



Rulemaking Programme 2010-2013

European Aviation Safety Agency

4-year Rulemaking Programme 2010 – 2013

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1. Executive summary

1.1. Background

The 4-years Rulemaking Programme is developed on the basis the recommendations received from the Agency's Management Board and AGNA and SSCC during the meetings occurred in the period from June to November 2009. This programme list the tasks planned for finalisation in 2010, the advance planning for 2011-2013 and the inventory task list. Additionally, the origin of each task is indicated (i.e. Legal obligations, Industry request) and the tasks grouped per discipline.

In the preparation of the present Rulemaking Programme 2010-2013 the following has been taken into account:

- inputs from stakeholders on the 2010-2013 Rulemaking Programme draft (Management Board, AGNA, SSCC and the European Commission);
- the legislative obligations of the Agency in respect to the 1st and 2nd extension of its remit;
- the results from the existing pre-RIAs;

The Rulemaking Programme is built on the principle that the planning of the first year is a solid commitment and the planning for the following years might be subject to changes depending on actual priorities and resources. Following this principle, the present 4-year Rulemaking Programme 2010-2013 commits the Agency only to the rulemaking tasks planned for finalisation in 2010. The planning for the following years (2011-2013) is indicative and will be revised during the next planning cycle.

Moreover, the Rulemaking Programme takes in account the prioritization of work packages as established in EASA Management Board "WPO4 – Prioritization of Rulemaking Programme" on 15 September 2009.

1.2. Areas of activities

In support of the 4-year planning the Rulemaking Directorate identified all its areas of activities. 9 main areas of activities were identified, as follows:

- A. Production of rules
- B. Support to rules
- C. ICAO
- D. External relations
- E. Analysis/ research
- F. Administration
- G. New developments
- H. Handling of exemption
- I. Legal

A detailed list of these areas of activities is given in [Annex 1](#). For each area of activity the actions, deliverables and the average workload is shown.

It should be taken into account that Rulemaking Departments' core activities and stages of development are different. This explains why the resources distribution per area of activity shown in [Section 1.3](#) below varies considerably per Department. Short overview of each Department is given below:

International Cooperation (R.1) is responsible for the development of international standards that may become European rules and the conclusion of international agreements or arrangements that become binding on the Community or the Agency. Thus the main part of its resources is spent on External relations.

Environmental Protection (R.2) is currently contributing mainly to the work of ICAO on maintaining and updating Annex 16, as EASA has adopted the ICAO standards through its Basic Regulation. This explains the higher percentage of resources spent on the ICAO area. Preparatory work is done in the area maintaining the certification specifications and guidance material for noise and emissions certification, which is the current remit of the Agency in this domain.

Following the extension of the EASA system to air operations, pilot licensing and third country aircraft, the Flight Standards Department (R.3) is in a stage of developing the Implementing Rules in these fields that must apply at the latest on 8 April 2012 as imposed by the Basic Regulation and at the same time introducing an adapted regulatory model. This involves also a lot of communication with stakeholders and this is the reason for which the Department is spending most of its resources on Production of rules and Support to rules. In this field, besides safety also medical issues are at stake.

Product Safety Department (R.4) is in a relatively advanced stage compared to other Departments. The new challenges for Product Safety are to reorganise the existing regulatory documents in the field of Airworthiness according to the adapted regulatory model introduced by the Agency by the end of 2012 and to develop a mechanism to ensure consistent interpretation of rules. Safety issues have always priority in their activities.

ATM/Airport Department (R.5): Regulation (EC) 1108/2009 amending EASA Basic Regulation and extending the EASA system in the fields of Aerodromes, Air Traffic Management (ATM) and Air Navigation Services (ANS) has been adopted on the 21st of October 2009. The Department has therefore started the preparation of the necessary Implementing Rules, so that they can be adopted by the end of 2012 for ATM/ANS and by the end of 2013 for aerodromes. The Agency has used the latest available data to estimate the full impact of the extension on its rulemaking work.

Process Support Department (R.6) contributes and provides support to the rulemaking process (Regulatory Impact Assessments (RIA), proofreads, consults and publishes rules, provides the AGNA and SSCC secretariat, etc.). Furthermore, it provides management oriented services, ensures the decentralised financial and procurement tasks, coordinates business planning and long-term research as well as quality, IT and communication support. The department implements the value-added publication framework and ensures the high linguistic quality of rules. The main area of activity is "Production of Rules" where the processing and proofreading support and the support to RIAs are directly linked to the volume of rules created, but workload is also high under the "Administration" area of activity, as the Department ensures the Directorate financial tasks and is largely involved in the production of new quality documentation (working procedures) and overseeing the Rulemaking Directorate ICT projects.

Legal Department (R.7) provides support to Operational Departments within Rulemaking in the Production of rules. R.7 plays also a central role acting as a service provider of legal advice to all Directorates in EASA.

1.3. Human Resource (HR) Distribution

The estimations for 2010-2013 take into account the specific priority areas for each Department as described above and the prioritization of work packages as described in the EASA MB "WP04 – Prioritization of Rulemaking Programme". The Rulemaking Directorate applied the principle of horizontal rotation and some staff from Product Safety Department has been assigned to work in the Flight Standards and ATM/Airport Department. In the HR Distribution tables shown below these internal transfers of FTEs have been taken into account. Also the new recruitments as well as the knowledge of today about availability of staff in 2010-2013 and the recommendation for no overtime made by the Management Board following the Article 51 Evaluation were considered. Nevertheless, as it is impossible to ignore existing legal obligations, the Departments involved in the 1st and 2nd extension of the scope of the Agency are still above the 100% due to lack of resources. This is also the case for Environmental Protection because this department cannot unilaterally withdraw from activities in the ICAO working groups while this work is of crucial importance to EASA (reference to ICAO for Essential Requirements in the Basic Regulation). For Environmental Protection, the consequences of the possible extension have not been taken into account. It is assumed that the support from Certification Directorate in this field will be continued.

	Table 1: 2010-2013 HR Distribution R.1 – International Cooperation Department							
	2010		2011		2012		2013	
Area of activity	HR (FTE)	HR %	HR (FTE)	HR %	HR (FTE)	HR %	HR (FTE)	HR %
A. Production of rules	0,00	0,00%	0,00	0,00%	0,00	0,00%	0,00	0,00%
B. Support to rules	0,20	1,43%	0,20	1,43%	0,20	1,43%	0,20	1,43%
C. ICAO	0,50	3,57%	0,50	3,57%	0,50	3,57%	0,50	3,57%
D. External relations	9,00	64,29%	9,00	64,29%	10,00	64,29%	10,00	64,29%
E. Analysis/research	0,00	0,00%	0,00	0,00%	0,00	0,00%	0,00	0,00%
F. Administration	4,85	34,64%	4,85	34,64%	4,85	34,64%	4,85	34,64%
G. Handling of exemption	0,00	0,00%	0,00	0,00%	0,00	0,00%	0,00	0,00%
H. New developments	0,00	0,00%	0,00	0,00%	0,00	0,00%	0,00	0,00%
I. Legal	0,00	0,00%	0,00	0,00%	0,00	0,00%	0,00	0,00%
Total	14,55	103,93%	14,55	103,93%	15,55	103,93%	15,55	103,93%

In the calculations presented in Table 1 above the following availability of human resources in R.1 including current staff and envisaged future recruitments was taken into account:

2010: 14 FTEs; 2011: 14 FTEs; 2012: 15 FTEs; 2013: 15 FTEs

	Table 2: 2010-2013 HR Distribution ¹ R.2 - Environmental Protection Department							
	2010		2011		2012		2013	
Area of activity	HR (FTE)	HR %	HR (FTE)	HR %	HR (FTE)	HR %	HR (FTE)	HR %
A. Production of rules ²	1	18,18%	0,7	11,67%	0,25	4,17%	0,1	1,67%
B. Support to rules	0,18	3,27%	0,42	7,00%	0,42	7,00%	0,42	7,00%
C. ICAO	3,16	57,45%	3,6	60,00%	3,6	60,00%	3,6	60,00%
D. External relations	0,26	4,73%	0,29	4,83%	0,29	4,83%	0,29	4,83%
E. Analysis/research	0,21	3,82%	0,23	3,83%	0,23	3,83%	0,23	3,83%
F. Administration	1,65	30,00%	1,75	29,17%	1,75	29,17%	1,75	29,17%
G. Handling of exemption	0,00	0,00%	0,00	0,00%	0,00	0,00%	0,00	0,00%
H. New developments	0,00	0,00%	0,00	0,00%	0,00	0,00%	0,00	0,00%
I. Legal	0,00	0,00%	0,00	0,00%	0,00	0,00%	0,00	0,00%
Total	6,46	117,45%	6,99	116,50%	6,54	109,00%	6,39	106,50%
Support From Certification	1	18,18%	1	16,67%	1	16,67%	1	16,67%
Total incl. Support from Certification	7,46	135,64%	7,99	133,17%	7,54	125,67%	7,39	123,17%

In the calculations presented in Table 2 above the following availability of human resources in R.2 including current staff and envisaged future recruitments was taken into account: 2010: 5.5 FTEs; 2011: 6 FTEs; 2012: 6 FTEs; 2013: 6 FTEs

¹ The SPP indicates different FTEs up to 2012 but due to budget reallocation additional resources are available.

² For Environmental Protection, the consequences of the possible extension have **not** been taken into account.

The present distribution of HR resources within the R.3 - Flight Standards Department is subject to changes taking into account the planning of the rulemaking tasks related to the 1st extension.

	Table 3: 2010-2013 HR Distribution ³ R.3 – Flight Standards Department							
	2010		2011		2012		2013	
Area of activity	HR (FTE)	HR %	HR (FTE)	HR %	HR (FTE)	HR %	HR (FTE)	HR %
A. Production of rules	10,24	44,52%	9,88	42,96%	5,57	24,22%	5,47	23,78%
B. Support to rules	6,50	28,26%	6,50	28,26%	6,50	28,26%	6,50	28,26%
C. ICAO	1,00	4,35%	1,30	5,65%	1,00	4,35%	1,00	4,35%
D. External relations	2,40	10,43%	2,40	10,43%	2,40	10,43%	2,40	10,43%
E. Analysis/research	1,50	6,52%	1,50	6,52%	1,50	6,52%	1,50	6,52%
F. Administration	6,00	26,09%	6,00	26,09%	6,00	26,09%	6,00	26,09%
G. Handling of exemption	1,30	5,65%	1,30	5,65%	1,30	5,65%	1,50	6,52%
H. New developments	1,30	5,65%	1,30	5,65%	1,30	5,65%	1,30	5,65%
I. Legal	0,00	0,00%	0,00	0,00%	0,00	0,00%	0,00	0,00%
Total	30,24	131,48%	30,18	131,22%	25,57	111,17%	25,67	111,61%

In the calculations presented in Table 3 above the following availability of human resources in R.3 including current staff and envisaged future recruitments was taken into account: 2010: 23 FTEs; 2011: 23 FTEs; 2012: 23 FTEs; 2013: 23 FTEs

³ The SPP indicates 20 FTEs up to 2012 but due to budget reallocation additional resources are available. Moreover, Table 3 reflects R3 resources excluding cross services from other EASA Directorates, which are needed in order to meet the deadlines set by the Basic Regulation for the 1st extension work.

Table 4: 2010-2013 HR Distribution ⁴ R.4 – Product Safety Department								
	2010		2011		2012		2013	
Area of activity	HR (FTE)	HR %	HR (FTE)	HR %	HR (FTE)	HR %	HR (FTE)	HR %
A. Production of rules	6,4	41%	6,9	41%	7,1	39%	6,9	39%
B. Support to rules	4,5	29%	5,0	29%	5,4	30%	5,5	30%
C. ICAO	0,11	0,7%	0,35	2,1%	0,37	2,1%	0,37	2,1%
D. External relations	0,5	3%	0,5	3%	0,5	3%	0,6	3%
E. Analysis/research	0,4	2%	0,4	2%	0,4	2%	0,4	2%
F. Administration	3,6	24%	3,8	22%	3,9	21%	3,9	22%
G. Handling of exemption	0,2	1%	0,2	1%	0,2	1%	0,2	1%
H. New developments	0,3	2%	0,1	1%	0,1	1%	0,2	1%
I. Legal	0,0	0%	0,0	0%	0,0	0%	0,0	0%
Total	15,9	102%	17,2	101%	18,0	100%	18,0	100%

In the calculations presented in Table 4 above the following **effective** availability of human resources in R.4 was taken into account:
2010: 15,5 FTEs (budget 18 FTE, -1 FTE working for R5, -1,5 FTE of 2 new recruitments during 2010 (effective 0,5 FTE));
2011: 17 FTEs (budget 18 FTE, -1 FTE working for R5);
2012: 18 FTEs;
2013: 18 FTEs

⁴ The SPP indicates different FTEs up to 2012 but due to budget reallocation additional resources are considered.

	Table 5: 2010-2013 HR Distribution ⁵ R.5 – ATM/Airport Safety Department							
	2010		2011		2012		2013	
Area of activity	HR (FTE)	HR %	HR (FTE)	HR %	HR (FTE)	HR %	HR (FTE)	HR %
A. Production of rules	17,75	104,41%	15,50	91,18%	11,50	67,65%	4,00	23,53%
B. Support to rules	1,50	8,82%	2,50	14,71%	4,50	26,47%	5,00	29,41%
C. ICAO	0,50	2,94%	0,50	2,94%	1,50	8,82%	1,50	8,82%
D. External relations	0,50	2,94%	1,00	5,88%	1,00	5,88%	2,00	11,76%
E. Analysis/research	1,00	5,88%	1,00	5,88%	1,00	5,88%	1,50	8,82%
F. Administration	2,50	14,71%	2,50	14,71%	3,00	17,65%	3,00	17,65%
G. Handling of exemption	0,00	0,00%	0,00	0,00%	0,00	0,00v	0,00	0,00%
H. New developments	0,50	2,94%	1,00	5,88v	1,00	5,88%	1,00	5,88%
I. Legal	0,00	0,00%	0,00	0,00%	0,00	0,00%	0,00	0,00%
Total	24,25	142,65	24,00	141,18%	23,50	138,24%	18,00	105,88

In the calculations presented in Table 5 above the following availability of human resources in R.5 including current staff and envisaged future recruitments was taken into account:

2010: 17 FTEs; 2011: 17 FTEs; 2012: 17 FTEs; 2013: 17 FTEs

⁵ The SPP indicates different FTEs up to 2012 but due to budget reallocation additional resources are available.

Table 6: 2010-2013 HR Distribution R.6 – Rulemaking Process Support Department								
	2010		2011		2012		2013	
Area of activity	HR (FTE)	HR %	HR (FTE)	HR %	HR (FTE)	HR %	HR (FTE)	HR %
A. Production of rules	6,00	42,86%	7,00	46,67%	7,00	46,67%	7,00	46,67%
B. Support to rules	5,40	38,57%	5,40	36,00%	5,50	36,67%	5,50	36,67%
C. ICAO	0,00	0,00%	0,00	0,00%	0,00	0,00%	0,00	0,00%
D. External relations	0,10	0,71%	0,10	0,67%	0,10	0,67%	0,10	0,67%
E. Analysis/research	0,65	4,64%	0,75	5,00%	0,80	5,33%	0,80	5,33%
F. Administration	8,10	57,86%	8,80	58,67%	8,70	58,00%	8,70	58,00%
G. Handling of exemption	0,00	0,00%	0,00	0,00%	0,00	0,00%	0,00	0,00%
H. New developments	0,00	0,00%	0,00	0,00%	0,00	0,00%	0,00	0,00%
I. Legal	0,00	0,00%	0,00	0,00%	0,00	0,00%	0,00	0,00%
Total	20,25	144,64%	22,05	147,00%	22,10	147,33%	22,10	147,33%

In the calculations presented in Table 6 above the following availability of human resources in R.6 including current staff and envisaged future recruitments was taken into account:

2010: 15 FTEs; 2011: 15 FTEs; 2012: 15 FTEs; 2013: 15 FTEs⁶

⁶ Increased workload will be accommodated by 3 CAs

	Table 7: 2009-2013 HR Distribution R.7 – Legal Department ⁷							
	2010		2011		2012		2013	
Area of activity	HR (FTE)	HR %	HR (FTE)	HR %	HR (FTE)	HR %	HR (FTE)	HR %
A. Production of rules	5,00	38,46%	5,00	35,71%	4,00	28,57%	3,50	25,00%
B. Support to rules	2,00	15,38%	2,50	17,86%	3,00	21,43%	3,50	25,00%
C. ICAO	0,25	1,92%	0,25	1,79%	0,25	1,79%	0,25	1,79%
D. External relations	0,75	5,77%	0,75	5,36%	0,75	5,36%	0,75	5,36%
E. Analysis/research	0,00	0,00%	0,00	0,00%	0,00	0,00%	0,00	0,00%
F. Administration	4,00	30,77%	4,00	28,57%	4,00	28,57%	4,00	28,57%
G. Handling of exemption	0,25	1,92%	0,25	1,79%	0,50	3,57%	0,50	3,57%
H. New developments	0,01	0,08%	0,01	0,07%	0,01	0,07%	0,01	0,07%
I. Legal	5,00	38,46%	5,50	39,29%	6,00	42,86%	6,00	42,86%
Total	17,26	132,77%	18,26	130,43%	18,51	132,21%	18,51	132,21%

In the calculations presented in Table 7 above the following availability of human resources in R.7 including current staff and envisaged future recruitments was taken into account:

2010: 13 FTEs; 2011: 14 FTEs; 2012: 14 FTEs; 2013: 14 FTEs⁸

⁷ R.7 provides services to both the R-directorate but also other directorates. The Legal sub-activities, which are not part of the traditional rulemaking activities, are described in the Agency's Work programme and Activity report, specifically in the Chapter concerning support activities.

⁸ Despite the reduction of requested staff, it is assumed that in parallel no activities will be taken away from R7. This explains the increase in percentages. This table and figures show the expected increased workload for the Department.

1.4. Content overview

The present 4-year Rulemaking Programme contains tasks that the Rulemaking Directorate is planning to work on in 2010-2013. The plan provides detailed insight into the 2010 activities and shows the Rulemaking Directorate commitment for this year. The planning accuracy for the subsequent years goes down gradually reaching 20% uncertainty in 2013. The planning of the 2011-2013 tasks is subject to changes depending on the availability of resources and budget. Emerging priorities and urgent tasks have also to be taken into account. This could lead to a change of the priorities in the year (a task will have to be removed to take on a new one). The present 4-year Rulemaking Programme will be reviewed annually.

The tasks in the plan are shown per field (Environmental Protection, Flight Standards, Product Safety, ATM/ANS and aerodromes) and include tasks leading to:

- **Opinions** of the Agency on amendments of the Basic Regulation and its Implementing Rules; and
- **Decisions** of the Executive Director of the Agency issuing certifications specifications, including airworthiness codes and acceptable means of compliance, as well as guidance material, it recommends to be used to ensure compliance with the Basic Regulation and its Implementing Rules.

For these tasks the estimated quarter of commencement and delivery is indicated. When the deliverable is a Decision⁹ linked to the formal adoption of an Opinion¹⁰ through the appropriate legislative process such information is only indicative as the outcome of the legislative process cannot be precisely evaluated. Additionally an estimation of the FTEs needed to fulfil a certain task per year is given. The total number of FTEs is validated against the envisaged FTEs for Production of rules for the respective Department and year. The plan is presented in a way that the total workload in the field of Production of rules can be easily identified per Department. Obligations resulting from existing legal commitments have been taken into account. For Environmental Protection it has also been assumed that the support from Certification Directorate (amounting to approximately 1 FTE) in this field will be continued.

For the other areas of activities an indication of the average workload can be found in the table in [Annex 1](#).

The Inventory list of tasks on which the Rulemaking Directorate cannot initiate work with the currently available resources can be found in [Annex 2](#). The inventory tasks are shown per field (Environmental Protection, Flight Standards, Product Safety, and ATM/ANS and aerodromes).

⁹ indicated with (b) after the task number

¹⁰ indicated with (a) after the task number

2. 4-year Rulemaking Programme 2010-2013

2.1. R.2 – Environmental Protection in 2010-2013

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
BR.004	<p>Essential requirements for environment and related issues. Current ERs, as specified in Article 6 of the Basic Regulation are not in line with the philosophy adopted for airworthiness, operations and licensing, aerodromes and ATM. This creates inconsistencies, rigidities and voids for certain categories of aircraft However, following the MB decision (June 2009) the total approach for essential requirements for environment is to be put on hold. Nevertheless the rulemaking activity has to be finalized by producing a CRD (response to comments) and, if appropriate, an Opinion.</p>	Environmental	Agency	Opinion	2006.04	2011.04	0,700	0,400	0,200	

34.002 36.006	Update CS 34 to refer to the Environmental Technical Manual on Emissions Certification as amended after CAEP 8. Update CS 36 to refer to the Environmental Technical Manual on Noise Certification as amended after CAEP 8.	ICAO alignment	Agency	Decision	2010.04	2012.03¹¹	0,300	0,300	0,050	
BR.008	Implementation of CAEP 8 amendments	ICAO alignment	Agency	Opinion	2010.04	2011.03				
34.003 36.007	Update CS 34 to refer to the Environmental Technical Manual on Emissions Certification as amended after CAEP 9. Update CS 36 to refer to the Environmental Technical Manual on Noise Certification as amended after CAEP 9.	ICAO alignment	Agency	Decision	2013.04	2015.03¹²				0,100
BR.012	Implementation of CAEP 9 amendments	ICAO alignment	Agency	Opinion	2013.04	2014.03				

¹¹ The tasks on the updates of the CS to incorporate the CAEP 8 changes will start at the same time as the change of the B.R. but cannot be finalised until the Comitology process has resulted in changing the B.R.

¹² The tasks on the updates of the CS to incorporate the CAEP 9 changes will start at the same time as the change of the B.R. but cannot be finalised until the Comitology process has resulted in changing the B.R.

2.2. R.3 – Flight Standards Department in 2010-2013

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
20.002	Airworthiness and Operational Approval of Electronic Flight Bags: Update of AMC 20 to incorporate JAA TGL 36 taking into account technological developments. Envisaged deliverable: a decision amending AMC-20.	Technological Development	Group	Decision	2006,01	2010,03	0,094			
20.010	Approval of Electronic Checklists Defining the conditions for airworthiness and operational approval of electronic checklists.	MS request	Group	Decision	2012,01	2014,02		0,031	0,125	0,094

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
21.039 (a)	<p>Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation.</p> <p>The objective is to specify the conditions under which an aircraft type has to be operated (MMEL, crew ratings, ...) and maintained (engineers ratings, ...), as well as specified equipments or devices that are to be fit on board the aircraft, to ensure full compliance with the essential requirement for airworthiness for any type of operation in which the aircraft may be engaged.</p> <p>Envisaged deliverable: an opinion proposing amendments to Part-21.</p> <p>The task will be finalised as 21.039(b) with the production of the related AMC/GM after amendment of Part-21.</p>	Basic Regulation	Group	Opinion	2007,03	2011,01	0,125	0,031		
21.039 (c)	<p>Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation.</p> <p>Envisaged deliverable: CS-MMEL for complex motor-powered aircraft.</p>	Basic Regulation	Group	Decision	2007,03	2012,02		0,094	0,031	

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
21.039 (d)	Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation. Envisaged deliverable: CS-pilot type rating training.	Basic Regulation	Group	Decision	2007,03	2012,02	0,031	0,125	0,031	
21.039 (f)	Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation. Envisaged deliverable: CS-type specific data for cabin crew.	Basic Regulation	Group	Decision	2007,03	2012,02	0,063	0,125	0,031	
21.039 (g)	Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation. Envisaged deliverable: CS-data for evaluation of FSTD's.	Basic Regulation	Group	Decision	2007,03	2012,02	0,125	0,031		
21.039 (h)	Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation. Envisaged deliverable: CS-pilot class rating training.	Basic Regulation	Group	Decision	2007,03	2012,02	0,031	0,125	0,031	

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
21.039 (j)	Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation. Envisaged deliverable: CS-MMEL for other than complex motor-powered aircraft.	Basic Regulation	Group	Decision	2007,03	2012,02		0,094	0,125	
FCL.001 (a)	Implementing rules for pilot licensing The objective of this task is to produce, based on JAR-FCL 1, 2 and 3, JAR-STD and the input from the group MDM.032, the rules that are necessary for the implementation of the extended Basic Regulation. Envisaged deliverable: An opinion proposing a set of rules covering all pilot licenses.	Basic Regulation	Group	Opinion	2006,03	2011,01	2,000	1,500		
FCL.001 (b)	Implementing rules for pilot licensing of the extended Basic Regulation, based on JAR-FCL 1, 2 and 3, JAR-STD and the input from the group MDM.032. Based on the outcome of task FCL.001, the envisaged deliverable: a decision for AMC/GMs. Depending on outcome of opinion on task FCL.001.	Basic Regulation	Group	Decision	2006,03	2012,02	1,750	1,250	0,063	
FCL.002 (a)	Updating EASA FCL implementing rules First editorial review of the	Basic Regulation	tbd	Opinion	2011,02	2014,02		0,125	0,125	0,125

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
	published IR.									
FCL.002 (b)	Updating EASA FCL implementing rules First editorial review of the published AMC/GM.	Basic Regulation	tbd	Decision	2011,02	2015,02		0,125	0,125	0,125
FCL.004 (a)	Requirements for cruise relief co-pilots. Review of the Implementing Rules for type ratings to address conflicts with the training and checking requirements for cruise relief co-pilots	Industry Request	Group	Opinion	2011,01	2014,02		0,047	0,063	0,063
FCL.004 (b)	Requirements for cruise relief co-pilots Review of the AMC/GM for type ratings to address conflicts with the training and checking requirements for cruise relief co-pilots	Industry Request	Group	Decision	2011,02	2015,02		0,047	0,063	0,063
FCL.008 (a)	Qualifications for flying in IMC Review of the transposed JAR-FCL requirements for the Instrument Rating in line with the wider scope of EASA compared to JARs.	MS Request	Group	Opinion	2008,04	2010,04	0,125			
FCL.008 (b)	Qualifications for flying in IMC Review of the transposed JAR-FCL requirements for the Instrument Rating in line with the wider scope of EASA compared to JARs.	MS Request	Group	Decision	2008,04	2011,04	0,125	0,063		

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
MDM.001 (a)	Revisions of current requirements for extended range operations with two-Engined Aeroplanes (ETOPS). Envisaged deliverables: decisions amending CS-Definitions, CS-25, CS-E, AMC-20 and the related AMC/GM to Part M and Part 145. Another task is conducted in parallel on Long Range Operations by any type of aircraft (LROPS).	Safety related	Agency	Decision	2004,03	2010,01	0,025			
MDM.030 (a)	UAV further regulation Development of IR for the operations of UAV.	Basic Regulation	Group	Opinion	2012,01	2014,02		0,094	0,125	0,125
MDM.030 (b)	UAV further regulation Development of AMC/GM for the operations of UAV.	Basic Regulation	Group	Decision	2012,01	2015,02		0,094	0,125	0,125
MDM.031 (a)	Commercial Air transportation operations Single Engine IMC Development of the Implementing Rules for the airworthiness and operational approval.	ICAO alignment	tbd	Opinion	2013,01	2016,01				0,125
MDM.031 (b)	Commercial Air transportation operations Single Engine IMC Development of the guidance material for the airworthiness and operational approval.	ICAO alignment	tbd	Decision	2013,01	2017,01				0,125

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
MDM.053 (a)	Excursions through the HV diagram for CS-29 rotorcraft To review the Implementing Rules for Air Operations and the CS-29 requirements to allow the transfer of Appendix 1 to JAR-OPS 3.005(c) alleviation that is in contradiction with BR Annex IV 4.a.	Basic Regulation	Group	Opinion	2011,02	2014,02		0,094	0,125	0,125
MDM.053 (b)	Excursions through the HV diagram for CS-29 rotorcraft To review the AMC/GM for Air Operations and the CS-29 requirements to allow the transfer of Appendix 1 to JAR-OPS 3.005(c) alleviation that is in contradiction with BR Annex IV 4.a.	Basic Regulation	Group	Decision	2011,02	2015,02		0,094	0,125	0,125
MDM.062 (a) former OPS.013 (a)	RNP 4 in Oceanic and Remote Area Operations Development of Implementing Rules for the RNP 4 approval.	Technological Development	tbd	Opinion	2012,01	2015,01			0,125	0,125
MDM.062 (b) former OPS.013 (b)	RNP 4 in Oceanic and Remote Area Operations Development of AMC/GM for the RNP 4 approval.	Technological Development	tbd	Decision	2012,01	2016,01			0,125	0,125
MDM.063 (a) former OPS.029 (a)	Child restraint devices Development of Implementing Rules based on the results of the study on Child Restraint Systems (CRS).	EP Request	tbd	Opinion	2011,02	2014,02		0,047	0,063	0,063

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
MDM.063 (b) former OPS.029 (b)	Child restraint devices Development of AMC/GM based on the results of the study on Child Restraint Systems (CRS).	EP Request	tbd	Decision	2011,02	2015,02		0,047	0,063	0,063
MDM.064 (a) former OPS.066 (a)	Operations with VLJ Review of Implementing Rules in relation to the operation of Very Light Jets.	Basic Regulation	tbd	Opinion	2011,02	2014,02		0,094	0,125	0,125
MDM.064 (b) former OPS.066 (b)	Operations with VLJ Review of AMC/GM in relation to the operation of Very Light Jets.	Basic Regulation	tbd	Decision	2011,02	2015,02		0,094	0,125	0,125
MDM.070 (a) (former FCL.003/ OPS.017)	Powered Lift (Tilt rotor) pilot licensing and operations Review of Implementing Rules for pilot licensing and operations in relation to the experience gained in the BA609 certification process	Basic Regulation	tbd	Opinion	2011,02	2014,02		0,141	0,188	0,188
MDM.070 (b) (former FCL.003/ OPS.017)	Powered Lift (Tilt rotor) pilot licensing and operations Review of AMC/GM for pilot licensing and operations in relation to the experience gained in the BA609 certification process	Basic Regulation	tbd	Decision	2011,02	2015,02		0,141	0,188	0,188

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
OPS.001 (a)	<p>Implementing rules for air operations</p> <p>The objective of this task is to produce, based on JAR-OPS 0,1,2,3 and 4, "EU-OPS" and the input from the group MDM.032, the rules that are necessary for the implementation of the extended Basic Regulation.</p> <p>Envisaged deliverable: An opinion proposing a set of rules covering all aspects of air operations.</p>	Basic Regulation	Group	Opinion	2006,01	2011,02	2,500	1,750		
OPS.001 (b)	<p>Implementing rules for air operations</p> <p>Based on the outcome of task OPS.001(a), the envisaged deliverable: a decision for AMC/GMs.</p>	Basic Regulation	Group	Decision	2006,01	2012,02	2,500	1,500	0,125	
OPS.004 (a)	<p>Implementing rules for the oversight of third country aircraft</p> <p>The objective of this task is to produce, based on the SAFA Directive, the black list Directive and ICAO work in the field, the rules that are necessary for the implementation of the extended Basic Regulation.</p> <p>Envisaged deliverable: An opinion proposing a set of rules covering the oversight of third country aircraft and operators when in the territory covered by the Treaty.</p>	Basic Regulation	Agency	Opinion	2006,04	2011,02	0,125	0,063		

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
OPS.004 (b)	Implementing rules for the regulation of third country aircraft Based on the outcome of task OPS.004(a), the envisaged deliverable: a decision for AMC/GMs.	Basic Regulation	Agency	Decision	2006,04	2012,02	0,125	0,063	0,063	
OPS.009 (a)	Runway Incursions Development of Implementing Rules based on transferred tasks from the JAA and the EUROCONTROL EAPPRI report.	Safety related	tbd	Opinion	2012,01	2015,01			0,125	0,125
OPS.009 (b)	Runway Incursions Development of AMC/GM based on transferred tasks from the JAA and the EUROCONTROL EAPPRI report.	Safety related	tbd	Decision	2012,01	2016,01			0,125	0,125
OPS.012 (a)	Unexpected Runway Changes Transferred task from the JAA OPSG.	Industry Request	tbd	Opinion	2012,01	2015,01			0,125	0,125
OPS.012 (b)	Unexpected Runway Changes Transferred task from the JAA OPSG.	Industry Request	tbd	Decision	2012,01	2016,01			0,125	0,125
OPS.016 (a)	Operations with Airships Development of Implementing Rules for the operation of airships.	Basic Regulation	Group	Opinion	2011,02	2014,02		0,094	0,125	0,125
OPS.016 (b)	Operations with Airships Development of AMC/GM for the operation of airships.	Basic Regulation	Group	Decision	2011,02	2015,02		0,094	0,125	0,125

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
OPS.027 (a)	Weights Survey - Adequacy of Specified Weights incl baggage weight Transposed task from the JAA to review the standard weights due to demographic changes. Review of the Implementing Rules.	JAA Transfer	tbd	Opinion	2012,03	2015,03			0,063	0,125
OPS.027 (b)	Weights Survey - Adequacy of Specified Weights incl baggage weight Transposed task from the JAA to review the standard weights due to demographic changes. Development of AMC/GM.	JAA Transfer	tbd	Decision	2012,03	2016,03			0,063	0,125
OPS.042 (a)	A person qualified to establish communication with ground emergency services present on board whenever a passenger is on board the aeroplane Transfer of JAA OPSG ongoing task in the IR.	JAA Transfer	tbd	Opinion	2012,01	2015,01			0,063	0,063
OPS.042 (b)	A person qualified to establish communication with ground emergency services present on board whenever a passenger is on board the aeroplane Transfer of JAA OPSG ongoing task in AMC/GM.	JAA Transfer	tbd	Decision	2012,01	2016,01			0,063	0,063
OPS.055 (a)	FTL requirements for CAT aeroplane	Basic Regulation	Group	Opinion	2009,02	2011,03	0,250	0,188		
OPS.055 (b)	FTL requirements for CAT aeroplane	Basic Regulation	Group	Decision	2009,02	2012,02	0,250	0,250	0,188	

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
OPS.064 (a)	Commercial air transportation with certain Annex II aircraft Development of Implementing Rules for the commercial air transport operation of certain Annex II aircraft.	Basic Regulation	Group	Opinion	2011,02	2014,02		0,094	0,125	0,125
OPS.064 (b)	Commercial air transportation with certain Annex II aircraft Development of AMC/GM for the commercial air transport operation of certain Annex II aircraft.	Basic Regulation	Group	Decision	2011,02	2015,02		0,094	0,125	0,125
OPS.065 (a)	Review of equipment requirements Review of exemptions originating from EU-OPS/JAR-OPS and address ICAO recommendations in relation to the Implementing Rules.	Basic Regulation	Agency	Opinion	2012,01	2015,01			0,125	0,125
OPS.065 (b)	Review of equipment requirements Review of exemptions originating from EU-OPS/JAR-OPS and address ICAO recommendations in relation to the AMC/GM.	Basic Regulation	Agency	Decision	2012,01	2016,01			0,125	0,125
OPS.067 (a)	CoP aerial work: parachute ops, aerial application, display flying Review of Implementing Rules to better reflect industry best practices for certain 'aerial work' activities.	Basic Regulation	Group	Opinion	2011,02	2014,02		0,094	0,125	0,125

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
OPS.067 (b)	CoP aerial work: parachute ops, aerial application, display flying Review of AMC/GM to better reflect industry best practices for certain 'aerial work' activities.	Basic Regulation	Group	Decision	2011,02	2015,02		0,094	0,125	0,125
OPS.068	AMC/GM for small organisations Review of the AMC/GM in Part-OR to provide more detailed information to small organisations, e.g. a template for operations manuals.	Basic Regulation	Group	Decision	2012,01	2015,01			0,125	0,125
OPS.069 (a)	Tethered balloons Development of Implementing Rules for the operation of tethered balloons.	Basic Regulation	Group	Opinion	2011,02	2014,02		0,094	0,125	0,125
OPS.069 (b)	Tethered balloons Development of AMC/GM for the operation of tethered balloons.	Basic Regulation	Group	Decision	2011,02	2015,02		0,094	0,125	0,125
OPS.070 (a)	Helicopter performance class 3 IMC operations Development of Implementing Rules resulting from ICAO amendment.	ICAO alignment	tbd	Opinion	2013,01	2016,01				0,125
OPS.070 (b)	Helicopter performance class 3 IMC operations Development of AMC/GM resulting from ICAO amendment.	ICAO alignment	tbd	Decision	2013,01	2017,01				0,125

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
OPS.071	CS-FTL Development of various CS-FTL for CAT with other than aeroplanes (helicopters, airships and balloons), 'aerial work' activities and non-commercial operation of complex motor-powered aircraft.	Basic Regulation	tbd	Decision	2011,02	2014,02		0,375	0,500	0,500
OPS.073 (a)	Operational requirements for test flights Development of Implementing rules for test flights	Basic Regulation	Group	Opinion	2011,02	2014,02		0,094	0,125	0,125
OPS.073 (b)	Operational requirements for test flights Development of AMC/GM for test flights	Basic Regulation	Group	Decision	2011,02	2015,02		0,094	0,125	0,125

2.3. R.4 – Product Safety Department in 2010-2013

The Rulemaking Programme 2010-2013 in the field of Product Safety takes in account the following key activities:

- The introduction of SMS into Regulations 2042/ 2003 and 1702/ 2003 and their adaptation to the new structure takes into account the orientations taken following the comments received on the concept (*wrt* Tasks MDM.055 and 060 respectively)
- Resulting from legal obligations, the adaptation of Part-M to the Basic Regulation (Task MDM.047), the introduction in Part-21 of the permit to fly issued by the Agency (Task 21.056) and the creation of operational suitability data (Task 21.039) as part of the first extension
- A significant effort is also underway to improve Part-66 relative to time limit for demonstration of knowledge, privileges for B1 and B2 licences, type and group rating, type training and a new licence for avionics engineers (Tasks 66.004; 006, 009, 011, 027 respectively)
- One main improvement for Part-M is the contracting of technical services (Task M.014) to adapt to new business models in a safe manner. One main improvement to Part-145 is the single release to service (Task 145.012) which by providing one system will improve safety
- Part-21 is being improved in relation to Airworthiness Directives (introduction of the Agency policy by task 21.010), replacement parts (Task 21.046) and instruction for continuing airworthiness (ICA) (Task MDM.056). This task will improve safety by defining a more robust process for ICA. Furthermore a general review of the concepts of DOA will be pursued based on the present tasks and lessons-learned
- The work to provide a better regulation for general aviation will be continued by working on the European Light Aircraft Process (Task MDM.032), a new licence for engineers working on non-complex aircraft (Task 66.022) and a task and study concerning the Basic Regulation that should provide a further improved process for the very small aircraft (BR.010).
- A number of resources are devoted to improve the Airworthiness codes and their AMC. The airworthiness codes define in practice the level of safety of products. Many of the tasks are safety driven and several result from accident investigation recommendations (Low level fuel alerts - Task 25.055 - is one example). The incorporation of mature special conditions reflecting in particular new technologies into airworthiness codes has also started and with the considerable help offered by other Agency Directorates could be accelerated resulting in airworthiness codes truly reflecting the state of the art of aircraft design (Tasks 25.070, 22.010, 23.014, 27&29.023, E.015 and VLA.). The work on airworthiness codes is conducted as far as possible in harmonisation with FAA and TCCA (Fuel Tank Safety is one example). The definition of a comprehensive list of subjects of common interest and associated working methods is underway and is considered as high priority.

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
145.001 (b)	Cleaning up of Part-145 and AMC/GM Editorial changes.	Legal obligation	Agency	Decision	2004,03	2010,01	0,020			
145.012 (a)	Release to service The objective is to eliminate the risks linked with the co-existence in Europe of two different types of release to service, single release and multiple releases, which can lead to misunderstandings and affect safety in a single system where products can circulate freely. Envisaged deliverable: An Opinion proposing amendments to Part-M, Part-145 and Part-66.	Industry Request MS Request	Group	Opinion	2005,02	2010,01	0,069			
145.012 (b)	Release to service Envisaged deliverable: A Decision amending AMC/GM to Part-M, Part-145 and Part-66 after amendment of these parts.	Industry Request MS Request	Group	Decision	2006,02	2011,01		0,151		
145.017	145.A.42 Suppliers The issue of overseeing the work of suppliers of components needs to be addressed. Recent events, in Europe also, have shown that there is an issue that could have in some cases a serious effect on safety. The lack of control of suppliers is one cause.	Industry Request	Group		2011,01	2014,01		0,181	0,198	0,198

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
145.020	145.A.45(e) It is felt that the possibility for operators to use work cards/sheets is confusing, contradicting the responsibility of the Part 145 organisation to ensure good maintenance and has an adverse effect on the accomplishment of maintenance. Consideration should be given to amend the requirement to allow the use of operators work cards / sheets for daily inspections and line checks only.	Safety related	Agency	Opinion	2013,01	2015,02				0,165
145.022	Control of contracted maintenance personnel (prg. 145.A30)	Safety related	Group	Decision	2009,03	2012,01	0,138	0,076	0,083	
145.023	Amendments (rule and AMC/GM) adapted to the process of granting foreign Part-145 approvals	Certification request	Agency	Decision	2009,01	2011,01	0,110	0,020		
147.001 (b)	Cleaning up of Part-147and AMC/GM Editorial changes.	Legal obligation	Agency	Decision	2004,03	2010,02	0,028			
147.004	147.A.115 The paragraph on instructional equipment is for the moment quite restrictive. In training it is not necessary to have fully airworthy aircraft and components. But these components must be properly controlled to avoid their re-entering in the supply chain. In addition, the intent of the task is also to introduce modern	Safety related	Agency	Opinion	2012,01	2014,02			0,165	0,165

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
	technology such as synthetic devices, computer based training, on line training, etc.									
20.006 (b)	Miscellaneous improvement to AMC 20 - Recognition of Eurocae ED-12B / RTCA DO-178B (JAA NPA 20-14) - Incorporation of JAA Leaflet 6 (RVSM), JAA Leaflet 7 (VHF 8.33 kHz), JAA Leaflet 8 (ACAS II), JAA Leaflet 10 (P-RNAV), JAA Leaflet 12 (TAWS), JAA Leaflet 13 (Mode S elementary Surveillance) and JAA Leaflet 17 (IFE systems)	Industry Request	Agency	Decision	2006,02	2013,01		0,076	0,165	0,083
20.006 (c)	APV/LPV RNAV	Industry Request	Agency	Decision	2009,01	2010,01	0,069			
20.010	Approval of Electronic Checklists Defining the conditions for airworthiness and operational approval of electronic checklists.	MS request	Group	Decision	2012,01	2014,02			0,116	0,116

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
20.014	Guidance for the Determination of Flight Technical Error (FTE) Develop harmonised guidance material for the determination of FTE to include but not limited to <ul style="list-style-type: none"> - standardise some practical and realistic flight test scenarios - clarify the credit that can be taken from simulation to alleviate the flight test activities (agreed model for winds, gusts, ...) - standardise the data reduction to retain max, average, or statistical deviations - standardise criteria for manual flying with Head Up Display and Flight Director - provide guidelines on the use of data-collection 	Industry Request	Agency	Decision	2013,02	2015,03				0,083
20.016	Update of AMC 20-11 and AMC 20-24	MS Request	Agency	Decision	2009,03	2011,01	0,083	0,030		
21.010	21A.3B Airworthiness Directives (AD's) This paragraph will be reviewed in the light of discussions with NAAs and industry and to better align with the distribution of responsibilities as stipulated in the in the Basic Regulation also taking into account the amendment of the Basic Regulation. Examples of issues to be addressed are AMOCs and the possibility to issue ADs for	Safety related	Agency	Opinion	2009,02	2011,01	0,110	0,030		

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
	engines, propellers and ETSO articles. This may lead to amendment of Part 21 and/or its AMC/GM									
21.017	21A.91 Classification of Changes	Certification request	Group	Decision	2013,04	2016,01				0,050
21.018	Improvement of GM to 21A.101	Certification request.	Group	Decision	2010,01	2011,01	0,207	0,076		
21.023 (d)	Restricted CoA Clarification of the concept taking into account provisions of the Basic Regulation as well as previous work on Permit to Fly. Envisaged deliverables: decisions amending AMC/GM to Part 21 and AMC/GM to Part M. Depending on outcome of opinion on task 21.023(b) in 2009 RMP.	MS Request	Agency	Decision	2007,01	2011,01		0,030		
21.024 (a)	Subpart J DOA The objective is to better describe the privileges under 21A.263(b) and to review the related Agency obligations / responsibilities; this may lead to amending Part 21 and/or its AMC/GM.	Industry Request	Group	Opinion	2005,04	2013,03				0,030
21.026	New categories of parts for which Form 1 is not required: Revision of 21A.307 to establish an appropriate legal basis.	Industry Request	Group	Opinion	2011,01	2013,02		0,151	0,099	0,099

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
21.027 (b)	<p>21A.431(d) Changes and repair to ETSO article</p> <p>The objective is to make possible changes and repairs to ETSO articles outside ETSO authorization and to initiate the related amendment of Part 21 and/or its AMC/GM. Envisaged deliverable: a decision amending AMC/GM to Part 21. Depending on outcome of opinion on task 21.027(a) in 2009 RMP</p>	Industry Request	Agency	Decision	2006,04	2011,01		0,060		
21.039 (a)	<p>Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation.</p> <p>The objective is to specify the conditions under which an aircraft type has to be operated (MMEL, crew ratings, ...) and maintained (engineers ratings, ...), as well as specified equipments or devices that are to be fit on board the aircraft, to ensure full compliance with the essential requirement for airworthiness for any type of operation in which the aircraft may be engaged. Envisaged deliverable: an opinion proposing amendments to Part-21. The task will be finalised as 21.039(b) with the production of</p>	Safety related Legal obligation	Group	Opinion	2007,03	2011,01	0,138	0,300		

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
	the related AMC/GM after amendment of Part-21.									
21.039 (b)	Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation. Envisaged deliverable: a decision amending AMC/GM to Part 21. Depending on outcome of opinion on task 21.039(a) in 2009 RMP.	Safety related Legal obligation	Group	Decision	2007,03	2012,02	0,069	0,076	0,033	
21.039 (e)	Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation. Envisaged deliverable: CS-MCS - CS-maintenance certifying staff type rating training (importation of 66-011)	Safety related Legal obligation	Group	Decision	2007,03	2012,02	0,069	0,076	0,033	
21.039 (i)	Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation. Envisaged deliverable: CS-maintenance certifying staff group ratings.	Safety related Legal obligation	Group	Decision	2007,03	2012,02	0,035	0,038	0,017	

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
21.039 (k)	Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation. Envisaged deliverable: First issue of to CS-26. Depending on outcome of opinion on task 21.039(a)	Safety related Legal obligation	Group	Decision	2007,03	2012,01	0,035	0,038	0,017	
21.041	Part 21 Subpart H review The objective is to improve the drafting of current provisions and to establish guidance material to avoid recurrence of identified implementation problems.	MS Request	Group	Opinion	2010,01	2013,03	0,110	0,121	0,132	0,033
21.042	Part 21 Third party supplier control	Industry Request	Group	Decision	2007,04	2010,03	0,110			
21.046	Replacement parts. Introduction of provisions allowing approval of replacement parts taking into account acceptance of PMA parts under the bilateral agreement with the US	Industry Request	Agency	Opinion	2009,04	2012,01	0,110	0,110	0,041	
21.047	3D models. Introduce guidance to make clear that TC applicant can use 3D models instead of 2D drawings.	Industry Request	Agency	Decision	2013,01	2015,01				0,165
21.050	Definition/clarification of the terms "Suspension, limitation and revocation": implementing rules + AMC/GM.	Certification request	Agency	Opinion	2013,03	2015,03				0,083

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
21.055	Deteriorating Performance of Ageing Aircraft GM 21A.3B(b), paragraph 2.1.2.1 Flight	MS Request Safety related	Agency	Decision	2013,01	2014,02				0,165
21.056	Permit to Fly issued by the Agency	Legal obligation	Agency	Opinion	2009,04	2011,01	0,097	0,076		
21.057	Privilege for approval of manual changes	Industry request	Agency	Opinion	2010,03	2012,02	0,080	0,097	0,076	
22.006	Sailplane and pilot rescue systems	Safety related	Agency	Decision	2012,01	2014,01			0,033	0,132
22.009	Ground loads	Industry request	Agency	Decision	2011,01	2013,01		0,030	0,132	0,033
22.010	Incorporation of special conditions in CS-22	Certification request	Agency	Decision	2011,03	2013,01		0,030	0,033	0,017
23.005	High performance aeroplanes Develop certification specifications in CS-23 suitable for all jet and high- performance aeroplanes with a MTOW up to 8618 kg and for closely related technical developments	Industry Request	Agency	Decision	2009,01	2012,01	0,248	0,076	0,033	
23.014	Incorporation of special conditions in CS-23 incl Diesel Engine installations	Certification request	Agency	Decision	2012,01	2013,03			0,033	0,033

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
25.013	Bird Strike Damage In the light of development in Engine certification, taking into account the general increase of weight in bird population and the faster approach procedures, the issue deserves to be revisited. Preparatory work consists of a review of existing studies and the development of a regulatory impact assessment.	Safety related	Group	Decision	2013,04	2016,03				0,050
25.026	Electronic Checklists, smart alerting and automatic altitude call-outs: The objective is to amend CS-25 to introduce requirement aiming at reducing approach and landing accidents by: - Implementing interactive electronic checklist and smart alerting systems in new type-certificated airplanes. Consider FAA AC 120-64 and operational approval of electronic checklists. - Incorporating human factors principles into checklist design for new type-certificated airplanes. - Developing requirements for automatic aural altitude call-outs on final approach	Safety related	Group	Decision	2012,01	2014,01			0,083	0,083

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
25.027	<p>Aircraft Design: The objective is to amend CS-25 to introduce requirement aiming at reducing approach and landing accidents by:</p> <ul style="list-style-type: none"> - Identifying flight-critical system components as the basis for design guidance, continuing airworthiness, and maintenance - Issuing design guidance to ensure flight-critical system components are fault tolerant and are subjected to critical-point, flight-realistic-condition, certification testing/analysis. - Linked to task 25.026 and task 25.029 (phase 2 on 25.1309). 	Safety related	Group	Decision	2012,01	2014,03			0,165	0,165
25.028	<p>Protection From Debris Impacts and Fire Develop a new paragraph of CS/FAR-25, which would cover the protection of the whole aircraft against the threat of tire/wheel failure. Identified as a common priority for JAA-FAA-TCCA joint rulemaking</p> <p>Landing gear mechanism. Harmonisation activity on 25.729 (a) plus AMC based on JAA NPA 25D-163</p>	Safety related	Group	Decision	2009,01	2013,01	0,138	0,113	0,124	0,033

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
25.029	25.1309 - Phase 2 activities Consider the Phase 2 recommendations from the Systems Design and Analysis Harmonisation Working Group (SD&A HWG) for specific improvements and additions to CS/FAR 25.1309 related items.	Safety related	Agency	Decision	2010,02	2013,01	0,041	0,106	0,116	0,050
25.031	FAR 25 Amendment 87: Harmonization activity on CS/FAR 25.831(g)/841(a) on high altitude operations coming from FAR 25 Amendment 87. Harmonisation on relevant structure paragraphs	Industry request	Agency	Decision	2012,01	2014,01			0,165	0,165
25.035	Cabin environment – Air Quality Review existing CS/FAR 25 and AMC/AC (FAA Advisory Circular) and consider changes that will provide crew and passengers with safe aircraft cabin and flight deck environments.	MS Request	Group	Decision	2009,01	2011,03	0,097	0,080		
25.037 (a)	Avionics: Harmonization on a revised 25.1322/AMC on flight crew alerting and AMC 25-11 on electronic display systems in co-ordination with HF HWG	Safety related	Agency	Decision	2007,04	2011,01	0,041	0,030		

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
25.039	Type and number of Passenger Emergency Exits Proposed JAA NPA 25.298 (initial issue) introduces the FAA Amendment 25-88, revising the standards for the subject Emergency Exits. Rev. 1 to the above JAA NPA introduces difference with FAR Amendment 25-88: prohibition of non-floor level over wing exits in airplanes with more than 299 passengers. A Regulatory Impact Assessment will be developed.	Safety related	Agency	Decision	2009,01	2012,01	0,138	0,076	0,033	
25.040	Type III exits The objective is to increase evacuation performance by improving access to, and automatic operation of, Type III exit hatches. Envisaged deliverable: a decision amending CS-25.	Safety related	Agency	Decision	2005,04	2010,01	0,069			
25.044	Screening of current cabin safety paragraphs The current set of cabin safety related airworthiness paragraphs does not in all cases reflect today's technological standards in two ways: the question can be asked whether they have contributed as predicted to safety, and whether they can not be improved, simplified or even be deleted completely. Preparatory work will consist of a review of existing literature and	Safety related	Agency	Decision	2013,04	2016,01				0,050

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
	research and of the development of a regulatory Impact Assessment.									
25.055	Fuel System Low Level Indication / Fuel Exhaustion: Design improvements cannot be overlooked in favour of only operational changes. Recent incidents show the importance of improving such requirements.	Safety related	Group	Decision	2009,02	2012,01	0,138	0,121	0,033	
25.057	Security: The objective is to put CS-25 in line with ICAO amendments 97 and 99. Additional security needs shall be investigated at the same time and incorporated in CS 25 as appropriate.	MS Request	Agency	Decision	2009,01	2012,01	0,138	0,076	0,083	
25.058	Ice protection and Appendix C Review National Transportation Safety Board recommendations A-96-54, A-96-56, and A-96-58, and advances in ice protection state-of-the-art. In light of this review, define an icing environment that includes supercooled large droplets (SLD), and devise requirements to assess the ability of aircraft to safely operate either for the period of time to exit or to operate without restriction in SLD aloft, in SLD at or near the surface, and in mixed-phase conditions if such conditions are determined to be more	Safety related	Agency	Decision	2010,02	2013,03	0,083	0,100	0,100	

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
	hazardous than the liquid phase icing environment containing supercooled water droplets. Consider the effects of icing requirement changes on 14 CFR Part 25 and revise the regulations if necessary. In addition, consider the need for a regulation that requires installation of a means to discriminate between conditions within and outside the certification envelope.									
25.067	Flight Test Guide Publish a CS-25 Flight Test Guide which is a compilation of acceptable means of compliance for performance and handling qualities requirements	MS Request	Agency	Decision	2011,01	2013,01		0,045	0,165	0,165
25.069	The Crashworthiness of Composite Structures in Large Transport Aeroplanes	Certification request Safety related	Group	Decision	2013,01	2015,03				0,083
25.070	Incorporation of special conditions in CS-25	Certification request	Agency	Decision	2009,03	2011,01	0,028	0,045		
26.001	Type III exit: access and ease of operation	Safety related	Agency	Decision	2009,02	2012,01	0,138	0,106	0,050	
26.002	Dynamic seat testing 16 g	Safety related	Agency	Decision	2009,01	2012,01	0,138	0,151	0,083	
26.003	Class D to C Cargo Compartment	Safety related	Group	Decision	2010,02	2012,01	0,138	0,151	0,083	
26.004	Thermal/acoustic insulations	Safety related	Group	Decision	2010,02	2013,01	0,069	0,151	0,165	0,033
26.005	Class B/F Cargo	Safety	Agency	Decision	2012,01	2014,01			0,165	0,083

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
	Compartment	related								
26.006	Reinforced cockpit doors - Double incapacitation	Safety related	Agency	Decision	2013,01	2016,01				0,083
26.008	Production cut-in and retrofit of flammability reduction means	Safety related	Agency	Decision	2009,02	2012,01	0,097	0,076	0,050	
27&29.002 (a)	Damage Tolerance & Fatigue Evaluation This task results from the JAA/FAA harmonization programme and aims at: - Developing design methodologies for fatigue evaluation of metallic components and amending 27/29.571.	Safety related	Agency	Decision	2004,03	2012,01	0,028	0,015	0,033	
27&29.002 (b)	Damage Tolerance & Fatigue Evaluation This task results from the JAA/FAA harmonization programme and aims at: - Developing design methodologies for fatigue evaluation of composite components and creating a new 27/29.573.	Safety related	Agency	Decision	2010,03	2013,01	0,069	0,045	0,050	0,033
27&29.003	Yawing Condition: Review and further develop CS 27/29.351 and develop AMC as appropriate	Certification request Safety related	Group	Decision	2006,02	2012,01	0,097	0,076	0,033	
27&29.008	Ditching Occupant Survivability: Harmonized activity to develop enhanced design standards associated with helicopter	Safety related	Group	Decision	2012,01	2015,01			0,083	0,248

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
	ditching on water									
27&29.018	Helicopter tailrotor failures Recent research studies show that higher failure rates are discovered. To address this issue, it was recommended introducing additional requirements in the Certification Specification 27 and 29. UK CAA has provided the report substantiating the new task.	Safety related	Agency	Decision	2013,04	2016,01				0,050
27&29.019	VHM specification & update of MG15: Adoption of the VHM specification developed by the Helicopter Health Monitoring Advisory Group (HHMAG) and update to existing AC on HUMS (CS-27 MG15 and CS-29 MG15).	Safety related	Group	Decision	2007,04	2011,01	0,041	0,030		
27&29.023	Incorporation of special conditions in CS-27&29	Certification request	Agency	Decision	2011,03	2013,01		0,030	0,033	0,017
31.003	Free Gas Balloons Development of the Certification Specifications for Free Gas Balloons (CS-31GB)	Industry Request	Group	Decision	2009,02	2011,01	0,083	0,030		
31.004	Tethered Gas Balloons Development of the Certification Specifications for Tethered Gas Balloons (CS-31TGB)	Industry Request	Group	Decision	2009,02	2011,01	0,083	0,030		
66.001 (b)	Cleaning up of Part-66 and AMC/GM Editorial changes.	MS Request	Agency	Decision	2004,03	2010,01	0,020			

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
66.004 (b)	<p>Time limit for demonstration of compliance with knowledge and experience requirements - AMC/GM 66.A.10</p> <p>Most authorities feel that the period during which compliance with knowledge and experience requirements must be shown, should be limited. The objective of the task is to examine if and how the time a person may take to pass all the modules, should be limited.</p>	MS Request Industry Request	Agency	Decision	2005,03	2011,01		0,030		
66.006 (b)	<p>Privileges of B1 and B2 licenses:</p> <p>The objective is to provide for clarity as regards the privileges of B1 and B2 license holders for electrical/instrument systems. Envisaged deliverables: decisions amending AMC/GM to Part-145, Part-66 and Part-147 Depending on outcome of opinion on task 66.006 (a) in 2009 RMP.</p>	MS Request Industry Request	Group	Decision	2006,01	2011,01		0,151		
66.007	<p>Question data bank</p> <p>Work was started by the JAA on a question databank. It will become the only source of questions and Appendix II will be modified to only require the use of the databank.</p>	MS Request	Agency	Decision	2012,01	2013,01			0,200	0,020

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
66.009 (b)	Type and group ratings: The objective is to review experience requirements for the issue of group ratings for light aircraft, as well as the definition of simple and complex aircraft Envisaged deliverables: decisions amending AMC/GM to Part-66. Depending on outcome of opinion on task 66.009 (a) in 2009 RMP.	MS Request Industry Request	Group	Decision	2006,02	2011,01		0,151		
66.011 (b)	Type training: The objective is to harmonize practices and avoid unjustified differences in type training duration. Envisaged deliverables: decisions amending AMC/GM to Part-66. Depending on outcome of opinion on task 66.011 (a) in 2009 RMP.	MS Request Industry Request Safety related	Group	Decision	2005,03	2011,01		0,151		
66.013	66.A.50 Medical drugs and alcohol policy needs to be clarified. This is a complex issue as the approach varies from country to country.	Safety related	Group	Opinion	2013,01	2016,01				0,198
66.022 (b)	License for non complex aircraft maintenance engineers Envisaged deliverable: A Decision amending AMC/GM to Part-145, Part-66 and Part-145 following their amendment as suggested here above.	Industry Request	Group	Decision	2007,01	2011,01		0,151		

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
66.025	List of type ratings This task has for objective to regularly update this living AMC, which is used as a reference for issuing type ratings. Envisaged deliverable: A decision updating Appendix I of AMC to Part-66.	MS Request	Agency	Decision	2010,01	2011,01	0,083	0,060		
66.026	List of type ratings This task has for objective to regularly update this living AMC, which is used as a reference for issuing type ratings. Envisaged deliverable: A decision updating Appendix I of AMC to Part-66.	MS Request	Agency	Decision	2011,01	2012,01		0,091	0,066	
66.027	Creation of a B4 license for avionics engineers	Industry Request	Group		2010,03	2012,02	0,211	0,165	0,033	
AWO.001	Miscellaneous CS-AWO This task results from the JAA/FAA harmonization program and addresses: - High Altitude Landing System Performance (JAA NPA AWO-11) - Structural Limit Loads and Lateral Touchdown Performance (JAA NPA AWO-14) - Revisions to CS-AWO resulting from JAR/FAR 25.1329 activity (JAA NPA AWO-16) (linked to NPA 25F-344) - Incorporation of new technologies and replacement of	Industry Request	Agency	Decision	2011,01	2013,02		0,076	0,165	0,165

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
	existing Special Conditions: - Introduction of Head-Up Guidance Landing System (JAA NPA AWO-13)									
AWO.002	Automatic pilot super Fail-Passive criteria Clarification of requirements to resolve comments submitted by industry on CS-AWO during its initial consultation in 2003.	Industry Request	Group	Decision	2004,03	2014,02			0,165	0,116
AWO.006	GNSS Landing System (GLS): The objective of the task is to establish requirements for: - Category 1 Approach <u>including autoland capability</u> - GLS Signal-in-Space - GBAS (Ground Based Augmentation System) Failure Modes - Certification of GLS - Certification credit for ILS (Instrument Landing Systems) look-alike GLS - Combination ILS/MLS (Microwave Landing Systems)/GLS certification - SBAS (Space Based Augmentation Systems)	Industry Request	Group	Decision	2013,01	2014,02				0,165
AWO.007	New Technologies The objective of the task is to establish requirements for the certification of Enhanced Vision and Synthetic Vision Systems (EVS and SVS)	Industry request	Group	Decision	2013,04	2016,01				0,050

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
BR.010	Adaption of BR for airworthiness of small aircraft GA	Industry Request	Group	Opinion	2010,03	2013,01	0,028	0,166	0,165	0,033
E.009	Ice Protection: This task aims to review the current knowledge base and certification experience relating to compliance with CSE 780 and to update the certification specification and AMC to reflect the state-of-art and current best practice	Safety related	Agency	Decision	2008,03	2011,01	0,028	0,015		
E.010	Initial Maintenance Inspection Consider the introduction within CS-E of a requirement based upon, if not identical to, the current FAR 33.90. This will ensure that engine tests are conducted at conditions representative of those expected to occur in service prior to the issue of a TC.	Certification request	Agency	Decision	2013,02	2015,03				0,083
E.011	Propulsion lubricating oil	Industry Request	Agency	Decision	2013,01	2014,01				0,165
E.014	Engine core lock (linked with FAA/AIA initiative following an NTSB recommendation)	Safety related	Agency	Decision	2012,01	2014,01			0,116	0,116
E.015	Incorporation of special conditions in CS-E	Certification request	Agency	Decision	2011,01	2013,01		0,030	0,033	0,033
ETSO.007	Systematic review and transposition of existing FAA TSO for parts and appliances into EASA ETSO	Industry request Certification request	Agency	Decision	2008,03	2011,01	0,138	0,076		

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
ETSO.008	Systematic review and transposition of existing FAA TSO for parts and appliances into EASA ETSO To include also RWPD proposals 004/2009 on Marking (ETSO-C22 G) and 005/2009 on Marking (ETSO-C114)	Industry request Certification request	Agency	Decision	2009,04	2011,03	0,028	0,030	0,083	0,017
M.001 (b)	Cleaning up of Part-M and AMC/GM Editorial changes	MS request	Agency	Decision	2004,03	2010,01	0,020			
M.009	AMC M.A.301 (8) Stakeholders have expressed the will to have more information on maintenance check flights. The main doubts to be lifted are when and how they should be carried out. This should take the shape of AMC/GM.	MS Request Safety related	Agency	Decision	2010,02	2013,01	0,069	0,181	0,083	0,033
M.012	M.A.403 AMC/GM is needed on deferred rectification for defects on operational equipment in General Aviation for which no minimum equipment list is required.	MS Request Industry Request	Agency	Decision	2013,01	2015,02				0,165
M.014 (a)	Contracting of technical services: A lot of work has been put into TGL 34 by the JAA. It was transferred into Part-M. This leaflet defined how an operator could outsource some of the tasks related to managing the continuing airworthiness of the	Industry Request	Group	Opinion	2006,01	2011,01	0,100	0,020		

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
	aircraft it operates. This could lead to an amendment to the rule.									
M.014 (b)	<p>Contracting of technical services: A lot of work has been put into TGL 34 by the JAA. It was transferred into Part-M. This leaflet defined how an operator could outsource some of the tasks related to managing the continuing airworthiness of the aircraft it operates. This could lead to an amendment to the AMC/GM.</p>	Industry Request	Group	Decision	2006,01	2012,02			0,116	
M.022	<p>Amendments to the AMC material to Part M. - First NPA - draft 72, additional text to AMC M.A. 706 (e) (2) material: Change AMC M.A. 706 (e) (2) There is no difference in responsibility, accountability and ability with regard to supervise and maintain continuous airworthiness between an AOC-holder with his own Part 145 organization integrated in the AOC organization to a system where the overall accountability for airworthiness and maintenance is held by two different organization and the same person is Accountable Manager in both organization</p>	MS Request	Agency	Decision	2009,02	2012,01	0,069	0,076	0,033	

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
M.025	Amendments (rule and AMC/GM) adapted to the process of granting foreign Subpart F and Subpart G approvals	Certification request	Agency	Opinion	2009,03	2011,02	0,100	0,080		
M.027	Aircraft Continuing Airworthiness Monitoring (ACAM) programme	MS request	Agency	Decision	2010,01	2012,01	0,100	0,100	0,030	
MDM.001 (a)	Revisions of current requirements for extended range operations with two-Engined Aeroplanes (ETOPS). Envisaged deliverables: decisions amending CS-Definitions, CS-25, CS-E, AMC-20 and the related AMC/GM to Part M and Part 145. Another task is conducted in parallel on Long Range Operations by any type of aircraft (LROPS).	Safety related	Group	Decision	2004,03	2010,01	0,028			
MDM.002 (c)	Electrical Wiring Interconnection System Envisaged deliverable: decision amending AMC/GM to Part M (subject to amendment of Part M in accordance with MDM.002(a)).	Safety related	Agency	Decision	2004,03	2010,01	0,020			

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
MDM.003 (a)	Flight testing The objective is to establish, using material developed by the JAA, common rules applicable to design flight testing for certification purposes (e.g.: to obtain approval for TC, change to TC, STC, repair design, etc.). Envisaged deliverable: an opinion proposing amendment to Part 21.	Industry Request	Group	Opinion	2004,04	2010,03	0,138			
MDM.003 (b)	Flight testing Envisaged deliverable: a decision amending AMC/GM to Part 21 M (subject to amendment of Part 21 in accordance with MDM.003(a)).	Industry Request	Group	Decision	2012,01	2013,01			0,050	0,050
MDM.007 (b)	EASA Form 1 Decision drafting AMC and GM to Part 145 and Part M	Industry Request MS Request	Group	Decision	2006,01	2010,01	0,069			
MDM.007 (c)	EASA Form 1 Decision drafting AMC and GM to Part 21	Industry Request MS Request	Agency	Decision	2006,01	2010,01	0,069			
MDM.020	Definition of "critical systems" This notion was introduced through the human factor requirements in Part-145. It is necessary to develop AMC/GM material in order to explain the concept.	Safety related	Group	Opinion	2009,01	2012,01	0,110	0,060	0,066	

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
MDM.028 (a)	Development of an Ageing Aircraft Structure plan: This plan will provide a regulatory framework taking into account actions already included in this programme and will consider extension to other aircraft than large aeroplanes. Task MDM.028 (a) is the development of the technical elements for the large aeroplanes plan.	Safety related	Group	Opinion	2007,02	2011,01	0,069	0,076		
MDM.028 (b)	Development of an Ageing Aircraft Structure plan: - Develop a Regulatory Impact Assessment (RIA) for identifying the need to go beyond large aeroplanes - Based on the results of the RIA, develop comparable technical elements for a plan in a comparable manner as for task (a). - Review and develop AMC 20-20, to reflect its wider applicability, as necessary	Safety related	Group	Opinion	2012,01	2014,02			0,116	0,083

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
MDM.028 (c)	Development of an Ageing Aircraft Structure plan: Change of Operational Use: this is not strictly only an ageing aircraft issue, but is related. - Amend xx.1529 to add a requirement on the TCH to publish key assumptions used in the structural analysis. - Propose compatible changes to Part M as necessary to ensure operators observe these assumptions.	Safety related	Group	Opinion	2012,01	2014,02			0,083	0,083
MDM.030 (a)	UAV further regulation Development of IR for the operations of UAV.	Legal obligation MS Request	Group	Opinion	2012,01	2014,02			0,050	0,165
MDM.032 (d)	Regulation of aircraft other than complex motor powered aircraft, used in non-commercial activities: Envisaged deliverable: a Decision amending AMC/GM to Part 21. Depending on outcome of Opinion on task MDM.032 (e).	Industry Request	Agency	Decision	2006,01	2013,01		0,227	0,248	0,165
MDM.032 (e)	Regulation of aircraft other than complex motor powered aircraft, used in non-commercial activities: Envisaged deliverables: An Opinion on Part-21 and a Decision for new CS-LSA.	Industry Request	Group	Opinion	2006,01	2010,02	0,028			

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
MDM.034	Composites Update of AMC 25.603 (Composite aircraft structure) to harmonise with corresponding FAA Advisory Circular 20-107A looking at bonding issues and training (Part 66)	Certification request Safety related	Agency	Decision	2007,01	2012,01	0,028	0,015	0,017	
MDM.038	Non binding guidance on TBO limits The Agency is facing a situation where the NAAs have different procedures to control the TBO of piston engines operated in their countries which do not refer systematically to the manufacturer's instructions, and a request has been raised to Rulemaking to launch a task to issue guidance to the NAAs on this question.	MS Request	Agency	Decision	2009,02	2011,01	0,110	0,076		
MDM.042	The Identification of existing defences in maintenance processes to detect major configuration differences Review applicable airworthiness regulations and standards, as well as aircraft, engines and component maintenance manuals, to ensure that adequate defences exist in the preinstallation, maintenance planning process to detect major configuration differences and to establish the required support resources for technicians responsible for the work.	Safety related	Group	Opinion	2012,04	2015,01			0,050	0,165

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
MDM.047	Align 2042/2003 with new BR 216/2008 and include ICAO requirement for state of operator/registry for approval of maintenance programs	Legal obligation	Agency	Opinion	2009,01	2011,02	0,207	0,030		
MDM.048	M.A.402 Performance of maintenance Rule and guidance should be developed on acceptable methods, techniques and practices on aircraft modifications (AC43-13).	Industry Request	Group	Decision	2011,01	2013,01		0,227	0,248	0,083
MDM.054	De-Icing - anti icing / AMC and GM following A.NPA 2007-13	Safety Related	Agency	Decision	2009,01	2011,01	0,028	0,030		
MDM.055	New structure for Regulation 2042 and SMS embodiment	MS Request	Agency	Opinion	2009,01	2012,01	0,207	0,121	0,033	
MDM.056	Instructions for continuing airworthiness	MS Request	Group	Opinion	2009,02	2012,01	0,138	0,151	0,083	
MDM.057	Miscellaneous of Parts M	MS Request	Agency	Decision	2013,01	2015,02				0,116
MDM.058	Miscellaneous of Parts 145	MS Request	Agency	Decision	2013,01	2016,01				0,165
MDM.059	Miscellaneous of Parts 66, 147	MS Request	Agency	Decision	2013,01	2016,01				0,198
MDM.060	New structure for Regulation 1702	MS Request	Agency	Opinion	2010,03	2013,01	0,069	0,227	0,248	0,033
MDM.061	S & CEH Certif Memos publication: new generic GM (applicable to all CS)	Certification request	Agency	Decision	2011,04	2013,03		0,045	0,165	0,165

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
VLA.003	Spin approval CS-VLA limited today to Normal Operations only. It is envisaged to add requirements for spin approval	Industry Request	Group	Decision	2012,03	2014,01			0,050	0,132
VLA.008	Incorporation of special conditions in CS-VLA Includes now Night VFR (VLA.001) Includes now Increase of MTOW to 890Kg (VLA.005) Include Towing. Updating of requirements for Glider towing, development of requirements for tow cable retraction systems (VLA.006)	Certification request	Agency	Decision	2011,01	2013,03		0,030	0,033	0,017

2.4. R.5 – ATM/Airport Safety Department in 2010-2013

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
ADR.001 (a)	IRs for the safety and interoperability of aerodromes	Basic Regulation	Group	Opinion	2010,01	2012,04	6,500	0,500	0,500	
ADR.001 (b)	CSs, AMCs and GM for the safety and interoperability of aerodromes	Basic Regulation	Agency	Decision	2010,01	2013,04	1,000	2,500	3,000	1,000
ATM.001 (a)	Requirements on Air Navigation Service Provision	Basic Regulation	Group	Opinion	2009,04	2011,04	2,500	2,000		
ATM.001 (b)	Requirements on Air Navigation Service Provision (CS, AMC and GM)	Basic Regulation	Group	Decision	2009,04	2012,04	1,000	1,500	2,500	
ATM.002 (a)	Introduction of TCAS II software version 7.1	Air Accident Investigation recommend. Safety related	Agency	Opinion	2009,04	2010,04	0,250			
ATM.002 (b)	Introduction of TCAS II software version 7.1 Update of AMC-20	Air Accident Investigation recommend. Safety related	Agency	Decision	2009,04	2011,04	0,250	1,000		
ATM.003 (a)	Requirements on Air Traffic Controller licensing	Basic Regulation	Group	Opinion	2009,04	2011,04	2,500	2,000		
ATM.003 (b)	Requirements on Air Traffic Controller licensing (AMC and GM)	Basic Regulation	Group	Decision	2009,04	2012,04	1,000	1,500	2,500	

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery	2010 FTE	2011 FTE	2012 FTE	2013 FTE
ATM.004 (a)	Requirements on Competent Authorities in ATM/ANS	Basic Regulation	Group	Opinion	2009,04	2011,04	1,500	1,250		
ATM.004 (b)	Requirements on Competent Authorities in ATM/ANS (AMC and GM)	Basic Regulation	Group	Decision	2009,04	2012,04	0,500	0,750	1,500	
ATM.005 (a)	Requirements for systems and constituents	Basic Regulation	Group	Opinion	2011,02	2013,04	0,500	1,000	0,500	1,500
ATM.005 (b)	Requirements for systems and constituents (CS, AMC and GM)	Basic Regulation	Group	Decision	2011,02	2014,01	0,250	1,500	1,000	1,500

The table above shows only the tasks related to the development of the Implementing Rules (IRs) and the related CSs, AMCs and GM in the field of Aerodromes and ATM/ANS as defined by the extended Basic Regulation. Future tasks in these fields will be added as established.

3. Areas of activity /Annex 1

#	Area of activity	Actions	Deliverables	Average workload/year
A	Production of rules	Implementation of rulemaking programmes, including drafting, editorial work, consultation, translation and publication of rules	ToRs; NPAs including RIA; CRDs; Opinions; Decisions	2 tasks per Rulemaking officer (this includes on the average 5 Group meetings per task taking 5 days each incl. preparation and follow-up, and 10 days for developing NPA, CRD or Opinion/Decision) N.B. The Workload on rulemakings related to the extension depends on the number of comments received on the NPAs and the adoption of the IR
B	Support to rules	Development of rulemaking programme, including planning of cooperation with foreign partner authorities; performance monitoring	4-year rulemaking programme for year N;	1/year
		AGNA and SSCC meetings	Agenda and papers; Meeting; Notes/actions opened; Administrative support to members	AGNA: 3/year SSCC: 2/year
		Coordination with other Directorates	Interpretations/policy formulation; Standardisation visits	continuous
		Preparation and participation to workshops/seminars	Logistics and presentations	10 workshops per Department
		Answering letters and e-mails	Interpretation/policy formulation	continuous
		Communication with stakeholders	Information; Meetings; Press release/articles; Newsletter; Value-added publications (VAP)	continuous
C	ICAO	Participation into ICAO activities e.g. secretariat, panels, committees and	Working papers and presentations	continuous

#	Area of activity	Actions	Deliverables	Average workload/year
		conferences (Airworthiness, OPS, Licensing panels and Committee on Aviation Environmental Protection, meeting with representatives in ICAO)		
		Participation to EASA audit	Contribution to SAAQ; checklists and protocols; Follow up on audits	1 every three years
		Contribution to Member States audits	USOAP checklists, briefings, draft replies etc.	ad-hoc depending on ICAO programme
		Meeting with NSOC	Presentations	1/year
		State letters	Draft reply to R1 and final reply to Commission by R1	ad-hoc depending on ICAO programme
D	External relations	Drafting Bilateral agreements/working arrangements and support to their implementation	Drafting; Interpretations/policy formulation	depending on third countries and Council
		Technical cooperation	Programme formulation; Monitoring; Execution; Administrative support: Conferences; Training courses; Bilateral meetings on the spot	continuous
		Liaison with Institutions e.g. Commission, Third Country NAAs (FAA, TCCA, etc) EUROCONTROL and with stakeholders organisations such as ETF, AEA, IATA, ECA, ESA, EUROCAE, etc. EASA representation abroad	Information papers and presentations; Memorandum of understanding	continuous
		Internal co-ordination of international co-operation	Intranet communication; Internal meetings	continuous
E	Analysis/research	Accident Investigation Boards	Draft reply to recommendation; Working papers and presentations	continuous but with 6 internal accident investigation committee meetings per year
		Preparation and contribution to internal safety committee meetings	Safety policies	6 meetings per year
		Safety Initiatives e.g. ESSI	tbd	three pillars ECAST, EGAST, EHAST, each has 4 meetings

#	Area of activity	Actions	Deliverables	Average workload/year
				per year
		Studies	Procurement and contract management; Support to Safety and Analysis Department	3 studies/year; Support to Safety and Analysis Department: 3 studies/year
		Research	Advise to consortium and Commission (meetings with DG RTD, review of EC work programme)	2 meetings/year with DG RTD
F	Administration	Day to Day Management e.g. financial and resources	Appraisal; Objectives; Coaching and guidance on RM Mission	continuous
		Quality	Contribution to procedures; Compliance e.g. exemption; Contribution to internal audits	Quality: continuous Internal audit: 1 every two years
		IT related issues	ERP; DMS; BPM; SMIS; CRT enhancements; RIA intranet website; E-handbook; COB; Rulemaking deliverables DB; interface of EASA data warehouse; Legiswrite; tools in the context of RM review process	continuous
		Training	Training maps; Contribution and participation to courses	6 days per staff member
		Recruitment	Interview preparation, contribution to report; Briefing of newcomers	depending on recruitment programme
		Secretariat	General support to day to day business (management of travel & sick leave, filling, mail management, social activities); Support to EASA representatives	continuous
		Business Planning	Contribution to Business Plan, Work programme, Activity report, ED report to MB, ad-hoc reports	continuous
		Budget management	Commitments; Payments; Recovery orders; Carry-over, etc.	continuous
		Staff Committee	Meetings, personal cases, etc.	0.1 FTE/year

#	Area of activity	Actions	Deliverables	Average workload/year
G	Handling of exemption	Implementation of article 8 of Regulation 3922/1991;	Assessment of MS exemptions (draft, peer review, etc.)	ad-hoc (20 days per exemption; 8 days per derogation)
		Implementation of article 14 of BR 216/2008;	Letters and opinions	continuous (15 days per case)
H	New developments	Develop concepts, studies, new international material, papers, action plans and similar for satellite based systems and services (e.g. EGNOS, Galileo, Iris, sub-orbital aeroplane operations, UAS)	Letters; Papers for international events; Regulatory Agency's deliverables or preparatory material	continuous
		Set-up, maintaining of Community Safety Programme	CSP manual	continuous
		Project on consolidated version of IR 1702/2003 and 2042/2003	Revised consolidated versions	start in 2009 end in 2010
I	Legal	Legal advice	Legal opinions Legal notes and discussion papers Legal review of all Agency's deliverables/measures/decisions Drafting support Participating in internal meetings with and without externals, external meetings, work groups, work shops, conferences	As requested or required
		Coordination and support to the Directorates	Internal meetings Concept discussions Reviewed documents etc. Providing legal training to staff	Regular meetings & ad-hoc meetings
		Public access to documents	Processing initial and confirmatory requests for public access to documents from the public	As requested or required

Give advice on access to documents and confidentiality issues
Internal training

#	Area of activity	Actions	Deliverables	Average workload/year
			Management of the process	
		Data protection	Processing data protection tasks Give advice on data protection Handling data protection situations/cases	As requested or required
		Defensive legal measures incl. litigation	Processing of complaints against EASA: <ul style="list-style-type: none"> o General/any o Code of Good Administrative Practice o SR art. 90 o Ombudsman Appeals against EASA's decisions: <ul style="list-style-type: none"> o Technical o Fees & Charges Any other challenge against EASA in court, before other tribunal or bodies Dispute resolution and litigation under Contracts	As requested or required

4. Inventory tasks /Annex 2

4.1. R.2 – Environmental Protection Department - Inventory tasks

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery
36.003	Noise requirements for tilt-rotor aircraft Consider noise certification requirements for tilt-rotor aircraft based on guidelines in Attachment F to ICAO Annex 16, Volume I. Note would also need a revision to 21A.18(a).	ICAO alignment	Agency	tbd	tbd	tbd
BR.008 (b)	Update Article 6 of the BR to refer to Annex 16, Volume II (Engine emissions) as amended following CAEP 8	ICAO alignment	Agency	tbd	tbd	tbd
BR.009	Update Article 6 of the BR to refer to Annex 16, Volumes I and II as amended to include noise and emission standards for open rotor engines	ICAO alignment	Agency	Opinion	tbd	tbd
MDM.037	Preparation of amendments as needed after possible revision of Essential Requirements for Environmental Protection Such amendments may include changes to Part-21, CS-34 and CS-36 as appropriate	Basic Regulation	Agency	tbd	tbd	tbd

4.2. R.3 – Flight Standards Department – Inventory tasks

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery
FCL.005 (a)	NPA on "Non-technical skills assessment system" for JAR-FCL 1 and 2 Transfer of JAA NPA-FCL 27 in the IR.	JAA Transfer	tbd	Opinion	tbd	tbd
FCL.005 (b)	NPA on "Non-technical skills assessment system" for JAR-FCL 1 and 2 Transfer of JAA NPA-FCL 27 in AMC/GM.	JAA Transfer	tbd	Decision	tbd	tbd
FCL.006 (a)	JAR-FCL 1: Transposition of the ICAO FCLTP recommendations in subjects other than the MPL, including: Miscellaneous detailed changes including extension of competency based training to all licences and ratings; and extension of TEM principle to all licences and ratings. - NPA Ref. NPA-FCL 36.	JAA Transfer	tbd	Opinion	tbd	tbd
FCL.006 (b)	JAR-FCL 1: Transposition of the ICAO FCLTP recommendations in subjects other than the MPL, including: Miscellaneous detailed changes including extension of competency based training to all licences and ratings; and extension of TEM principle to all licences and ratings. - NPA Ref. NPA-FCL 36.	JAA Transfer	tbd	Decision	tbd	tbd
FCL.007 (a)	Detailed specification of applicable FSTDs to be used for training and testing as indicated in JAR-FCL 1 and 2 (co-ordination with FSTD International Working Group) for amendment of ICAO DOC.9625 Development of IR.	Industry Request	tbd	Opinion	tbd	tbd

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery
FCL.007 (b)	Detailed specification of applicable FSTDs to be used for training and testing as indicated in JAR-FCL 1 and 2 (co-ordination with FSTD International Working Group) for amendment of ICAO DOC.9625 - NPA Ref. n/a Development of AMC/GM	Industry Request	tbd	Decision	tbd	tbd
FCL.009 (a)	Training for flying by sole reference to standby instruments Development of IR addressing safety recommendation UNKG-2007-062.	Air Accident Investigation recommendation	tbd	Opinion	tbd	tbd
FCL.009 (b)	Training for flying by sole reference to standby instruments Development of AMC/GM addressing safety recommendation UNKG-2007-062.	Air Accident Investigation recommendation	tbd	Decision	tbd	tbd
MDM.045	Helicopter limited icing operations Transfer of JAA NPA-OPS 50 into AMC/GM.	Industry Request	tbd	Decision	tbd	tbd
MDM.046 (a)	TGL 41 - Passive RFID Devices Transferred task from JAA.	JAA Transfer	tbd	Opinion	tbd	tbd
MDM.046 (b)	TGL 41 - Passive RFID Devices Transferred task from JAA.	JAA Transfer	tbd	Decision	tbd	tbd
MDM.049 (a)	Standards and implementation of collision warning systems in the field of general aviation due to increasing number of near misses and mid air collisions Development of IR addressing safety recommendation.	Air Accident Investigation recommendation	tbd	Opinion	tbd	tbd
MDM.049 (b)	Standards and implementation of collision warning systems in the field of general aviation due to increasing number of near misses and mid air collisions Development of AMC/GM addressing safety recommendation.	Air Accident Investigation recommendation	tbd	Decision	tbd	tbd

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery
MDM.051	CVR Recording Quality Development of AMC/GM addressing safety recommendation.	Air Accident Investigation recommendation	tbd	Decision	tbd	tbd
MDM.065 (a)	Authorisation of Aerodromes Rescue and Fire Fighting Services (RFFS) Transfer of JAA OPSG ongoing task in the IR.	JAA Transfer	tbd	Opinion	tbd	tbd
MDM.065 (b)	Authorisation of Aerodromes Rescue and Fire Fighting Services (RFFS) Transfer of JAA OPSG ongoing task in the AMC/GM.	JAA Transfer	tbd	Decision	tbd	tbd
OPS.005 (a)	Updating EASA OPS implementing rules First editorial review of the published IR	Basic Regulation	tbd	Opinion	tbd	tbd
OPS.005 (b)	Updating EASA OPS implementing rules First editorial review of the published AMC/GM	Basic Regulation	tbd	Decision	tbd	tbd
OPS.007 (a)	Data Link Recording Retrofit for aircraft used in CAT Transposition of JAA NPA-OPS 48A into IR.	ICAO alignment	tbd	Opinion	tbd	tbd
OPS.007 (b)	Data Link Recording Retrofit for aircraft used in CAT Transposition of JAA NPA-OPS 48A into AMC/GM.	ICAO alignment	tbd	Decision	tbd	tbd
OPS.008 (a)	Review and harmonisation with FAA of Aeroplane Performance for CAT Development of IR.	FAA harmonisation	tbd	Opinion	tbd	tbd
OPS.008 (b)	Review and harmonisation with FAA of Aeroplane Performance for CAT Development of AMC/GM.	FAA harmonisation	tbd	Decision	tbd	tbd
OPS.018 (a)	Concurrent operation of helicopters and aeroplanes Review of IR relating to the operational restrictions to operate more than one type each for commercial air transport purposes.	JAA Transfer	tbd	Opinion	tbd	tbd

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery
OPS.018 (b)	Concurrent operation of helicopters and aeroplanes Review of AMC/GM relating to the operational restrictions to operate more than one type each for commercial air transport purposes.	JAA Transfer	tbd	Decision	tbd	tbd
OPS.019 (a)	GNSS approaches with helicopters Development of IR to address new technological development.	Technological Development	tbd	Opinion	tbd	tbd
OPS.019 (b)	GNSS approaches with helicopters Development of AMC/GM to address new technological development.	Technological Development	tbd	Decision	tbd	tbd
OPS.020 (a)	Practical hypoxia training Development of IR addressing safety recommendation GREC-2006-044 following Helios B737 accident.	Air Accident Investigation recommendation	tbd	Opinion	tbd	tbd
OPS.020 (b)	Practical hypoxia training Development of AMC/GM addressing safety recommendation GREC-2006-044 following Helios B737 accident.	Air Accident Investigation recommendation	tbd	Decision	tbd	tbd
OPS.023 (a)	FDR recording of cabin altitude Development of IR addressing safety recommendation GREC-2006-047 following Helios B737 accident.	Air Accident Investigation recommendation	tbd	Opinion	tbd	tbd
OPS.023 (b)	FDR recording of cabin altitude Development of AMC/GM addressing safety recommendation GREC-2006-047 following Helios B737 accident.	Air Accident Investigation recommendation	tbd	Decision	tbd	tbd
OPS.024 (a)	Restraint devices in a/c involved in parachute operations Development of IR addressing AAIB safety recommendation.	Air Accident Investigation recommendation	tbd	Opinion	tbd	tbd

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery
OPS.024 (b)	Restraint devices in a/c involved in parachute operations Development of AMC/GM addressing AAIB safety recommendation.	Air Accident Investigation recommendation	tbd	Decision	tbd	tbd
OPS.031 (a)	Loss of control - cargo loading errors Development of IR based on transfer of JAA task.	JAA Transfer	tbd	Opinion	tbd	tbd
OPS.031 (b)	Loss of control - cargo loading errors Development of AMC/GM based on transfer of JAA task.	JAA Transfer	tbd	Decision	tbd	tbd
OPS.035 (a)	Feasibility of crash protected image recorders on the flight deck Development of IR addressing safety recommendation GREC-2006-48 following Helios B737 accident.	Air Accident Investigation recommendation	tbd	Opinion	tbd	tbd
OPS.035 (b)	Feasibility of crash protected image recorders on the flight deck Development of AMC/GM addressing safety recommendation GREC-2006-48 following Helios B737 accident.	Air Accident Investigation recommendation	tbd	Decision	tbd	tbd
OPS.038 (a)	Independent low height warning devices (e.g. RadAlt) for single pilot IFR CAT - aeroplanes Development of IR addressing safety recommendation UNKG-2006-103.	Air Accident Investigation recommendation	tbd	Opinion	tbd	tbd
OPS.038 (b)	Independent low height warning devices (e.g. RadAlt) for single pilot IFR CAT - aeroplanes Development of AMC/GM addressing safety recommendation UNKG-2006-103.	Air Accident Investigation recommendation	tbd	Decision	tbd	tbd
OPS.047 (a)	Clarification of separate runway definition Transfer of JAA OPSG ongoing task in the IR.	JAA Transfer	tbd	Opinion	tbd	tbd

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery
OPS.047 (b)	Clarification of separate runway definition Transfer of JAA OPSG ongoing task in the AMC/GM.	JAA Transfer	tbd	Decision	tbd	tbd
OPS.049 (a)	Single engine piston helicopter operations over hostile environment Review of the Implementing Rules in order to set non-discriminatory requirements for operations over hostile environment and not allow only one technology (turbine engines).	JAA Transfer	tbd	Opinion	tbd	tbd
OPS.049 (b)	Single engine piston helicopter operations over hostile environment Review of the AMC/GM in order to set non-discriminatory requirements for operations over hostile environment and not allow only one technology (turbine engines).	JAA Transfer	tbd	Decision	tbd	tbd
OPS.050 (a)	Low visibility operations Transfer of JAA AWOSG open items/ongoing work in the IR.	JAA Transfer	tbd	Opinion	tbd	tbd
OPS.050 (b)	Low visibility operations Transfer of JAA AWOSG open items/ongoing work in AMC/GM.	JAA Transfer	tbd	Decision	tbd	tbd
OPS.054 (a)	Helicopter radio-altimeters Review of the IR's due to implementing/interpretation problems.	Implementation problems	tbd	Opinion	tbd	tbd
OPS.054 (b)	Helicopter radio-altimeters Review of the AMC/GM due to implementing/interpretation problems.	Implementation problems	tbd	Decision	tbd	tbd
OPS.056 (a)	Use of diagonal strap type harness safety belt for observer seats on older FAR certified aircraft Development of IR addressing proposal from CAA Sweden.	MS Request	tbd	Opinion	tbd	tbd

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery
OPS.056 (b)	Use of diagonal strap type harness safety belt for observer seats on older FAR certified aircraft Development of AMC/GM addressing proposal from CAA Sweden.	MS Request	tbd	Decision	tbd	tbd
OPS.057 (a)	Transposition of JAA TGL43 HEMS mountain operations Transferred task from JAA.	JAA Transfer	tbd	Opinion	tbd	tbd
OPS.057 (b)	Transposition of JAA TGL43 HEMS mountain operations Transferred task from JAA.	JAA Transfer	tbd	Decision	tbd	tbd
OPS.058 (a)	Senior cabin crew incapacitation Transposition of NPA-OPS 62 into Implementing Rules.	JAA Transfer	Agency	Opinion	tbd	tbd
OPS.058 (b)	Senior cabin crew incapacitation Transposition of NPA-OPS 62 into AMC/GM.	JAA Transfer	Agency	Decision	tbd	tbd
OPS.059 (a)	Carbon monoxide detector on board all GA aircraft Development of IR addressing safety recommendation FRAN-2002-001.13.	Air Accident Investigation recommendation	tbd	Opinion	tbd	tbd
OPS.059 (b)	Carbon monoxide detector on board all GA aircraft Development of AMC/GM addressing safety recommendation FRAN-2002-001.13.	Air Accident Investigation recommendation	tbd	Decision	tbd	tbd
OPS.060 (a)	Devices for reducing the effect of smoke and toxic fumes in large transport aircraft Development of IR addressing safety recommendation RUSF-2007-003.	Air Accident Investigation recommendation	tbd	Opinion	tbd	tbd
OPS.060 (b)	Devices for reducing the effect of smoke and toxic fumes in large transport aircraft Development of AMC/GM addressing safety recommendation RUSF-2007-003.	Air Accident Investigation recommendation	tbd	Decision	tbd	tbd

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery
OPS.061 (a)	Flight crew training for go-around below DA/H (Aeroplanes) Development of IR addressing safety recommendation SPAN-2004-030.	Air Accident Investigation recommendation	tbd	Opinion	tbd	tbd
OPS.061 (b)	Flight crew training for go-around below DA/H (Aeroplanes) Development of AMC/GM addressing safety recommendation SPAN-2004-030.	Air Accident Investigation recommendation	tbd	Decision	tbd	tbd
OPS.062 (a)	Second pilot requirement for air ambulance flights with aeroplanes Development of IR addressing safety recommendation UNKG-2006-102.	Air Accident Investigation recommendation	tbd	Opinion	tbd	tbd
OPS.062 (b)	Second pilot requirement for air ambulance flights with aeroplanes Development of AMC/GM addressing safety recommendation UNKG-2006-102.	Air Accident Investigation recommendation	tbd	Decision	tbd	tbd
OPS.063 (a)	Before first flight of the day require the built-in-test features of any installed CVR/FDR/FDAU to be monitored for correct operation Developing IR addressing safety recommendation UNKG-2008-020.	Air Accident Investigation recommendation	tbd	Opinion	tbd	tbd
OPS.063 (b)	Before first flight of the day require the built-in-test features of any installed CVR/FDR/FDAU to be monitored for correct operation Developing AMC/GM addressing safety recommendation UNKG-2008-020.	Air Accident Investigation recommendation	tbd	Decision	tbd	tbd
OPS.072	Policy on flight continuation after in-flight shutdown	Air Accident Investigation recommendation	tbd	tbd	tbd	tbd

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery
OPS.074 (a)	Helicopter Vibration Health Monitoring: Additional Airworthiness IRs	JAA Transfer	tbd	Opinion	tbd	tbd
OPS.074 (b)	Helicopter Vibration Health Monitoring: Additional Airworthiness AMC/GM/CS	JAA Transfer	Group	Decision	tbd	tbd

4.3. R.4 – Product Safety Department – Inventory tasks

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery
145.006	145.A.30(j) Applicability of Appendix IV which permits the exemption of non-EU staff to comply with Part-66. Stakeholders disagree on this issue. There is a need to review this concern in order to reach a final decision.	Industry Request	Group	Opinion	2014,03	2016,01
147.003	147.A.105(e) It is felt by certain stakeholders that emphases should be put on the independence of assessors and examiners. This would of course lead to a change of the rule.	MS Request	Group	tbd	2014,03	2016,01
20.003 (b)	Airworthiness and Operational Approval for on board equipment related to GPS (RNAV/GNSS)	Industry Request	Agency	Decision	2010,02	tbd
20.009	Considerations for the Use of Airborne Separation Assistance Systems (ASAS) Development of Cockpit Display and Traffic Information and its data processors should be carefully followed with consideration of Human Factors issues, display symbology, flight deck integration, Crew procedures, training and the likely impact of certification procedures.	Industry request	tbd	tbd	tbd	tbd
20.012	Electronic Control Systems for APUs Update AMC 20-2 in line with changes made to AMC 20-3 for engines. (See CRD 04-2005 Comment 11)	MS request	tbd	tbd	tbd	tbd
20.013	Thrust Control Malfunction (TCM): With the introduction of the concept of 'Thrust Control Malfunction (TCM)', it is considered that guidance on the certification issues associated with TCM should be included in AMC-20. (See CRD 04-2005 Comment 11)	MS request	tbd	tbd	tbd	tbd

20.015	Installation of stretchers in aircraft certificated under JAR/CS 25.562	MS request	tbd	tbd	tbd	tbd
21.004	Critical Parts "Critical parts" is a concept used in Part 21 and also in various CS. However it is not very well developed in part 21 and not defined. Therefore the following issues need consideration and may lead to amendment of Part 21 and/or its AMC/GM: - Consider definition- the concept of "critical parts" needs better attention in Part 21- consistent approach necessary for all CS / EASA rules	Industry Request MS Request	Group	Decision	2014,03	2017,02
21.006	Alternative procedure to DOA In Part 21 an alternative to DOA is presented to demonstrate capability for design. Is it necessary: - to formalize this alternative with a design capability certificate; and - to develop criteria for applying it. This will be reviewed and may lead to amendment of Part 21.	MS request	tbd	tbd	tbd	tbd
21.013	21A.51, 21A118A, 21A.619 TC / STC / ETSO authorisation validity A review of the (legal) consequences of - invalidity of the above Certificates; and - Consequences of TC surrender and transfer may lead to amendment of Part 21 and/or its AMC/GM.	Certification request	Agency	Opinion	2014,03	2016,02
21.016	Part storage instructions A proposal to add a requirement for TC holders etc. to provide instructions for storage of parts will be reviewed and may lead to amendment of Part 21 and/or its AMC/GM.	MS request	tbd	tbd	tbd	tbd

21.019	One-off Supplemental Type certificates (STCs) The objective is to introduce more flexibility with regard to the demonstration of capability (21A.112B) for the design of "one-off" STCs and to make the related amendments of Part 21 and/or its AMC/GM.	MS request	tbd	tbd	tbd	tbd
21.022	21A.163 POA privileges Proposals to: - Extend the maintenance privilege (21A.163(d)) to other products and parts and in time; and - make Conditions for issuance of C of A for new aircraft (21A.183(1)(ii)) consistent with the POA privilege, will be reviewed and may lead to amendment of Part 21 and/or its AMC/GM.	Industry Request	Group	Opinion	2014,03	2016,02
21.031	Subpart Q; Identification of products parts & appliances Proposals to - clarify the objective of marking; - clarify retention of records related to marking of critical parts; - take into account the engine (CS E-110) requirements for marking; - limit the requirement to mark parts with name, trademark of 21A.804(a)(1) as in (a)(2).	MS request	tbd	tbd	tbd	tbd
21.044	Foreign Supplier Surveillance Make AMC and GM consistent with rules for international cooperation	MS request	tbd	tbd	tbd	tbd
21.045	ETSO authorisation holder Reconsider why design and production should be one legal entity	Industry request	tbd	tbd	tbd	tbd

21.048	On-board or Field Software Loading and Part Number Marking: The subject covered in new AMC 20-3(10) (d) is a post-TC activity and may be more appropriately presented in AMC to Part 21 for example. (See CRD 04-2005 Comment 21)	Industry request	tbd	tbd	tbd	tbd
21.054	Direct shipment authorisation	Industry request	tbd	tbd	tbd	tbd
22.002 & 22.003	Flutter and Turbo Charged Powered Sailplanes and reductio of Vne with altitude - Reduction of the never exceed speed with altitude to maintain the safety margin before flutter - The installation of turbo charged (or de-rated) engines makes it possible that high speeds may be maintained up to high altitudes. The gap between VH and flutter speed might decrease	Safety related	tbd	tbd	tbd	tbd
22.005	Electronic engine control systems The intent is to update the requirements in accordance with the state of the art, to cover new developments	Industry request Certification request	tbd	tbd	tbd	tbd
22.007	Stall warning devices	Safety related	tbd	tbd	tbd	tbd
22.008	Jet powered sailplanes	Industry request	tbd	tbd	tbd	tbd
23.002	Windshield Bird Strike Improve windshield resistance to bird strike. Preparatory work consists of review of existing data.	Safety related	tbd	tbd	tbd	tbd
23.010	Consideration of the spin resistant concept in CS-23 Issue resulting from the discussions on the Special Condition for Cirrus S-20 aircraft. Consideration of a need for a ETSO for ballistic parachute rescue system	Industry Request	Group	Decision	2014,03	2016,02

25.011	Flight Test Guide developments - <u>Pilot Induced Oscillation</u> : Develop harmonized CS/FAR 25 and AMC/AC - <u>Handling Assessments</u> using CS/FAR 25.1309/FAA HQRM: Develop harmonized Flight Test Guide material relating to the FAA's Handling Qualities Rating Method. - <u>Flight Test procedures for Flight Guidance Systems</u> coming from new draft AMC to Cs 25.1329 - <u>Pilot reaction time</u> to in-board engine failure - <u>Landing distance on wet runway</u>	Industry Request	Agency	Decision	2014,03	2016,01
25.018	Fire Protection of Engine Mounts, Flight Controls and Other Structure	Safety related	tbd	tbd	tbd	tbd
25.025	Terrain Awareness and Warning Systems (TAWS): Amend CS 25.1581-1587 (Airplane Flight Manual) to reflect requirements for appropriate TAWS procedures (e.g. for the use of the equipment, proper flight crew action with respect to the equipment, and deactivation for planned, abnormal, and emergency conditions), and an outline of all input services that should be operating.	Safety related	tbd	tbd	tbd	tbd
25.032	Flight controls Harmonization activity on CS/FAR 25.671 and 672 on flight controls Preparatory work consists of the resolution of dissenting opinion.	Safety related	tbd	tbd	tbd	tbd
25.037 (b)	Avionics Phase 2 Development of additional Appendices to AMC 25-11 covering HUD, EVS and SVS. Group	Safety related Industry request	tbd	tbd	tbd	tbd

25.038 (a)	Human centered design (step 1) The intent is to add new paragraph 25X4 (Human error) that would require: To show by analysis, substantiated where necessary by test, that as far as reasonably practicable all design precautions have been taken to prevent human errors in maintenance and production causing Hazardous or Catastrophic effect. Where the potential cannot realistically be eliminated, then the remaining safety critical tasks should be sufficiently understood and the potential for human error mitigated.	Safety related	Group	Decision	tbd	tbd
25.038 (b)	Human centered design (step 2)	Safety related	Group	tbd	tbd	tbd
25.043	Burn-through resistance of fuselage In the current situation, external fuel fed fires will typically enter the aircraft interior within 10-60 seconds after initiation of fire. With the addition of burn through resistance measures, this time could be extended to 3 minutes, giving much more time for escape. Preparatory work will include the development of a Regulatory Impact Assessment	Safety related	tbd	tbd	tbd	tbd
25.046	Seat pitch: All ins and outs on the issue of minimum seat pitch need to be investigated, including the potential relations to Deep Vein Trombosis. More research may need to be done to find out the details. Research and preliminary RIA mandatory before starting rulemaking	Health and Safety related	tbd	tbd	tbd	tbd
25.047	Overhead bin safety precautions Develop a new AMC to CS 25.787 (Seats, berths, safety belts and harnesses) to mitigate risks from overhead bins.	Safety related	tbd	tbd	tbd	tbd

25.054	Engine Cowl Latching: There are two major elements contributing to the cowl latching in-service experience: maintenance's ability to properly latch and the actual design of the latch.	Safety related	tbd	tbd	tbd	tbd
25.060	Stalling Speeds/Structural Design Speeds Harmonization activity on a number of paragraphs related to structural stall speeds based on JAA NPA 25C-283	Certification request	tbd	tbd	tbd	tbd
25.061	Flight issues to address operational needs - Steep approach landings, based on NPA 25B-267 FR - Landing in Abnormal Configurations: Prepare harmonized CS/FAR 25 and AMC/AC to give guidance on the presentation of landing distance information and procedures applicable to landing in abnormal configurations that should be included in the Flight Manual. - Go-around Performance: Review CS paragraphs addressing go-around performance and procedures.	Safety related MS Request	tbd	tbd	tbd	tbd
25.062	Vibration, Flutter and Aeroelastic Stability CS25.629: Flutter, deformation and failsafe criteria, details the requirements to be complied with under various conditions. However, AMC material to CS 25.629 does not address Limit Cycle Oscillations in sufficient detail	Certification request	tbd	tbd	tbd	tbd
25.063	Portable electronic devices (PEDs)	Safety related	tbd	tbd	tbd	tbd
25.065	New CS 23 and CS 25 rules for seaplanes (all kinds of flying boats, floatplanes and amphibians as well as wing-in-ground effect craft [Category C])	Stakeholder request	tbd	tbd	tbd	tbd

25.066	Possible changes to structural design requirements: Specific topic raised were; new fail safe/damage tolerance requirements and protection from engine rotor burst involving failure of multiple disks	Safety related	tbd	tbd	tbd	tbd
25.068	Class E Cargo Compartments – Essential Systems Fire Protection	Safety related	tbd	tbd	tbd	tbd
25.071 former OPS.032	Consideration for Power Controlled A/C Concept (total loss of primary controls)	JAA Transfer	tbd	tbd	tbd	tbd
25.072 former OPS.036	Real weight and balance of an aircraft Proposal from DGAC following incidents/accidents due to incorrect load data and loading.	Air Accident Investigation recommendation	tbd	tbd	tbd	tbd
25.073 former OPS.037	Contrast and conspicuity of wing surface escape markings	Air Accident Investigation recommendation	tbd	tbd	tbd	tbd
25.074	Analysis of on-ground wings contamination effect on Takeoff performance degradation	Safety recommendation	tbd	tbd	tbd	tbd
26.007	Security Based on task 25.057 and resulting amendment to CS-25, 26.007 aims at studying the need to have additional airworthiness requirements for operations. Envisaged deliverable: Decision amending CS-26 (if appropriate).	MS request	Agency	Decision	tbd	tbd
26.009	Introduction in production of FDR and CVR improvements	Safety recommendation	tbd	tbd	tbd	tbd

26.010	Activation of ice protection - It amends the regulation applicable to operators of certain aeroplanes used for CAT and certificated for flight in icing conditions. The proposed standards would require either the installation of ice detection equipment or changes to the Aeroplane Flight Manual to ensure timely activation of the airframe ice protection system. This proposed regulation is the result of information gathered from a review of icing accidents and incidents, and it is intended to improve the level of safety when aeroplanes are operated in icing conditions.	FAA harmonization	tbd	Decision	tbd	tbd
27&29.010	Equipment systems and installations. As a result of harmonisation work: - Develop 27.1309 AMC to address IFR and VFR operations with complex systems whose failures are not hazardous or catastrophic. - Review 27/29.1309 and provide consistent terminology and failure condition categories with accepted aerospace standards - clarify and update various aspects of the AC/AMC material associated with CS-29. - consider complex systems whose failure may be hazardous or catastrophic.	Industry request	tbd	tbd	tbd	tbd
27&29.017	Rotorcraft rotor & transmission It is considered that the current advisory material could be enhanced to ensure a standardised approach and to provide better guidance on how to use design assessment results to establish appropriate compensating features where necessary.	Safety related	tbd	tbd	tbd	tbd
27&29.020	Vibration Health Monitoring (VHM): CS 27&29 (Book 1) rulemaking task to adopt ICAO recommendations on the fitment of VHM systems to helicopters, defining the applicability of helicopters and operations affected and to define the scope of VHM to be required.	Safety related	tbd	tbd	tbd	tbd

27&29.021	Rotor brakes / Rotor brake controls	MS request	tbd	tbd	tbd	tbd
27&29.022	Pilot compartment view	MS request	tbd	tbd	tbd	tbd
27&29.024	Night vision imaging system	Industry request	tbd	tbd	tbd	tbd
27&29.025	PCDS	Industry request	tbd	tbd	tbd	tbd
27&29.026	Additional requirements for helicopters operating to or from helidecks located in a hostile sea area - feature to prevent snagging with safety nets	MS request	tbd	tbd	tbd	tbd
27&29.027	Helicopter H-V Limitation	MS request	tbd	tbd	tbd	tbd
27&29.028	Pilot control forces	Safety recommendation	tbd	tbd	tbd	tbd
30.001	Transport Airships Development of the Certification Specifications for airships (CS-30T)	Industry Request	Group	Decision	2014,03	2016,02
30.002	Normal/ Commuter Airships: Development of the Certification Specifications for airships (CS-30N)	Industry Request	Group	Decision	2014,03	2016,02
31.002	Hot-Air Airships Development of the Certification Specifications for hot-air Airships (CS-31HA)	Industry request	Group	Decision	tbd	tbd
66.016	Appendix I and II Tables need to be developed in light of technological advancements including ATA chapter re-numbering / questions and number of answers and the question databank.	MS Request	Group	tbd	tbd	tbd
66.018	Appendix I and II Requirements need to be developed to avoid the split of basic modul examinations.	MS Request	Group	tbd	2014,03	2015,01
AWO.008	Category II/III GNSS Landing System Development of the necessary changes to CS-AWO to support GNSS Landing System Category II/III approach and landing.	Industry request	tbd	tbd	tbd	tbd

BR.011	Revision of the Basic Regulation in relation with 'aviation fluids'. An A-NPA will discuss this need. This was triggered by the issue of ant-ice and de-ice fluids.	Safety related	tbd	tbd	tbd	tbd
E.002	Engine imbalance loads This task aims at improving CS-E 520 (c)(2) (Strength: shedding of compressor or turbine blades) using JAA NPA 25- 305 and 306. (See also task 25.015 and 25.016)	Safety related	Agency	Decision	tbd	tbd
E.003	Fan blade off Improvement of CS-E 810 (compressor and turbine blade failures)	Safety related	tbd	tbd	tbd	tbd
E.004	Vibration Review of CS-E 650 (Vibration surveys) to consider problems encountered during recent certification activities	Certification request	tbd	tbd	tbd	tbd
E.005	150 h endurance test Improvement of CS-E 740 (Endurance tests) to overcome current problems during certification of engines	Certification request	tbd	tbd	tbd	tbd
E.008	Safety Analysis for piston engines: Preparatory work consists of the review of comparable requirements for Turbine Engines. Safety Analysis is an important requirement for engine safety	Safety related	tbd	tbd	tbd	tbd
E.012	Mandating Limits for Time-Limited Dispatch: The TLD limitations are EASA approved, and can not be changed without EASA approval. They need to be placed into the airworthiness limitations section of the ICA so that have special significance and cannot be changed without EASA approval. (See CRD 03-2005 Comment 74)	MS request	tbd	tbd	tbd	tbd
E.013	Engine open rotor	Industry request	tbd	tbd	tbd	tbd

E.016	Engine Rotor Integrity The engine community, including both US and European manufacturers, and led by the FAA, have for some years been undertaking research and developing enhanced AC material under the RISC (rotor integrity sub-committee) activities, to address structural issues relating to engine rotors (e.g. hard alpha inclusions, high energy rotor DT, etc.) This task aims to review and adopt the output from the RISC activities.	Industry request	tbd	tbd	tbd	tbd
GYR.001	Gyroplane	Industry request	tbd	tbd	tbd	tbd
M.020	Revision of written procedure covering the elimination of reported faults on flight control of any system failure when subjecting vital flight control systems to trouble shooting:	Safety related	Group	Decision	2014,03	2017,01
M.024	The CAME Part 1, AMC Appendix V or M.A.704 or M.A.708 makes very little > reference to Operational approvals such as AWOPS, RVSM, ETOPS etc. It was believed that this was covered on Surveyor training but seems to be not covered in the requirement other than through JAR OPS legislation.	MS Request	Group	tbd	2014,03	2016,02
M.026	Omission of M.A.801 c in the definition for: controlled environment	MS Request	Group	Opinion	2014,03	2016,01
MDM.001 (b)	Long Range Operations (LROPS): The A-NPA will explore the need for, and possible content of LROPS requirements.	Safety related	Agency	tbd	2014,03	2016,01
MDM.006	21A.174, 21B.320, Part M; Inspection requirements for CofA and ARC The proposals to ensure consistency of inspection requirements for Certificate of Airworthiness and Airworthiness Review Certificate will be reviewed and may lead to amendment of Parts 21, M and/or their related AMC/GM. This task is linked with 21.041	MS Request	Group	tbd	2014,03	2016,02

MDM.017	Appendices Guidance material should be developed on the proper manner to fill in the forms contained in the appendices.	MS Request	Agency	Decision	2014,03	2016,01
MDM.018	General Stakeholders feel there is a need for code coordination and a reduction of the duplication of issues in Part-M and Part-145. This could lead to changes to these regulations.	Industry Request MS Request	Agency	Opinion	2014,03	2016,02
MDM.024	HIRF (High Intensity Radiated Fields) Harmonization activity on a new CS/FAR xx.1317 and associated AC/AMC, on protection from HIRF. For CS-23, -25, -27 and -29	Safety related	tbd	tbd	tbd	tbd
MDM.025	Lightning: Harmonization activity on CS/FAR xx.1316 and associated AC/AMCs on lightning (environment, zoning, direct effects, indirect effects, fuel) For CS-23, -25, -27 and -29	Safety related	tbd	tbd	tbd	tbd
MDM.030 (b)	UAV further regulation Development of AMC/GM for the operations of UAV.	Legal obligation MS Request	Group	tbd	2014,01	2014,03
MDM.031 (c)	Commercial Air transportation operations Single Engine IMC Implementation of CS-23 SE-IMC Appendix.	Industry request	Group	Decision	tbd	tbd
MDM.050	Pilot Intervention Time Following Power Failure in Single-Engine Helicopters. Modification to Rule CS-VLR.143(d) and CS-27/29.143(d) - Controllability & Manoeuvrability.	Safety related	tbd	tbd	tbd	tbd
MDM.051	CVR Recording Quality Development of AMC/GM addressing safety recommendation.	DGAC proposal	tbd	Decision	tbd	tbd
MDM.052	Fuel Cells	Industry request	tbd	tbd	tbd	tbd
MDM.066	Special requirements for aeroplanes in private use only (Adaptation of CS-25 and CS-23 and AMC to CS-25 and CS-23)	Industry request	tbd	tbd	tbd	tbd

MDM.067	Flight data recording: Transmission via real time data link	Stakeholder request	tbd	tbd	tbd	tbd
MDM.068	Revision of FDR and CVR certification specifications Task covers CS-23, CS-25, CS-27 and CS-29	Safety recommendation	tbd	tbd	tbd	tbd
MDM.069	Takeoff and Landing Performance Assessment Objectives (taken from TALPA charter): Establish airplane certification and operational requirements (including training) for takeoff and landing operations on contaminated runways. Establish landing distance assessment requirements, including minimum landing distance safety margins, to be performed at the time of arrival. Establish standards for runway surface condition reporting and minimum surface conditions for continued operations	sub-SSCC (FAA)	tbd	tbd	tbd	tbd
TR.001	Tiltrotor	Industry request	tbd	tbd	tbd	tbd
VLA.002	Test Factors for Composite Structures Clarify that the special factors case of CS-VLA 619 (c) is not restricted solely to composite structures.	MS request	tbd	tbd	tbd	tbd
VLA.007	To include the following aspects in one general update of CS VLA: ~ Manouvering speed ~ Airspeed indicator ~ Powerplant instruments ~ Accesibility ~ Review of CS VLA 441, 443, 611, 1545(a), 1549 & 1507. Purpose is to review developments in CS(JAR) 22 & 23 since adoption of JAR VLA. Other proposals whether they are appropriate for CS VLA, taking into account their general intended safety level. There is a link with VLA.001, 003, & 005.	MS request	tbd	tbd	tbd	tbd

VLR.001	Applicability of CS-VLR: New initiative to expand the applicability of CS-VLR to include rotorcraft with a mass included between 600 kg and 750 kg.	Industry request	tbd	tbd	tbd	tbd
ETSO.010	ETSO C16a update - Electrically Heated Pitot and Pitot-Static Tubes	Safety related	tbd	tbd	tbd	tbd

4.4. R.5 – ATM/Airport Safety Department – Inventory tasks

The inventory list in this field will be established in the subsequent years. So far, only one task has been foreseen for the inventory.

Task #	Title	Driver	Work Method	Final Deliverable	Start	Delivery
ATM.006	Airspace users requirements	Basic Regulation	Group	tbd	tbd	tbd
ATM.020	Study on turbulences in public transportation	Safety recommendation	Group	tbd	tbd	tbd