ICAO European
Regional Aviation Safety Plan

2026-2028

Provisional

Volume II
Safety Actions

ICAO | EASA

Status: 01 January 2026

Volume II groups all EUR RASP actions, allocated to different sub-chapters as per organizational/operational domain.

New or fully revised safety actions are included with red text for the reference.

1. Organisational challenges

This area addresses system-wide problems affecting aviation. In most scenarios, these problems are related to human factors, human performance limitations, competence of personnel, socio-economic factors or to deficiencies in organisational processes and procedures, whether at authority or industry level.

This area also includes the impact of security on safety.

1.1 Improve safety by improving safety management

Safety management is a strategic priority. Even though last years have clearly brought continued improvements in safety across every operational domain, recent accidents underline the complex nature of aviation safety, the importance of hazard identification and associated risk mitigation, and the significance of addressing human factor/human performance aspects. Authorities and aviation organisations should have (safety) management systems (SMS/SSP), implement robust Safety Risk Management (SRM) principles and include whenever possible short-loop safety monitoring processes.

The SMS/SSP principles will be strengthened through SMS/SSP implementation supported by ICAO Annex 19.

The safety actions in this area also focus on strengthening the safety oversight capabilities of States. Annex 19 introduced the concept of risk-based oversight with the objective of addressing safety issues with a consideration to efficiency.

The following are enablers of a robust safety oversight system:

- ability and determination to conduct effective oversight;
- ability to identify risks through a process of collecting and analysing data;
- ability to mitigate the identified risks in an effective way, implying measurement of performance and leading to continuous improvement;
- willingness and ability to exchange information and cooperate with other States' Competent Authorities;
- ability to ensure the availability of adequate personnel, where 'adequate' includes the notion of sufficient training and proper qualification; and
- focus on the implementation of effective management systems in industry, wherever required by the regulations in force.

The safety actions in this area are also aimed at improving accident investigation capacities of the States

EUR.SMT.0007	**SMS Assessment**

States should regularly monitor status of compliance with SMS requirements of their industry and increase the SMS maturity level.

States should make use of the available tools to support risk- and performance based oversight. States should provide feedback to the tool developers on how they are used, for the purpose of standardisation and continual improvement of the assessment tool.

Status	*Ongoing*
Reference(s)	*ICAO Annex 19* *ICAO DOC 10161 GASR, App A ORG, Part 3, Industry, SEI-46 – Improvement of industry compliance with applicable SMS requirements* *SMICG SMS Evaluation Tool*[1] *EASA Management System assessment tool*[2]*;* *SM0001 Industry Standard*
Dependencies	*GASP Goal 3* *EPAS MST.0026*
Affected stakeholders	*AOC fixed wing, AOC rotorcraft, ATCO, ANSP, Aerodrome, etc*
Owner	*CAAs*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Incorporation of the tools into national processes	*2027*
Feedback on the use of the tools	*2028*

CHANGES SINCE LAST EDITION
Timelines updated

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

[1] https://www.skybrary.aero/index.php/SM_ICG_SMS_Evaluation_Tool
[2] https://www.easa.europa.eu/document-library/general-publications/management-system-assessment-tool

EUR.SMT.0020 Enhance Safety Oversight capacity

To further strengthen the oversight capacity, States should address the following organizational challenges:

(a) Provision of sufficient resources / funding to CAAs and AIAs
State should establishment of a mechanism to ensure that
Each safety oversight/ investigation authority has sufficient financial resources to meet its national and international obligations and possess required level of independence in acquiring funds and making financial expenditure decisions.
Each safety oversight entity/investigation authority's is able to attract, recruit, and retain sufficiently qualified/experienced technical personnel. The mechanism should include active role of the safety oversight entity/investigation authority in the selection and recruitment of the personnel.

(b) Availability of sufficient and competent personnel in CAAs and AIAs
States should establishment of a mechanism to ensure each safety oversight authority has sufficient and competent personnel to meet its national and international obligations.
Each safety oversight entity/investigation authority should establish and implement policies (code of conduct) and procedures to ensure that its staff acts with independence and integrity and without perceived or potential conflict conflict of interest.

(c) Cooperative oversight in all sectors
States to ensure cooperation where the oversight of an organisation involves more than one State, to ensure that those activities are adequately overseen, either with or without an agreed transfer of oversight tasks.

(d) Organisations' (safety) management system in all sectors
States to foster the ability of CAAs to assess and oversee the organisations' (safety) management system in all sectors. This will focus in particular on safety culture, the governance structure of the organisation, the interaction between the risk identification/assessment process and the organisation's monitoring process, the use of inspection findings and safety information such as occurrences, incidents, and accidents. This should lead CAAs to adaptation and improvement of their oversight system.

Status	*Ongoing*
Reference(s)	*ICAO Annex 19* *ICAO DOC 10161 GASR, App A ORG, Part 1, States, SEI-1 to SEI-5, SEI-7 to SEI-10, SEI-15 to SEI-19*
Dependencies	*GASP Goal 2 and 3* *EPAS MST.0032*
Affected stakeholders	*AOC fixed wing, AOC rotorcraft, ATCO, ANSP, Aerodrome, etc*
Owner	*CAAs and AIAs*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Update NASP to address these organizational challenges	*2026*
Define and/or improve the methodology for calculation of staffing needs	*2026*
Establish cooperative arrangements in the area of aviation safety oversight and investigation with other States. Maximize benefits or consider joining, as applicable, RSOOs and RAIOs	*2027*
Define competency-based requirements for the inspectors and technical support personnel	*2027*
Define comprehensive training programmes and establish training plans for the inspectors and technical support personnel	*2027*
Develop/improve policies on the code of conduct and associated guidance materials/job aids to assist inspectors and technical staff conducting their responsibilities with independence, integrity and without perceived or potential conflict conflict of interest.	*2027*

Develop/improve guidance materials/job aids and enhance inspector's competencies in area of acceptance and continuous improvement of safety management systems for service provides	*2028*
Perform a review and, if necessary, reorganization of the financing schemes for aviation safety oversight and investigation	*2028*

CHANGES SINCE LAST EDITION
Fully revised

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

EUR.SPT.0061	**Improvement in the dissemination of safety messages**

Improve the dissemination of Safety Promotion and training material produced by authorities and industry. Establish regular communication channels, e.g. safety workshops.

Status	*Ongoing*
Reference(s)	*EASA Community Sites – Air Ops, Rotorcraft and General Aviation.* *Conversation Aviation LinkedIn Group (for CAT Fixed Wing).* *ESPN-R LinkedIn Group (for Helicopter Ops).*
Dependencies	*GASP Goal 1* *EPAS MST.0025*

Affected stakeholders	*AOC fixed wing, AOC rotorcraft, ATCO, ANSP, Aerodrome, etc*
Owner	*CAAs, Service providers*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
A system of regular communication channels for safety promotion and training materials established at the national and industry level	*2028*

CHANGES SINCE LAST EDITION
Generalized for all categories of operations, moved from general aviation

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*TBC*

EUR.SMT.0062	**Develop Safety Culture in Aviation**

CAAs should include in their SSPs provisions for Safety Culture in all operational domaigns to encourage occurrence reporting.

Status	*Ongoing*
Reference(s)	ICAO DOC 10161 GASR, App A ORG, Part 1, States, SEI-37 Strategic collaboration with key aviation stakeholders to support and enhance safety management activities and SEI-44 – Regional collaboration with key aviation stakeholders to support safety performance measurement and monitoring and safety risk management capabilities/methodologies See EUR RASP Annual Implementation reports: https://www.icao.int/EURNAT/EUR-RASP For All – Lifecycle of an Occurrence Report. For All – Safety Map of the World – Specifically Mindset and Culture. For Air Ops – Articles every edition – Conversation Aviation Magazine. For Rotorcraft – Capture Errors and Learning. For GA - Sunny Swift – Sharing Experiences to Improve Safety. For GA – Wendell's Quest – Understanding Safety.
Dependencies	*GASP Goal 3* *EPAS MST.0027*

Affected stakeholders	*AOC fixed wing, AOC rotorcraft, ATCO, ANSP, Aerodrome, etc.*
Owner	*CAAs*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Safety actions to promote safety culture included and delivered under NASP	*2028*

CHANGES SINCE LAST EDITION
Generalized for all categories of operations, moved from general aviation. New output. Updated timelines.

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*TBC*

EUR.SPT.0099	**Promotion of ISO QMS requirements for management systems of selected aviation service providers**

Based on the developed recommendations States should promote the implementation of selected QMS requirements by its stakeholders/service providers.

Status	*Ongoing*
Reference(s)	*ISO 9001:2015 Quality Management Systems* *AS/EN 9100:2018 Certification of Quality Management Systems in Aviation, Space, and Defence Organizations* *ICAO Annex 4, 2.17; Annex 3. 2.2.2; Annex 14, v1, 2.1.1,, Appendix 5 ; Annex 15 para 3.6; Annex 11 Chapter 2, 2.34; Appendix 7 para 5; Annex 8 para 6.4 Annex 1, Appendix 2 para 4; Annex 6 part 1 8.7.4, Attachment F, para 4.5; Annex 8, para 6.4.2;* *Relevant parts of EU Regulations on management systems (see EASA Management System Assessment Tool for details)* *EUR DOC 048 Guidance on the harmonized implementation of QMS in aviation and related oversight*
Dependencies	*n/a*

Affected stakeholders	*AOC fixed wing, AOC rotorcraft, ATCO, ANSP, Aerodrome, etc.*
Owner	*CAAs*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Promotional campaign by States for service providers	*2027*

CHANGES SINCE LAST EDITION
Status changed and deadline extended

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

1.2 Human factors and human performance

Human factors and the impact on human performance, as well as medical fitness are strategic priorities. As new technologies and/or operating concepts emerge on the market and the complexity of the system continues increasing, it is of key importance to properly assess human factors and human performance, in terms of both limitations and its contribution to delivering safety, as part of the safety management implementation.

EUR.SMT.0009	**Implement HF competency framework for regulatory staff**

Ensure that regulatory staff and accident and incident investigation staff have the right skills, knowledge and attitude to deal with HF issues.

Note: The EASA HF/CAG develops HF competency framework guidance material and tools to use.

Status	*Ongoing*
Reference(s)	*ICAO Human Performance Manual (ICAO Doc 10151)* *ICAO Safety Management Manual (ICAO Doc 9859)*
Dependencies	*GASP Goal 3* *EPAS SPT.0115* *EPAS MST.0037*
Affected stakeholders	*CAAs and AIAs*
Owner	*CAAs*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Competency framework fully implemented	*2028*

CHANGES SINCE LAST EDITION
Owner and deadlines are udpated, combined with EUR.SMT.0090

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

1.3 Competence of operational personnel

EUR.RMT.0023	**Extend Competency-based Training and Assessment to all licences and ratings and extension of Threat and Error Management (TEM) principle to all licences and ratings**

The principles of CBTA shall be transferred to all licences and ratings, and the multi-crew pilot licence (MPL) should be reviewed in order to address the input from the ICAO MPL symposium and the European MPL Advisory Board. Some action items for the GA, such as modular training and CBT, should be addressed as well.

Status	*Ongoing*
Reference(s)	*Annex 1, 1.2.8.4-1.2.8.6, 2.13, 2.14, Appendix 3* *Procedures for Air Navigation Services — Training (Doc 9868, PANS-TRG), Part II, Chapters 1,2, 3-8, Section 3 Appendix 1 and 2 to Chapter 1, Part III, Part IV*
Dependencies	*GASP Goal 1* *EPAS RMT.0194*
Affected stakeholders	*CAA, Approved Pilot Training Organisations i.a.w. ICAO Annex 1, Air Operator Certificate Holders i.a.w. ICAO Annex 6. Pilots, Instructors (Flight Crew) i.a.w. ICAO Annex 1, Examiners (Flight Crew) i.a.w. ICAO Annex 1*
Owner	*Non-EU States*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Regulatory framework amended	*2028*

CHANGES SINCE LAST EDITION
Timelines extended

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

EUR.SPT.0028	**Promotion of the full range of careers and opportunities in the aviation industry of ICAO EUR Region**

Help to address potential shortages of aviation professionals for the future aviation system within ICAO EUR Region by promoting the full range of careers and opportunities that are available.

This covers the full range of aviation activities both on the ground and in the air.This action supports the implementation of the ICAO Next Generation of Aviation Professionals (NGAP) programme.

Status	*Ongoing*
Reference(s)	*ICAO NGAP*
Dependencies	*EPAS SPT.0107*
Affected stakeholders	*All*
Owner	*CAAs and AIAs, Service providers*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Promotional web material and/or social media	*2028*

CHANGES SINCE LAST EDITION
Timelines extended

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

1.4 Impact of security on safety

The safety actions in this area are aimed at mitigating the security-related safety risks.

The safety actions in this area also include the mitigation of the risks posed by flying over zones where an armed conflict exists.

Managing the impact of security on safety is a strategic priority.

Placeholder

1.5 Civil-military coordination and cooperation

EUR.SMT.0034	**Enhance Civil and Military Air Traffic Coordination**

Improve safety coordination between civil and military air traffic by promoting ICAO guidance (Doc 10088) and harmonized procedures.

Status	*Ongoing*
Reference(s)	*ICAO Doc 10088 'Manual on Civil/Military Cooperation in Air Traffic Management'*
Dependencies	*GASP Goal 1* *EPAS MST.0024*
Affected stakeholders	*Air Operator Certificate Holders i.a.w. ICAO Annex 6, ATC providers*
Owner	*States*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Established/amend national regulations and procedures on effective civil military coordination considering ICAO guidance and regional best practices	*2027*
Conduct safety workshop on the topic to share best practices and/or lessons learned	*2028*

CHANGES SINCE LAST EDITION
Broadened the scope. Fully revised

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*TBC*

2. Flight operations — aeroplanes

This chapter groups all actions in the area of CAT by aeroplane (airlines and air taxi, passengers/cargo, aeroplanes of all mass categories), non-commercial operations with complex motor-powered aircraft (NCC), as well as specialised operations (SPO) involving aeroplanes of all mass categories. It starts with actions of general nature that can contribute to the mitigation of all R-HRCs and R-ORCs followed by subchapters on specific actions developed to address R-HRCs and R-ORCs and concluded by actions addressing other safety issues in the domain.

EUR.SPT.0046	**Development of Safety Promotion material on high profile commercial flight operations safety issues**

Develop Safety Promotion material on high profile commercial flight operations safety issues (including, aerodromes, ground handling, maintenance and ATM/ANS). Such high profile safety issues are to be determined from important risks identified from the State's Safety Risk Management process, accidents/ serious incidents and inputs from stakeholders.

Status	*Ongoing*
Reference(s)	*EASA Air Ops Community.* *Conversation Aviation Magazine.* *National Aviation Safety Plan, State Safety Programme*
Dependencies	*GASP Goal 1* *EPAS SPT.0101*
Affected stakeholders	*Air Operator Certificate Holders i.a.w. ICAO Annex 6*
Owner	*CAAs*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Workshop, leaflets, videos, web pages and/or applications	*2028*

CHANGES SINCE LAST EDITION
Merged with EUR.SPT.0071, EUR.SPT.0076 and EUR.SPT.0081.

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

EUR.SMT.0043	**Usage of flight data analysis (FDA) programmes for safety management at the national and industry levels**

States should maintain a regular dialogue with their operators on flight data analysis (FDA) programmes, with the objectives of:
• promoting the operational safety benefits of FDA and the exchange of experience and lessons learned between subject matter experts,
• encouraging operators to make use of good practice documents produced by EOFDM and similar safety initiatives.

Status	*Ongoing*
Reference(s)	*ICAO DOC 10161 GASR, App B OPS, Part 3, Industry, SEI-2, SEI-4, SEI-7, SEI-12, SEI-22* *ICAO DOC 10000, Manual on Flight Data Analysis Programmes (FDAP)* *ESA-02 "GUIDANCE MATERIAL ON DEVELOPMENT OF FLIGHT DATA ANALYSIS PROGRAMMES (FDAP)"* *ESA-04 "Guidance for oversight of flight data analysis programs (FDAPs)"* *ESA-05 "Guidance on setting up a national Flight Data Monitoring forum"* *EASA guidance:* EOFDM WGB – Guidance for the Implementation of FDM Precursors - Revision 4 (Initial issue, unedited) EOFDM WGC – Flight data monitoring, analysis techniques and principles (Initial issue, unedited)
Dependencies	*GASP Goal 1 (operational)* *GASP Goal 3* *EPAS SPT.0076 (completed)* *EPAS SPT.0112 (completed)*

Affected stakeholders	*Air Operator Certificate Holders i.a.w. ICAO Annex 6*
Owner	*CAAs/AIAs/Industry*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Deliver promotion campaign on available guidance material	*2027*
A workshop dedicated to the exchange on lessons learned with the FDA specialists of air operators	*2028*

CHANGES SINCE LAST EDITION
Merged with EUR.SPT.0044 and EUR.SPT.0047, revised

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*N/A*

EUR.SMT.0049	**Oversight capabilities/focus area: flight time specification schemes**

Ensure CAA inspectors are trained to approve and oversee operators' flight time limitation (FTL) and fatigue risk management (FRM) schemes. Focus audits on verifying effective fatigue risk management processes within operators' SMS

Status	*Ongoing*
Reference(s)	*Annex 6 part I, 4.10 and Appendix 7,* *ICAO DOC Doc 9966 Manual for the Oversight of Fatigue Management Approaches*
Dependencies	*GASP Goal 2* *EPAS MST.0034*
Affected stakeholders	*Air Operator Certificate Holders i.a.w. ICAO Annex 6- CAT*
Owner	*CAAs*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Develop guidance material to inspectors	*2026*
Organize training for inspectors in line with developed guidance	*2027*

CHANGES SINCE LAST EDITION

Action, outputs and deadlines revised

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation Report	*n/a*

2.1 Terrain collision

This risk area includes the controlled collision with terrain together with undershoot or overshoot of the runway during approach and landing phases. It comprises those situations where the aircraft collides or nearly collides with terrain while the flight crew has control of the aircraft. It also includes occurrences which are the direct precursors of a fatal outcome, such as descending below weather minima, undue clearance below radar minima, etc.

Placeholder

2.2 Loss of control in flight (LOC-I)

Loss of control usually occurs because the aircraft enters a flight regime which is outside its normal envelope, usually, but not always, at a high rate, thereby introducing an element of surprise for the flight crew involved. Prevention of loss of control is a strategic priority.

Aircraft upset or loss of control is the key risk area with the highest cumulative risk score related to fatal accidents in CAT aeroplane operations. It includes uncontrolled collisions with terrain, but also occurrences where the aircraft deviated from the intended flight path or intended aircraft flight parameters, regardless of whether the flight crew realised the deviation and whether it was possible to recover or not. It also includes the triggering of stall warning and envelope protections.

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

An ICAO harmonisation issue, as the main purpose is to include in the applicable legislation elements from ICAO Doc 9625 for the use of FSTDs in flight training. The task will also address three safety recommendations (SRs) and aims at including results and findings from the loss of control avoidance and recovery training (LOCART) and other working group results. Harmonisation with the Federal Aviation Administration (FAA) should be considered.

Subtask 1 - increase the fidelity of the provisions to support the approach-to-stall training, as well as of the new upset prevention and recovery training (UPRT) requirements (completed)

Subtask 2 - The main objective of Work Subtask 2 (SubT 2) is to review the technical requirements for training devices in order to:

(1) reflect their actual capability and technology advancement in support of introducing the 'task to tool' – concept for aeroplanes and helicopters; and

(2) to enable special conditions for other categories of aircraft.

Subtask 3 - The main objective of Subtask (SubT 3) is to enable the crediting of training for flight crew using innovative training technologies, such as virtual reality. Additionally, it is aimed at developing more proportionate requirements for FSTD operators that operate only flight navigation and procedures trainers (FNPTs) and other simulation training tools, and at reviewing the initial qualification process of these FNPTs to transfer the responsibility to the training device manufacturer. Finally, the intention is to develop appropriate standards for new technologies, such as off-board instructor operating stations and secondary motion systems, also considering any special conditions developed in parallel to the rulemaking activity.

Status	*Ongoing*
Reference(s)	*ICAO DOC 10161 GASR, App B OPS, Part 3, Industry, SEI-2, SEI-2 – Mitigate contributing factors to LOC-I accidents and incidents at the national level* EASA Decision 2018/006/R on 03/05/2018 (related to Subtask 1).
Dependencies	*GASP Goal 1* *EPAS RMT.0196*
Affected stakeholders	*Air Operator Certificate Holders i.a.w. ICAO Annex 6, Approved Pilot Training Organisations i.a.w. ICAO Annex 1, DTOs, Pilots, Instructors (Flight Crew) i.a.w. ICAO Annex 1, Examiners (Flight Crew) i.a.w. ICAO Annex 1*
Owner	*Non-EU States/EASA*

EXPECTED OUTPUT

Deliverable(s)	**Timeline**
Regulatory framework amended – Subtask 2	*2027*
Regulatory framework amended – Subtask 3	*2028*

CHANGES SINCE LAST EDITION

Moved from general section on competency of operational personnel

MONITORING

Monitoring activities	**Related SPIs**
EUR RASP Implementation report	EUR.SPI.1.2.01.2

EUR.SPT.0030	**Promote Pilot Training for Upset Prevention and Recovery**

Support the implementation of upset prevention and recovery training (UPRT) regulations with safety promotion materials, such as videos and guides. These resources will help pilots, instructors, and training organizations understand and apply UPRT effectively to reduce loss-of-control incidents.

Status	*Ongoing*
Reference(s)	*ICAO DOC 10161 GASR, App B OPS, Part 2, SEI-7 – Mitigate contributing factors to LOC-I accidents and incidents at the regional level* *Part 3, Industry, SEI-2, SEI-2 – Mitigate contributing factors to LOC-I accidents and incidents at the national leve* *ICAO Doc 10011, Manual on Aeroplane Upset Prevention and Recovery Training* *EASA material* *https://www.easa.europa.eu/oversight-guidance-transition-ebt-mixed-checklist* *https://www.easa.europa.eu/community/topics/evidence-based-training*
Dependencies	*GASP Goal 1* *EPAS SPT.0012*

Affected stakeholders	*CAAs, Approved Pilot Training Organisations i.a.w. ICAO Annex 1, Air Operator Certificate Holders i.a.w. ICAO Annex 6, Pilots, Instructors (Flight Crew) i.a.w. ICAO Annex 1, Examiners (Flight Crew) i.a.w. ICAO Annex 1*
Owner	*CAAs and AIAs*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Safety promotion material	*2028*

CHANGES SINCE LAST EDITION
Revised for clarity, deadline is extended

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	EUR.SPI.1.2.01.2

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

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

An EASA article on "Icing in Flight" was published on 11/12/2020 and can be consulted via that link: https://www.easa.europa.eu/community/topics/icing-flight. Further social media activity as follow up action is planned for 2021.

Status	*Ongoing*
Reference(s)	*ICAO DOC 10161 GASR, App B OPS, Part 3, Industry, SEI-2, SEI-2 – Mitigate contributing factors to LOC-I accidents and incidents at the national leve* *https://www.easa.europa.eu/community/topics/icing-flight*
Dependencies	*GASP Goal 1* *EPAS SPT.0109 (completed)*
Affected stakeholders	*Aircraft Operators - CAT i.a.w. ICAO Annex 6, Groundhandling Services Providers i.a.w. ICAO Annex 9 or Annex 14, Pilots*
Owner	*CAAs, EASA*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Promotional Web Material and social media	*2026*

CHANGES SINCE LAST EDITION
Timelines extended.

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	EUR.SPI.1.2.01.2

2.3 Airborne conflict (mid-air collisions)

Airborne collision includes all occurrences involving actual or potential airborne collisions between aircraft, while both aircraft are airborne, and between aircraft and other airborne objects (excluding birds and wildlife). This also includes all separation-related occurrences caused by either air traffic control or cockpit crew, AIRPROX reports and genuine ACAS alerts. It does not include false ACAS alerts caused by equipment malfunctions, or loss of separation with at least one aircraft on the ground, which may be coded as ground damage if the occurrence meets the criteria and usage notes for those categories. 3.

[3] Although there have been no CAT aeroplane airborne collision accidents in recent years within the EASA Member States, this key risk area has been raised by a number of Member States through the NoAs and also by some airlines, specifically in the context of the collision risk posed by aircraft without transponders in uncontrolled airspace. For EASA Member States airborne collision is the key risk area ranking highest with regard to its cumulative risk score (see ASR 2021) related to fatal accidents in CAT aeroplane and NCC operations

EUR.SPT.0033	**Prevent Airspace Infringements**

Launch a safety campaign or publish a safety promotion materials (or distribute existing ones) to reduce mid-air collision risks and airspace infringements. Promote awareness of airspace complexity and encourage the use of technologies like electronic conspicuity to enhance situational awareness.

Status	*Ongoing*
Reference(s)	*ICAO DOC 10161 GASR, App B OPS, Part 3, SEI-13 – Mitigate contributing factors to MAC accidents and incidents at the service provider level* *EASA Preventing Mid-Air Collisions and iConspicuity.*
Dependencies	*GASP Goal 1* *EPAS SPT.0089 (completed)*
Affected stakeholders	*CAAs, Approved Pilot Training Organisations i.a.w. ICAO Annex 1, Air Operator Certificate Holders i.a.w. ICAO Annex 6, Pilots, Instructors (Flight Crew) i.a.w. ICAO Annex 1, Examiners (Flight Crew) i.a.w. ICAO Annex 1*
Owner	*CAAs*

EXPECTED OUTPUT

Deliverable(s)	**Timeline**
Safety promotion campaign	*2027*

CHANGES SINCE LAST EDITION

Revised for clarity and deadline is extended. Ownership changed

MONITORING

Monitoring activities	**Related SPIs**
EUR RASP Implementation report	EUR.SPI.1.2.01.3

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

Help to mitigate the risk of mid-air collision by providing safety promotion material and clear messages to pilots on the need to follow the instructions of the ACAS in high-risk situations.

States may make use of material developed by International, Regional Organization and industry

IATA/IFALPA:
https://www.ifalpa.org/media/3582/ifatca-ifalpa-joint-statement-on-tcas.pdf

EASA material:
- https://www.easa.europa.eu/community/topics/acas-ra-not-followed

EUROCONTROL material:
- Skybrary Airborne Collision Main Article.
- Skyclip - Always Follow the RA.
- ACAS Bulletins.

Airbus Safety First article
https://safetyfirst.airbus.com/safe-handling-of-tcas-alerts/

Status	*Ongoing*
Reference(s)	*ICAO DOC 10161 GASR, App B OPS, Part 3, SEI-13 – Mitigate contributing factors to MAC accidents and incidents at the service provider level* *Safety Recommendations IRLD-2014-017; SWTZ-2014-489*
Dependencies	*EPAS SPT.0123 (completed)*

Affected stakeholders	*Aircraft Operators - CAT, Aircraft Operators - NCC, ATC Providers*
Owner	*CAAs*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Safety Promotion campaign	*2027*

CHANGES SINCE LAST EDITION
Timelines extended.

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	EUR.SPI.1.2.01.3

2.4 Runway safety

This section deals with runway excursions, runway incursions and runway collisions, and is a strategic priority.

Runway excursion covers materialised runway excursions, both at high and low speed, and occurrences where the flight crew had difficulties in maintaining the directional control of the aircraft or of the braking action during landing, where the landing occurred long, fast, off-centred or hard, or where the aircraft had technical problems with the landing gear (not locked, not extended or collapsed) during landing.

Runway incursion refers to the incorrect presence of an aircraft, vehicle or person on an active runway or in its areas of protection, which can potentially lead to runway collision as the most credible accident outcome. Despite the relatively low number, the risk of the reported occurrences was demonstrated to be very real.

Placeholder

2.5 Miscellaneous

This section gathers the actions that do not relate to any of the R-HRCs or R-ORCs listed in the previous sections They may involve different types of actions. The need for having such a category was driven by the constant development of EUR RASP towards new safety areas.

EUR.RMT.0010	**Development of flight time limitation (FTL) rules for CAT operations of emergency medical services (EMS) by aeroplanes and helicopters**

Establish harmonised and state-of-the-art rules for EMS

Status	*Ongoing*
Reference(s)	*EASA Safety Promotion on Fatigue and FTL Implementation.*
Dependencies	*GASP Goal 1* *EPAS RMT.0492*

Affected stakeholders	*Pilots and Aircraft Operators - CAT - Aeroplanes i.a.w. ICAO Annex 6 Part I conducting Emergency Medical Services (EMS) operations*
Owner	*Non-EU States/EASA*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Regulatory framework in place	*2027*

CHANGES SINCE LAST EDITION

Timelines extended

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

EUR.RMT.0011	**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**

Develop harmonised and state-of-the-art-rules for air taxi and single-pilot operations.

Status	*Ongoing*
Reference(s)	*EASA Safety Promotion on Fatigue and FTL Implementation.*
Dependencies	*GASP Goal 1* *EPAS RMT.0493*

Affected stakeholders	*Aircraft Operators - CAT - Aeroplanes i.a.w. ICAO Annex 6 Part I, Pilots*
Owner	*Non-EU States/EASA*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Regulatory framework in place	*2027*

CHANGES SINCE LAST EDITION
Timeline extended

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

EUR.RMT.0036	**Requirements for relief pilots**
	Address the provisions for the use of cruise relief pilots and cruise relief co-pilots as regards experience, training, checking and crew resource management.
Status	*Ongoing*
Reference(s)	*n/a*
Dependencies	*GASP Goal 1 & GASP Goal 2* *EPAS RMT.0190*
Affected stakeholders	*Approved Pilot Training Organisations i.a.w. ICAO Annex 1 and Air Operator Certificate Holders i.a.w. ICAO Annex 6, Pilots*
Owner	*Non-EU States/EASA*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Regulatory framework in place	2027

CHANGES SINCE LAST EDITION
Timelines extended.

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

EUR.RMT.0041	**Extended diversion time operations**

To harmonise extended diversion time operations (EDTOs) regulation with the related ICAO SARPS and modernise the extended-range twin-engine operational performance standards (ETOPS) regulations.

Status	*Ongoing*
Reference(s)	*Annex 6 part 1, 4.7* *ICAO Doc 10085 Extended Diversion Time Operations (EDTO) Manual*
Dependencies	*GASP Goal 1* *EPAS RMT.0392 Subtask 1a*
Affected stakeholders	*CAAs, Air Operator Certificate Holders i.a.w. ICAO Annex 6*
Owner	*Non-EU States/EASA*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Regulatory framework amended	*2027*

CHANGES SINCE LAST EDITION
Timelines extended

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

EUR.SPT.0045	**Safety Promotion on Disruptive Passengers**

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

Status	*Ongoing*
Reference(s)	*Latest version of Norwegian declaration: https://www.luftfartstilsynet.no/en/passengers/aviation-collaborates-against-unruly-passengers/* *IFALPA* *https://www.ifalpa.org/media/3902/23pos06-unruly-passengers.pdf* *ACI* *https://www.aci-europe.org/downloads/resources/2024%2006%2028%20Unruly%20Pax%20AIRPOL%20DOC.pdf* *EASA's previous campaign in 2023.* *EASA Safety promotion video:* *https://www.easa.europa.eu/notonmyflight*
Dependencies	*GASP Goal 1*

Affected stakeholders	*Air Operator Certificate Holders i.a.w. ICAO Annex 6*
Owner	*CAAs /EASA*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Safety Promotion material	*2027*

CHANGES SINCE LAST EDITION
Timelines extended

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

EUR.SPT.0101	**Promote awareness of the risks associated with the carriage of misdeclared/undeclared lithium batteries in the cargo compartment and encourage the proactive implementation of robust controls.**

Promote a common understanding of the risks associated with the international carriage of misdeclared/undeclared lithium batteries by exchanging qualitative and quantitative intelligence between states and encourage the industry implementation of robust risk mitigations.

Status	*Ongoing*
Reference(s)	*Materials developed by EASA Dangerous Goods European Liaison Group (DGELG)*
Dependencies	
Affected stakeholders	*States, Aircraft operators, Ground handling agents, freight forwarders, shippers, lithium battery manufacturers, designated postal operators.*
Owner	*CAAs*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Develop a promotion material to raise awareness regarding li-bat fire in the cabin	2027
Develop a proposal for state level sharing of dangerous goods related information aimed to increase awareness of the issues.	2027
Develop and share safety promotion material for the dangerous goods transport chain (shippers, freight forwarders, ground handing agents and operators) with EUR States via the RESG.	2028

CHANGES SINCE LAST EDITION

Timelines extended

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

3. Flight operations – rotorcraft

This chapter groups all actions in the area of rotorcraft operations.

Rotorcraft operators perform a wide range of highly specialised operations that are important for the European economy and citizens. There is a need to further develop towards an efficient regulatory framework, considering technological advancements.

This area includes three types of operations involving certified rotorcrafts:

- Commercial air transport (CAT) operations, passenger and cargo conducted by ICAO EUR States' AOC holders, including passenger and cargo flights to and from offshore oil and gas installations in CAT;
- Aerial work (specialized operations (SPO)), such as advertisement, photography, with an ICAO EUR State as the State of operator or State of registry; and
- Non-commercial operations with rotorcrafts registered in an ICAO EUR State or for which an ICAO EUR State is the State of operator; this section includes in particular training flights.

EUR.SPT.0055	**Development of new Safety Promotion material on high profile helicopter issues**

In cooperation with the Vertical Aviation Safety Team (VAST) (previously 'IHSF'), develop new safety promotion material (leaflets, videos, tablet/smartphone applications, etc.) on subjects such as performance-based navigation, point in space, low-level IFR, bird strike, operational and passenger pressure management, aimed at pilots and owners of private helicopters. Such safety promotion material shall address the most important areas of rotorcraft safety.

Status	*Ongoing*
Reference(s)	*Global Vertical Aviation Safety Team (VAST Resource Library).* *EASA Rotorcraft Community.*
Dependencies	*GASP Goal 1* *EPAS SPT.0093*
Affected stakeholders	*Aircraft Operators - Helicopter operations i.a.w. ICAO Annex 6 Part III*
Owner	*CAAs from non-EU States /EASA*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Posters, videos, articles and social media promotion	*2028*

CHANGES SINCE LAST EDITION
Timelines extended

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

4. Flight operations - General Aviation/leisure flying

This Chapter covers GA non-commercial operations involving aeroplanes with MTOMs below 5 700 kg, as well as all operations with balloons, sailplanes and motogliders.

GA in Europe is maintaining a stable activity involving 10 times more aircraft and airfields than CAT. GA has been since its origin the cradle for innovation and recruitment of young professionals (ATCOs, mechanics, pilots, etc.) and a means to connect people across Europe.

Addressing safety risks in GA in a proportionate and effective manner is a strategic priority.

EUR.SPT.0059	**Enhance Pilot Competence and Decision-Making in All Flight Phases**

A significant proportion of General Aviation accidents are linked to human factors, including inadequate flight preparation, poor fuel management, ineffective weather-related decision-making, and loss of aircraft control.
States should promote comprehensive pilot competence and decision-making skills through integrated safety campaigns and training, addressing flight preparation, fuel management, weather awareness, threat and error management, and prevention of loss of control in-flight (LOC-I).

Status	*Ongoing*
Reference(s)	*EASA guidance material:* *https://www.easa.europa.eu/community/topics/preparing-return-flying* *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* https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-weather-briefing-process https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-density-altitude 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-winter-planning Winter Flying | EASA Community (europa.eu) EASA Webinar on planning & decision making in GA *https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-fuel-caution-light*
Dependencies	*GASP Goal 1*

Affected stakeholders	*Recreational Aviation – aeroplane - non commercial operations*
Owner	*CAAs from non-EU States/EASA*

EXPECTED OUTPUT

Deliverable(s)	**Timeline**
Consolidated GA safety promotion material addressing preparation, decision-making, weather, fuel management, and LOC-I prevention.	*2026*
Promotion of pilot awareness of risk factors across all phases of flight and TEM principles	*2028*

CHANGES SINCE LAST EDITION

New broad action combining EUR.SPT.0059, EUR.SPT.0063, EUR.SPT.0064, EUR.SPT.0066, EUR.SPT.0088

MONITORING

Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

EUR.SPT.0065	**Promote instrument flying for GA pilots**
GA pilots face challenges when operating in deteriorating weather with a higher risk of unintended flight into IMC with limited access to IFR and gaps in training. *States should support safe integration of GA into advanced operational environments by promoting IFR competences and encouraging the safe use of modern navigation and weather technologies.*	
Status	*Ongoing*
Reference(s)	*Related EASA 'Sunny swift' promotion material:* 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
Dependencies	*GASP Goal 1* *EPAS SPT.0088*
Affected stakeholders	*Recreational Aviation – aeroplane - non commercial operations*
Owner	*CAAs/EASA*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Promotion of IFR competences for GA pilots	*2028*
Promotion of the usage of electronic tools for navigation and weather decision-making	*2028*

CHANGES SINCE LAST EDITION
Generalized EUR.SPT.0065

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

EUR.SPT.0060	**Strengthen Collision Avoidance through Technology and Airspace Measures**

Mid-air collisions (MAC) remain a high-consequence risk in GA, particularly in congested and/or complex airspace. Contributing factors include insufficient situational awareness, lack of adoption of electronic conspicuity technologies, and complex airspace design.
States should promote measures that strengthen collision avoidance, including the adoption of iConspicuity technologies, awareness campaigns on see-and-avoid limitations and on operation in congested and/or complex airspace.

Status	*Ongoing*
Reference(s)	*EASA Preventing Mid-Air Collisions.*
Dependencies	*GASP Goal 1* *EPAS SPT.0119*
Affected stakeholders	*Recreational Aviation – aeroplane - non commercial operations*
Owner	*CAAs/EASA*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Promotion on see-and-avoid limitations and on safe operation in congested and/or complex airspace & incentives programmes for GA pilots	*2028*

CHANGES SINCE LAST EDITION
Combined action of EUR.SPT.0060 and EUR.SPT.0093

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

5. Design and production

This chapter includes all the actions that are relevant to design and production.

Design and production improvements may limit the probability and/or severity of technical failures. Many fatal accidents involve some sort of technical failure, in many cases not properly managed during flight, thus making it a precursor of other types of accident. This does not necessarily mean that the technical failure was the direct cause of the accident, but that a system component failure was identified in the sequence of events in a number of serious incidents and accidents over the past years. Handling of technical failures in this context means the ineffective handling of a non-catastrophic technical failure by the flight crew. This could be an engine failure, an avionics system failure or some other recoverable technical failure. The cause of the accident is usually the result of a combination of circumstances and events that can only be understood after reading the investigation report.

EUR.RMT.0067	**Reduction of runway excursions**

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

Status	*Ongoing*
Reference(s)	*ATM Master Plan Level 3 – Plan (2024): SAF11 – Improve runway safety by preventing runway excursions* *Regulation (EU) 2020/1159 of 05/08/2020*[4]
Dependencies	*GASP Goal 1* *EPAS RMT.0570 (completed)*
Affected stakeholders	*Air Operator Certificate Holders i.a.w. ICAO Annex 6, Organisations responsible for the type design of aircraft, engines, propellers or components i.a.w. ICAO Annex 8, Applicants for TC/STC i.a.w. ICAO Annex 8*
Owner	*Non-EU States/EASA*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Regulatory framework in place	*2027*

CHANGES SINCE LAST EDITION
Timelines extended

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*EUR.SPI.1.2.01.4*

[4] https://eur-lex.europa.eu/legal-content/DE/TXT/PDF/?uri=CELEX:32020R1159

6. Maintenance and continuing airworthiness management

This chapter includes all the actions that are relevant to maintenance and continuing airworthiness management.

Like in the case of design and manufacture improvements, maintenance improvements may limit the probability and/or severity of technical failures. Many fatal accidents involve some sort of technical failure, in many cases not properly managed during flight, thus making it a precursor of other types of accident. This does not necessarily mean that the technical failure was the direct cause of the accident, but that a system component failure was identified in the sequence of events in a number of serious incidents and accidents over the past years. Handling of technical failures in this context means the ineffective handling of a non-catastrophic technical failure by the flight crew. This could be an engine failure, an avionics system failure or some other recoverable technical failure. The cause of the accident is usually the result of a combination of circumstances and events that can only be understood after reading the investigation report.

Certain existing requirements are either not efficient or not proportionate to the risks involved.

EUR.RMT.0068	**Functions and responsibilities of maintenance certifying staff and support staff**

Introduce principles for increased robustness of the maintenance certification process eliminating potential 'safety gaps' by clarifying the roles and responsibilities of certifying staff, support staff and 'sign-off' staff, both in line and base maintenance.

Status	*Ongoing*
Reference(s)	*n/a*
Dependencies	*GASP Goal 1* *EPAS RMT.0097*
Affected stakeholders	*Approved Maintenance Organisations*
Owner	*Non-EU States/EASA*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Regulatory framework amended	*2027*

CHANGES SINCE LAST EDITION
Timelines extended.

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

7. Air traffic management/air navigation services

There is still a lack of harmonised rules based on ICAO SARPs in order to ensure compliance with the essential requirements that apply to ATM/ANS. Rules must ensure that ATM/ANS systems and their constituents are successfully designed, manufactured and installed. If not, the achievement of the overall objectives of ATM/ANS may be compromised.

This may entail the inclusion of additional requirements concerning flight procedure design, ATS, AIS/AIM. Safe and cost-effective ATM/ANS provision also needs to ensure harmonised conformity assessment of their supporting systems and constituents, so that the equipment involved performs as expected during the intended operation. Implementation issues associated with ATM/ANS systems and constituents should also be addressed, especially those related to lack of interoperability and performance that may have an impact on operations.

EUR.RMT.0019	**Regulation and Oversight of Search and Rescue (SAR) services**

Review and improve existing regulatory requirements and guidance material for the establishment and safety oversight of Search and Rescue services, making use of the documents developed by the EUR SAR Task Force.

Status	*Ongoing*
Reference(s)	*EUR Doc 039 – EUR SAR Plan* *EUR Training programme for SAR Inspectorate Staff* *EUR Search and Rescue Inspector's handbook* *EUR Guidance Material for the implementation and monitoring of Preferred SAR Capability Specifications (PSCS) of EUR SAR plan.*
Dependencies	*GASP Goal 2*
Affected stakeholders	*CAAs, Providers of Search and Rescue services*
Owner	*States*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Regulatory framework amended	*2027*

CHANGES SINCE LAST EDITION
Moved from general chapter on organizational challenges, Timelines extended

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

8. Aerodrome operations and ground handling

This Chapter addresses aerodrome design and operations, as well as aerodrome operators and all ground handling related aspects. These risk areas include all ground handling and apron management-related issues (aircraft loading, de-icing, refuelling, ground damage, etc.) as well as collision of the aircraft with other aircraft, obstacles or vehicles while the aircraft is moving on the ground, either under its own power or being towed. It does not include collisions on the runway.

Actions in this Chapter address safety in terms of developing and maintaining a legal framework commensurate with the complexity of ADR activities and management of potential risks. Further actions in this Chapter aim at ensuring compliance with the ICAO SAPRs and a harmonised approach which will further facilitate improvement of safety level within the EUR Region.

EUR.RMT.0079	**Handling of dangerous goods at aerodromes**

Establish relevant regulatory requirements for aerodrome operators to designate appropriate areas for the storage of dangerous goods, establish methods for the delivery storage, dispending and handling of dangerous goods at the aerodrome. Include requirement for aerodrome operators to train their personnel in the handling of dangerous goods, in the case that the aerodrome operator is acting as sub-contractor (handling agent) of air-operators.

Status	*Ongoing*
Reference(s)	*Commission Delegated Regulation (EU) 2025/20 – 24 Ground Handling*
Dependencies	*GASP Goal 1 & GASP Goal 2* *EPAS RMT.0728 Completed*
Affected stakeholders	*Operators of certified aerodromes i.a.w. ICAO Annex 14 Vol. I*
Owner	*Non EU States*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Regulatory framework in place	*2028*

CHANGES SINCE LAST EDITION
Timelines extended.

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

EUR.RMT.0082 Development of requirements for groundhandling and promoting safety management

Develop a regulatory framework and guidance for the safety of ground handling.
This shall consider operational requirements, organisational requirements and authority requirements, as deemed necessary.

Promote safety management in groundhandling, e.g. on the basis of Industry standards, by providing guidance and best practice.
Encourage collaborative safety management among all parties involved in aerodrome operations

Status	*Ongoing*
Reference(s)	*Commission Delegated Regulation (EU) 2025/20 – 24 Ground Handling*
Dependencies	*GASP Goal 1* *GASP Goal 2* *EPAS RMT.0728 Completed*
Affected stakeholders	*CAAs, Air Operator Certificate Holders i.a.w. ICAO Annex 6, Operators of certified aerodromes i.a.w. ICAO Annex 14 Vol. I, Groundhandling Services Providers i.a.w. ICAO Annex 9 or Annex 14 and groundhandling staff*
Owner	*Non-EU States*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Safety promotion campaign	*2026*
Regulatory framework in place	*2028*

CHANGES SINCE LAST EDITION
Timelines extended.

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

EUR.SPT.0095 Counter-UAS measures and UAS incident management at aerodromes

States should support the aerodrome operators, ATS providers and aircraft operators in preventing and managing incidents of unauthorised UAS operations in the vicinity of aerodromes, while at the same time keeping operational disruptions at a minimum.

EASA is acting as the European coordinator of the Counter Drones (C-UAS) Action Plan, with the five objectives to deliver safety promotion and guidance material to educate the public and raise awareness to reduce the misuse of UAS around the aerodromes, to prepare the aerodromes to mitigate such risks, to assess the safety risks amd ensure that the C-UAS measures are swiftly considered from a global safety perspective and to ensure an adequate occurrence reporting.

The following material has been already delivered:

- https://www.easa.europa.eu/sites/default/files/dfu/easa_printmotif01_version005.pdf
- https://www.easa.europa.eu/document-library/general-publications/infographics-drones
- https://www.easa.europa.eu/sites/default/files/dfu/drone_incident_management_at_aerodromes_part1_website_suitable.pdf

More information can be found via:

- https://www.easa.europa.eu/en/domains/civil-drones

Status	*Ongoing*
Reference(s)	*EPAS C-UAS Action Plan Objective #2: Prepare aerodromes to mitigate risks from unauthorised drone use (completed)*
Dependencies	*EPAS SPT.0091*
Affected stakeholders	*CAAs, UAS operators (individuals and organisations), UAS manufacturers, manned aviation community, model aircraft community, Providers of Air Navigation/Air Traffic Management Services i.a.w. ICAO Annex 11, U-space service providers, Operators of certified aerodromes i.a.w. ICAO Annex 14 Vol. I, all airspace users*
Owner	CAAs/EASA

EXPECTED OUTPUT

Deliverable(s)	**Timeline**
Counter-UAS action plan as part of or referenced in the NASP	*2027*

CHANGES SINCE LAST EDITION

Timelines extended.

MONITORING

Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

9. Unmanned aircraft systems (UAS)

This chapter includes all the actions that are relevant to ensure the safe integration of civil unmanned aircraft systems into the aviation system, while enabling standardised UAS operations as well as more complex operations of UAS such as operations in an urban environment (e.g. urban air mobility).

In order to ensure safe UAS operations, it is extremely important to manage the safe integration of UASs into the airspace. European stakeholders are developing rules for what is named U-space[5]. U-space is a set of new services and specific procedures designed to support the safe, efficient and secure access to airspace for large numbers of drones.[6]

[5] U-space is the European name for unmanned traffic management (UTM).

[6] The ATM Master Plan reflects the details about the integration of UASs into the EU airspace.

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

Development of regulatory framework for the three categories of RPAS defined:

— Open category: Low-risk operation not requiring authorisation or declaration before flight

— Specific operation category: Medium-risk operation requiring authorisation or declaration before flight

— Certified category: High-risk operation requiring certification process

Development of adequate rules to enable U-space implementation

Status	*Ongoing*
Reference(s)	Commission Regulation (EU) 2019/945 of 12/03/2019[7] Commission Regulation (EU) 2019/947 of 24/05/2019[8] ***Commission Delegated Regulation (EU) 2024/1108 of 13 March 2024 amending Regulation (EU) No 748/2012 as regards the initial airworthiness of unmanned aircraft systems subject to certification and Delegated Regulation (EU) 2019/945 as regards unmanned aircraft systems and third-country operators of unmanned aircraft systems; and*** ***Commission Implementing Regulation (EU) 2024/1110 of 10 April 2024 amending Regulation (EU) No 748/2012 as regards the initial airworthiness of unmanned aircraft systems subject to certification and Implementing Regulation (EU) 2019/947 as regards the rules and procedures for the operation of unmanned aircraft*** ***Commission Implementing Regulation (EU) 2021/664 of 22 April 2021 — Regulatory framework for the U-space***[9]
Dependencies	*GASP Goal 1* *EPAS RMT.0230*

Affected stakeholders	*States, UAS operators (individuals and organisations), UAS manufacturers, manned aviation community, model aircraft community, Providers of Air Navigation/Air Traffic Management Services i.a.w. ICAO Annex 11, U-space service providers, Operators of certified aerodromes i.a.w. ICAO Annex 14 Vol. I, all airspace users*
Owner	*Non-EU States/EASA*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Regulatory framework in place for all categories	*2028*

CHANGES SINCE LAST EDITION
Timelines extended.

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

[7] https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32019R0945
[8] https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32019R0947
[9] https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32019R0947

EUR.SPT.0084	**Safety Promotion on civil UAS (drones)**

Coordinate EUR activities to promote safe operation of UAS (drones) to the general public.

Consider the following safety Promotion material for creating public awareness and understanding of the existence and purpose of geographical zones

- *https://www.easa.europa.eu/sites/default/files/dfu/easa_printmotif01_version005.pdf*
- *https://www.easa.europa.eu/document-library/general-publications/infographics-drones*

Additional promotion material can be found on the EASA website https://www.easa.europa.eu/en/domains/civil-drones and on the EASA YouTube Channel.

Status	*Ongoing*
Reference(s)	*n/a*
Dependencies	*GASP Goal 1* *EPAS SPT.0091*
Affected stakeholders	*CAAs, UAS operators (individuals and organisations), UAS manufacturers, manned aviation community, model aircraft community, Providers of Air Navigation/Air Traffic Management Services i.a.w. ICAO Annex 11, U-space service providers, Operators of certified aerodromes i.a.w. ICAO Annex 14 Vol. I, all airspace users*
Owner	*CAAs/EASA*

EXPECTED OUTPUT	
Deliverable(s)	**Timeline**
Safety Promotion material	*2028*

CHANGES SINCE LAST EDITION
Timelines extended.

MONITORING	
Monitoring activities	**Related SPIs**
EUR RASP Implementation report	*n/a*

10. New technologies and concepts

This Chapter addresses the safe integration of new technologies and innovative solutions into the aviation system, except for civil drones, which are addressed in the previous Chapter. While many of the technologies and innovations emerging in the aviation industry bear significant potential to further improve the level of safety and/or efficiency, the EUR RASP must give due consideration to the safety issues deriving from new technologies, new operational concepts or novel business models[10].

Placeholder

[10] In the ATM domain, for For EASA Member States the SESAR covers the development of new technologies for a better management of Europe's airspace as well as their contribution to the achievement of the SES goals and safety targets.