

# European Aviation Safety Agency

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## 4-year Rulemaking Programme 2009 - 2012

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## 1. Executive summary

### 1.1. Background

The present multi annual Rulemaking Programme is developed after the recommendation from the Agency's Management Board adopted at its meeting in September 2008. This recommendation was adopted in response to an evaluation in accordance with Article 51 of Regulation (EC) 1592/2002<sup>1</sup>. In the recommendation the Agency was advised to establish a 3-year programme, which is consistent with available resources and is co-ordinated with the European Commission, AGNA and SSCC.

Following this recommendation the Rulemaking Directorate initiated the preparation of a 4-year Rulemaking Programme encompassing the period 2009-2012. This is one year more than originally requested (includes the year 2012) because of the activities and the start of the 1<sup>st</sup> and 2<sup>nd</sup> extension. An evaluation of the current and future human resources was performed in support of the planning. The Management Board, AGNA, SSCC and the European Commission were consulted on the predecessor planning documents fed into this 4-year Rulemaking Programme (i.e. the former 2009 Rulemaking Plan and 2009-2012 Advance Planning). The former planning documents were used as the framework in which the draft 4-year Rulemaking Programme 2009-2012 was developed for the production of rules. In the prioritisation of the tasks included in the present programme the following has been taken into account:

- inputs from stakeholders (Management Board, AGNA, SSCC and the European Commission);
- the legislative obligations of the Agency in respect to the 1<sup>st</sup> and 2<sup>nd</sup> extension of its remit;
- the results from the existing pre-Regulatory Impact Assessments.

The planning for 2009 should therefore be considered closed; the planning for 2010-2012 is subject to further consultation with stakeholders in the first quarters of 2009.

### 1.2. Areas of activities

In support of the 4-year planning the Rulemaking Directorate identified for the first time all its areas of activities. 8 main areas of activities were identified, as follows:

- A. Production of rules
- B. Support to rules
- C. ICAO
- D. External relations
- E. Analysis/ research

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<sup>1</sup> Regulation (EC) No 1592/2002 of the European Parliament and of the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency (OJ L 240, 7.9.2002, p.1). Regulation repealed by Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.03.2008, p. 1)

- F. Administration
- G. New developments
- H. Handling of exemption

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.

#### 1.4. Content

The present 4-year Rulemaking Programme contains tasks that the Rulemaking Directorate is planning to work on in 2009-2012. The plan provides detailed insight into the 2009 activities and shows the Rulemaking Directorate commitment for this year. The planning accuracy for the subsequent years goes down gradually reaching 20% uncertainty in 2012. The planning of the 2010-2012 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 and ATM/Air Navigation Systems) 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 decision<sup>2</sup> linked to the formal adoption of an opinion<sup>3</sup> through the appropriate legislative process such information is only indicative as the outcome of the legislative process cannot be precisely evaluated.

[Annex 2](#) contains a list of inventory tasks, on which the Rulemaking Directorate cannot initiate work with the currently available resources. The inventory tasks are shown per field (Environmental Protection, Flight Standards, Product Safety and ATM/Air Navigation Systems).

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<sup>2</sup> indicated with (b) after the task number

<sup>3</sup> indicated with (a) after the task number

## 2. 4-year Rulemaking Programme 2009-2012

### 2.1. R.2 – Environmental Protection in 2009-2012<sup>4</sup>

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
BR.004	<b>Essential Requirements (ER) for environment and related issues</b> including support legislative process adoption of Essential Requirements for environmental protection in Parliament and Council	Agency	Opinion	2006.03	Opinion: 2010.01 ER: 2011.04
36.005	<b>Implementation of CAEP/7</b>	Agency	Decision	2007.04	2009.03
BR.008(a)	<b>A-NPA on Implementation on CAEP/8</b> Update Article 6 of the BR to refer to Annex 16, Volume I (Noise) as amended following CAEP8	Agency	CRD	2008.04	2009.01
BR.008, 34.002, 36.006	<b>Implementation of CAEP/8</b>	Agency	Opinion, Decision	2010.04	2012.03
TBD	<b>A-NPA on Significant Environmental Issue or ICAO development</b>	Group	CRD	2012.01	2013.01

<sup>4</sup> For Environmental Protection, the consequences of the possible extension have **not** been taken into account.

## 2.2. R.3 – Flight Standards Department in 2009-2012

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
	<b>2009 tasks:</b>				
<b>21.039 (a)</b>	<p><b>Elaboration and adoption in the Community framework, of additional specifications for a given type of aircraft and type of operation.</b></p> <p>The objective is to specify the conditions under which an aircraft type has to be operated (MMEL, crew ratings, ...) and maintained (maintenance manual, 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 in 2009 after amendment of Part-21.</p>	Group	Opinion	2007.03	2009.03
<b>MDM.001 (a)</b>	<p><b>Revisions of current requirements for extended twin engines aircraft operations (ETOPS).</b></p> <p>Envisaged deliverables: decisions amending CS-Definitions, CS-25, CS-E, AMC-20 and the related AMC/GM to Part M and Part 145.</p> <p>Another task is conducted in parallel on Long Range Operations by any type of aircraft (LROPS).</p>	Agency	Decision	2004.03	2009.01
<b>FCL.001 (a)</b>	<p><b>Implementing rules for pilot licensing</b></p> <p>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.</p> <p>Envisaged deliverable: An opinion proposing a set of rules covering all pilot licenses.</p>	Group	Opinion	2006.03	2009.03
<b>OPS.001 (a)</b>	<p><b>Implementing rules for air operations</b></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>	Group	Opinion	2006.03	2009.04

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
OPS.004 (a)	<p><b>Implementing rules for the oversight of third country aircraft</b>  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.  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>	Agency	Opinion	2006.03	2009.04
<b>2010-2012 tasks:</b>					
20.002	<p><b>Airworthiness and Operational Approval of Electronic Flight Bags: Update of AMC 20 to incorporate JAA TGL 36 taking into account technological developments.</b>  <b>Envisaged deliverable: a decision amending AMC-20.</b></p>	Group	Decision	2006.01	2010.01
21.039 (b)	<p><b>Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation.</b>  Envisaged deliverable: a decision amending AMC/GM to Part 21. Depending on outcome of opinion on task 21.039(a) in 2009 RMP.</p>	Group	Decision		2010.01
21.039 (c)	<p><b>Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation.</b>  Envisaged deliverable: CS-MMEL for complex motor-powered aircraft.</p>	Group	Decision		2010.03
21.039 (d)	<p><b>Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation.</b>  Envisaged deliverable: CS-pilot type rating training.</p>	Group	Decision		2010.03
21.039 (f)	<p><b>Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation.</b>  Envisaged deliverable: CS-type specific data for cabin crew.</p>	Group	Decision		2010.03
21.039 (g)	<p><b>Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation.</b>  Envisaged deliverable: CS-data for evaluation of FSTD's.</p>	Group	Decision		2010.03
21.039 (h)	<p><b>Elaboration and adoption in the Community framework, of</b></p>	Group	Decision		2010.03

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
	<b>additional airworthiness specifications for a given type of aircraft and type of operation.</b> Envisaged deliverable: CS-pilot class rating training.				
FCL.001 (b)	<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.</b> 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 in 2009 RMP.	Group	Decision	2006.03	2010.01
FCL.008 (a)	<b>Qualifications for flying in IMC</b> Review of the transposed JAR-FCL requirements for the Instrument Rating in line with the wider scope of EASA compared to JARs.	Group	Opinion	2008.04	2010.04
FCL.008 (b)	<b>Qualifications for flying in IMC</b> Review of the transposed JAR-FCL requirements for the Instrument Rating in line with the wider scope of EASA compared to JARs.	Group	Decision	2008.04	2011.01
OPS.001 (b)	<b>Implementing rules for air operations</b> Based on the outcome of task OPS.001, the envisaged deliverable: a decision for AMC/GMs. Depending on outcome of opinion on task OPS.001 in 2009 RMP.	Group	Decision	2006.03	2010.01
OPS.004 (b)	<b>Implementing rules for the regulation of third country aircraft</b> Based on the outcome of task OPS.004, the envisaged deliverable: a decision for AMC/GMs. Depending on outcome of opinion on task OPS.004 in 2009 RMP.	Agency	Decision	2006.03	2010.01
OPS.029 (a)	<b>Child restraint devices</b> Development of Implementing Rules based on the results of the study conducted by EASA.	MDM? Affects ETSO	Opinion	2009.02	2012.02
OPS.029 (b)	<b>Child restraint devices</b> Development of AMC/GM based on the results of the study conducted by EASA.	MDM? Affects ETSO	Decision	2009.02	2012.04
OPS.055	<b>Evaluation of the provisions on Flight and Duty Time Limitation and rest requirements laid down in subpart Q of Annex III of EU OPS.</b>	Group	Decision	2009.02	2012.01

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
FCL.003 (a)	Powered lift licence Review of Implementing Rules for licencing in relation to the experience gained in the BA609 certification process.	tbd	Opinion	2010.01	2011.03
FCL.003 (b)	Powered lift licence Review of AMC/GM for licencing in relation to the experience gained in the BA609 certification process.	tbd	Decision	2010.01	2012.01
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.	tbd	Opinion	2010.01	2011.03
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.	tbd	Decision	2010.01	2012.01
OPS.016 (a)	Operations with Airships Development of Implementing Rules for the operation of airships.	tbd	Opinion	2010.01	2011.03
OPS.016 (b)	Operations with Airships Development of AMC/GM for the operation of airships.	tbd	Decision	2010.01	2012.01
OPS.017 (a)	Powered lift operations Development of Implementing Rules for the operation of powered lift aircraft (due to the BA609 certification application) aircraft.	tbd	Opinion	2010.01	2011.03
OPS.017 (b)	Powered lift operations Development of AMC/GM for the operation of powered lift aircraft (due to the BA609 certification application) aircraft.	tbd	Decision	2010.01	2012.01
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.	tbd	Opinion	2010.01	2011.03
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.	tbd	Decision	2010.01	2012.01
OPS.066 (a)	Operations with VLJ Review of Implementing Rules in relation to the operation of Very Light Jets.	MDM?	Opinion	2010.01	2011.03
OPS.066 (b)	Operations with VLJ	MDM?	Decision	2010.01	2012.01

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
	<b>Review of AMC/GM in relation to the operation of Very Light Jets.</b>				
OPS.067 (a)	<b>CoP aerial work: parachute ops, aerial application, display flying Review of Implementing Rules to better reflect industry best practices for certain 'aerial work' activities.</b>	tbd	Opinion	2010.01	2011.03
OPS.067 (b)	<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.</b>	tbd	Decision	2010.01	2012.01
OPS.069 (a)	<b>Tethered balloons Development of Implementing Rules for the operation of tethered balloons.</b>	tbd	Opinion	2010.01	2011.03
OPS.069 (b)	<b>Tethered balloons Development of AMC/GM for the operation of tethered balloons.</b>	tbd	Decision	2010.01	2012.01
OPS.071	<b>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.</b>	tbd	Decision	2010.01	2012.01
FCL.004 (a)	<b>Address separate requirements for co-pilot cruise relief pilots. Review of the Implementing Rules to address the alleviations in EU-OPS and ICAO that are conflicting with the BR.</b>	tbd	Opinion	2011.01	2014.01
FCL.004 (b)	<b>Address separate requirements for co-pilot cruise relief pilots. Review of the AMC/GM to address the alleviations in EU-OPS and ICAO that conflicting with the BR.</b>	tbd	Decision	2011.01	2014.03
MDM.030 (a)	<b>UAV further regulation Development of IR for the operations of UAV.</b>	tbd	Opinion	2011.01	2014.01
MDM.030 (b)	<b>UAV further regulation Development of AMC/GM for the operations of UAV.</b>	tbd	Decision	2011.01	2014.03
MDM.031 (a)	<b>Commercial Air transportation operations Single Engine IMC Development of the Implementing Rules for the airworthiness and operational approval.</b>	Group	Opinion	2011.01	2014.01
MDM.031 (b)	<b>Commercial Air transportation operations Single Engine IMC Development of the guidance material for the airworthiness and operational approval.</b>	Group	Decision	2011.01	2014.03
OPS.013 (a)	<b>RNP 4 in Oceanic and Remote Area Operations</b>	MDM? Affect	Opinion	2011.01	2014.01

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
	<b>Development of Implementing Rules for the RNP 4 approval.</b>	on AMC-20			
<b>OPS.013 (b)</b>	<b>RNP 4 in Oceanic and Remote Area Operations Development of AMC/GM for the RNP 4 approval.</b>	MDM? Affect on AMC-20	Decision	2011.01	2014.03
<b>OPS.027/028 (a)</b>	<b>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.</b>	tbd	Opinion	2011.01	2014.01
<b>OPS.027/028 (b)</b>	<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.</b>	tbd	Decision	2011.01	2014.03
<b>OPS.065 (a)</b>	<b>Review of equipment requirements Review of exemptions originating from EU-OPS/JAR-OPS and address ICAO recommendations in relation to the Implementing Rules.</b>	tbd	Opinion	2011.01	2014.01
<b>OPS.065 (b)</b>	<b>Review of equipment requirements Review of exemptions originating from EU-OPS/JAR-OPS and address ICAO recommendations in relation to the AMC/GM.</b>	tbd	Decision	2011.01	2014.03
<b>OPS.068</b>	<b>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.</b>	tbd	Decision	2011.01	2014.01
<b>20.010 (a)</b>	<b>Approval of Electronic Checklists Defining the conditions for airworthiness and operational approval of electronic checklists.</b>	Group	Decision	2012.01	2015.01
<b>FCL.002 (a)</b>	<b>Updating EASA FCL implementing rules First editorial review of the published IR taking into account comments received during the consultation on FCL.001.</b>	tbd	Opinion	2012.01	2015.01
<b>FCL.002 (b)</b>	<b>Updating EASA FCL implementing rules First editorial review of the published AMC/GM taking into account comments received during the consultation on FCL.001.</b>	tbd	Decision	2012.01	2015.03
<b>OPS.005 (a)</b>	<b>Updating EASA OPS implementing rules First editorial review of the published IR taking into account comments received during the consultation on OPS.001.</b>	tbd	Opinion	2012.01	2015.01

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
OPS.005 (b)	Updating EASA OPS implementing rules First editorial review of the published AMC/GM taking into account comments received during the consultation on OPS.001.	tbd	Decision	2012.01	2015.03
OPS.007 (a)	Data Link Recording Retrofit for aircraft used in CAT Transposition of JAA NPA-OPS 48A into IR.	tbd	Opinion	2012.01	2015.01
OPS.007 (b)	Data Link Recording Retrofit for aircraft used in CAT Transposition of JAA NPA-OPS 48A into AMC/GM.	tbd	Decision	2012.01	2015.03
OPS.008 (a)	Review and harmonisation with FAA of Aeroplane Performance for CAT Development of IR.	tbd	Opinion	2012.01	2015.01
OPS.008 (b)	Review and harmonisation with FAA of Aeroplane Performance for CAT Development of AMC/GM.	tbd	Decision	2012.01	2015.03
OPS.009 (a)	Runway Incursions Development of Implementing Rules based on transferred tasks from the JAA and the EUROCONTROL EAPPRI report.	tbd	Opinion	2012.01	2015.01
OPS.009 (b)	Runway Incursions Development of AMC/GM based on transferred tasks from the JAA and the EUROCONTROL EAPPRI report.	tbd	Decision	2012.01	2015.03
OPS.012 (a)	Unexpected Runway Changes Transferred task from the JAA OPSG.	tbd	Opinion	2012.01	2015.01
OPS.012 (b)	Unexpected Runway Changes Transferred task from the JAA OPSG.	tbd	Decision	2012.01	2015.03
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).	tbd	Opinion	2012.01	2015.01
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).	tbd	Decision	2012.01	2015.03
OPS.054 (a)	Helicopter radio-altimeters	tbd	Opinion	2012.01	2015.01

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
	Review of the IR's due to implementing/interpretation problems.				
OPS.054 (b)	Helicopter radio-altimeters Review of the AMC/GM due to implementing/interpretation problems.	tbd	Opinion	2012.01	2015.03
OPS.057 (a)	Transposition of JAA TGL43 HEMS mountain operations Transferred task from JAA.	tbd	Opinion	2012.01	2015.01
OPS.057 (b)	Transposition of JAA TGL43 HEMS mountain operations Transferred task from JAA.	tbd	Decision	2012.01	2015.03
OPS.058 (a)	Senior cabin crew incapacitation Transposition of NPA-OPS 62 into Implementing Rules.	tbd	Opinion	2012.01	2015.01
OPS.058 (b)	Senior cabin crew incapacitation Transposition of NPA-OPS 62 into AMC/GM.	tbd	Decision	2012.01	2015.03
OPS.070 (a)	Helicopter performance class 3 IMC operations Development of Implementing Rules resulting from ICAO amendment.	tbd	Opinion	2012.01	2015.01
OPS.070 (b)	Helicopter performance class 3 IMC operations Development of AMC/GM resulting from ICAO amendment.	tbd	Decision	2012.01	2015.03

### 2.3. R.4 – Product Safety Department in 2009-2012

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
	<b>2009 tasks:</b>				
<b>145.012[a]</b>	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.	Group + FAA	Opinion	started	2009.03
<b>20.003</b>	Airworthiness and Operational Approval of on board equipment required for RNP-RNAV (Required Navigation Performance/ Area navigation) Approach Operations Update of AMC 20 to incorporate draft JAA TGL XY and XZ taking into account technological developments. Envisaged deliverable: a decision amending AMC-20.	Group	Decision	started	2009.03
<b>20.006[c]</b>	APV/LPV RNAV	Agency	Decision	2009.01	2009.04
<b>21.023[b]</b>	Restricted CoA The objective is to clarify what a restricted CoA is, taking into account provisions of the Basic Regulation as well as previous work on Permit to Fly under task 21.023(a). Envisaged deliverable: an opinion proposing amendments to Part-21 and Part-M.	Agency	Opinion	started	2009.02
<b>21.024[a]</b>	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.	Group	Opinion	started	2009.03
<b>21.027[a]</b>	21A.431(d) Changes and repair to ETSO article: The objective is to make possible changes and repairs to ETSO articles outside ETSO authorizations. Envisaged deliverable: an opinion proposing amendments to Part-21. The task will be finalised as 21.027(b) with the production of the related AMC/GM in 2009 after amendment of Part-21.	Agency	Opinion	started	2009.02

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
21.038	Exemption" possibility for STCs and changes to TCs During the drafting of Part 21 the possibility to deviate from applicable airworthiness codes in case of a change to TC or STC has been omitted. The intended rulemaking action should correct this oversight. Envisaged deliverable: an opinion proposing amendments to Part-21.	Agency	Opinion	started	2009.01
21.039[a]	Elaboration and adoption in the Community framework, of additional specifications for a given type of aircraft and type of operation. The objective is to specify the conditions under which an aircraft type has to be operated (MMEL, crew ratings, ...) and maintained (maintenance manual, 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 finalized as 21.039(b) with the production of the related AMC/GM in 2009 after amendment of Part-21.	Group	Opinion	started	2009.04
23.001	Single engine stall speed Harmonisation of single engine stall speed in CS-23 with FAR-23. Envisaged deliverable: a decision amending CS-23.	Agency	Decision	started	2009.01
25.006	Thermal/ Acoustic insulation material: Amend several requirements to improve resistance to fire of insulation material and harmonise with FAR-25. Envisaged deliverable: a decision amending CS-25.	Agency	Decision	started	2009.02
25.015/016	Engine and APU Failure loads and Sustained Engine Wind milling Harmonization activity on 25.361, 25. 362 and related AMCs based on JAA NPA 25C-305 (see also task E.002) Harmonization activity of AMC on wind milling condition, based on JAA NPA 25E-306	Agency	Decision	started	2009.03
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.	Group	Decision	started	2009.02
25.041	Class B/F cargo compartments Ensure an acceptable level of safety for airplanes equipped with class B	Group	Decision	started	2009.02

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
	cargo compartments.				
<b>25.056[b]</b>	Flammability reduction/fuel tank safety	Group	Decision	started	2009.02
<b>31.001</b>	Balloons Development of the Certification Specifications for hot-air balloons. Envisaged deliverable: a decision issuing CS-31HB.	Agency	Decision	started	2009.01
<b>66.006[a]</b>	Privileges of B1 and B2 licenses: The objective is to provide for clarity as regards the privileges of B1 and B2 license holders for electrical/instrument systems. Envisaged deliverable: An Opinion proposing amendments to Part-145, Part-66 and Part-147.	Group	Opinion	started	2009.03
<b>66.009[a]</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 deliverable: An Opinion proposing amendments to Part-66. The task will be complemented by the adoption in 2009 of a Decision amending AMC/GM to Part-66 when it has been amended.	Group	Opinion	started	2009.03
<b>66.011[a]</b>	Type training The objective is to harmonize practices and avoid unjustified differences in type training duration. Envisaged deliverable: An Opinion proposing amendments to Part-66. The task will be complemented by the adoption in 2009 of a Decision amending AMC/GM to Part-66 when it has been amended.	Group	Opinion	started	2009.03
<b>66.022[a]</b>	License for non complex aircraft maintenance engineers The regulatory impact assessment of Part-M and further discussions with the affected persons show a need to create a new type of license more adapted to these types of aircraft. Envisaged deliverable: An Opinion proposing amendments to Part-145, Part-66 and Part-145.	Group	Opinion	started	2009.02
<b>66.024</b>	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.	Agency	Decision	2009.01	2009.04

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
ETSO.007[b]	ETSO-C119(b) Update for ACAS II	Agency	Decision	2009.01	2009.04
MDM.001[a]	Revisions of current requirements for extended twin engines aircraft operations (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).	Agency	Decision	started	2009.02
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)).	Agency	Decision	started	2009.03
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.	group	Opinion	started	2009.03
MDM.007[b]	EASA Form 1 Decision drafting AMC and GM to Part 145 and Part M	Group	Decision	started	2009.03
MDM.007[c]	EASA Form 1 Decision drafting AMC and GM to Part 21	Agency	Decision	2009.02	2009.03
MDM.022[b]	Fuel tank safety training issues – AMC/GM Issue new decisions superseding the current 2007/001/R, 2007/002/R and 2007/003/R. These new decisions will introduce a simplified training plan consisting of a Phase 1 (Awareness training) and a Phase 2 (Detailed training), and will recommend dates of implementation for each phase.	Agency	Decision	started	2009.01
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.	Group	tbd	started	2009.02
MDM.035	Grouping of various Human Factors related tasks	Agency	A-NPA	started	2009.04
VLA.004	Exits The objective is to review the design of exit, with a view to ensuring that rapid escape is possible from such aircraft in any normal and crash attitude, including the case of turnover. Envisaged deliverable: a decision amending CS-VLA.	Group	Decision	started	2009.02

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
	<b>2010-2012 tasks:</b>				
<b>145.001 [b]</b>	Cleaning up of Part-145 AMC/GM	Agency	Decision	started	2010.01
<b>145.006</b>	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.	Group	Opinion	2011.01	2013.01
<b>145.008</b>	145.A.45 Defect rectification procedure and repair assessment The text in Part-M and Part-145 differ. The text in Part-145 should be harmonised with Part-M. Review rule and transfer M.A 403(b) and the related AMC material. There should also be a check of consistency of the terminology defect/repair	Group	tbd	2009.02	2011.02
<b>145.011</b>	145.A.65(b) Some stakeholders feel that clarification is needed in order to better define the responsibilities of owners/operators and the Part-145 organisation's responsibilities. This could take the shape of an amendment to the rule or associated AMC/GM.	Group	Decision	2009.03	2011.03
<b>145.012 [b]</b>	Release to service Envisaged deliverable: A Decision amending AMC/GM to Part-M, Part-145 and Part-66 after amendment of these parts.	Group	Decision	started	2010.01
<b>145.017</b>	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.	Group	tbd	2010.01	2013.01
<b>145.021</b>	Acceptable data for use in Part 145 Organisation and repairs and to incorporate the associated Guidance material in AMC 20	Group	Decision	2009.02	2011.02
<b>145.022</b>	Control of contracted maintenance personnel (prg. 145.A30)		Decision	2009.03	2011.03
<b>145.023</b>	Amendments (rule and AMC/GM) adapted to the process of granting foreign Part-145 approvals	Agency	Decision	2009.01	2010.03
<b>147.001 [b]</b>	Cleaning up of Part-147 AMC/GM	Agency	Decision	started	2010.01
<b>147.003</b>	147.A.105(e) It is felt by certain stakeholders that entices should be put on the independence of assessors and examiners. This would of course lead to a	Group	tbd	2010.01	2012.01

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
	change of the rule.				
<b>147.004</b>	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 technology such as synthetic devices, computer based training, on line training, etc.	Agency	tbd	2010.01	2012.01
<b>20.003[b]</b>	Airworthiness and Operational Approval for on board equipment related to GPS (RNAV/GNSS)	Agency	Decision	2010.02	2012.02
<b>20.006[b]</b>	Miscellaneous improvement to AMC 20 [part II] incl. ED 078A & Output WG44 (RTCA193)	Agency	Decision	started	2011.02
<b>20.010</b>	Approval of Electronic Checklists Defining the conditions for airworthiness and operational approval of electronic checklists	Group	Decision	2011.01	2013.02
<b>21.010</b>	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 engines, propellers and ETSO articles. This may lead to amendment of Part 21 and/or its AMC/GM	Agency	Opinion	2009.01	2010.03
<b>21.013</b>	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.	Agency	Opinion	2010.01	2012.03
<b>21.018</b>	21A.101 Designation of Applicable Requirements and 21A.19 Changes requiring a new TC Recommendations from the International Implementation Team for the Changed Product Rule will be reviewed and may lead to amendment of Part 21 and/or its AMC/GM.	Group	Opinion	2011.01	2013.01
<b>21.022</b>	21A.163 POA privileges	Group	Opinion	2012.01	2014.01

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
	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.				
<b>21.023[d]</b>	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 2008 RMP.	Agency	Decision	started	2010.01
<b>21.024[b]</b>	The future of DOA Task introduced to review future industry needs and determine how DOA could be restructured. The need for an NPA/A-NPA will be determined following analysis of industry needs through a questionnaire.	Group	Opinion	started	2010.03
<b>21.026</b>	New categories of parts for which Form 1 is not required: Revision of 21A.307 to establish an appropriate legal basis.	Group	Opinion	2009.02	2011.01
<b>21.027[b]</b>	21A.431(d) Changes and repair to ETSO article 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 2008 RMP	Agency	Decision	2010.01	2010.03
<b>21.039[b]</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 2008 RMP.	Group	Decision	started	2010.02
<b>21.039[e]</b>	Elaboration and adoption of additional specifications for a given type of aircraft and type of operation CS-MCS (importation of 66-011) - liaison with Opinion Part 66	Group	Decision	2009.01	2010.03
<b>21.039 [c],[d], [f],</b>	Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of	Group	Opinion	started	2010.03

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
[g], [h], [i], [j]	operation. Envisaged deliverables: New CS may be developed for the elements to be approved such as MMEL and CS-26 to support the SD concept Depending on outcome of opinion on task 21.039(a) in 2008 RMP.				
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.	Agency	Opinion	2009.02	2011.03
21.042	Part 21 Third party supplier control	Group	Decision	started	2010.02
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	Agency	Opinion	2009.01	2011.01
21.055	Deteriorating Performance of Ageing Aircraft GM 21A.3B(b), paragraph 2.1.2.1 Flight	Agency	Decision	2012.01	2013.03
21.056	Permit to Fly issued by the Agency	Agency	Opinion	2009.04	2011.01
22.006	Sailplane and pilot rescue systems	Agency	Decision	2011.03	2013.01
22.009	Ground loads	Agency	Decision	2010.01	2011.02
22.010	Incorporation of special conditions in CS-22	Agency	Decision	2011.01	2012.03
23.005	High Performance airplanes	Agency/FAA group	Decision	started	2011.01
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	Group	Decision	2011.01	2013.03
23.014	Incorporation of special conditions in CS-23 incl Diesel engine installations	Agency	Decision	2012.01	2013.03
25.011	Flight Test Guide developments - Pilot Induced Oscillation: Develop harmonized CS/FAR 25 and AMC/AC - Handling Assessments using CS/FAR 25.1309/FAA HQRM: Develop harmonized Flight Test Guide material relating to the FAA's Handling Qualities Rating Method. - Flight Test procedures for Flight Guidance Systems coming from new	Agency/FAA group	Decision	2011.01	2012.03

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
	draft AMC to Cs 25.1329 - Pilot reaction time to in-board engine failure - Landing distance on wet runway				
25.026	<b>Electronic Checklists, smart alerting and automatic altitude call-outs:</b> 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	Group	Decision	2011.01	2012.03
25.027	<b>Aircraft Design:</b> The objective is to amend CS-25 to introduce requirement aiming at reducing approach and landing accidents by: - 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).	Agency	Decision	2012.01	2014.02
25.028	<b>Protection From Debris Impacts and Fire</b> 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 <b>Landing gear mechanism.</b> Harmonisation activity on 25.729 (a) plus AMC based on JAA NPA 25D-163	Group	Decision	started	2011.01
25.029	<b>25.1309 - Phase 2 activites</b> 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.	Agency/FAA group	Decision	started	2013.01

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
25.031	<b>FAR 25 Amendment 87:</b> 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	Agency	Decision	2010.02	2012.04
25.035	<b>Cabin environment – Air Quality:</b> 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.	Agency	Decision	started	2011.01
25.037[a]	<b>Avionics:</b> 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	Agency	Decision	started	2010.03
25.039	<b>Type and number of Passenger Emergency Exits</b> 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.	Agency	Decision	2009.01	2011.01
25.055	<b>Fuel System Low Level Indication / Fuel Exhaustion:</b> Design improvements cannot be overlooked in favour of only operational changes. Recent incidents show the importance of improving such requirements.	Group	Decision	2009.02	2011.01
25.057	<b>Security:</b> 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.	Agency	Decision	2009.01	2011.02
25.067	<b>Flight Test Guide</b> Publish a CS-25 Flight Test Guide which is a compilation of acceptable means of compliance for performance and handling qualities requirements	Agency	Decision	2010.01	2012.01
25.070	<b>Incorporation of special conditions in CS-25</b>	Agency	Decision	2009.02	2011.03
26.001	Type III exit: access and ease of operation	Agency	Decision	started	2011.01
26.002	Dynamic seat testing 16 g	Agency	Decision	2009.01	2011.03
26.003	Class D to C Cargo Compartment	Agency	Decision	2010.01	2011.03
26.004	Thermal/acoustic insulations	Agency	Decision	2010.01	2012.01
26.005	Class B/F Cargo Compartment	Agency	Decision	2011.01	2013.02

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
26.006	Reinforced cockpit doors - Double incapacitation	Agency	Decision	2012.01	2014.03
27&29.002[a]	<b>Damage Tolerance &amp; Fatigue Evaluation</b> 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.	Agency	Decision	2009.01	2010.02
27&29.002[b]	<b>Damage Tolerance &amp; Fatigue Evaluation</b> 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.	Agency	Decision	2010.01	2011.03
27&29.003	<b>Yawing Condition:</b> Review and further develop CS 27/29.351 and develop AMC as appropriate	Group	Decision	started	2011.02
27&29.008	<b>Ditching Occupant Survivability:</b> Harmonized activity to develop enhanced design standards associated with helicopter ditching on water	Group	Decision	2011.01	2013.02
27&29.019	<b>VHM specification &amp; update of MG15:</b> 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).	Group	Decision	started	2010.01
27&29.023	<b>Incorporation of special conditions in CS-27&amp;29</b>	Agency	Decision	2011.01	2012.03
30.001	<b>Transport Airships</b> Development of the Certification Specifications for airships (CS-30T)	Group	Decision	2011.01	2012.03
30.002	<b>Normal/ Commuter Airships:</b> Development of the Certification Specifications for airships (CS-30N)	Group	Decision	2011.01	2012.03
31.003	<b>Free Gas Balloons</b> Development of the Certification Specifications for Free Gas Balloons (CS-31GB)	Group	Decision	2009.02	2010.03
31.004	<b>Tethered Gas Balloons</b> Development of the Certification Specifications for Tethered Gas Balloons (CS-31TGB)	Group	Decision	2009.02	2010.03
66.001[b]	Cleaning up of Part-66 AMC/GM	Agency	Decision	started	2010.01
66.004[b]	Time limit for demonstration of compliance with knowledge and	Agency	Decision	started	2010.02

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
	experience requirements - AMC/GM				
66.006[b]	<p><b>Privileges of B1 and B2 licenses:</b> 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 2008 RMP.</p>	Group	Decision	started	2010.02
66.007	<p><b>Question data bank</b> Work was started by the JAA on a question databank. It will become the only source of questions and Appendix 1 will be modified to only require the use of the databank.</p>	Agency	Decision	2011.01	2013.01
66.009[b]	<p><b>Type training:</b> 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 2008 RMP.</p>	Group	Decision	started	2010.02
66.011[b]	<p><b>Type training:</b> 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 2008 RMP.</p>	Group	Decision	started	2010.02
66.013	<p><b>66.A.50</b> Medical drugs and alcohol policy needs to be clarified. This is a complex issue as the approach varies from country to country.</p>	Agency	tbd	2011.01	2013.01
66.018[a]	<p><b>Appendix I and II</b> Requirements need to be developed to avoid the split of basic module examinations.</p>	Group	tbd	2011.01	2013.01
66.022[b]	<p><b>License for non complex aircraft maintenance engineers</b> Envisaged deliverable: A Decision amending AMC/GM to Part-145, Part-66 and Part-145 following their amendment as suggested here above.</p>	Group	Decision	started	2010.01
66.025	<p><b>List of type ratings</b> This task has for objective to regularly update this living AMC, which is used as a reference for issuing type ratings.</p>	Agency	tbd	2010.01	2010.04

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
	Envisaged deliverable: A decision updating Appendix I of AMC to Part-66.				
66.026	<p><b>List of type ratings</b>  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.</p>	Agency	tbd	2011.01	2011.04
66.027	<b>Creation of a B4 license for avionics engineers</b>	Group	tbd	2010.02	2012.03
AWO.001	<p><b>Miscellaneous CS-AWO</b>  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 existing Special Conditions:  - Introduction of Head-Up Guidance Landing System (JAA NPA AWO-13)</p>	Agency	Decision	2010.02	2012.01
AWO.002	<p><b>Automatic pilot super Fail-Passive criteria</b>  Clarification of requirements to resolve comments submitted by industry on CS-AWO during its initial consultation in 2003.</p>	Group	Decision	2011.01	2013.01
AWO.006	<p><b>GNSS Landing System (GLS):</b>  The objective of the task is to establish requirements for:  - Category 1 Approach including autoland capability  - 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)</p>	Group	Decision	2012.01	2014.02
BR.010	Adaptation of BR for airworthiness of small aircraft GA	Agency	Opinion	2010.02	2012.03
E.009	<b>Ice Protection:</b>	Agency	Decision	started	2010.02

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
	Revision of CS-E 780 (tests in ice forming conditions) to introduce protection against Super-cooled Large Droplet (SLD) See also CS-25				
<b>E.011</b>	<b>Propulsion lubricating oil</b>	Agency	Decision	2012.01	2013.04
<b>E.014</b>	<b>Engine core lock (linked with FAA/AIA initiative following an NTSB recommendation)</b>	Agency	Decision	2010.01	2012.01
<b>E.015</b>	<b>Incorporation of special conditions in CS-E</b>	Agency	Decision	2010.01	2011.03
<b>ETSO.007</b>	Systematic review and transposition of existing FAA TSO for parts and appliances into EASA ETSO including electrical brakes	Agency	Decision	started	2010.03
<b>ETSO.008</b>	Systematic review and transposition of existing FAA TSO for parts and appliances into EASA ETSO	Agency	Decision	2010.01	2012.01
<b>M.001[b]</b>	Cleaning up of Part-M AMC/GM	Agency	Decision	started	2010.01
<b>M.009</b>	<b>AMC M.A.301 (8)</b> 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.	Agency	Decision	2010.02	2012.01
<b>M.014[a]</b>	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 rule	Group	Opinion	started	2010.03
<b>M.014[b]</b>	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	Group	Decision	started	2011.02
<b>M.022</b>	<b>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)</b> 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	Agency	Decision	2009.02	2011.02

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
	person is Accountable Manager in both organization				
M.024	<b>The CAME Part 1, AMC Appendix V or M.A.704 or M.A.708 makes very little &gt; reference to Operational approvals such as AWOPS, RVSM, ETOPS etc.</b> 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.	Group		2010.01	2012.02
M.025	<b>Amendments (rule and AMC/GM) adapted to the process of granting foreign Subpart F and Subpart G approvals</b>	Agency	Opinion	2009.01	2010.03
MDM.001[b]	<b>Long Range Operations (LROPS): The A-NPA will explore the need for, and possible content of LROPS requirements.</b>	Agency		2012.01	2014.01
MDM.003[b]	<b>Flight testing</b> Envisaged deliverable: a decision amending AMC/GM to Part 21 M (subject to amendment of Part 21 in accordance with MDM.003(a)) .	Group	Decision	started	2010.02
MDM.006	<b>21A.174, 21B.320, Part M; Inspection requirements for CofA and ARC</b> 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	Agency		2011.01	2013.02
MDM.017	<b>Appendices</b> Guidance material should be developed on the proper manner to fill in the forms contained in the appendices.	Agency	Opinion	2010.01	2012.01
MDM.020	<b>Definition of "critical systems"</b> 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.	Agency	Opinion	2009.01	2011.01
MDM.028[a]	<b>Development of an Ageing Aircraft Structure plan:</b> 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.	Group	Opinion	started	2010.02

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
MDM.028[b]	<p><b>Development of an Ageing Aircraft Structure plan:</b></p> <ul style="list-style-type: none"> <li>- Develop a Regulatory Impact Assessment (RIA) for identifying the need to go beyond large aeroplanes</li> <li>- Based on the results of the RIA, develop comparable technical elements for a plan in a comparable manner as for task (a).</li> <li>- Review and develop AMC 20-11, to reflect its wider applicability, as necessary</li> </ul>	Group	Opinion	2010.03	2012.02
MDM.028[c]	<p><b>Development of an Ageing Aircraft Structure plan:</b></p> <p>Change of Operational Use: this is not strictly only an ageing aircraft issue, but is related.</p> <ul style="list-style-type: none"> <li>- Amend xx.1529 to add a requirement on the TCH to publish key assumptions used in the structural analysis.</li> <li>- Propose compatible changes to Part M as necessary to ensure operators observe these assumptions.</li> </ul>	Group	Opinion	2011.02	2013.02
MDM.030	<p><b>UAV further regulation</b></p> <p>The A-NPA proposing a type certification basis for UAV will also request suggestions for further steps. This information will be used to better define the new task . As for more difficult issues as operations and airspace access, there still remains to find the right forum to establish the appropriate policies.</p>	Group	tbd	2011.01	2014.03
MDM.032[d]	<p><b>Regulation of aircraft other than complex motor powered aircraft, used in non-commercial activities:</b></p> <p>Based on the outcome of task MDM.032 (a)  Envisaged deliverable: a Decision amending AMC/GM to Part 21.  Depending on outcome of Opinion on task MDM.032 (e).</p>	Agency	tbd	started	2011.01
MDM.034	<p><b>Composites</b></p> <p>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)</p>	Agency	Decision	started	2010.03
MDM.038	<p><b>Non binding guidance on TBO limits</b></p> <p>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</p>	Agency	Decision	2009.02	2011.01

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
	task to issue guidance to the NAAs on this question.				
MDM.047	<b>Updating EASA OPS implementing rules - first editorial review of the published IR; update of Part M and Part-145 in relation to safety management system requirements, editorial amendments following the new BR and harmonisation with OPS IR.</b>	Agency	Opinion	started	2010.01
MDM.048	<b>M.A.402 Performance of maintenance</b> Rule and guidance should be developed on acceptable methods, techniques and practices on aircraft modifications (AC43-13).	Group	Decision	2010.01	2012.03
MDM.054	De-Icing - anti icing / AMC and GM following A.NPA 2007-13	Agency	Decision	2009.01	2010.02
MDM.055	New structure for Regulation 2042 and SMS embodiment	Agency	Opinion	2009.01	2011.01
MDM.056	Instructions for continuing airworthiness	Agency	tbd	2009.02	2012.01
MDM.057	Miscellaneous of Parts M	Agency	tbd	2010.01	2012.03
MDM.058	Miscellaneous of Parts 145	Agency	tbd	2010.01	2013.01
MDM.059	Miscellaneous of Parts 66, 147	Agency	tbd	2010.01	2013.01
MDM.060	New structure for Regulation 1702	Agency	Opinion	2010.03	2012.03
MDM.061	S & CEH Certif Memos publication : new generic GM (applicable to all CS)	Agency	Decision	2011.02	2013.01
VLA.001	<b>Approval for Night VFR (Visual Flight Rules)</b> Applicability of CS-VLA is limited to day VFR. Additional airworthiness requirements should be developed to allow certification to night VFR.	Agency	Decision	2011.02	2012.04
VLA.003	<b>Spin approval</b> CS-VLA limited today to Normal Operations only. It is envisaged to add requirements for spin approval	Group	Decision	2012.01	2013.03
VLA.005	<b>Increase of MTOW (Maximum Take-off Weight)</b> VLA aircraft are limited to 750 kg MTOW. An increase to 890 kg is requested by interested parties.	Agency	Decision	2013.02	2014.03
VLA.008	<b>Incorporation of special conditions in CS-VLA (includes now Night VFR VLA.001)</b>	Agency	Decision	2011.01	2012.03

2.4. R.5 – ATM/Airport Safety Office in 2009-2012

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
ADR.001 (a)	IRs for the safety and interoperability of aerodromes	Group	Opinion	2009.01	2011.01
ADR.001 (b)	CSs and AMCs for the safety and interoperability of aerodromes	Agency	Decision	2009.01	2013.01
ANS/ATM.001 (a)	IRs for ATM/ACM	Group	Opinion	2009.01	2011.01
ANS/ATM.001 (b)	AMCs on ATM/ACM	Group	Decision	2009.01	2013.01

### 3. Areas of activities /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	4 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 before 2010
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 conferences (Airworthiness, OPS, Licensing panels and Committee on Aviation	Working papers and presentations	continuous

#	Area of activity	Actions	Deliverables	Average workload/year
		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: Workshops; 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; JAA transition	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 per year
		Studies	Procurement and contract management;	3 studies/year;
			Support to Safety and Analysis Department	Support to Safety and Analysis

#	Area of activity	Actions	Deliverables	Average workload/year
				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; CQB; 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
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)

#	Area of activity	Actions	Deliverables	Average workload/year
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

#### 4. Inventory tasks /Annex 2/

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

Task #	Title	Work Method	Final Deliverable	Start date	Date of delivery
<b>BR.008 (b)</b>	<b>A-NPA on Implementation on CAEP/8</b> Update Article 6 of the BR to refer to Annex 16, Volume II (Engine emissions) as amended following CAEP8	Agency	CRD	tbd	tbd
<b>BR.009</b>	<b>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</b>	Agency	Opinion	tbd	tbd
<b>36.003</b>	<b>Noise requirements for tilt-rotor aircraft</b> 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).	Agency	Opinion, Decision	tbd	tbd
<b>MDM.037</b>	<b>Preparation of amendments as needed after possible revision of Essential Requirements for Environmental Protection</b> Such amendments may include changes to Part-21, CS-34 and CS-36 as appropriate	Agency	Opinion, Decision	tbd	tbd

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

Task #	Title	Work Method	Final Deliverable	Start date	Date of 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.	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.	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.	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.	tbd	Decision	tbd	tbd
FCL.007 (a)	Detailed specification of applicable FSTDs to be used for training and testing as currently indicated in JAR-FCL 1 and 2 (co-ordination with FSTD International Working Group) for amendment of ICAO DOC.9625 Development of IR.	tbd	Opinion	tbd	tbd
FCL.007 (b)	Detailed specification of applicable FSTDs to be used for training and testing as currently indicated in JAR-FCL 1 and 2 (co-ordination with FSTD International Working Group) for amendment of ICAO DOC.9625 Development of AMC/GM.	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.	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.	tbd	Decision	tbd	tbd

<b>MDM.045</b>	Helicopter limited icing operations Transfer of JAA NPA-OPS 50 into AMC/GM.	tbd	Decision	tbd	tbd
<b>MDM.046 (a)</b>	TGL 41 - Passive RFID Devices Transferred task from JAA.	tbd	Opinion	tbd	tbd
<b>MDM.046 (b)</b>	TGL 41 - Passive RFID Devices Transferred task from JAA.	tbd	Decision	tbd	tbd
<b>MDM.049 (a)</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 IR addressing safety recommendation.	tbd	Opinion	tbd	tbd
<b>MDM.049 (b)</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.	tbd	Decision	tbd	tbd
<b>MDM.051 (a)</b>	CVR Recording Quality Development of IR addressing safety recommendation.	tbd	Opinion	tbd	tbd
<b>MDM.051 (b)</b>	CVR Recording Quality Development of AMC/GM addressing safety recommendation.	tbd	Decision	tbd	tbd
<b>OPS.018 (a)</b>	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.	tbd	Opinion	tbd	tbd
<b>OPS.018 (b)</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.	tbd	Decision	tbd	tbd
<b>OPS.019 (a)</b>	GNSS approaches with helicopters Development of IR to address new technological development.	Group	Opinion	tbd	tbd
<b>OPS.019 (b)</b>	GNSS approaches with helicopters Development of AMC/GM to address new technological development.	Group	Decision	tbd	tbd
<b>OPS.020 (a)</b>	Practical hypoxia training Development of IR addressing safety recommendation GREC-2006-044 following Helios B737 accident.	tbd	Opinion	tbd	tbd
<b>OPS.020 (b)</b>	Practical hypoxia training Development of AMC/GM addressing safety recommendation GREC-2006-044 following Helios B737 accident.	tbd	Decision	tbd	tbd

<b>OPS.023 (a)</b>	FDR recording of cabin altitude Development of IR addressing safety recommendation GREC-2006-047 following Helios B737 accident.	tbd	Opinion	tbd	tbd
<b>OPS.023 (b)</b>	FDR recording of cabin altitude Development of AMC/GM addressing safety recommendation GREC-2006-047 following Helios B737 accident.	tbd	Decision	tbd	tbd
<b>OPS.024 (a)</b>	Restraint devices in a/c involved in parachute operations Development of IR addressing AAIB safety recommendation.	tbd	Opinion	tbd	tbd
<b>OPS.024 (b)</b>	Restraint devices in a/c involved in parachute operations Development of AMC/GM addressing AAIB safety recommendation.	tbd	Decision	tbd	tbd
<b>OPS.031 (a)</b>	Loss of control - cargo loading errors Development of IR based on transfer of JAA task.	tbd	Opinion	tbd	tbd
<b>OPS.031 (b)</b>	Loss of control - cargo loading errors Development of AMC/GM based on transfer of JAA task.	tbd	Decision	tbd	tbd
<b>OPS.032 (a)</b>	Consideration for Power Controlled A/C Concept (total loss of primary controls) Development of IR based on transfer of JAA task	tbd	Opinion	tbd	tbd
<b>OPS.032 (b)</b>	Consideration for Power Controlled A/C Concept (total loss of primary controls) Development of AMC/GM based on transfer of JAA task.	tbd	Decision	tbd	tbd
<b>OPS.035 (a)</b>	Feasibility of crash protected image recorders on the flight deck Development of IR addressing safety recommendation GREC-2006-48 following Helios B737 accident.	tbd	Opinion	tbd	tbd
<b>OPS.035 (b)</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.	tbd	Decision	tbd	tbd
<b>OPS.036 (a)</b>	Real weight and balance of an aircraft Proposal from DGAC to amend IR following incidents/accidents due to incorrect load data and loading.	tbd	Opinion	tbd	tbd
<b>OPS.036 (b)</b>	Real weight and balance of an aircraft Proposal from DGAC to amend AMC/GM following incidents/accidents due to incorrect load data and loading.	tbd	Decision	tbd	tbd
<b>OPS.037 (a)</b>	Contrast and conspicuity of wing surface escape markings Development of IR addressing AIB recommendation.	tbd	Opinion	tbd	tbd
<b>OPS.037 (b)</b>	Contrast and conspicuity of wing surface escape markings Development of AMC/GM addressing AIB recommendation.	tbd	Decision	tbd	tbd

<b>OPS.038 (a)</b>	Independent low height warning devices (e.g. RadAlt) for single pilot IFR CAT - aeroplanes Development of IR addressing safety recommendation UNKG-2006-103.	tbd	Opinion	tbd	tbd
<b>OPS.038 (b)</b>	Independent low height warning devices (e.g. RadAlt) for single pilot IFR CAT - aeroplanes Development of AMC/IR addressing safety recommendation UNKG-2006-103.	tbd	Decision	tbd	tbd
<b>OPS.042 (a)</b>	A qualified person capable of communicating with the emergency services should be on board at any time that a passenger is on board the aeroplane. Transfer of JAA OPSG ongoing task in the IR.	tbd	Opinion	tbd	tbd
<b>OPS.042 (b)</b>	A qualified person capable of communicating with the emergency services should be on board at any time that a passenger is on board the aeroplane. Transfer of JAA OPSG ongoing task in AMC/GM.	tbd	Decision	tbd	tbd
<b>OPS.044 (a)</b>	Authorisation of Aerodromes Rescue and Fire Fighting Services (RFFS) Transfer of JAA OPSG ongoing task in the IR.	tbd	Opinion	tbd	tbd
<b>OPS.044 (b)</b>	Authorisation of Aerodromes Rescue and Fire Fighting Services (RFFS) Transfer of JAA OPSG ongoing task in the AMC/GM.	tbd	Decision	tbd	tbd
<b>OPS.047 (a)</b>	Clarification of separate runway definition Transfer of JAA OPSG ongoing task in the IR.	tbd	Opinion	tbd	tbd
<b>OPS.047 (b)</b>	Clarification of separate runway definition Transfer of JAA OPSG ongoing task in the AMC/GM.	tbd	Decision	tbd	tbd
<b>OPS.050 (a)</b>	Low visibility operations Transfer of JAA AWOSG open items/ongoing work in the IR.	tbd	Opinion	tbd	tbd
<b>OPS.050 (b)</b>	Low visibility operations Transfer of JAA AWOSG open items/ongoing work in AMC/GM.	tbd	Decision	tbd	tbd
<b>OPS.056 (a)</b>	Use of diagonal strap type harness safety belt for observer seats on older FAR certified aircraft Development of IR addressing proposal from CAA Sweden.	tbd	Opinion	tbd	tbd
<b>OPS.056 (b)</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.	tbd	Decision	tbd	tbd
<b>OPS.059 (a)</b>	Carbon monoxide detector on board all GA aircraft Development of IR addressing safety recommendation FRAN-2002-001.13.	tbd	Opinion	tbd	tbd
<b>OPS.059 (b)</b>	Carbon monoxide detector on board all GA aircraft Development of AMC/GM addressing safety recommendation FRAN-2002-001.13.	tbd	Decision	tbd	tbd

<b>OPS.060 (a)</b>	Devices for reducing the effect of smoke and toxic fumes in large transport aircraft Development of IR addressing safety recommendation RUSF-2007-003.	tbd	Opinion	tbd	tbd
<b>OPS.060 (b)</b>	Devices for reducing the effect of smoke and toxic fumes in large transport aircraft Development of IR addressing safety recommendation RUSF-2007-003.	tbd	Decision	tbd	tbd
<b>OPS.061 (a)</b>	Flight crew training for go-around below DA/H Development of IR addressing safety recommendation SPAN-2004-030.	tbd	Opinion	tbd	tbd
<b>OPS.061 (b)</b>	Flight crew training for go-around below DA/H Development of AMC/GM addressing safety recommendation SPAN-2004-030.	tbd	Decision	tbd	tbd
<b>OPS.062 (a)</b>	Second pilot requirement for air ambulance flights with aeroplanes Development of IR addressing safety recommendation UNKG-2006-102.	tbd	Opinion	tbd	tbd
<b>OPS.062 (b)</b>	Second pilot requirement for air ambulance flights with aeroplanes Development of AMC/GM addressing safety recommendation UNKG-2006-102.	tbd	Decision	tbd	tbd
<b>OPS.063 (a)</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 IR addressing safety recommendation UNKG-2008-020.	tbd	Opinion	tbd	tbd
<b>OPS.063 (b)</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.	tbd	Decision	tbd	tbd

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

<b>Task #</b>	<b>Title</b>	<b>Work Method</b>	<b>Final Deliverable</b>	<b>Start date</b>	<b>Date of delivery</b>
<b>145.003</b>	AMC 145.A.25 The working environment is an important part of human factors that are themselves 80% of the time a factor in aviation accidents. It is felt that the requirement in itself does not suffice and AMC/GM should be added.	tbd	tbd	inventory	

<b>145.009</b>	145.A.45(g) Stakeholders feel that this paragraph is not precise enough on the responsibility for data. There should be some clarification that would lead to AMC/GM. Maintaining data current with TC holder requirements must be ensured. Some stakeholders feel that this is not the case today and that the rule should be strengthened on this issue.	tbd	tbd	inventory	
<b>145.015</b>	145.B.55 Competent authorities would like to have more information on archiving of Maintenance Organisation Expositions. This issue should be review and the necessary amendments made to the rule and its AMC/GM.	tbd	tbd	inventory	
<b>145.020</b>	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 requirment to allow the use of operators work cards / sheets for daily inspections and line checks only.	tbd	tbd	inventory	
<b>20.012</b>	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)	tbd	tbd	inventory	
<b>20.014</b>	Guidance for the Determination of Flight Technical Error (FTE) Develop harmonised guidance material for the determination of FTE to include but not limited to - 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	tbd	tbd	inventory	
<b>20.015</b>	Installation of stretchers in aircraft certificated under JAR/CS 25.562	tbd	tbd	inventory	

<b>21.004</b>	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	tbd	tbd	inventory	
<b>21.006</b>	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.	tbd	tbd	inventory	
<b>21.016</b>	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.	tbd	tbd	inventory	
<b>21.017</b>	21A.91 Classification of Changes	tbd	tbd	inventory	
<b>21.019</b>	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.	tbd	tbd	inventory	
<b>21.031</b>	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).	tbd	tbd	inventory	
<b>21.044</b>	Foreign Supplier Surveillance Make AMC and GM consistent with rules for international cooperation	tbd	tbd	inventory	
<b>21.045</b>	ETSO authorisation holder Reconsider why design and production should be one legal entity	tbd	tbd	inventory	
<b>21.047</b>	3D models. Introduce guidance to make clear that TC applicant can use 3D models instead of 2D drawings.	tbd	tbd	inventory	

<b>21.048</b>	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)	tbd	tbd	inventory	
<b>21.050</b>	Definition/clarification of the terms "Suspension, limitation and revocation": implementing rules + AMC/GM.	tbd	tbd	inventory	
<b>21.052</b>	Improvement of GM-21 101	tbd	tbd	inventory	
<b>21.054</b>	Direct shipment authorisation	tbd	tbd	inventory	
<b>22.002&amp;003</b>	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	tbd	tbd	inventory	
<b>22.005</b>	Electronic engine control systems The intent is to update the requirements in accordance with the state of the art, to cover new developments	tbd	tbd	inventory	
<b>22.007</b>	Stall warning devices	tbd	tbd	inventory	
<b>22.008</b>	Jet powered sailplanes	tbd	tbd	inventory	
<b>25.013</b>	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.	tbd	tbd	inventory	
<b>25.018</b>	<b>Fire Protection of Engine Mounts, Flight Controls and Other Structure</b>	tbd	tbd	inventory	
<b>25.019</b>	<b>Landing Gear Retracting Mechanism</b>	tbd	tbd	inventory	

25.022	<p><b>Ice protection – Harmonization</b>  For the short-term consider the need for requiring installation of ice detectors, aerodynamic performance monitors, or any other acceptable means to warn flight crews of ice accumulation on critical surfaces implying urgent action (regardless of whether the icing conditions are inside or outside of Appendix C of 14 CFR Part 25).  For the medium term consider the need for a Technical Standard Order for design and/or minimum performance specifications for ice detectors and aerodynamic performance monitors.  Develop the appropriate applicable standards and advisory material if a consensus on the need for such devices is reached.</p>	tbd	tbd	inventory	
25.025	<p><b>Terrain Awareness and Warning Systems (TAWS):</b>  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.</p>	tbd	tbd	inventory	
25.032	<p><b>Flight controls</b>  Harmonization activity on CS/FAR 25.671 and 672 on flight controls  Preparatory work consists of the resolution of dissenting opinion.</p>	tbd	tbd	inventory	
25.037[b]	<p><b>Avionics Phase 2</b>  Development of additional Appendices to AMC 25-11 covering HUD, EVS and SVS. Group</p>	tbd	tbd	inventory	
25.043	<p><b>Burn-through resistance of fuselage</b>  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</p>	tbd	tbd	inventory	

25.044	<p><b>Screening of current cabin safety paragraphs</b>  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 research and of the development of a regulatory Impact Assessment.</p>	tbd	tbd	inventory	
25.046	<p><b>Seat pitch:</b>  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</p>	tbd	tbd	inventory	
25.047	<p><b>Overhead bin safety precautions</b>  Develop a new AMC to CS 25.787 (Seats, berths, safety belts and harnesses) to mitigate risks from overhead bins.</p>	tbd	tbd	inventory	
25.048	<p><b>Falling and Blowing Snow:</b>  Modify CS-25 based on JAA NPA 25E-341:  The purpose of this NPA is to introduce AMC to CS 25.1093(b) (main engine) and CS 25B1093 (b) (Essential APU). This AMC will clarify what "falling and blowing snow" means and defines the environmental conditions to be considered. The text of the proposed ACJ is largely based upon the current practices of both FAA and JAA and aircraft manufactures. It therefore maintains current level of safety for most applications.</p>	tbd	tbd	inventory	
25.054	<p><b>Engine Cowl Latching:</b>  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.</p>	tbd	tbd	inventory	

25.058	<p><b>Ice protection and Appendix C</b>  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 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.</p>	tbd	tbd	inventory	
25.060	<p><b>Stalling Speeds/Structural Design Speeds</b>  Harmonization activity on a number of paragraphs related to structural stall speeds based on JAA NPA 25C-283</p>	tbd	tbd	inventory	
25.061	<p><b>Flight issues to address operational needs</b>  - 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.</p>	tbd	tbd	inventory	
25.062	<p><b>Vibration, Flutter and Aeroelastic Stability</b>  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</p>	tbd	tbd	inventory	
25.063	<p><b>Portable electronic devices (PEDs)</b></p>	tbd	tbd	inventory	
25.065	<p><b>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])</b></p>	tbd	tbd	inventory	

25.066	<b>Possible changes to structural design requirements:</b> Specific topic raised were; new fail safe/damage tolerance requirements and protection from engine rotor burst involving failure of multiple disks	tbd	tbd	inventory	
25.068	<b>Class E Cargo Compartments – Essential Systems Fire Protection</b>	tbd	tbd	inventory	
25.069	<b>The Crashworthiness of Composite Structures in Large Transport Aeroplanes</b>	tbd	tbd	inventory	
27&29.010	<b>Equipment systems and installations.</b> 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.	tbd	tbd	inventory	
27&29.017	<b>Rotorcraft rotor &amp; transmission</b> 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.	tbd	tbd	inventory	
27&29.018	<b>Helicopter tailrotor failures</b> 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.	tbd	tbd	inventory	
27&29.020	<b>Vibration Health Monitoring (VHM):</b> 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.	tbd	tbd	inventory	
27&29.021	<b>Rotor brakes / Rotor brake controls</b>	tbd	tbd	inventory	
27&29.022	<b>Pilot compartment view</b>	tbd	tbd	inventory	
27&29.024	Night vision imaging system.	tbd	tbd	inventory	
27&29.025	PCDS	tbd	tbd	inventory	

<b>66.014</b>	<b>66.A.200</b> Develop requirement for component certifying staff and for aircraft other than aeroplanes and helicopters.	tbd	tbd	inventory	
<b>AWO.007</b>	<b>New Technologies</b> The objective of the task is to establish requirements for the certification of Enhanced Vision and Synthetic Vision Systems (EVS and SVS)	Group	Decision	inventory	
<b>AWO.008</b>	<b>Category II/III GNSS Landing System</b> Development of the necessary changes to CS-AWO to support GNSS Landing System Category II/III approach and landing.	tbd	tbd	inventory	
<b>BR.011</b>	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.	tbd	tbd	inventory	
<b>E.003</b>	<b>Fan blade off</b> Improvement of CS-E 810 (compressor and turbine blade failures)	tbd	tbd	inventory	
<b>E.004</b>	<b>Vibration</b> Review of CS-E 650 (Vibration surveys) to consider problems encountered during recent certification activities	tbd	tbd	inventory	
<b>E.005</b>	<b>150 h endurance test</b> Improvement of CS-E 740 (Endurance tests) to overcome current problems during certification of engines	tbd	tbd	inventory	
<b>E.008</b>	<b>Safety Analysis for piston engines:</b> Preparatory work consists of the review of comparable requirements for Turbine Engines. Safety Analysis is an important requirement for engine safety,	tbd	tbd	inventory	
<b>E.010</b>	<b>Initial Maintenance Inspection</b> 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.	tbd	tbd	inventory	
<b>E.012</b>	<b>Mandating Limits for Time-Limited Dispatch:</b> 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)	tbd	tbd	inventory	
<b>E.013</b>	<b>Engine open rotor</b>	tbd	tbd	inventory	

<b>E.016</b>	<b>Engine Rotor Integrity</b> 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.	tbd	tbd	inventory	
<b>GYR.001</b>	Gyroplane	tbd	tbd	inventory	
<b>M.012</b>	<b>M.A.403</b> AMC/GM is needed on deferred rectification for defects on operational equipment in General Aviation for which no minimum equipment list is required.	tbd	tbd	Inventory	
<b>M.020</b>	<b>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:</b>	tbd	tbd	Inventory	
<b>MDM.018</b>	<b>General</b> 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.	tbd	tbd	inventory	
<b>MDM.024</b>	<b>HIRF (High Intensity Radiated Fields)</b> Harmonization activity on a new CS/FAR xx.1317 and associated AC/AMC, on protection from HIRF. For CS-23, -25, -27 and -29	tbd	tbd	inventory	
<b>MDM.025</b>	<b>Lightning:</b> 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	tbd	tbd	inventory	
<b>MDM.042</b>	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.	tbd	tbd	inventory	
<b>MDM.050</b>	<b>Pilot Intervention Time Following Power Failure in Single-Engine Helicopters.</b> Modification to Rule CS-VLR.143(d) and CS-27/29.143(d) - Controllability & Manoeuvrability.	tbd	tbd	inventory	

<b>MDM.052</b>	<b>Fuel Cells</b>	tbd	tbd	inventory	
<b>TR.001</b>	<b>Tiltrotor</b>	tbd	tbd	inventory	
<b>VLR.001</b>	<b>Applicability of CS-VLR:</b> New initiative to expand the applicability of CS-VLR to include rotorcraft with a mass included between 600 kg and 750 kg.	tbd	tbd	inventory	

#### **4.4. R.5 – ATM/Airport Safety Office – Inventory tasks**

The inventory list in this field will be established in the subsequent years.