***How to use this form***

The Agency receives proposals for rulemaking on a continuous basis. An initial review is required to trigger the appropriate action on each of these diverse proposals. The more information are provided, the easier is to perform the initial review.

|  |  |
| --- | --- |
| **Possible outcome of the initial review** | **Description** |
| **Accepted: Enter the next programming cycle** | The proposal is accepted (possibly in parts) to enter the programming cycle. It may be grouped with other proposals. Next step is to develop a PIA. |
| **Accepted: Add to existing rulemaking task** | The proposal is accepted to be added to an existing rulemaking task. The existing task may be a systematic task to address miscellaneous issues of non-controversial nature. No Pre-RIA is required for these tasks. |
| **Accepted: Develop A-NPA** | The proposal raises an important issue, but the information available is not mature enough. An A-NPA can be entered into the rulemaking cycle without a PIA. |
| **Not Accepted** | The proposal was not accepted for the reason/s provided. Alternative action may be proposed. |
| **Low significance** | The proposal remains active with a low priority for re-examination after defined time frame. |

**RULEMAKING PROPOSAL FORM**

# Person/Organisation providing the Proposal:

**Name:**

**Organisation:**

**Address:**

**Country:**

**Phone:**

**Fax:**

**E-mail:**

|  |  |
| --- | --- |
| **Proposal title** | Please insert the title of the proposal. The title should be formulating the issue to be addressed, not a potential solution to it. |

**Area covered by your proposal** (please **tick** the ones affected):

|  |  |  |
| --- | --- | --- |
|  | **Area** | **Please provide reference of the affected rule (if possible)** |
|  | Initial airworthiness | *e.g. CS-25 25.21* |
|  | Continuing Airworthiness | *e.g. Part-M* |
|  | Environmental | *e.g. CS-34, AMC 34.2* |
|  | Aerodromes | *e.g. ICAO Annex 14* |
|  | ATM/ANS | *e.g. 805/2011 Annex IV* |
|  | Airspace user requirements | *e.g. SERA Part-A* |
|  | Licensing | *e.g. Part-FCL, Subpart A Section 2, Part-66, ATCO* |
|  | Medical | *e.g. ATCO.MED Subpart A* |
|  | Air operations | *e.g. Part-ARO, ARO.RAMP* |

# Introduction

*Please provide an introduction to the proposal. If possible, please consider if rulemaking and/or other means are available to address this issue (e.g. research, awareness-raising campaigns etc.).*

# Analysis of the issue

*Please provide information, where possible, on the following:*

* *What is the problem?*
* *Why is it a problem (wrt the root cause)?*
* *Who is affected by this problem?*
* *What is the current regulatory framework?*
* *Who is affected (e.g. design/production/maintenance/training organisations, ATM/ANS/aerodrome/air operators, aero-medical centres/examiners, licence/certificate holders, national aviation authorities, EASA, non-EU countries)?*
* *What is affected (e.g. aircraft types, constituents or equipment)?*

## What is at risk?

*Please provide information, where possible, on the following:*

### Safety risks

*Include here any safety risk, hazard[[1]](#footnote-1), frequency of occurrence and its severity*

* *Have safety risks been identified?*
* *Has a safety recommendation been addressed to the Agency?*
* *Is the issue linked to a safety action from EASp?*
* *Has a related recommendation from Standardisation been issued?*
* *Has a future challenge from research, technological advancements, business evolution or new best practices been identified?*
* *Is there any relevant research/accident/incident data?*
* *Any recommendations from working groups, associations etc.*

### Environmental risks

* *Have environmental risks been identified in terms of gaseous emissions (greenhouse gases/local air quality) or noise?*

### Social risks and issues

* *Have the current regulatory framework created social risks or issues, e.g. in terms of limiting free movement of persons, health issues, licencing issues?*

### Economic risks

* *Have excessive costs of regulatory framework been identified for authorities, industry, licence holders, or consumers?*
* *Has a competitive disadvantage been identified for certain economic entities (obstacles on the level playing field)?*
* *Has an issue for General Aviation (GA)/SMEs been identified contradicting the guidelines in the European GA strategy?*

### Regulatory coordination and harmonisation

* *Have implementation problems or regulatory burden been identified?*
* *Has a difference or non-compliance with ICAO Standards been identified, or a State Letter been received?*
* *Has a need for harmonisation with third countries (e.g. FAA, TCCA) been identified?*

# Your proposal

*What is your proposal? Please provide a draft text of your proposal, if available.*

## Impacts of your proposal

* *What are its benefits? How does it address the issues identified in section 3*
* *Is there any negative impact?*
* *What are the costs?*
* *Administrative burden?*
* *Environmental, social impacts?*
* *Impact on Regulatory coordination and harmonisation*

*Please justify why your proposal should be adopted, indicating how and to what extent it could address the issues identified in section 3.*

*Please consider if other means are available to address the issue (e.g. research, awareness-raising campaigns, technical training, etc.).*

**Send your proposal to:** [**RWPD@easa.europa.eu**](mailto:RWPD@easa.europa.eu?subject=ideas%20for%20the%20annual%20programme%20and%20advance%20planning)

**……………………………………………………………………………………………………………..**

1. Hazards are defined as: ‘Conditions, objects or activities with the potential of causing injuries to personnel, damage to equipment or structures, loss of material, or reduction of ability to perform a prescribed function.’ [↑](#footnote-ref-1)