

# EPAS Vol. II 2025 edition - CORRIGENDUM

A few errors have been reported after the publication of EPAS Volume II (2025 edition). The correct information is as follows:

## Chapter 1.3.3 Medical fitness

### RMT.0287

Planning milestones (subtasks 2a and 2b):

Commission IR: 2024/2076, 25/07/2024

## Chapter 2.2. Flight crews

### RMT.0190

Planning milestones:

Commission IR: 2024/2076, 25/07/2024

### RMT.0587

The description:

‘A standing task that allows the Agency to propose updates, corrections and clarifications, based on continuous review as well as on inputs from industry and Member States to all the following:

- Commission Regulation (EU) No 1178/2011 (Aircrew Regulation);
- Commission Delegated Regulation (EU) 2020/723 (Regulation on acceptance of third-country certification);
- Subpart FC of Annex III (Part-ORO) to Commission Regulation (EU) No 965/2012;
- Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 (FCL rules for balloon pilots)
- Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 20218/1976 (FCL rules for sailplane pilots)
- AMC and GM to all aforementioned regulatory references.

Subtask 3 (current) will deal with a limited number of other non-controversial recommendations stemming from the GA and the Rotorcraft Safety Roadmaps and the EASA Sustainable Aviation Programme (ESAP) in consultation with the EASA ABs.

Subtask 4 (next): Next regular update package which is planned to address the Regulations listed above, addressing topics such as:

- requirements for take-off and landing training;
- Part-BFCL and Part-SFCL (clarifications and editorial corrections);

Commission Delegated Regulation (EU) 2020/723 (clarifications and updates).’

## SPT.0012

SPT was erroneously omitted and should read:

<b>SPT.0012</b>	<b>Promotion of the new European provisions on pilot training</b>
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The aim of this task is to support aircraft operators and training organizations in effectively organising training and checking by:

- Sharing best practices for conducting training and checking in relation to Competency-Based Training and Assessment (CBTA) and Evidence-Based Training (EBT).
- Supporting the implementation of latest amendments of the AirOps and Aircrew regulations concerning pilot's training and checking.

For more information, especially in relation to EBT, please visit the following link. This resource includes the oversight guidance checklists for the transition to Mixed and Baseline EBT, the latest EASA EBT Manual and other valuable materials.

<https://www.easa.europa.eu/en/domains/aircrew-and-medical/evidence-based-training-ebt>

EASA is supported by the SPT.0012 Task Force which is composed by experts nominated by the advisory bodies.

<b>Status</b>	Ongoing
<b>SIs</b>	SI-0009 - Crew resource management SI-0012 - Wake vortex encounter SI-0018 - Clear air turbulence and mountain waves SI-0024 - Windshear
<b>SRs</b>	n/a
<b>Reference(s)</b>	n/a
<b>Dependencies</b>	RMT.0194 RMT.0599
<b>Affected stakeholders</b>	Pilots, instructors, flight examiners, ATOs, air operators, Member States
<b>Strategic level</b>	Strategic
<b>Strategic priority</b>	--
<b>Owner</b>	FS.3 - Aircrew & Medical department

### EXPECTED OUTPUT

Deliverable(s)	Timeline
Produce Safety promotion material (task SPT.0012)	2026

## **Chapter 7.1 Safety**

### **SPT.0132**

#### The description:

'The objective of this task is to share best practices how to minimise the risk of errors by mechanics resulting from misinterpretation and the general use of maintenance instructions during the performance of critical aircraft maintenance tasks. The task will look at how the maintenance organisation can supplement the maintenance instructions provided by the aircraft manufacturer to prevent credible errors and mishaps and raise awareness and understanding on important steps and possible traps during the maintenance of these critical tasks.'