

# European Aviation Safety Agency

## Amendment 1 of 2007 Rulemaking Programme

### Foreword

THIS PROGRAMME CONTAINS the rules which are expected to be issued in 2007. Such rules include: changes to certification specifications, new or changes to Acceptable Means of Compliance to Implementing Rules and Opinions.

The 2007 rulemaking programme was adopted on 31 July 2006. The amendment 1 of the 2007 rulemaking programme consists of the addition of one task:

- Task MDM.041 to address this urgent rulemaking demand.

The Agency informed its consultative bodies (AGNA, SSCC) on its intentions to issue amendment 1 of the 2007 Rulemaking Programme, as provided for in point 3.6 of the Management Board decision 07/2003 “The rulemaking procedure”.

#### Note 1:

For some tasks the description contains a reference to the JAA/FAA harmonisation work programme. This was mentioned to recall the origin of the proposal. For these tasks the JAA already issued an NPA and therefore the task of EASA is to finalise the work.

#### Note 2:

Codes used in date fields:

200X.01 - 1st quarter 200X

200X.02 - 2nd quarter 200X

200X.03 - 3rd quarter 200X

200X.04 - 4th quarter 200X

### Basic regulation

Task No.	Description	Work method	Start (Publication of first ToR)	NPA	CRD	Opinion / Decision
BR.003	Develop essential requirements and basic principles for the interoperability and safety regulation of air traffic management	Agency	To be issued	2007.02	2007.03	2007.04

### Multi-Disciplinary Measures

Task No.	Description	Work method	Start (Publication of first ToR)	NPA	CRD	Opinion / Decision
MDM.001 (a)	<b>ETOPS</b> Revisions to current ETOPS requirements (twin engines aircraft) affecting CS-Definitions, Part 21, CS-25, CS-E, JAR-OPS 1 and AMC 20. Another task is initiated in parallel on LROPS (all types of aircraft engaged in long range operations) with the view to include it in the 2008 programme.	Agency	17/07/2004	2006.04	2007.02	2007.04
MDM.002	<b>Ageing Wiring</b> Developing necessary rules and guidance intended to set the standards for mitigating the risks of ageing electrical cables by appropriate design and maintenance measures	Group	17/07/2004	2006.03	2007.01	2007.03
MDM.003	<b>Flight testing</b> The objective is to finalise the task initiated by JAA. A package of NPAs to JAR-1 to deal with design flight testing for certification purposes (e.g.: to obtain approval for TC, change to TC, STC, repair design, etc.).	NPA Agency CRD Group	15/12/2004	2006.03	2007.02	2007.04

**Multi-Disciplinary Measures**

<b>Task No.</b>	<b>Description</b>	<b>Work method</b>	<b>Start</b> <i>(Publication of first ToR)</i>	<b>NPA</b>	<b>CRD</b>	<b>Opinion / Decision</b>
<b>MDM.004</b>	<p><b>Implementation of CorA in all Organisation Approval requirements.</b> The report of the JAA Consistency of Organisation Approvals Group recommends improvements to provide with consistency between organisation approvals; the intent is to implement these recommendations wherever practical, leading to amendments of Parts 21, M, 145, 147 and/or their AMC/GM</p>	Agency	08/04/2005	2006.03	2007.02	2007.03

**Multi Disciplinary Measures**

Task No.	Description	Work method	Start (Publication of first ToR)	NPA	CRD	Opinion / Decision
MDM.032	<p><b>Regulation of aircraft other than complex motor powered aircraft, used in non-commercial activities</b>                      The objective is to propose and implement a coherent system adapted to the needs of the smaller end of civil aviation. This covers rethinking the existing regulatory framework and adapting it to the complexity of the aircraft. It also aims at elaborating interoperability requirements that are common to all types of aircraft exposed to the same risks in the same operating environment. This task may affect Parts 21, M, 66 and their related AMC/GM. It also contributes to future tasks related to the drafting of implementing rules of the extended Basic regulation to air operations and pilot licensing.                      The task will result in several different deliverables, with different timeframes:</p> <ol style="list-style-type: none"> <li>1. Opinion to modify regulation (EC) 1592/2002 to introduce a new concept for non-complex aircraft airworthiness;</li> <li>2. Opinion to amend Regulation 1702/2003 on points that do not require amendment of the Basic Regulation;</li> <li>3. Opinion to amend Regulation 1702/2003 on points that require amendment of the Basic Regulation.</li> </ol>	Group	23/02/2006	<p>2006.03</p> <p>2006.03</p> <p>2007. 04</p>	<p>2006.04</p> <p>2006.04</p> <p>2008.02</p>	<p>2007.01</p> <p>2007.01</p> <p>2008.04</p>

**Multi Disciplinary Measures**

<b>Task No.</b>	<b>Description</b>	<b>Work method</b>	<b>Start (Publication of first ToR)</b>	<b>NPA</b>	<b>CRD</b>	<b>Opinion / Decision</b>
<b>MDM.039</b>	<b>Harmonisation of enforcement system</b>	Agency	To be issued	2006.04	2007.02	2007.03
<b>MDM.041</b>	<b>Continued operation of CIS States of design aircraft registered by Member States</b> Define possible changes to the Basic Regulation and to Commission Regulation 1702/2003 that could be adopted in a short time and allow for the continued operation of CIS States of design aircraft registered by Member States. Continued operation of CIS States of design aircraft registered by Member States.	Agency	To be issued	2006.04	2007.01	2007.01

**PART 21**

<b>Task No.</b>	<b>Description</b>	<b>Work method</b>	<b>Start (Publication of first ToR)</b>	<b>NPA</b>	<b>CRD</b>	<b>Opinion / Decision</b>
<b>21.024(a)</b>	<b>Subpart J DOA</b> 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	28/11/2005	2006.03	2007.02	2007.03

**PART 21**

<b>Task No.</b>	<b>Description</b>	<b>Work method</b>	<b>Start</b> <i>(Publication of first ToR)</i>	<b>NPA</b>	<b>CRD</b>	<b>Opinion / Decision</b>
<b>21.043</b>	<b>Grand fathering aircraft that were not regulated in some Member states</b> Current work on integrating UK gliders into Regulation (EC) No. 1702/2003 shows a possible need to amend Regulation (EC) No. 1702/2003 to grandfather various types of aircraft that were not directly regulated in some Member states, but subject to a sufficient oversight by qualified assessment bodies.	Agency	To be issued	2006.04	2007.01	2007.02

**CS 25**

<b>Task No.</b>	<b>Description</b>	<b>Work method</b>	<b>Start</b> <i>(Publication of first ToR)</i>	<b>NPA</b>	<b>CRD</b>	<b>Opinion / Decision</b>
<b>25.037</b>	<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	To be issued	2006.03	2007.02	2007.03
<b>25.041</b>	<b>Class B/F cargo compartments</b> Ensure an acceptable level of safety for airplanes equipped with class B cargo compartments.	Group	10/03/2006	2006.04	2007.03	2007.04

**CS 27&29**

<b>Task No.</b>	<b>Description</b>	<b>Work method</b>	<b>Start (Publication of first ToR)</b>	<b>NPA</b>	<b>CRD</b>	<b>Opinion / Decision</b>
<b>27&amp;29.002</b>	<b>Damage Tolerance &amp; Fatigue Evaluation</b> This task results from the JAA/FAA harmonization program and aim at: -Developing design methodologies for fatigue evaluation of metallic components and amending 27/29.571. -Developing design methodologies for fatigue evaluation of composite components and creating a new 27/29.573.	Group	17/07/2004	2006.03	2007.02	2007.03
<b>27&amp;29.012</b>	<b>AC Revision</b> Non-significant/ non-controversial AC/AMC changes run on a 2-year cycle. 2006 revision cycle commenced Spring 2003.	Group	To be issued	2006.03	2007.02	2007.03

**CS 31**

<b>Task No.</b>	<b>Description</b>	<b>Work method</b>	<b>Start (Publication of first ToR)</b>	<b>NPA</b>	<b>CRD</b>	<b>Opinion / Decision</b>
<b>31.001</b>	<b>Balloons</b> Development of the Certification Specifications for hot-air balloons (CS-31HB)	Agency	17/07/2004	2006.02	2007.01	2007.02

**AWO**

<b>Task No.</b>	<b>Description</b>	<b>Work method</b>	<b>Start (Publication of first ToR)</b>	<b>NPA</b>	<b>CRD</b>	<b>Opinion / Decision</b>
<b>AWO.001</b>	<p><b>Miscellaneous CS-AWO</b> This task results from the JAA/FAA harmonization program and addresses:</p> <ul style="list-style-type: none"> <li>- High Altitude Landing System Performance (JAA NPA AWO-11)</li> <li>- Structural Limit Loads and Lateral Touchdown Performance (JAA NPA AWO-14)</li> <li>- Revisions to CS-AWO resulting from JAR/FAR 25.1329 activity (JAA NPA AWO-16) (linked to NPA 25F-344)</li> <li>- Incorporation of new technologies and replacement of existing Special Conditions:</li> <li>- Introduction of Head-Up Guidance Landing System (JAA NPA AWO-13)</li> </ul>	Group	17/07/2004	2006.04	2007.03	2007.04
<b>AWO.002</b>	<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	17/07/2004	2006.04	2007.03	2007.04

**CS - ETSO**

<b>Task No.</b>	<b>Description</b>	<b>Work method</b>	<b>Start (Publication of first ToR)</b>	<b>NPA</b>	<b>CRD</b>	<b>Opinion / Decision</b>
<b>ETSO.001</b>	<p><b>Validation of existing national equipment specifications</b> Based on Member States input, review using appropriate criteria, and transform, national specifications into ETSO</p>	Agency	15/12/2004	2006.03	2007.03	2007.04



**VLR**

<b>Task No.</b>	<b>Description</b>	<b>Work method</b>	<b>Start</b> <i>(Publication of first ToR)</i>	<b>NPA</b>	<b>CRD</b>	<b>Opinion / Decision</b>
<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.	Agency	28/11/2005	2006.03	2007.02	2007.04

**AMC - 20**

<b>Task No.</b>	<b>Description</b>	<b>Work method</b>	<b>Start</b> <i>(Publication of first ToR)</i>	<b>NPA</b>	<b>CRD</b>	<b>Opinion / Decision</b>
<b>20.002</b>	<b>AMC – Airworthiness and Operational Approval of Electronic Flight Bags</b> Originally planned as a JAA Operations Temporary Guidance Leaflet, this task includes airworthiness aspects that have to be taken over by EASA.	NPA Agency  CRD Group	16/08/2004	2006.03	2007.03	2007.04
<b>20.003</b>	<b>GM for Airworthiness and Operational Approval of on board equipment required for RNP-RNAV (Required Navigation Performance/ Area navigation) Approach Operations</b> Originally referred to as JAA Temporary Guidance Leaflets XY and XZ, , this task includes airworthiness aspects that have to be taken over by EASA.	Group	17/07/2004	2006.04	2007.03	2007.04

**Part M**

<b>Task No.</b>	<b>Description</b>	<b>Work method</b>	<b>Start</b> <i>(Publication of first ToR)</i>	<b>NPA</b>	<b>CRD</b>	<b>Opinion / Decision</b>
<b>M.007</b>	<p><b>Rule amendment for non-complex aircraft not engaged in commercial activities</b></p> <p>The regulatory impact assessment of Part-M made in 2005 and further discussions with the affected persons show a need to review the current text before its entry into force in March 2008. Related AMC/GM amendments are covered by a task currently initiated with the view to issuing its deliverable in 2008.</p>	Agency	08/04/2005	published in 2005	2006.04	2007.01

**Part 145**

<b>Task No.</b>	<b>Description</b>	<b>Work method</b>	<b>Start</b> <i>(Publication of first ToR)</i>	<b>NPA</b>	<b>CRD</b>	<b>Opinion / Decision</b>
<b>145.012</b>	<p><b>145.A.50 Multiple releases</b></p> <p>The co-existence in Europe of two different types of release to service, single release and multiple releases, can lead to misunderstandings and affect safety in a single system where products can circulate freely. The issue must be addressed and the necessary solutions found to mitigate the related risks.</p>	Group	11/09/2005	2006.04	2007.03	2007.04

**Part 66**

<b>Task No.</b>	<b>Description</b>	<b>Work method</b>	<b>Start</b> <i>(Publication of first ToR)</i>	<b>NPA</b>	<b>CRD</b>	<b>Opinion / Decision</b>
<b>66.003</b>	<b>AMC Appendix I</b> Updating list of type ratings – Recurring task every 4 months	Agency	17/07/2004	2007.01 2007.03	2007.02 2007.04	2007.03 2008.01
<b>66.004</b>	<b>66.A.10</b> Most authorities feel that the period, during which compliance with knowledge and experience requirements must be shown, should be limited. The objective of the task is to examine if and how the time a person may take to pass all the modules, should be limited.	Group	09/11/2005	2006.04	2007.03	2007.04

**Part 66**

<b>Task No.</b>	<b>Description</b>	<b>Work method</b>	<b>Start</b> <i>(Publication of first ToR)</i>	<b>NPA</b>	<b>CRD</b>	<b>Opinion / Decision</b>
<b>66.008</b>	<b>66.A.40</b> Today, Part-66 only requires the licence to be re-issued every 5 years without any controls. Several competent authorities consider that some controls should be made before renewing the validity of the licence and type ratings. The objective of the task is to examine if and how controls should be made before renewing the validity of Part 66 licences.	Group	09/11/2005	2006.04	2007.03	2007.04
<b>66.011</b>	<b>66.A.45(a)</b> According to reports made to the Agency, the same difference training course may vary from 2 days to 2 weeks, creating therefore unequal treatment among regulated persons. The objective of the task is to develop appropriate AMCs on type training.	Group	05/04/2006	2006.04	2007.02	2007.03