guided by the RMT.0032 <i>"Review of aeroplane performance requirements for operations"</i> ?
Armenia https://www.arlis.am/DocumentView.aspx?DocID=196808 Moldova https://www.caa.md/cadrul-normativ-3-121 , HGRM 612 part CAT" Serbia Regulation on conditions for performing air operations https://cad.gov.rs/en/strana/16551/ Ukraine https://zakon.rada.gov.ua/laws/show/z1109-18#Text		
C1.34.RMT	RMT.0035	Have you amended your aviation regulations as guided by the RMT.0035 <i>"TAWS operation in IFR and VFR and TAWS for turbine-powered aeroplanes under 5 700 kg MTOM able to carry six to nine passengers"</i> ?
Moldova https://www.caa.md/cadrul-normativ-3-121 , HGRM 612 CAT.IDE.A. North Macedonia https://www.caa.gov.mk/wp-content/uploads/2023/11/32012R0965MK4.pdf Ukraine https://zakon.rada.gov.ua/laws/show/z1109-18#Text		
C1.35.RMT	RMT.0036	Have you amended your aviation regulations as guided by the RMT.0036 <i>"Requirements for relief pilots"</i> ?
Ukraine https://zakon.rada.gov.ua/laws/show/z1109-18#Text , Para ORO.FC.A.201		
C1.36.RMT	RMT.0037	Have you amended your aviation regulations as guided by the RMT.0037 <i>"Non-commercial operations of aircraft listed in the operations specifications (OpSpecs) by an AOC holder"</i> ?
Moldova https://www.caa.md/cadrul-normativ-3-121 , PIAC-OPS Part CAT(comercial), PIAC-OPS Part NCC/NCO/GA " Ukraine https://zakon.rada.gov.ua/laws/show/z1109-18#Text , Para ORO.AOC.125"		
C1.37.RMT	RMT.0038	Have you amended your aviation regulations as by the RMT.0038 <i>"Update of the rules on air operations "</i> ?
Ukraine https://zakon.rada.gov.ua/laws/show/z1109-18#Text		
C1.38.RMT	RMT.0039	Have you amended your aviation regulations as guided by the RMT.0039 <i>"Fuel/energy planning and management"</i> ?
EASA Decision 2022/005/R 25/03/2022, https://www.easa.europa.eu/community/topics/fuel-management-new-rules		

C1.39.RMT	RMT.0041	Have you amended your aviation regulations as guided by the RMT.0041 " <i>Extended diversion time operations</i> "?
Israel Air Navigation Regulations (Operation of Aircraft and Rules of Flight), regs.403 and Appendix 6, https://www.nevo.co.il/law_html/law01/162_018.htm		
Moldova https://www.caa.md/cadrul-normativ-3-121 , HGRM 612 cap III ETOPS		
C1.40.RMT	RMT.0042	Have you amended your aviation regulations as guided by the RMT.0042 " <i>Transposition of provisions on electronic flight bag from ICAO Annex 6</i> "?
Israel Air Navigation Regulations (Operation of Aircraft and Rules of Flight), regs. 35A-35C, https://www.nevo.co.il/law_html/law01/162_018.htm		
Moldova https://www.caa.md/cadrul-normativ-3-121 , HGRM 612 CAT.GEN"		
Ukraine https://zakon.rada.gov.ua/laws/show/z1109-18#Text , Part SPA Subpart M: ELECTRONIC FLIGHT BAGS (EFB)		
C2.41.SPT	SPT.0098	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0098 " <i>Reinforce the appropriate reactions of flight crew in response to an ACAS resolution advisory (RA)</i> "?
EASA https://www.easa.europa.eu/community/topics/acas-ra-not-followed		
Croatia Link to EASA information and guidance (EASA Community Network) on CCAA web - https://www.ccaa.hr/easa-safety-promotion-79193		
Finland https://tieto.traficom.fi/fi/tilastot/yhteentormaykset-ja-lahelta-piti-tilanteet-ilmassa-macairprox		
Greece https://hcaa.gov.gr/el/hcaa-sian-01-2025-acas-ii-manoeuvres-based-visual-acquisition-traffic		
Italy https://www.enac.gov.it/app/uploads/2024/04/200630-NI_025-ACAS-finale-corretta-firmata.pdf		
Latvia https://www.caa.gov.lv/lv/gaisa-kugu-lidojumu-drosuma-veicinasana		
Poland https://ulc.gov.pl/pl/aktualnosci/6402-nowy-numer-biuletynu-bezpieczenstwa-w-lotnictwie-cywilnym-17		
Romania https://www.caa.ro/ro/pages/materiale-de-promovare-a-siguran%C8%9Bei		

C2.42.SPT	SPT.0030	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0030 " <i>Promotion of the provisions on pilot training</i> "?
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EASA

- <https://www.easa.europa.eu/community/topics/evidence-based-training>
- <https://www.easa.europa.eu/oversight-guidance-transition-ebt-mixed-checklist>
- <https://www.easa.europa.eu/en/domains/general-aviation>
- <https://www.easa.europa.eu/en/downloads/125286/en>
- <https://www.easa.europa.eu/en/downloads/131390/en>

Finland <https://www.traficom.fi/fi/tilastot-ja-julkaisut/tilaisuudet/ilmailukouluttajien-sidosryhmatilaisuus-7112019>

Moldova <https://www.caa.md/cadrul-normativ-3-121>, HGRM 612 ORO.FC

Norway

- <https://us14.campaign-archive.com/?u=7da33d50c37770012f95c2fec&id=2413443ebd>
- <https://us14.campaign-archive.com/?u=7da33d50c37770012f95c2fec&id=934d7391bf>

Poland

- <https://www.ulc.gov.pl/pl/publikacje/wiadomosci/3934-komunikat-dotyczacy-szkolen-uprt>
- <https://ulc.gov.pl/pl/publikacje/wiadomosci/3126-symposium-ebt-w-helsinkach>

Spain

https://www.seguridadaerea.gob.es/sites/default/files/1_ops_aoc_p01_gu04_ed_02_implementacion_programa_de_entrenamiento_ebt.pdf

C2.43.SPT	SPT.0031	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0031 " <i>Raise of awareness of the risk posed by icing in-flight and potential mitigations</i> "?
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EASA <https://www.easa.europa.eu/community/topics/icing-flight>

Finland https://www.traficom.fi/sites/default/files/media/file/Winter_Operations_Bulletin_2024_2025.pdf

France Info Sécurité DSAC 2024/01 Risques liés au vol en conditions givrantes

https://www.ecologie.gouv.fr/sites/default/files/documents/Info_securite_2024_01_Risques_lies_au_vol_condition_givrante.pdf

Greece

- <https://hcaa.gov.gr/en/icing-flight>
- <https://hcaa.gov.gr/en/hcaa-sian-01-2024-efarmogi-antipagotikoy-ygroy-sae-type-ii-iii-kai-iv-se-aeroskafi>

Moldova <https://www.caa.md/cadrul-normativ-3-121>, AMC&GM to HGRM 612

Norway <https://open.spotify.com/episode/1c4PgmywjbUdHeq70qYSi?si=4d64576fbf844cb7>

Poland

- https://www.ulc.gov.pl/download/bezpieczenstw_lotow/biuletyny/2023/AS_ULC_Biuletyn_bezpieczenstwa_nr424_ULC140_2024_v9_INTERACTIVE.pdf
- <https://ulc.gov.pl/pl/operacje-lotnicze/biuletyny-info>
- <https://ulc.gov.pl/pl/operacje-lotnicze/biuletyny-informacyjne-bezpieczenstwa-sib-operacje/6056-easa-sib-2022-11-sae-type-ii-iii-and-iv-aircraft-anti-icing-fluid-application>

Spain <https://www.sens4ice-project.eu>

C2.44.SPT	SPT.0034	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0034 <i>"Due regard" for the safety of civil traffic</i> ?"
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Moldova https://www.caa.md/storage/upload/normative/normative-reports/723/28_PAC%20MUSA_ro.pdf

C2.45.SPT	SPT.0040	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0040 <i>"Promote the new provisions on fuel/energy planning and management"</i> ?
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EASA

- Two webinars were held in 2022 and all the material can be found on this page: <https://www.easa.europa.eu/community/topics/fuel-management-new-rules>
- A third webinar was held on 28/03/2023, which can be found here: https://www.youtube.com/watch?v=Yn_VrdtAur8
- updated manual for the 4th Fuel Webinar on 7 May 2024: <https://www.easa.europa.eu/community/topics/fuel-management-new-rules>

C2.46.SPT	SPT.0043	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0043 <i>"Flight data analysis (FDA) precursors of main operational safety risks"</i> ?
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EASA

- <https://www.easa.europa.eu/en/downloads/119200/en>
- <https://www.easa.europa.eu/en/domains/safety-management/safety-promotion/european-operators-flight-data-monitoring-eofdm-forum>
- <https://www.easa.europa.eu/en/eofdm-wgb-guidance-implementation-fdm-precursors-revision-4-initial-issue-unedited>

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/>

Moldova <https://www.caa.md/cadrul-normativ-3-121>, HGRM 612 ORO.AOC.130

Poland

- <https://www.ulc.gov.pl/pl/zarzadzanie-bezpieczenstwem/grupa-robocza-sms/5890-forum-fdm>
- <https://www.ulc.gov.pl/pl/aktualnosci/6020-nowy-numer-biuletynu-bezpieczenstwa-w-lotnictwie-cywilnym-13>

Portugal

<https://www.anac.pt/vPT/Generico/PNSO/promocaodaseguranca/Paginas/PromocaodaSeguranca.aspx>

[px](#)

Slovenia <https://www.caa.si/eofdm.html>

C2.47.SPT	SPT.0044	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0044 "Good practices for the integration of operator's FDA data with other safety data sources and for FDA techniques"?
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EASA

- FDM Overview/ Basics: <https://www.easa.europa.eu/community/topics/flight-data-monitoring>
- FDM Activities and Guides: <https://www.easa.europa.eu/en/domains/safety-management/safety-promotion/european-operators-flight-data-monitoring-eofdm-forum>

Belgium

<https://mobilit.belgium.be/nl/luchtvaart/veiligheid/flight-data-monitoring-fdm>

Moldova

https://www.caa.md/storage/upload/normative/normative-reports/434/09_3_AMC+GM%20la%20612_ORO_ed.02.pdf

Poland

- <https://www.ulc.gov.pl/pl/zarzadzanie-bezpieczenstwem/grupa-robocza-sms/5890-forum-fdm>
- <https://www.ulc.gov.pl/pl/aktualnosci/6020-nowy-numer-biuletynu-bezpieczenstwa-w-lotnictwie-cywilnym-13>

Portugal

<https://www.anac.pt/vPT/Generico/PNSO/promocaodaseguranca/Paginas/PromocaodaSeguranca.aspx>

px

Spain

- https://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

C2.48.SPT	SPT.0047	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0047 "States should maintain a regular dialogue with their national aircraft operators on flight data monitoring (FDM) programmes"?
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Belgium

FDM program as part of BEL AOC holders meeting

<https://mobilit.belgium.be/fr/aviation/securite/flight-data-monitoring-fdm>

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/>

Moldova

https://www.caa.md/storage/upload/normative/normative-reports/434/09_3_AMC+GM%20la%20612_ORO_ed.02.pdf

Poland

<https://www.ulc.gov.pl/pl/zarzadzanie-bezpieczenstwem/grupa-robocza-sms/5890-forum-fdm>

Slovenia

<https://www.caa.si/upload/editor/file/file3b21bb9a48e6365.pdf>

C2.49.SPT	SPT.0045	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0045 " <i>Safety Promotion on Disruptive Passengers</i> "?
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EASA

- <https://www.easa.europa.eu/notonmyflight>
- <https://www.easa.europa.eu/en/nomf/onboarding>
- <https://www.easa.europa.eu/community/topics/unruly-passengers-fly-right-campaign-2023>

Finland

- <https://tieto.traficom.fi/fi/tilastot/hairikoivat-matkustajat>
- <https://www.traficom.fi/en/news/numbers-unruly-air-passengers-higher-previous-years-please-do-not-be-part-trend>

Ireland Joint Declaration on Unruly Passenger Behaviour in Airports and on Aircraft

<https://www.iaa.ie/media/2024/06/12/irish-aviation-industry-launches-campaign-to-tackle-growing-passenger-misconduct>

Latvia . <https://www.caa.gov.lv/lv/jaunums/pieaug-pasazieru-skaitis-kuriem-agresivas-uzvedibas-del-atsakalidojumu>

Malta <https://www.transport.gov.mt/Aviation/Safety-Management/Safety-Promotion-3743>

Moldova

- https://www.caa.md/assets/admin/vendor/ckeditor/plugins/fileman/Uploads/2021.09/PNSA_HG_nr_124_din_12_08.2021.pdf
- <https://www.caa.md/storage/upload/normative/normative-reports/696/Ho%C4%83r%C3%A2re%20Nr.%20147%20din%2009.03.2022%20cu%20prior.pdf>

Norway

- <https://luftfartstilsynet.no/en/passengers/flightmode/>
- <https://luftfartstilsynet.no/en/passengers/aviation-collaborates-against-unruly-passengers/>

Poland

- https://www.ulc.gov.pl/_download/bezpieczenstw_lotow/biuletyny/2024/ULC_biuletyn_bezpieczenstw_lotow_4_28_2024.pdf
- https://www.ulc.gov.pl/_download/bezpieczenstw_lotow/konferencje/2023/11._Unruly_passenger.pdf

Slovenia CAA leaflet: CAA FB post 7.7.2023: <https://www.facebook.com/CAASlovenia>

Spain <https://www.seguridadaerea.gob.es/es/ambitos/derechos-de-los-pasajeros/pasajeros-conflictivos>

C2.50.SPT	SPT.0046	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0046 " <i>Development of new Safety Promotion material on high profile commercial flight operations safety issues</i> "?
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EASA

- Topics in Air Ops Community: <https://www.easa.europa.eu/community/aioperations/topics>
- Conversation Aviation Magazine: <https://www.easa.europa.eu/community/content/conversation-aviation-magazine-and-safety-learning>

Czech Republic

- <https://www.caa.cz/doletis/>
- <https://www.caa.cz/safety-provozni-bezpecnost/>

Finland

- <https://www.traficom.fi/fi/ajankohtaista/tilaisuudet/ilmailun-turvallisuusfoorumi-2024-traficomin-tilaisuus-ilmailun>
- <https://tieto.traficom.fi/fi/tilastot/kaupallisen-ilmakuljetuksen-turvallisuustilanne>

Greece HCAA publishes ASR-<https://hcaa.gov.gr/en/etisia-episkopisi-asfaleias>

Israel Several guidance materials published regarding issues of high profile:

- GNSS outage - <https://www.gov.il/he/Departments/DynamicCollectors/advisory-pamphlet?skip=0&topic=2&number=058>
- Conflict Zones - <https://www.gov.il/en/pages/current-situation>

C2.51.SPT	SPT.0048	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0048 " <i>Better understanding of operators' governance structure</i> "?
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EASA

- <https://www.easa.europa.eu/en/downloads/136640/en>
- <https://www.easa.europa.eu/en/document-library/general-publications/guidance-oversight-group-operations>

Albania <https://www.aac.gov.al/materiali-udhezues-dhe-manualet/>

Armenia <https://aviation.am/>

Moldova <https://www.caa.md/cadrul-normativ-3-121>, HGRM 612 GD ORO.AOC. ; ORO.GEN

C2.52.SPT	SPT.0049	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0049 " <i>Oversight capabilities/focus area: flight time specification schemes</i> "?
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Nil

C2.53.SPT	SPT.0088	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0088 " <i>Improving the safety of parachuting operations (GA-Aerial work)</i> "?
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EASA <https://www.easa.europa.eu/en/domains/general-aviation>

Belgium BEL CAA Aviation Safety Information Leaflet on the risks associated with paradrop operations <https://mobilit.belgium.be/fr/publications/asil-2023-03-paradrop-operations-risks-and-good-practices>

Czech Republic

- <https://www.youtube.com/watch?v=Z-XQj3u1u8g>
- <https://www.caa.cz/provoz/parasutismus/bezpecnostni-informace/>

Finland 1 year project for theme, <https://www.traficom.fi/fi/harrasteilmailun-turvallisuusprojekti>

Norway National requirement for SOP and training of parachute pilots in place. Included in the Skydiving SMS. Workshops and meetings held by Norwegian Airsports Federation <https://nlf.no/Nyhetsvisning/2024/vellykket-webinar-om-sikkerhet-i-luftsporten/>

Türkiye

https://web.shgm.gov.tr/documents/sivilhavacilik/files/formlar/ucus_operasyon_dairesi/ucus_operasyon_m_d/basvuru/FR.154.doc

D1.54.RMT	RMT.0050	Have you amended your aviation regulations as guided by the RMT.0050 “Single-engine helicopter operations”?
Moldova https://www.caa.md/cadrul-normativ-3-121 , HGRM 612 SPA.HOFO" Ukraine https://zakon.rada.gov.ua/laws/show/z1109-18#Text , Para ORO.GEN.110, CAT.OP.MPA.137, ORO.MLR.101.		
D1.55.RMT	RMT.0051	Have you amended your aviation regulations as guided by the RMT.0051 “Helicopter emergency medical services’ performance and public interest sites”?
Moldova https://www.caa.md/cadrul-normativ-3-121 , HGRM 612 SPA.HEMS" Ukraine https://zakon.rada.gov.ua/laws/show/z1109-18#Text , Para SPA.HEMS.100, CAT.POL.H.420, CAT.POL.H.225		
D1.56.RMT	RMT.0052	Have you amended your aviation regulations as guided by the RMT.0052 “Controlled flight into terrain (CFIT) prevention with helicopter terrain avoidance warning systems (HTAWS)”?
Ukraine <ul style="list-style-type: none"> • https://zakon.rada.gov.ua/laws/show/z1109-18#Text, Para CAT.IDE.ȧ.145 • https://drive.google.com/file/d/1zFCjEsPCHv_4_0wklWhE1oQEYmul9fW-/view, GM1 CAT.IDE.H.145 		
D1.57.RMT	RMT.0053	Have you amended your aviation regulations as guided by the RMT.0053 “Rotorcraft Flight Crew Operating Manuals (FCOMs)”?
Nil		
D2.58.SPT	SPT.0057	Have you promulgated to industry guidance material or executed safety promotion campaign as guided by SPT.0057 “Helicopter safety events”?
EASA <ul style="list-style-type: none"> • https://www.easa.europa.eu/en/document-library/general-publications/ehest-helicopter-flight-instructor-manual • https://www.easa.europa.eu/en/domains/safety-management/safety-promotion/european-safety-promotion-network-rotorcraft-espn-r • Rotorcraft Workshop: At European Rotors in person: https://europeanrotors.eu/ Croatia Link to EASA information and guidance on CCAA web - https://www.ccaa.hr/easa-safety-promotion-79193 Greece SIANS ON HELICOPTER OPERATIONS AND COMMERSIAL PRESSURE- <ul style="list-style-type: none"> • https://hcaa.gov.gr/en/hcaa-sian-02-2022-leitoyrgia-elikopteron-helicopter-operation • https://hcaa.gov.gr/en/node/487 Montenegro https://www.airbus.com/en/safety/safety-in-operations/helicopters-safety-in-operations/safety-multimedia-e-learning/hoist Poland HELI Group promotion materials: https://www.ulc.gov.pl/pl/zarzadzanie-bezpieczenstwem/grupa-heli Romania https://www.caa.ro/ro/pages/materiale-de-promovare-a-siguran%C8%9Bei Slovenia 3rd and 4th CAA Aviation Safety Conference: <ul style="list-style-type: none"> • https://www.caa.si/3-caa-konferenca-o-letalski-varnosti.html (part 5) • https://www.caa.si/4-caa-konferenca-o-letalski-varnosti.html (part 5) Spain https://www.seguridadaerea.gob.es/es/ambitos/operaciones-aereas/actividades-con-el-sector/ix-jornada-de-operaciones-de-lucha-contraincendios-y-busqueda-y-salvamento-coe		

E2.59.SPT	SPT.0058	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0058 “Operational rules for sailplanes and balloons”?
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Armenia "TERRITORIAL ADMINISTRATION AND INFRASTRUCTURE MINISTRY ORDER N 2 - N. Dated 10-19-2022, for balloons <https://www.arlis.am/DocumentView.aspx?DocID=196808>

Türkiye Instruction on Procedures and Principles for Glider Flight Operations

SHT-OPS-S,

<https://web.shgm.gov.tr/documents/sivilhavacilik/files/mevzuat/sektorel/talimatlar/2020/SHT-OPS-S.pdf>

E2.60.SPT	SPT.0059	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0059 "Flight instruction"?
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EASA

- Flight Instruction: <https://www.easa.europa.eu/en/document-library/general-publications/helicopter-flight-instructor-guide>
- <https://www.easa.europa.eu/community/topics/preparing-return-flying>
- <https://www.easa.europa.eu/en/domains/general-aviation>
- <https://www.easa.europa.eu/en/downloads/131390/en>, Section 4h. page 24

Czech Republic <https://www.youtube.com/watch?v=Y-ra1eBQqCA>

Estonia <https://transpordiamet.ee/uldlennundus#infomaterjalid>

Finland Annual ATO risk workshops, <https://www.traficom.fi/fi/liikenne/ilmailu/ilmailun-ammattilaisille/ilmailun-tarkastuslentajat-ja-kielitaitotarkastajat>

Ireland Addressed through ATO/DTO workshops and General Aviation Safety Council of Ireland (GASCI), <https://www.gasci.ie/>

Norway

- Online guide for instructors and students: <https://t.ly/P-Id9>
- Article: <https://t.ly/Zwz9C>
- Online guide Threat and error management: <https://t.ly/gZvKl>
- Self-assessment for training: <https://t.ly/suuRK>

E2.61.SPT	SPT.060	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0060 " <i>Promoting safety by improving technology</i> "?
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EASA

- <https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easa-annual-safety-conference-2024-how-technological-innovation>
- <https://www.easa.europa.eu/en/downloads/131390/en>
- <https://www.easa.europa.eu/en/newsroom-and-events/news/sunny-swift-lets-practise-using-glass-cockpit>
- <https://www.easa.europa.eu/en/newsroom-and-events/news/sunny-swift-be-aware-tmz>
- <https://www.easa.europa.eu/en/newsroom-and-events/news/sunny-swift-ad>
- <https://www.easa.europa.eu/en/newsroom-and-events/events/easa-aero-2019#gasafetyaward>

Albania <https://www.aac.gov.al/wp-content/uploads/2024/11/GM-DESIGNATED-OPERATIONAL-CONTROL-CENTER.pdf>

Austria https://aeroclub.at/uploads/download/Safety_News_20240705_SEE_AND_AVOID.pdf

Czech Republic <https://www.youtube.com/watch?v=ElubUC01--A>

Estonia <https://transpordiamet.ee/uldlennundus#infomaterjalid>

Greece

- Attack Indicators, <https://hcaa.gov.gr/en/loss-control-loc-i>
- Avoiding mid-air collisions, iConspicuity, <https://hcaa.gov.gr/en/avoiding-mid-air-collisions-iconspicuity>
- SUNNY SWIFT GLASS COCKPIT, <https://hcaa.gov.gr/en/sunny-swift-flight-instructor>

Ireland General Aviation Safety Council of Ireland (GASCI), <https://www.gasci.ie/>

Norway

- <https://t.ly/SmvHf>
- <https://t.ly/8uqSR>
- <https://t.ly/8RUxZ>
- <https://t.ly/JsKj9>
- <https://t.ly/zgcm2>
- <https://t.ly/u-oaP>
- <https://t.ly/mw81G>

Slovenia CAA FB, <https://www.facebook.com/CAASlovenia>, post on 30.12.2024 - BOM Technology, SafeSky, Flysto and 31.12.2024 - Embracing the future

E2.62.SPT	SPT.0061	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0061 “ <i>Improvement in the dissemination of safety messages</i> ”?
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EASA https://www.easa.europa.eu/sites/default/files/dfu/annex_to_easa_mb_decision_09-2023_on_epas_-_vol_ii_2024.pdf

Belgium BEL CAA website: <https://mobilit.belgium.be/nl/luchtvaart/veiligheid/veiligheidspromotie>

Croatia <https://www.ccaa.hr/aviation-safety-00094>

Czech Republic

- <https://www.caa.cz/safety-provozni-bezpecnost/>
- <https://www.facebook.com/groups/350445045058117>

Estonia magazine No 11 (26.09.2024) page No 94, <https://digiajakiri.transpordiamet.ee/view/434325528/4/>

Finland

- <https://www.traficom.fi/fi/liikenne/ilmailu/asenne-ratkaisee>
- <https://www.traficom.fi/fi/liikenne/ilmailu/ilmailun-ammattilaisille/ilmailun-turvallisuustiedotteet>

France

- https://www.ecologie.gouv.fr/sites/default/files/documents/DSAC_PlanHorizon_2028_FR.pdf
- **Comm** METEOR site web // <https://www.securitedesvols.aero>
- **Comm** METEOR <https://www.youtube.com/@CNFAS>

Greece

- HCAA SIAN eg magnetic failure, <https://hcaa.gov.gr/en/node/569>
- Safety promotion General Aviation, <https://hcaa.gov.gr/en/general-aviation>
- HCAA's site for GA/ATO to share, <https://hcaa.gov.gr/en/general-aviation-and-training-organizations>

Ireland General Aviation Safety Council of Ireland (GASCI) <https://www.gasci.ie/>

Italy <https://www.enac.gov.it/sicurezza-aerea/flight-safety/safety-promotion/aviazione-generale-safety-promotion/>

Latvia <https://www.caa.gov.lv/lv/gaisa-kugu-lidojumu-drosuma-veicinasana>

Poland

- <https://www.ulc.gov.pl/pl/kampanie-edukacyjne>
- <https://ulc.gov.pl/pl/zarzadzanie-bezpieczenstwem/kultura-i-promocja-bezpieczenstwa>

Slovenia

- <https://www.caa.si/promocija-letalske-varnosti.html>
- <https://www.facebook.com/CAASlovenia>

Spain <https://www.seguridadaerea.gob.es/es/ambitos/aviacion-general/actividades-con-el-sector/jornada-de-aesa-con-la-aviacion-general-15-de-diciembre-de-2023>

E2.63.SPT	SPT.0062	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0062 " <i>Develop Just Culture in General Aviation/leisure flying</i> "?
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EASA <https://www.easa.europa.eu/en/newsroom-and-events/news/sunny-swift-technical-occurrence-reporting>

Belgium Circular CIR/MAS-01,
<https://mobilit.belgium.be/nl/luchtvaart/veiligheid/veiligheids promotie>

Estonia <https://transpordiamet.ee/lennutegevuse-juhtum-teavitamine>

Finland

- <https://www.traficom.fi/en/transport/aviation/safety-culture-and-other-cultural-elements-everyday-aviation>
- <https://www.traficom.fi/fi/liikenne/ilmailu/turvallisuuskulttuuri-ja-muut-kulttuuriset-elementit-ilmailun-arjessa>

France

- https://www.ecologie.gouv.fr/sites/default/files/documents/guide_culture_juste.pdf
- Symposium 2024 / Forum VFR MARCH 25 /
https://www.ecologie.gouv.fr/sites/default/files/documents/guide_culture_juste.pdf
- PLAN HORIZON 2028
https://www.ecologie.gouv.fr/sites/default/files/documents/DSAC_PlanHorizon_2028_FR.pdf
- CONFERENCE ATO 2024 <https://meteor.dsac.aviation-civile.gouv.fr/meteor-externe/api/file/attachment/43254c48-b85e-4afd-9b90-b64138f272a5>
- OBSERVATOIRE DE LA CULTURE JUSTE <https://www.ecologie.gouv.fr/politiques-publiques/observatoire-culture-juste-laviation-civile>

Greece <https://hcaa.gov.gr/en/proothisi-tis-asfaleias>

Latvia <https://www.caa.gov.lv/en/occurrence-reporting> LV CAA holds meetings on

Moldova <https://www.caa.md/en/analiza-easa-a-securitatii-zborurilor-4-98>

Norway <https://luftfartstilsynet.no/allmenfly-og-luftsport/good-aviation-practice/threat-and-error-management/>

Poland

- https://www.ulc.gov.pl/download/AS_ULC_Biuletyn_bezpieczenstwa_nr324_ULC176_2024_v9_INTERACTIVE.pdf
- https://www.ulc.gov.pl/download/bezpieczenstow_lotow/biuletyny/2023/AS_ULC_Biuletyn_bezpieczenstwa_nr122_ULC140_2023_v4_press.pdf

Portugal

- <https://www.anac.pt/vPT/Generico/Noticias/noticias2024/Paginas/1ForumAPAU.aspx?FrList=true&pagenr=5>
- <https://www.anac.pt/vPT/Generico/Noticias/noticias2024/Paginas/CaretoAirshow2024.aspx?FrList=true&pagenr=8>

Spain <https://www.seguridadaaerea.gob.es/es/ambitos/formacion-y-examenes/formacion-al-personal-de-vuelo/actividades-con-el-sector/jornada-de-familiarizaci%C3%B3n-sobre-seguridad-operacional-y-notificaci%C3%B3n-de-sucesos-para-ato>

E2.64.SPT	SPT.0063	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0063 " <i>Campaign on staying in control</i> "?
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EASA

- <https://www.easa.europa.eu/easa-and-you/general-aviation/flying-safely/loss-of-control>
- <https://www.easa.europa.eu/easa-and-you/general-aviation/flying-safely/loss-of-control-in-approach-and-landing>
- <https://www.easa.europa.eu/easa-and-you/general-aviation/flying-safely/loss-control-take-off>
- <https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-crosswind-final-turn>

Austria <https://aeroclub.at/uploads/download/SAFETY-NEWS-20240402.pdf>

Czech Republic <https://www.caa.cz/safety-provozni-bezpecnost/konference-ucl/safety-konference-uradu-pro-civilni-letectvi-2018/>

Estonia <https://transpordiamet.ee/uldlennundus#infomaterjalid>

Finland

- <https://tieto.traficom.fi/fi/tilastot/ilma-alusten-hallinnan-menetys-lennon-aikana-loc-i>
- <https://www.traficom.fi/fi/liikenne/ilmailu/ilmailun-ammattilaisille/ilmailun-turvallisuustiedotteet>

Greece Managing the risks of LOC-I, ARC and RE within GA, <https://hcaa.gov.gr/en/general-aviation>

Ireland Regularly addresses at GASCI safety evenings, <https://www.gasci.ie/>

Italy

- ENAC SPL-6, https://www.enac.gov.it/app/uploads/2024/04/SPL-6_Perdita_di_Controllo_in_volo_LOC-I_prevenzione_e_mitigazione_Set_2020.pdf
- <https://www.enac.gov.it/app/uploads/2024/04/>, SPL-6

United Kingdom <https://www.caa.co.uk/general-aviation/safety-topics/stay-in-control-safety/>

E2.65.SPT	SPT.0064	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0064 " <i>Weather awareness for pilots</i> "?
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EASA

- Key Activities and Strategy Paper: <https://www.easa.europa.eu/en/domains/air-operations/weather-information-pilots>
- Climate Change: <https://www.easa.europa.eu/en/en/domains/safety-management/managing-impact-climate-change-aviation>
- All Weather Ops: <https://www.easa.europa.eu/community/topics/all-weather-operations-0>
- Icing in Flight: <https://www.easa.europa.eu/community/topics/icing-flight>
- Managing Turbulence: <https://www.easa.europa.eu/community/topics/managing-turbulence>
- GA Sunny Swift Carburetor Icing: <https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-carburettor-icing>
- GA Sunny Swift Winter Flying: <https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-winter-planning>
- GA Sunny Swift Weather Briefing: <https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-weather-briefing-process>
- <https://www.easa.europa.eu/community/topics/winter-flying>
- <https://www.easa.europa.eu/en/domains/air-operations/weather-information-pilots>
- <https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-density-altitude>
- <https://www.easa.europa.eu/en/newsroom-and-events/news/sunny-swift-horizon-visibility-night-vfr>
- <https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-weather-radar-information>
- <https://www.easa.europa.eu/en/newsroom-and-events/news/sunny-swift- taf-what-it-means-practice>

Czech Republic <https://www.caa.cz/doletis/#tag-pocasi>

Finland Winter operations bulletin for general and recreational aviation 2024,
<https://www.traficom.fi/sites/default/files/media/file/Lentos%C3%A4%C3%A4oppia%20harrasteilmailijoille%2010-2023%20%281%29.pdf>

France

- CONFERENCE ATO 2024 INTERVENTION BIR <https://meteor.dsac.aviation-civile.gouv.fr/meteor-externe/api/file/attachment/43254c48-b85e-4afd-9b90-b64138f272a5>
- GUIDE BIR
https://www.ecologie.gouv.fr/sites/default/files/documents/Guide_formation_BIR_Ed1_27%20f%C3%A9vrier_2022.pdf
- https://aviation.meteo.fr/documentation/guide_aviation.pdf

Greece

- Managing the risks of NAV, CFIT, FUEL etc within GA, <https://hcaa.gov.gr/en/weather-awareness-pilots>
- HCAA's site Sunny swift, <https://hcaa.gov.gr/en/sunny-swift-flight-instructor>

Ireland

- Regularly addresses at GASCI safety evenings, <https://www.gasci.ie/>
- IAA publications, <https://www.iaa.ie/general-aviation/safety-information>

Moldova <https://www.caa.md/analiza-easa-a-securitatii-zborurilor-3-98>

Norway All Sunny Swift cartoons translated to Norwegian and shared on our website, <https://t.ly/yRvrZ>

Poland

https://ulc.gov.pl/download/bezpieczenstw_lotow/biuletyny/2023/AS_ULC_Biuletyn_bezpieczenstwa_nr424_ULC140_2024_v9_INTERACTIVE.pdf

Spain <https://www.youtube.com/watch?v=n4havgV1XSk>

E2.66.SPT	SPT.0065	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0065 " <i>Promote instrument flying for General Aviation pilots/leisure flyinG</i> "?
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EASA

- Publication of Basic Instrument Rating: <https://www.easa.europa.eu/community/topics/basic-instrument-rating-bir-rules-published>
- Sunny Swift Let's Fly IFR: <https://www.easa.europa.eu/community/topics/lets-fly-ifr>
- <https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-easier-and-safer-flying-ifr>
- <https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-weather-radar-information>
- <https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-taf-what-it-means-practice>

France

- CONFERENCE ATO 2024 INTERVENTION BIR, <https://meteor.dsac.aviation-civile.gouv.fr/meteor-externe/api/file/attachment/43254c48-b85e-4afd-9b90-b64138f272a5>
- GUIDE BIR,
https://www.ecologie.gouv.fr/sites/default/files/documents/Guide_formation_BIR_Ed1_27

Greece

- HCAA's SITE SUNNY SWIFT, <https://hcaa.gov.gr/en/sunny-swift-flight-instructor>
- AIR POWER-Weather Threat For VMC Flights, IIMC <https://hcaa.gov.gr/en/node/586>

Ireland Regularly addresses at GASCI safety evenings <https://www.gasci.ie/>

Poland

- https://www.ulc.gov.pl/download/bezpieczenstw_lotow/biuletyny/Biuletyn_Bezpieczen%C8%81stwa_3KW_ULC121_2022_v4_PRESS-2.pdf;
- <https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-easier-and-safer-flying-ifr>

Spain <https://www.seguridadaerea.gob.es/prom-de-seguridad/safety-promotion-easa>

E2.67.SPT	SPT.0066	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0066 " <i>Fuel management for pilots</i> "?
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EASA

- <https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-fuel-caution-light>
- <https://www.easa.europa.eu/community/topics/fuel-management-new-rules>

Czech Republic <https://www.caa.cz/doletis/#tag-palivo>

Estonia <https://transpordiamet.ee/uldlennundus#infomaterjalid>

Greece Fuel quantity/quality/refueling procedures, <https://hcaa.gov.gr/en/fuel-quantityqualityrefueling-procedures>

Italy ENAC SPL-16, <https://www.enac.gov.it/sicurezza-aerea/flight-safety/safety-promotion/enac-spl-safety-promotion-leaflet/spl-16-gestione-del-carburante/>

Moldova <https://www.caa.md/analiza-easa-a-securitatii-zborurilor-3-98>

E2.68.SPT	SPT.0093	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0093 " <i>Promote iConspicuity (General Aviation)</i> "?
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EASA

- iConspicuity: <https://www.easa.europa.eu/en/domains/general-aviation/%21conspicuity>
- <https://www.easa.europa.eu/en/research-projects/i-conspicuity-interoperability-electronic-conspicuity-systems-general-aviation>
- https://www.easa.europa.eu/sites/default/files/dfu/4._iconspicuity_ads-l.pdf

Greece <https://hcaa.gov.gr/en/avoiding-mid-air-collisions-iconspicuity>

Norway

- Online guide: https://training.caa.no/Elektronisk_synlighet/index.html#/
- <https://luftfartstilsynet.no/om-oss/nyheter/nyheter-2024/opptak-fra-webinar-om-elektronisk-synlighet-og-u-space/>

Poland

- <https://ulc.gov.pl/pl/drony/informacje-ogolne>
- <https://www.pansa.pl/dronetower/>

E2.69.SPT	SPT.0094	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0094 " <i>Airspace design, airspace complexity and traffic congestion</i> "?
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Azerbaijan <https://www.caa.gov.az/pdf/viewer.html?file=/static/regulation/M-ANS-0021654001564.pdf>

Czech Republic <https://www.caa.cz/doletis/#tag-prostory>

Estonia <https://transpordiamet.ee/uldlennundus#infomaterjalid>

France

- Symposium 2018 https://www.ecologie.gouv.fr/symposium-securite#scroll-nav_7
- COM METEOR <https://meteor-app.dsac.aviation-civile.gouv.fr/meteor-interne/#communications/33880>
- FORUM VFR 2023 <https://www.ecologie.gouv.fr/politiques-publiques/forums-vfr>
- FORUM VFR 2025 AUTOMNE <https://dsna-forums-vfr.fr/>

Germany <https://www.dfs.de/homepage/de/medien/ifr-vfr-informationen/ifr-informationen/16-05-2024-aktuelle-ifr-pilot-infos-2023-24/ifr-pilot-info-1-2024-luftraum-e-update.pdf?cid=ils>

Ireland <https://www.gasci.ie>

Latvia <https://www.eurocontrol.int/publication/european-route-network-improvement-plan-ernip-part-1>, Eurocontrol guidance material

Moldova <https://cdn01.moldatsa.md/moldatsaprod/cdcfed>

Slovenia

- Questionnaire for pilots regarding airspace infringement, <https://www.caa.si/kako-porocati.html> (CMSMS.OBR-28)
- Safety directive: <https://www.caa.si/upload/editor/file/file5c7ec456b81cf8a.pdf>

Ukraine <https://zakon.rada.gov.ua/laws/show/z1056-18#Text>

F1.70.RMT	RMT.0068	Have you amended your aviation regulations as guided by the RMT.0068 " <i>Functions and responsibilities of maintenance certifying staff and support staff</i> "?
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Türkiye SHT-CAM Instruction Rev 05, CONTINUOUS AIRWORTHINESS MANAGEMENT INSTRUCTION, <https://web.shgm.gov.tr/documents/sivilhavacilik/files/mevzuat/kurumsal/genelgeler/2024/SHT-CAMrev06.pdf>

F1.71.RMT	RMT.0069	Have you amended your aviation regulations as guided by the RMT.0069 " <i>Technical records</i> "?
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Moldova <https://www.caa.md/cadrul-normativ-3-121>, AMC1 145.A.42(a)(iii) Components (d) to Annex II (Part 145) to GD 641/2019

North Macedonia <https://www.caa.gov.mk/wp-content/uploads/2024/05/32019R1383%D0%9C%D0%9A4.docx>

Serbia Regulation on the continuing airworthiness management and on the approval of maintenance organizations and personnel, <https://cad.gov.rs/en/strana/16551>

F1.72.RMT	RMT.0070	Have you amended your aviation regulations as guided by the RMT.0070 " <i>Maintenance check flights (MCFs)</i> "?
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Armenia <https://www.arlis.am/DocumentView.aspx?DocID=163959>

North Macedonia <https://www.caa.gov.mk/wp-content/uploads/2024/05/32019R1384%D0%9C%D0%9A4.docx>

Türkiye SHT-CAM Instruction Rev 05, CONTINUOUS AIRWORTHINESS MANAGEMENT INSTRUCTION, <https://web.shgm.gov.tr/documents/sivilhavacilik/files/mevzuat/kurumsal/genelgeler/2024/SHT-CAMrev06.pdf>

F2.73.SPT	SPT.0071	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0071 " <i>Develop new Safety Promotion material on high profile maintenance safety issues</i> "?
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EASA

- Topics in Air Ops Community: https://www.easa.europa.eu/community/airoperations/topics?tag%5B0%5D=1174&field_easacom_m_verified_value=All
- Conversation Aviation Magazine: <https://www.easa.europa.eu/community/content/conversation-aviation-magazine-and-safety-learning>

Finland

<https://tieto.traficom.fi/fi/node/9081?aihe=%255B657%252C593%255D&group=ilmailu&limit=20&offset=0&query=&sort=updated>

France

- <https://www.ecologie.gouv.fr/politiques-publiques/symposium-securite#maintien-de-navigabilite-interfaces-entre-acteurs-0>
- G-06-00 guideline : <https://documentation.osac.aero/view/294640>

Germany

- https://www.lba.de/DE/Technik/Fachthemen/SMS_Part-145/SMS_Part-145.html;
- https://www.lba.de/DE/Technik/Veroeffentlichungen/Merkblaetter/Funktion/IHB_Merkblaetter_tabelle.html?nn=2088608;

Latvia <https://www.caa.gov.lv/lv/gaisa-kugu-lidotspeja-un-tehniska-apkope-1>

Malta <https://www.transport.gov.mt/Aviation/Aircraft-Flight-Standards/Airworthiness-Aircraft-Maintenance/Airworthiness-Information-Advisory-Notices-2569>

Poland

- https://www.ulc.gov.pl/download/ltt/Przewodnik_wdra%C5%BCania_SMS_w_organizacjach_Part_145.pdf
- https://www.ulc.gov.pl/download/4_Problemy_zwi%C4%85zane_z_wdra%C5%BCaniem_systemu_zarz%C4%85dzania_bezpiecze%C5%84stwem_w_organizacjach_Part_145_AMO.pdf

Spain

- <https://www.seguridadaerea.gob.es/sites/default/files/Transici%C3%B3n%20SMS%20situaci%C3%B3n%20actual%20y%20futuro%20pr%C3%B3ximo.pdf>
- <https://www.seguridadaerea.gob.es/sites/default/files/2.1%20Sistema%20de%20Gesti%C3%B3n.pdf>

G1.74.RMT	RMT.0067	Have you amended your aviation regulations as guided by the RMT.0067 " <i>Reduction of runway excursions</i> "?
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Azerbaijan <https://www.caa.gov.az/pdf/viewer.html?file=/static/regulation/AAR-AGA-001en1733319619418.pdf#page=99>

Moldova <https://www.caa.md/en/legal-framework-4-121>

North Macedonia <https://www.caa.gov.mk/wp-content/uploads/2024/05/32020R1159MK4.docx>

G1.75.RMT	RMT.0072	Have you amended your aviation regulations as guided by the RMT.0072 " <i>Technical requirements and operating procedures for airspace design, including flight procedure design</i> "?
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Armenia <https://www.arlis.am/DocumentView.aspx?DocID=98299>

Azerbaijan <https://www.caa.gov.az/pdf/viewer.html?file=/static/regulation/AAR-ANS-0021651123733.pdf>

Kyrgyzstan

- <https://caa.kg>, Aviation rules - 11 ATM
- <https://caa.kg>, INSTRUCTION FOR THE ASSESSMENT OF ORGANIZATIONS PERFORMING THE CALCULATION OF INSTRUMENT APPROACH AND DEPARTURE PROCEDURES
- <https://caa.kg>, GUIDANCE FOR THE DEVELOPMENT OF FLIGHT PROCEDURES AND ATS ROUTES
- <https://caa.kg> TRAINING PROGRAM FOR SPECIALISTS IN THE DEVELOPMENT OF FLIGHT PROCEDURES
- <https://caa.kg> INSTRUCTION FOR THE APPROVAL OF FLIGHT PROCEDURES AND AIR TRAFFIC SERVICES ROUTES

Moldova <https://www.caa.md/en/legal-framework-4-121>

North Macedonia https://docs.google.com/document/d/18z1-3eAAOFkFzE-UOx3pWrUNrL_f3K9m/view

Serbia <https://cad.gov.rs/en/strana/16551/>

Türkiye SHT PANS OPS for Instrument Flight Design,

<https://web.shgm.gov.tr/documents/sivilhavacilik/files/mevzuat/sektorel/talimatlar/2024/SHT-PANS-OPS.pdf>

G1.76.RMT	RMT.0073	Have you amended your aviation regulations as guided by the RMT.0073 " <i>Harmonisation of requirements for air traffic services</i> "?
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Albania <https://www.aac.gov.al/wp-content/uploads/2025/01/DAN-Vendim-i-DE-nr.110-date-16.102024.pdf>

Armenia <https://www.arlis.am/DocumentView.aspx?DocID=105392>

Azerbaijan <https://www.caa.gov.az/pdf/viewer.html?file=/static/regulation/pdf1600697061966.pdf>

Kazakhstan

- On the Use of the Airspace of the Republic of Kazakhstan and Aviation Activities, <https://adilet.zan.kz/rus/docs/Z100000339>
- Government Decree of the Republic of Kazakhstan dated 12 May 2011 No. 506, <https://adilet.zan.kz/rus/docs/P1100000506#z1>
- On Approval of the Instruction on Air Traffic Organisation and Maintenance, <https://adilet.zan.kz/rus/docs/V1100007006>

Moldova <https://www.caa.md/en/leg>

North Macedonia

- <https://drive.google.com/file/d/1YU0MxXzuk-3FfXw92v5ILGdp9G4aMqve/view?usp=sharing>
- <https://drive.google.com/file/d/1YU0MxXzuk-3FfXw92v5ILGdp9G4aMqve/view>

Serbia <https://cad.gov.rs/en/strana/16551/>

G1.77.RMT	RMT.0073	Have you amended your aviation regulations as guided by the RMT.0074 "Assessment of changes to functional systems by service providers in ATM/ANS and the oversight of these changes by CAAs"?
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Albania <https://www.qbz.gov.al/share/zzkEPvuYSsWzKWA5UOdLyQ>

Armenia <https://www.arlis.am/DocumentView.aspx?DocID=160544>

Azerbaijan

- <https://www.caa.gov.az/pdf/viewer.html?file=/static/regulation/AAR-ANS-0021651123733.pdf>
- <https://www.caa.gov.az/pdf/viewer.html?file=/static/regulation/M-ANS-0021654001564.pdf>

Kyrgyzstan <https://caa.kg/sites>, Aviation rules of Kyrgyz Republic - 11

Serbia <https://cad.gov.rs/en/strana/16551/>

Ukraine <https://zakon.rada.gov.ua/laws/show/z0991-21#Text>

G1.78.RMT	RMT.0075	Have you amended your aviation regulations as guided by the RMT.0075 "Technical requirements and operational procedures for aeronautical information services and aeronautical information management"?
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Armenia

- <https://www.arlis.am/DocumentView.aspx?DocID=98299>
- <https://www.arlis.am/DocumentView.aspx?DocID=160544>

Azerbaijan <https://www.caa.gov.az/pdf/viewer.html?file=/static/regulation/AAR-ANS-005-1651123766.pdf>

Kazakhstan <https://adilet.zan.kz/rus/docs/V1700015427>

Kyrgyzstan

- <https://caa.kg/sites> Aviation rules of Kyrgyz Republic - 11
- <https://caa.kg> Aviation rules of Kyrgyz Republic - 14
- <https://caa.kg> AERONAUTICAL INFORMATION MANAGEMENT MANUAL

Moldova <https://www.caa.md/en/legal>

North Macedonia <https://drive.google.com/file/d/1YU0MxXzuk-3FfXw92v5ILGdp9G4aMqve/view?usp=sharing>

Ukraine <https://zakon.rada.gov.ua/laws/show/z0760-19>

G1.79.RMT	RMT.0077	Have you amended your aviation regulations as guided by the RMT.0077 "Certification requirements for VFR heliports located at the international ADRs"?
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Albania

- <http://qbz.gov.al/eli/urdher/2022/09/13/170>
- <http://qbz.gov.al/eli/urdher/2024/11/11/282>
- <https://www.aac.gov.al/wp-content/uploads/2025/01/DAD-Vendim-i-DE-nr.153-date-10.12.2024.pdf>

Azerbaijan <https://www.caa.gov.az/pdf/viewer.html?file=/static/regulation/AAR-AGA-0021654088560.pdf#page=2>

Moldova https://www.caa.md/storage/upload/normative/normativ-reports/354/08_CT-HEL_ro_am.03.pdf

Serbia <https://cad.gov.rs/en/strana/16551/>

G1.80.RMT	RMT.0078	Have you amended your aviation regulations as guided by the RMT.0078 " <i>Runway safety</i> "?
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Albania

- <http://qbz.gov.al/eli/urdher/2022/09/13/170>
- <http://qbz.gov.al/eli/urdher/2024/11/11/282>
- <http://qbz.gov.al/eli/urdher/2024/03/13/58>
- <https://www.aac.gov.al/wp-content/uploads/2025/01/DAD-Vendim-i-DE-nr.153-date-10.12.2024.pdf>

Armenia

- <https://www.arlis.am/DocumentView.aspx?DocID=105625>
- <https://www.arlis.am/DocumentView.aspx?DocID=201727>

Azerbaijan <https://www.caa.gov.az/pdf/viewer.html?file=/static/regulation/G-AGA-005-RST-ru-Ed-1-04-20191600695275.pdf>

Serbia <https://cad.gov.rs/en/strana/16551/>

Ukraine

- Para ADR.OR.D.027, <https://zakon.rada.gov.ua/laws/show/z1574-17#Text>
- Section II Chapter 1 Point 3 <https://zakon.rada.gov.ua/laws/show/z0630-21#Text>

G1.81.RMT	RMT.0079	Have you amended your aviation regulations as guided by the RMT.0079 " <i>Addition of a new requirement for the handling of dangerous goods at aerodromes</i> "?
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Armenia <https://www.arlis.am/DocumentView.aspx?DocID=193672>

Kazakhstan <https://adilet.zan.kz/rus/docs/V1700015370>

Moldova https://www.caa.md/storage/upload/normative/normativ-reports/485/09_CT-TABP_eng_am.01.pdf

North Macedonia <https://www.caa.gov.mk/wp-content/uploads/2019/11/57-67-12.pdf>

Serbia Air Transport Law, Part X, Art 204, <https://cad.gov.rs/en/strana/16551/>

Ukraine

- ADR.OR.D.020 (b), <https://zakon.rada.gov.ua/laws/show/z1574-17#Text>
- <https://avia.gov.ua/%d0%bf%d1%80%d0%be%d1%94%d0%ba%d1%82-%d0%bd%d0%b0%d0%ba%d0%b0%d0%b7%d1%83-%d0%b4%d0%b5%d1%80%d0%b6%d0%b0%d0%b2%d1%96%d0%b0%d1%81%d0%bb%d1%83%d0%b6%d0%b1%d0%b8-%d>

G1.82.RMT	RMT.0080	Have you amended your aviation regulations as guided by the RMT.0080 " <i>Provision of aeronautical data by the aerodrome operator</i> "?
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Armenia <https://www.arlis.am/DocumentView.aspx?DocID=98299>

Azerbaijan <https://www.caa.gov.az/pdf/viewer.html?file=/static/regulation/pdf1620027755502.pdf>

Kazakhstan

- <https://adilet.zan.kz/rus/docs/V1700015427>, Aeronautical information provision Rules in civil aviation
- <https://adilet.zan.kz/rus/docs/V1500012360>, Aerodrome service provision Rules in civil aviation
- https://caa.gov.kz/storage/app/media/AAK-ANS-MR.0707_%D0%9C%D0%B5%D1%82%D0%BE%D0%B4%D0%B8%D0%BA%D0%B0%20%D0%BF%D0%BE%D0%B4%D0%B0%D1%87%D0%B8%20%D0%B7%D0%B0%D1%8F%D0%B2%D0%BE%D0%BA%20%D0%BD%D0%B0%20%D0%B8%D0%B7%D0%B4%D0%B0%D0%BD%D0%B8%D0%B5%20%D0%B8%D0%B7%D0%B2%D0%B5%D1%89%D0%B5%D0%BD%D0%B8%D0%B9%20NOTAM.pdf, Methodology for submitting applications for the NOTAM publication

Kyrgyzstan <https://caa.kg> AERONAUTICAL INFORMATION MANAGEMENT MANUAL

Ukraine

- <https://avia.gov.ua/wp-content/uploads/2021/11/Nakaz-1841-vid-24.11.21.pdf>

- <https://drive.google.com/file/d/14nEbGgjiDhPyqKmJEWrewNtAoEn8qVei/view>
- <https://zakon.rada.gov.ua/laws/show/z0760-19>

G1.83.RMT	RMT.0082	Have you amended your aviation regulations as guided by the RMT.0082 " <i>Development of requirements for ground handling and promoting safety management</i> "?
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Albania <https://qbz.gov.al/eli/udhezim/2018/12/03/834>

Serbia Regulation on supplying groundhandling services at airports <https://cad.gov.rs/en/strana/16551>

Ukraine <https://avia.gov.ua/%d0%bf%d1%80%d0%be%d1%94%d0%ba%d1%82-%d0%bd%d0%b0%d0%ba%d0%b0%d0%b7%d1%83-%d0%b4%d0%b5%d1%80%d0%b6%d0%b0%d0%b2%d1%96%d0%b0%d1%81%d0%bb%d1%83%d0%b6%d0%b1%d0%b8-%d0%bf%d1%80%d0%be-%d0%b7%d0%b0-6/>

G2.84.SPT	SPT.0076	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0076 " <i>Development of new safety promotion material on high-profile air traffic management safety issues</i> "?
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EASA

- Topics in Air Ops Community: https://www.easa.europa.eu/community/airoperations/topics?tag%5B0%5D=1173&field_easacom_m_verified_value=All
- Conversation Aviation Magazine: <https://www.easa.europa.eu/community/content/conversation-aviation-magazine-and-safety-learning>

Cyprus https://drive.google.com/file/d/1b5QLDT3XliQT5pSjYY0Q_Ft-rfBoUwK3/view?usp=sharing

Finland

- <https://www.traficom.fi/fi/ajankohtaista/tilaisuudet/ilmailun-turvallisuusfoorumi-2024-traficomin-tilaisuus-ilmailun>
- <https://www.traficom.fi/fi/liikenne/ilmailu/ilmailun-ammattilaisille/ilmailun-turvallisuustiedotteet>

France planning in French NASP Horizon 2028 § 2.2.3_:

https://www.ecologie.gouv.fr/sites/default/files/documents/DSAC_PlanHorizon_2028_FR.pdf

Moldova <https://moldatsa.md/safety-culture/advisory-bulletins>

Norway

- <https://t.ly/JWigC>
- <https://t.ly/Yx4OB>
- <https://t.ly/dnTvr>
- <https://t.ly/nBtof>

Poland

https://www.ulc.gov.pl/download/loz/ses/Roczny_nadz%C3%B3r_nad_bezpiecze%C5%84stwem_2019.pdf

Slovak Republic <https://letectvo.nsat.sk/navigacne-sluzby/vyroczne-spravy-o-dohlade-nad-bezpecnostou/>

Spain <https://x.com/AesaSpain/status/1786330701505183944>

G2.85.SPT	SPT.0081	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0081 " <i>Development of new Safety Promotion material on high profile aerodrome and ground handling safety issues</i> "?
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EASA

- Topics in Air Ops Community:
https://www.easa.europa.eu/community/airoperations/topics?tag%5B0%5D=1172&field_easacom_m_verified_value=All
- Conversation Aviation Magazine: <https://www.easa.europa.eu/community/content/conversation-aviation-magazine-and-safety-learning>

Finland <https://www.traficom.fi/fi/liikenne/ilmailu/ilmailun-maahuolinta>

France [safaer10.pdf \(ecologie.gouv.fr\)](#)

Greece <https://hcaa.gov.gr/en/proothisi-tis-asfaleias-apo-toys-aeroporikoys-organismoys>

Kazakhstan

- De-icing guidance video: <https://youtu.be/7CnYr6y5-Pk?si=ReGieOrPOi8UNySQ>
- Different bulletins:
https://drive.google.com/drive/folders/1WHGYRdxv8vpn4diXwv9rqd6lygK_hDrz?usp=drive_link

Latvia <https://www.caa.gov.lv/lv/media/1319/download?attachment>

Poland

- Wildlife hazards, <https://www.ulc.gov.pl/pl/lotniska/komitet-ds-zderzen-statkow-powietrznych-ze-zwierzetami>
- Runway Safety: <https://www.ulc.gov.pl/pl/lotniska/krajowy-zespol-bezpieczenstwa-drog-startowych>

Spain

- Wildlife and Aviation Interactive Map (<https://sede.seguridadaerea.gob.es/mapa-fauna/>)
- https://www.seguridadaerea.gob.es/sites/default/files/AUPC-TACT-GU01_Ed.02.pdf

Ukraine https://avia.gov.ua/wp-content/uploads/2021/06/List-DASU-18_18.1-326-21_APU-1817.pdf

G2.86.SPT	SPT.0095	Have you promulgated to industry guidance material or executed a safety promotion campaign as guided by SPT.0095 " <i>Counter-UAS measures and UAS incident management at aerodrome</i> "?
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EASA

- Portal with many resources here: <https://www.easa.europa.eu/en/domains/civil-drones>
- https://www.youtube.com/playlist?list=PLTfS24aKkIn4swkv4R_hTUn7frzBHNd
- https://www.easa.europa.eu/sites/default/files/dfu/easa_printmotif01_version005.pdf
- <https://www.easa.europa.eu/en/document-library/general-publications>
- <https://www.easa.europa.eu/en/research-projects/vulnerability-manned-aircraft-drone-strikes>

Bosnia and Herzegovina

- Rulebook on the condition for carrying out flight operations with drones, <http://www.bhdca.gov.ba/index.php/bs/dron>
- <https://amc.bhansa.gov.ba/>

Finland

- <https://www.droneinfo.fi/en>
- <https://www.droneinfo.fi/fi>

Ireland <https://www.iaa.ie/media/2024/12/05/drone-safely-this-christmas>

Latvia <https://droni.caa.gov.lv/>

Malta <https://www.transport.gov.mt/aviation/drones-4444>

The Netherlands: <https://www.rijksoverheid.nl/onderwerpen/drone/nieuwe-regels-drones>

Moldova <https://cdn01.moldatsa.md/moldatsaprod/28b8c7c7c845f0655a90892fe228ca2e.pdf>

Montenegro

- <https://www.icao.int/safety/UA/Documents/Response%20to%20Unauthorized%20UA%20in%20the%20Vicinity%20of%20Aerodrome.pdf>
- <https://skybrary.aero/articles/drones-impact-network-operational-safety>

North Macedonia <https://www.caa.gov.mk/wp-content/uploads/2024/09/%D0%9D%D0%9F%D0%91%D0%90.pdf>

Norway AIC-N 15/23 13 October 2023

- 5km restriction: <https://t.ly/rta8p>
- Detection systems established at APOC at airports (ENGM and several other aerodromes)
- NASP: <https://t.ly/gkN8u>
- <https://t.ly/elagG>

Portugal

- https://www.anac.pt/vPT/Generico/drones/contramedidas_uas/Paginas/ContramedidasUAS.aspx
- <https://www.anac.pt/vPT/Generico/drones/formularios/FormulariodepedidodeaprovacaoCUAS/Paginas/FormulariodepedidodeaprovacaoCUAS.aspx>

Spain National Civil Aviation Security Programme (NCASP) Ed. 25, paragraph 1.2.2.11, https://www.boe.es/diario_boe/txt.php?id=BOE-A-2019-11247

H1.87.RMT	RMT.0083	Have you amended your aviation regulations as guided by the RMT.0083 " <i>Introduction of a regulatory framework for the operation of drones</i> "?
Kazakhstan https://adilet.zan.kz/kaz/docs/V2000022031 Kyrgyzstan https://caa.kg Instruction for Organizing the Execution of UAVs North Macedonia <ul style="list-style-type: none"> https://www.caa.gov.mk/wp-content/uploads/2024/06/32019R0945_MK4-za-objava.pdf https://www.caa.gov.mk/wp-content/uploads/2024/06/32019R0947MK4.pdf Türkiye https://web.shgm.gov.tr/documents/sivilhavacilik/files/mevzuat/sektorel/talimatlar/2020/SHT-IHA_Rev-04.pdf		
H1.88.RMT	RMT.0085	Have you amended your aviation regulations as guided by the RMT.0085 " <i>Operations with airships</i> "?
Serbia Regulation on performing air operations by balloons ("Official Gazeta of the Republic of Serbia", No 3/21 and 65/23), https://cad.gov.rs/en/strana/16551/		
H1.89.RMT	RMT.0086	Have you amended your aviation regulations as guided by the RMT.0086 " <i>New air mobility</i> "?
Nil		
H1.90.RMT	RMT.0087	Have you amended your aviation regulations as guided by the RMT.0087 " <i>All Weather Operations</i> "?
North Macedonia https://www.caa.gov.mk/wp-content/uploads/2023/11/32021R2237%D0%9C%D0%9A4.pdf		