European Aviation Safety Agency

Rulemaking Programme

2016–2020

Final

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1. Introduction

1.1. General

The previous issue of the Rulemaking Programme was that of 2014–2017 in its revised version dated December 2013.

In 2014, the European Aviation Safety Agency (hereinafter referred to as the 'Agency') underwent a major organisational change. Two key characteristics of this change were:

— the dissolution of the Rulemaking Directorate and the transfer of rules development activities to the Certification Directorate and the newly created Flight Standards Directorate; and

— the assignment of all programming activities to the newly created Strategy and Safety Management Directorate.

The expected benefits of these two changes are:

— the integration of the rulemaking activities with other activities (certification, standardisation and organisation approvals) in the same field and the creation of poles of technical competences per department in each directorate; and

— the adoption of a top-down, fully consistent and coherent approach to the programming of the Agency key activities.

This issue of the Rulemaking Programme already takes advantage of the latter. Rulemaking tasks are not presented any more as a list of tasks per technical domain; instead, they are presented per main driver (safety; environment; efficiency/proportionality; level playing field) and main priority action areas (e.g. all tasks related to the issue of loss of control in flight (LOC- I)). Furthermore, they are presented in the context of other related Agency activities. In particular, a link to related European Plan for Aviation Safety (EPAS) and European Strategic Safety Initiative (ESSI)[1] safety promotion actions is established.

Through this, we aim to provide the Agency's stakeholders with a comprehensive and coherent vision of what the Agency intends to do in the coming years in order to improve safety or the environmental performance of the aviation sector (safety/environment driver), to support fair competition and free movement of persons and services (level playing field driver), and to support business, technological development and competitiveness (efficiency/proportionality driver).

1.2. Drivers of the Rulemaking Programme

Safety/environment — The rulemaking projects falling under this category are driven principally by the need to increase the current level of safety or improve the current environmental performance of the aviation sector.

[1] ESSI is the European Strategic Safety Initiative and includes 3 groups: European Commercial Aviation Safety Team (ECAST), dealing with Commercial Air Transport Safety; European General Aviation Safety Team (EGAST), dealing with General Aviation Safety; and European Helicopter Safety Team (EHEST), dealing with Helicopter Safety.

Level playing field — The rulemaking projects falling under this category are driven principally by the need to ensure that all players in a certain segment of the aviation market can benefit from the same set of rules, thereby promoting fair competition and free movement of persons and services. Naturally, these projects will also contribute to maintaining or even increasing the current level of safety.

Efficiency/proportionality — The rulemaking projects falling under this category are driven by the need to support technological and business advancements as well as to ensure that rules are cost-effective in achieving their objective. Naturally, these projects will also contribute to maintaining or even increasing the current level of safety.

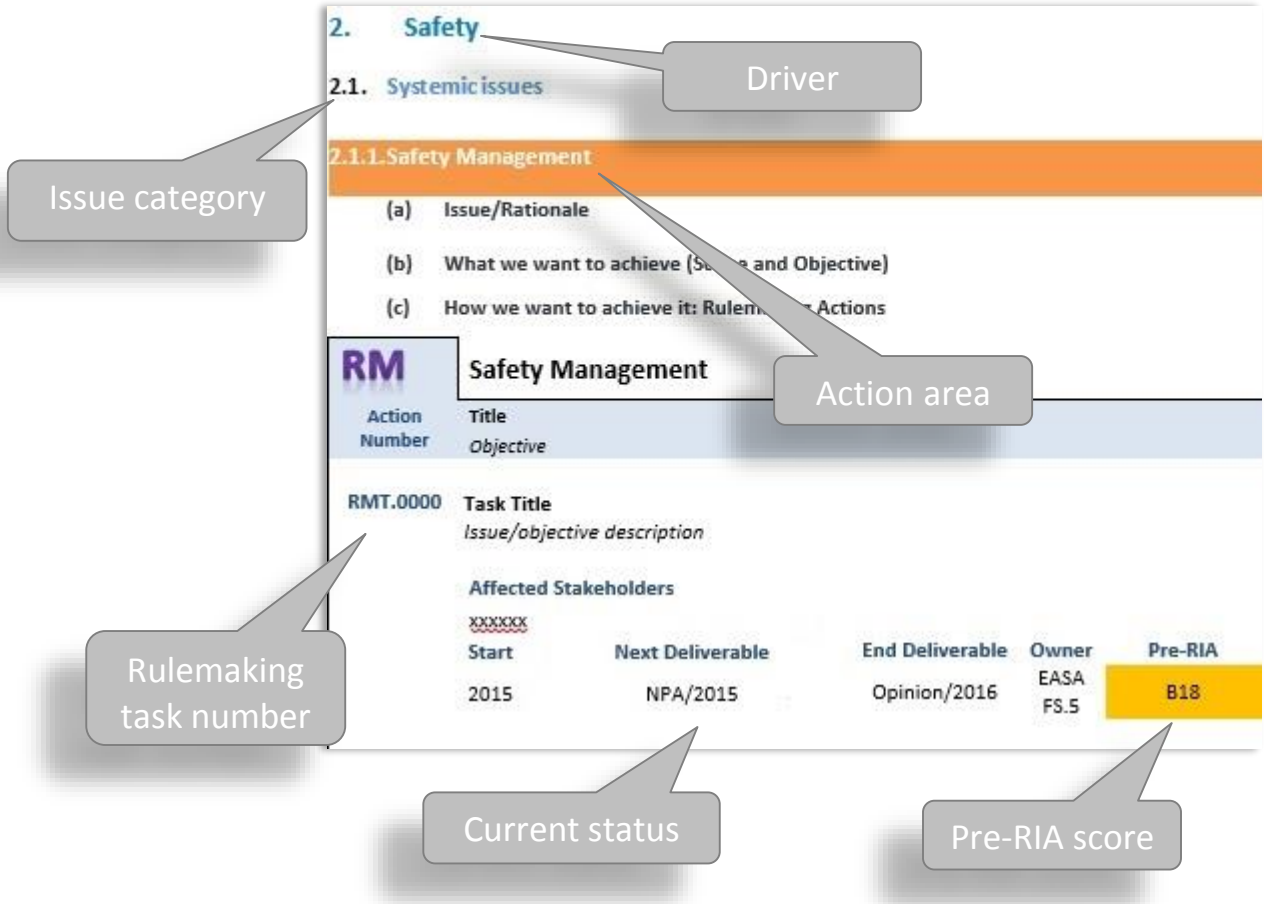
1.3. Structure of the Rulemaking Programme

This Rulemaking Programme is presented per driver, issue category and action area. For each action area, the issue, the objective and the related actions are presented. An action area may thus contain several rulemaking tasks. For completeness and transparency, the actions from the EPAS are also documented, including rulemaking, safety promotion and focused oversight actions.

For each rulemaking task, besides the specific issue and objective, the basic information related to responsibility, schedule and affected stakeholders is provided. The results from preliminary impact assessments (PIAs) are presented, where available[2], in the top right corner. Letters 'A', 'B', and 'C' indicate issues of high, medium or low significance; they are marked with red, amber and green colours respectively. The numbers are the result of further analysis. The higher the number, the higher the significance level of the issue, i.e. A22 is higher than A10, which is higher than B12. Preliminary regulatory impact assessments (Pre-RIAs) were not conducted in previous years for non-controversial recurring tasks (rule updates) and for tasks stemming from legal obligations.

The following figure is an example depicting how the above-mentioned conventions are used.

[2] Due to the ongoing review of the rulemaking process, which proposes preliminary impact assessments per action area (e.g. LOC- I), no preliminary regulatory impact assessments for the rulemaking actions included in this programme have been conducted and issued in 2015.



For each Opinion planned, the related CS, AMC and GM will be issued not later than one year after the adoption of the draft Implementing Rules by the EASA Committee. Therefore, the CS, AMC and GM pending adoption of the related Implementing Rules are not included in the programme, except for those scheduled to be issued in 2016.

The following tables provide an overview of the drivers, issue categories and action areas identified in this Rulemaking Programme.

1.3.1. Safety

In order to ensure full coherence and consistency, and at the same time provide the possibility for a better assessment of the priorities, the action areas related to the **safety** driver are presented under the same breakdown as in the **EPAS**.

Driver	Issue category	Action area	
Safety	Systemic issues	Safety management	
		Aviation personnel	
		Aircraft tracking, rescue operations and accident investigations	
	Operational issues	Commercial air transport fixed wing	Loss of Control in flight (LOC- I)
			Design and maintenance improvements
			Mid-air collisions (MACs)
			Runway safety
			Ground safety
			Controlled flight into terrain (CFIT)
			Fire, smokes and fumes
		Helicopter operations	
		General Aviation (GA) safety	
	Emerging issues	New products, systems, technologies and operations	
		Regulatory and oversight considerations	
		New business models	

1.3.2. Environment

The actions related to environmental protection are presented in a separate section to ease identification.

Driver	Action area
Environment	Climate change
	Aircraft noise
	Local air quality

1.3.3. Level playing field

In order to clearly identify which category (-ies) of stakeholders will benefit from the increased level playing field, the action areas related to the **level playing field** driver are broken down per category of stakeholders.

Driver	Action area
Level playing field	Airlines Manufacturers Operators other than airlines Maintenance organisations (MOs)/service providers/continuing airworthiness management organisations (CAMOs) Training organisations (TOs) Aerodrome operators Air traffic management (ATM)/air navigation services (ANS) systems and constituents GA Individuals (pilots, mechanical engineers, air traffic controllers (ATCOs)) Remotely piloted aircraft systems (RPAS)

1.3.4. Efficiency/proportionality

In order to clearly identify which category (-ies) of stakeholders will benefit from the improved efficiency and proportionality, the action areas related to the **efficiency/proportionality** driver are as well broken down per category of stakeholders.

In addition, under the **efficiency/proportionality** driver, two specific action areas have been included:

- → **Regular update/review of rules:** This includes generic tasks allowing the launch of minor improvements or technological updates, corrections or quick fixes to regulations.
- → **PCP/SESAR deployment:** This covers all tasks related to the implementation of the Pilot Common Project (PCP) and the single European sky ATM research (SESAR) programme.

Driver	Action area
Efficiency/proportionality	Aerodrome operators Airlines GA Manufacturers Operators other than airlines RPAS TOs MOs/service providers/CAMOs PCP/SESAR deployment Regular update/review of rules Individuals (pilots, mechanical engineers, ATCOs)

1.3.5. The need for a project approach to action areas

Certain action areas, such as 'loss of control', contain a large number of complex rulemaking and non-rulemaking actions. In order to effectively manage such an action area, it is suggested that projects are managed by a selected project manager per action area. The action areas qualifying for this approach include:

— loss of control;

— runway excursions (REs); and

— safety management.

It should be noted that GA tasks are already coordinated under the Road Map for Regulation of General Aviation project — shortly called the 'GA Road Map' .

1.4. The link to the Agency's strategic objectives and work programme 2016

This Rulemaking Programme provides the complete description of rulemaking activities in 2016 and a further outlook to 2020. The following table illustrates how this programme implements the strategic objectives.

Driver	Strategic objective	Issue and activity objective 2016	
Efficiency	Implementation of the performance-based environment	**Safety management** Objective: Work with authorities and organisations to implement safety management. **GA/CS-23 revision** — Adoption of the CS-23 revision with the objective of making the rules less prescriptive, relying more on industry standards; and — Provision of support to Member States (MS) in implementing the new Air OPS Regulation in accordance with the agreed strategy.	
Efficiency	Become the reference Agency for the implementation of the ATM regulatory framework	**SESAR deployment** Stemming from the SESAR programme, there is a need to develop a framework for the introduction of new technologies and the establishment of new principles at operational level in the field of ATM/ANS. Objective: Enable the implementation of new working methods and technologies developed by SESAR. Activities include regulatory enablers for remote tower operations and the SESAR common project implementing rules (IRs).	
Efficiency	Implementation of the GA Road Map	**GA** Objective: Reduce the regulatory burden for GA. This includes: — simplification of rules for instrument flight; — revision of the European operational rules for balloons in cooperation with stakeholders; — facilitation of the implementation of the rule for private pilot training outside approved training organisations (ATOs); — Light Part-M with the publication of a comment-response document (CRD) and an opinion by summer 2016; and — Reduction of regulatory burden by establishing CS-STAN for standard changes and repairs.	**57**

The Rulemaking Programme contributes to fulfilling the vision statements of the Agency's Strategic Plan: The Agency works on safety, in a proactive manner, helped by enhanced safety analysis capability.

1.5. Highlights

As regards safety, the Agency focuses on three areas to address systemic, operational and emerging issues. A key activity to address systemic issues is the incorporation of safety management principles in initial and continuing airworthiness. In the area of commercial air transport by aeroplanes, key actions are the review of pilot training provisions in order to address the recovery from upset scenarios, new measures to prevent loss of control during go-around or climb and the introduction of technology on-board aircraft to mitigate the risk of runway excursions. In the area of helicopter operations, a key activity is the strengthening of requirements for helicopter lubrication.

With regard to environmental protection, the main activity will be the update of Regulation (EC) No 216/2008 (hereinafter referred to as the 'Basic Regulation') in line with the Committee on Aviation Environmental Protection (CAEP)/10 recommendations expected for February 2016. The task to deliver an update of CS-26 for halon replacement is also expected to be concluded in the course of 2016.

The Agency's activities related to level playing field reflect the fact that rules may need to be harmonised within the EU as well as with the main international trade partners in order to ensure fair competition or facilitate the free movement of goods, persons and services. Focus activities in this field are in the areas of performance-based navigation (PBN), electronic flight bags (EFBs) and fuel planning.

The activities driven by efficiency/proportionality acknowledge the need to support technological advancements and deliver a cost-efficient regulatory system, which delivers safety at the lowest possible costs to stakeholders and citizens. A key priority for the Agency in this respect is the implementation of the 'Road Map for Regulation of General Aviation'. Work continues to progress in the various domains. This notably includes the reorganisation of CS-23 in order to reduce the certification costs. Furthermore, the simplification of maintenance rules for GA will continue.

The Agency will also further intensify the work on RPAS (civil drones) in order to deliver an efficient regulatory system for this emerging technology.

Finally, the Rulemaking Programme includes rulemaking projects necessary to support the regulatory needs stemming from the PCP/SESAR deployment.

2. Safety

2.1. Systemic issues

This area addresses system-wide problems that affect aviation as a whole. In most scenarios, these problems become evident by triggering factors and play a significant role in the final outcome of a safety event. They often relate to deficiencies in organisational processes and procedures.

2.1.1. Safety management

(a) Issue/rationale

Management of safety in a systematic and proactive way enables authorities and organisations to set up management systems that take into consideration potential hazards before aviation accidents occur. This global move is at the core of the new ICAO Annex 19, which entered into force in November 2013.

(b) What we want to achieve (scope and objective)

Work with authorities and organisations to implement safety management.

(c) How we want to achieve it: rulemaking actions

RM **Safety management**

Action number	Title Objective
RMT.0251	**Embodiment of safety management system requirements into Commission Regulations (EU) Nos 1321/2014 and 748/2012** With reference to ICAO Annex 19, the objective is to set up a framework for safety management in the initial and continuing airworthiness domain. Split task: (a) Part-M linked to OPS (CAMOs) (b) Part-145 linked to other organisation approvals (Part-147), Part 21 for production organisation approval (POA), design organisation approval (DOA). **Affected stakeholders** CAMOs, MOs, POA, DOA, TOs, and national aviation authorities (NAAs)

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2011	Opinion/2016	Opinion/2016 Opinion/2018	EASA FS.5	A12

RMT.0262 **Embodiment of level of involvement (LOI) requirements into Part-21**

To ensure compliance of Part-21 with the framework of safety management provisions of ICAO Annex 19. Introduction in Part-21 of a risk-based approach for the determination of the LOI of the Agency in product certification. This entails introduction of:

— systematic risk management (hazard identification, risk assessment and mitigation);
— safety performance-based oversight allowing to focus on areas of greater risk;
— safety awareness and promotion among all staff involved; and
— improved effectiveness and efficiency of Part-21 IRs achieved by their streamlining and improved consistency.

Affected stakeholders

DAHs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2013	Opinion/2016	Opinion/2016	EASA CT.7	B12

RMT.0681 **Alignment of implementing rules & AMC/GM with Regulation (EU) No 376/2014**

Alignment of IRs & AMC/GM with Regulation (EU) No 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No 996/2010 and repealing Directive 2003/42/EC and Commission Regulations (EC) Nos 1321/2007 and 1330/2007.

Affected stakeholders

Operators, pilots, MOs, ATOs, manufacturers, CAMOs, aerodrome operators, ATM/ANS service providers, and ATCO TOs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2015	NPA/2016	Opinion/2016 Decision/2016	EASA FS.5	-

(d) How we want to achieve it: other EPAS actions

SP/FO/RES **Safety management**

Action number	Action title	Activity sector	Owner	Deliverable/date
MST.001	Member States to give priority to the work on SSPs	ALL	MS	State safety plan (SSP) established/continuous
MST.002	Promotion of SMS	ALL	MS	Best practice/continuous
MST.003	Member States should set up a regular dialogue with their national aircraft operators on flight data monitoring (FDM) programmes	CAT	MS	Report on activities performed to promote FDM/continuous
SPT.057	SMS international cooperation	ALL	EASA FS.5	Report/continuous
SPT.059	SMS implementation support in ATM	ALL	EASA FS.4	Methodology/training material/best practice/continuous
SPT.060	Lack of experience on FDM-based indicators	CAT	EAFDM	Report/2016
SPT.062	Comparable risk classification of events across the industry	ALL	Network of Analysts& MS	Report/2017
SPT.063	Continuous monitoring of ATM safety performance	ALL	EASA FS.4 & SM.1	Report/2017
SPT.074	Dissemination of information on accidents and serious incidents	ALL	EASA SM.1	Accident summaries distributed/2016
SPT.076	FDM precursors of aviation occurrences categories (LOC- I, CFIT)	CAT	EOFDM	Report/2016
SPT.077	Good practices for an integration of an operator FDM programme with other operator's processes	CAT	EOFDM	Report/2016

2.1.2. Aviation personnel

(a) Issue/rationale

As new technologies emerge on the market and the complexity of the system continues increasing, it is of key importance to have the right competencies and adapt training methods to cope with new challenges. It is equally important for aviation personnel to take advantage of the safety opportunities presented by new technologies.

(b) What we want to achieve (scope and objective)

Ensure continuous improvement of aviation personnel competence.

(c) How we want to achieve it: rulemaking actions

RM **Aviation personnel**

Action number	Title Objective
RMT.0106	**Certification specifications and guidance material for maintenance certifying staff type rating training** Minimum standard for type rating training – ensuring appropriate competency level – safety; task linked to operational suitability data (OSD) The main objective is to improve the level of safety by requiring the applicant for a type certificate (TC) or restricted TC for an aircraft to identify the minimum syllabus of maintenance certifying staff type rating training, including the determination of type rating. This minimum syllabus, together with the requirements contained in Appendix III to Annex III (Part-66) to Commission Regulation (EU) No 1321/2014, will form the basis for the development and approval of Part-66 type training courses. **Affected stakeholders** Design approval holders (DAHs), TOs, and maintenance engineers **Start**: 2007 — **Next deliverable**: NPA/2016 — **End deliverable**: Decision/2018 — **Owner**: EASA FS.1 — **Pre-RIA**: -
RMT.0188	**Update of EASA FCL implementing rules** A complete first review of Part-FCL addressing a number of issues to be clarified or amended as identified by industry and MS. It also establishes a flight examiner manual (FEM) and a first draft of the learning objectives (LOs). Some of these corrections and clarifications also pertain to alleviations for the GA community. **Affected stakeholders** Examiners, instructors, pilots, and ATOs **Start**: 2011 — **Next deliverable**: CRD/2016 — **End deliverable**: Opinion/2017 — **Owner**: EASA FS.3 — **Pre-RIA**: -

RMT.0194 **Extension of competency-based training to all licences and ratings and extension of TEM principle to all licences and ratings**

More performance-based rulemaking will be addressed. The principles of competency-based training (CBT) shall be transferred to other licences and ratings, and the multi-crew pilot licence (MPL) should be reviewed in order to address the input from the ICAO MPL symposium and the European MPL Advisory Board. Some action items from the GA Road Map activity list such as modular training and CBT will be addressed as well.

Affected stakeholders

ATOs and pilots

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2016	ToR/2016	Opinion/2018	EASA FS.3	B18

RMT.0196 **Improve flight simulation training devices (FSTDs) fidelity**

An ICAO harmonisation issue, as the main purpose is to include in the European provisions elements from ICAO Doc 9625 for the use of FSTDs in flight training. The task will also address three safety recommendations (SRs) and aims at including results and findings from the loss of control avoidance and recovery training (LOCART) and RMT.0581 working group results. Harmonisation with the Federal Aviation Administration (FAA) should be considered.

Affected stakeholders

Operators, ATOs, pilots, instructors, and examiners

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2016	ToR/2016	Opinion/2018	EASA FS.3	B18

RMT.0486 **Alignment with ICAO on ATCO fatigue management provisions**

Alignment with ICAO on the subject provisions

Affected stakeholders

ANSPs and ATCOs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2016	ToR/2016	Opinion/2018	EASA FS.4	-

RMT.0544 **Review of Part-147**

To perform a review of the effectiveness of the implementation of Part-147.

Affected stakeholders

Part-147 TOs and NAAs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2016	ToR/2016	Opinion/2018	EASA FS.1	-

RMT.0589 **Rescue and firefighting services (RFFS) — Remission factor, cargo flights, etc.**

The objective of this rulemaking task is to ensure a high and uniform level of safety by establishing minimum medical standards for rescue and firefighting personnel required to act in aviation emergencies. It will also ensure that the level of protection for rescue and firefighting at aerodromes serving all-cargo or mail flights is proportionate to this type of traffic and their particular requirements. Finally, it will as well as ensure a clearer implementation of the remission factor in general.

The RMT has been split in two sub-tasks:

(a) 1st sub-task: Remission factor, cargo flights, etc.

(b) 2nd sub-task: RFFS personnel physical and medical fitness standards

Affected stakeholders

Aerodrome operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2014	Decision/2016	Decision/2016 Opinion/2016	EASA FS.4	-

RMT.0595 **Technical review and regular update of learning objectives and syllabi for commercial licences (IR)**

Technical review of theoretical knowledge syllabi, learning objectives, and examination procedures for the air transport pilot licence (ATPL), multi-crew pilot licence (MPL), commercial pilot licence (CPL), and instrument rating (IR)

Affected stakeholders

ATOs, pilots, instructors, and NAAs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2015	NPA/2016	Decision/2016 Decision/2018	EASA FS.3	-

RMT.0596 **Review of provisions for examiners and instructors (Subparts J & K of Part-FCL)**

A complete review of the subparts of Part-FCL containing the provisions for examiners and instructors. Industry and MS experts requested this task as an urgent correction and alignment of the rules in place. It will also address some of the elements proposed by the Agency's examiner/inspector task force.

Affected stakeholders

Pilots, instructors, examiners, ATOs, and operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2016	ToR/2016	Opinion/2018	EASA FS.3	-

RMT.0599 **Evidence-based and competency-based training**

A complete review of the provisions contained in ORO.FC. It will also include the review of ATQP programmes and the introduction of evidence-based training (EBT) and competency-based training (CBT) in the field of recurrent training.

Affected stakeholders

Pilots, instructors, examiners, ATOs, and operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2015	ToR/2016	Opinion/2018	EASA FS.3	-

RMT.0696 **Aligning the Implementation of Evidence-Based Training to European Rules (EBT introductory task)**

To facilitate the implementation of EBT within the existing European regulatory framework by developing Guidance Material (GM) and ensuring alignment with ICAO Doc 9995 'Manual of Evidence-based Training.

Affected stakeholders

Operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2015	Decision/2016	Decision/2016	EASA FS.3	-

(d) How we want to achieve it: other EPAS actions

SP/FO/RES **Aviation personnel**

Action number	Action title	Activity sector	Owner	Deliverable/date
FOT.003	Unavailability of adequate personnel in competent authorities	ALL	EASA FS.5	Report/annually
FOT.004	Unavailability of adequate personnel in competent authorities	ALL	EASA FS.5	Report/continuous
FOT.005	Unavailability of adequate personnel in competent authorities	ALL	EASA FS.5	Report/2016
RES.006	Effectiveness of flight time limitations (FTL)	CAT	European Commission (EC) (H2020)	Report/2018

2.1.3. Aircraft tracking, rescue operation and accident investigations

(a) Issue/rationale

Safety investigation authorities have frequently raised the issue of a lack of data to support investigations of light aircraft accidents. This is also related to the fact that light aircraft are not required to carry a flight recorder.

As regards large aircraft, the advent of new technologies as well as findings made during safety investigations highlight the need to update the installation specifications for flight recorders.

(b) What we want to achieve (scope and objective)

Increase safety by facilitating the recovery of information by safety investigation authorities and thus helping to avoid future accidents.

(c) How we want to achieve it: rulemaking actions

RM **Aircraft tracking, rescue operation and accident investigations**

Action number	Title Objective
RMT.0271	**In-flight recording for light aircraft** Assess the need for in-flight recording and make proportionate suggestions for categories of aircraft and types of operation covered by the air operations rules for which there is no flight recorder carriage requirement. Define in-flight recording requirements for these aircraft. Define requirements for the use, preservation and serviceability of the new in-flight recording solutions. **Affected stakeholders** Operators (of aircraft not yet required to have flight recorders)

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2014	NPA/2016	Opinion/2017	EASA FS.2	B8

RMT.0294 **Data link recording retrofit for aircraft used in CAT**

Assess the need to introduce data link recording for in-service aircraft in line with ICAO Annex 6 Parts I and III

Affected stakeholders

Operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2019	ToR/2019	Opinion/2021	EASA FS.2	-

RMT.0249 **Recorders installation and maintenance thereof — certification aspects**

The general objective of this rulemaking task is to improve the availability and quality of data recorded by flight recorders in order to better support safety investigation authorities in the investigation of accidents and incidents. More specifically, this rulemaking task is aimed at modernising and enhancing the specifications for flight recorder installation on board large aeroplanes and large rotorcraft.

Affected stakeholders

Operators (of aircraft required to be equipped with flight recorders)

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2014	NPA/2016	Decision/2017	EASA CT.7	B5

(d) How we want to achieve it: other EPAS actions

[None]

2.2. Operational issues: CAT by aeroplanes

This section addresses all types of CAT operations including business aircraft operations.

Through analysing the accident and serious incident categories, the following key safety risk areas for commercial air transport fixed wing operations have been identified in the Annual Safety Review (ASR) 2014. The proposed initiatives focus on reinforcing the barriers or risk controls that help to prevent fatalities.

The action areas are ordered by the number of fatal accidents, starting with LOC- I, which has shown the highest number of fatal accidents in the period from 2004 to 2013.

2.2.1. Loss of control in flight

(a) Issue/rationale

Loss of control usually occurs because the aircraft enters a flight regime which is outside its normal envelope, usually, but not always, at a high rate, thereby introducing an element of surprise for the flight crew involved.

It is the most frequent risk area for fatal accidents, both in Europe and worldwide. On average, there are 3 fatal accidents a year related to LOC- I worldwide and 1 every second year involving an EASA MS operator.

(b) What we want to achieve (scope and objective)

Further reduce the risk of accidents in this category.

(c) How we want to achieve it: rulemaking actions

RM **Loss of control in flight**

Action number	Title Objective			
RMT.0397	**Unintended or inappropriate rudder usage — rudder reversals** — To propose an amendment of CS-25 to protect the aeroplane against the risk of unintended or inappropriate rudder usage. This may be achieved either by setting standards mitigating erroneous rudder inputs from pilots to ensure safe flight, or by proposing standards that will ensure pilots will not make the erroneous rudder input. — To determine if retroactive specifications are suitable for already certified large aeroplanes. In case of a positive answer, to propose Part-26/CS-26 standards, eventually including applicability criteria. Those standards may differ from the ones proposed for CS-25 amendment. **Affected stakeholders** DAHs			
	Start	**Next deliverable**	**End deliverable**	**Owner**	**Pre-RIA**
	2017	ToR/2017	Decision/2019	EASA CT.7	B6

RMT.0647 **Loss of control or loss of flight path during go-around or climb**

The overall goal is to mitigate the safety risk (for large aeroplanes) of loss of control or loss of the flight path of the aircraft during the go-around or climb phases executed from a low speed configuration and close to the ground.

The second objective is to prevent an excessive nose-up trim condition when transitioning from a low-speed phase of flight to go-around or climb when high level of thrust is applied. This may be achieved by different means, such as increasing the flight crew awareness of the low speed/excessive nose-up trim condition, or incorporating active systems preventing an unusual configuration (low speed/excessive nose-up trim condition) from developing.

Affected stakeholders

DAHs and operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2015	NPA/2016	Decision/2017	EASA CT.7	A13

RMT.0581 **Loss of control prevention and recovery training**

Review of the provisions for initial and recurrent training in order to address upset prevention and recovery training (UPRT). The review will also address the implementation of the ICAO documents and several SRs. Other aspects to be covered are manual aircraft handling of approach to stall and stall recovery (including at high altitude), the training of aircraft configuration laws, the recurrent training on flight mechanics and training scenarios (including the effect of surprise).

This RMT is split in multiple deliverables. See the related Terms of Reference on the EASA website.

Note: Recurrent and conversion training provisions related to UPRT already published in May 2015. They will be applicable as of May 2016.

Affected stakeholders

Pilots, instructors, examiners, ATOs, and operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2013	Opinion/2016	Opinion/2016	EASA FS.3	A22

(d) How we want to achieve it: other EPAS actions

SP/FO/RES **Loss of control in-flight**

Action number	Action title	Activity sector	Owner	Deliverable/date
MST.004	Include loss of control in flight in national SSPs	CAT	MS	SSP established/continuous
SPT.012	Promote the new European provisions on pilot training	ALL	EASA SM.2	Report/2016
RES.005	Startle effect management	CAT	EASA SM.1	Report/2016

2.2.2. Design and maintenance improvements

(a) Issue/rationale

Design improvements may limit the probability of technical failures.

Technical failure is the most frequent cause of accidents and serious incidents. Excluding post-crash fires it is also the 2nd highest cause of fatal accidents.

(b) What we want to achieve (scope and objective)

To improve overall safety in relation to bird ingestion, ditching, etc. through design improvements.

(c) How we want to achieve it: rulemaking actions

RM **Design and maintenance improvements**

Action number	Title / Objective
RMT.0049	**Specific risk and standardised criteria for conducting aeroplane-level safety assessments of critical systems** To define a standardised criterion for conducting aeroplane-level safety assessment of specific risks that encompasses all critical aeroplane systems on large aeroplanes (i.e. in particular update AMC to CS 25.1309), based on the results of the Aviation Rulemaking Advisory Committee (ARAC) Airplane-level Safety Analysis Working Group (ASAWG). In addition, to amend AMC 25.1309 taking into account the latest updates of industry documents, such as ED79A/ARP4754A. To update CS 25.671 on safety assessment of flight control systems, based on the results of the ARAC Flight Controls Harmonisation Working Group (FCHWG). For both objectives, harmonisation with the FAA, the Transport Canada Civil Aviation (TCCA) and Agência Nacional de Aviação Civil (ANAC) will be ensured as much as possible. **Affected stakeholders** DAHs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2010	CRD/2017	Decision/2017	EASA CT.7	-

Action number	Title / Objective
RMT.0069	**Seat crashworthiness improvement on large aeroplanes — Dynamic testing 16g** The objective is to improve the protection of occupants on board large aeroplanes operated for commercial air transportation of passengers, when they are involved in a survivable impact accident. This improvement would be reached by introducing on large aeroplanes used for commercial air transportation that were type certified without the JAR-25 change 13 standard improvements, passengers and cabin crews seats meeting the improved standard for dynamic testing and occupant protection, already used for type certification of new large aeroplanes. **Affected stakeholders** CAT operators and manufacturers

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2012	Opinion/2016	Opinion/2016	EASA CT.7	A12

RMT.0217 **CAMOs' and Part-145 organisations' responsibilities**

Establishment of the principles to mitigate the risks linked to a faulty assessment and coordination of the responsibilities of CAMOs and Part-145 organisations, especially in complex, multi-tier and subcontracted maintenance.

Affected stakeholders

Operators, CAMOs, and MOs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2013	Opinion/2017	Opinion/2017	EASA FS.1	A16

RMT.0225 **Development of an ageing aircraft structure plan**

Develop the technical elements for an ageing aircraft structure plan:

— Review and update the supplemental structural inspection programme (SSIP) for effectiveness;

— Review existing corrosion prevention programmes and develop a baseline corrosion prevention/control programme to maintain corrosion to an acceptable level;

— Review all structurally-related service actions/bulletins and determine which require mandatory terminating action or enforcement of special repetitive inspections;

— Develop guidelines to assess the damage tolerance of existing structural repairs, which may have been designed without using damage tolerance criteria. Damage tolerance methodology needs to be applied to future repairs; and

— Evaluate individual aeroplanes design regarding the susceptibility to widespread fatigue damage (WFD) and develop a programme for corrective action.

The rulemaking framework for such issues is somewhat complex because it is necessary to address, generally speaking, the following items:

— Amendment to certification specifications (CSs) to improve the standards for ageing aircraft issues. This will address the case of future TC and future amendments to TC/future supplemental type certificate (STC) in accordance with the changed product rule; and

— Requirements on existing DAHs (e.g. TC, STC holders) to review their existing designs to demonstrate compliance with the amended CS. Requirements on operators to introduce modifications in individual aircraft and maintenance programmes resulting from the design review.

Affected stakeholders

DAHs and operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2007	CRD/2016	Opinion/2016	EASA CT.7	-

RMT.0393 **Maintenance check flights (MCFs)**

Establish operational requirements and crew competence criteria for the performance of maintenance check flights to reduce the probability of incidents and accidents of this type of flights. This will not be limited to operators subject to EU-OPS approval but to any operator performing these flights.

Affected stakeholders

Operators, CAMOs, and MOs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2011	Opinion/2016	Opinion/2016	EASA FS.1	-

RMT.0453 **Ditching parameters without engine power**

Amend CS-25 to require that ditching parameters can be attained by pilots without the use of exceptional skills, including without engine power.

Affected stakeholders

DAHs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2016	ToR/2016	Decision/2018	EASA CT.7	B6

RMT.0521 **Airworthiness review process**

Performance of a full review of the airworthiness review process to introduce an improved framework to mitigate the risks linked to a faulty airworthiness review with potential safety consequences where the actual airworthiness status of the aircraft is below the standard.

Affected stakeholders

Operators, CAMOs, and NAAs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2013	Opinion/2017	Opinion/2017	EASA FS.1	B12

RMT.0586 **Tyre pressure monitoring system**

— The specific objective is to propose a regulatory change to ensure that large aeroplanes' tyres inflation pressures remain within the pressure specifications defined by the aircraft manufacturer.

— The rulemaking proposal should consider better enforcing the operator's responsibility to ensure regular tyre pressure checks, and also the aircraft manufacturer's obligation to define the tyre pressure check procedures and intervals in the instructions for continuing airworthiness (ICA); as different practices exist in terms of content and presentation of the information in the aircraft maintenance manual (AMM), it could be proposed to better standardise this ICA item among manufacturers and aircraft.

— Since a tyre pressure check legal obligation would not always guarantee that the tyres are correctly inflated (e.g. air leakage in the tyre/wheel assembly, maintenance error or negligence, failure/inaccuracy of the inflation equipment, operator not correctly performing the regular checks, etc.), the rulemaking proposal should also include the installation of a tyre pressure monitoring system which will alert the pilots when a tyre pressure is abnormal or out of tolerance.

Affected stakeholders

Operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2016	ToR/2016	Decision/2018	EASA CT.7	A16

RMT.0588 **Aircraft continuing airworthiness monitoring — Review of key risk elements**

Considering the implementation experience (including Standardisation feedback), the objective is to review the current principles specified in AMC3 M.B.303(b) 'Aircraft continuing airworthiness monitoring', and the related GM1 M.B.303(b) and Appendix III to GM1 M.B.303(b). In particular, to assess:

— if the requirements adequately address the processing of key risk elements (KREs) requiring annual reviews to ensure that all regulatory references remain up to date; and

— the appropriateness of each KRE, determine the need for additional KREs, review the adequacy and pertinence of typical inspection items included.

Affected stakeholders

NAAs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2016	ToR/2016	Decision/2018	0	

RMT.0671 **Engine bird ingestion**

A US ARAC group was tasked to work on several improvements to the bird ingestion requirements. The group should produce a report in 2015.

Affected stakeholders

Manufacturers

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2015	ToR/2016	Decision/2017	EASA CT.7	-

RMT.0686	**HP rotor integrity and loss-of-load (due to shaft failure)** The task will review and amend CS-E 840 and CS-E 850 to address certification issues for new designs. There will be a US industry-led group which will be formed, to discuss the pre-rulemaking on this issue. European industry has raised this item and they would support EASA rulemaking on this issue preferring EASA to take the lead. **Affected stakeholders** DAHs				
	Start	**Next deliverable**	**End deliverable**	**Owner**	**Pre-RIA**
	2016	ToR/2016	Decision/2019	EASA CT.7	-

(d) How we want to achieve it: other EPAS actions

[None]

2.2.3.Mid-air collisions

(a) Issue/rationale

A MAC is an accident where two aircraft come into contact with each other while both are in flight. Although there has been no major mid-air collision in Europe in recent years, AIRPROX related occurrences are the 2nd most critical risk area for all non-fatal accidents and serious incidents in Europe.

(b) What we want to achieve (scope and objective)

Further reduce the risk of MACs.

(c) How we want to achieve it: rulemaking actions

RM **Mid-air collisions**

Action number	Title Objective				
RMT.0376	**Carriage of ACAS II equipment on aircraft other than aeroplanes in excess of 5 700 kg or 19 pax** Set up the framework for reducing the risk of MACs. **Affected stakeholders** Operators				
	Start	**Next deliverable**	**End deliverable**	**Owner**	**Pre-RIA**
	2016	ToR/2016	Opinion/2018	EASA FS.4	A15
RMT.0445	**Technical requirements and operational procedures for airspace design, including procedure design** Development of the necessary organisational and technical requirements on airspace design, thus ensuring that the specific safety objectives of the Basic Regulation are met; basically, the scope of the task is to establish the requirements for the design of flight procedures and ATS routes, to support the implementation of PBN operations and evaluate the need for extension to other airspace structures and flight procedures design; this will include an analysis of the need to be included in the ATM/ANS certification scheme. **Affected stakeholders** ANSPs and operators				
	Start	**Next deliverable**	**End deliverable**	**Owner**	**Pre-RIA**
	2014	NPA/2016	Opinion/2016	EASA FS.4	-

RMT.0464 **Requirements for air traffic services**

Transposition of the relevant ICAO provisions on ATS. The objective is to define a sufficient level of harmonisation throughout the EU, based on mandatory and flexible requirements and define proportionate and cost-efficient rules.

Affected stakeholders

ANSPs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2014	NPA/2016	Opinion/2017	EASA FS.4	-

RMT.0477 **Technical requirements and operational procedures for aeronautical information services and aeronautical information management**

Development of the necessary harmonised requirements and AMC/GM for the provision of aeronautical information and data, mainly based on the transposition of ICAO Annex 15 and ICAO Annex 4. The task will also fulfil specific needs stemming from the SES implementation.

Affected stakeholders

ANSPs and operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2013	NPA/2016	Opinion/2017	EASA FS.4	-

(d) How we want to achieve it: other EPAS actions

SP/FO/RES **Mid-air collisions**

Action number	Action title	Activity sector	Owner	Deliverable/Date
MST.010	Include MACs in national SSPs	CAT	MS	SSP established/continuous
SPT.052	Promote the deployment of ground-based safety nets	CAT/HE	EASA FS.4, ECTRL	Brochure/2016
SPT.053	Study the performance and promote safe operations of airborne safety nets	CAT/HE	EASA FS.4, ECTRL	Report/2016
SPT.070	Ground-based ATM safety nets	CAT/HE	EASA FS.4, ECTRL	Promotional material/2016
MST.024	Loss of separation between civil and military aircraft	CAT	MS	Report/2018

2.2.4.Runway safety

(a) Issue/rationale

This section deals both with REs and runway incursions (RIs).

According to the definition provided by ICAO, an RE is a veer or overrun off the runway surface. RE events can happen during take-off or landing.

An RI is defined as 'any occurrence at an aerodrome involving the incorrect presence of an aircraft vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft' (ICAO Doc 4444 - PANS-ATM).

Abnormal runway contact is often a pre cursor for runway excursions, and together they comprise the most critical risk area for non-fatal accidents in EASA MS whereas RI is the 6th most frequent risk area for all accidents and serious incidents.

(b) What we want to achieve (scope and objective)

Reduce the number of REs and RIs in fixed-wing commercial air transport.

(c) How we want to achieve it: rulemaking actions

RM **Runway safety**

Action number	Title Objective				
RMT.0296	**Review of aeroplane performance requirements for CAT operations** — Develop regulatory material to provide improved clarity, technical accuracy, flexibility or a combination of these benefits for the EU operational requirements on aeroplane performance in CAT operations with the aim of reducing the number of accidents and serious incidents where aeroplane performance is a causal factor; and — Contribute to the harmonisation of the FAA and EU operational requirements on aeroplane performance in CAT operations **Affected stakeholders** CAT aeroplane operators				
	Start	**Next deliverable**	**End deliverable**	**Owner**	**Pre-RIA**
	2015	NPA/2016	Opinion/2017	EASA FS.2	-
RMT.0369	**Prediction of wind shear for aeroplane CAT operations (IRs)** Set up the framework leading towards reduction of the number of accidents and serious incidents caused by wind shear in CAT aeroplane operations by assessing the need to install and use predictive wind shear systems **Affected stakeholders** CAT aeroplane operators				
	Start	**Next deliverable**	**End deliverable**	**Owner**	**Pre-RIA**
	2013	NPA/2016	Opinion/2016	EASA FS.2	A14

RMT.0570	**Reduction of runway excursions**

The objective of this task is to increase the level of safety by reducing the number of REs through mandating existing technologies on aeroplane that allow to measure remaining runway left and thus support pilot-decision making.

Due to the nature of the comments received on NPA 2013-09, the Agency has decided to publish a new NPA on the reduction of REs. The proposal of the new NPA will put more emphasis on safety objectives against the risk of REs, while providing more flexibility in terms of design solutions. The means to achieve these objectives will be provided in a technical standard developed jointly by industry and NAAs with the support of an international standardisation body.

Affected stakeholders

Operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2012	NPA/2016	Decision/2017	EASA CT.7	-

(d) How we want to achieve it: other EPAS actions

SP/FO/RES **Runway safety**

Action number	Action title	Activity sector	Owner	Deliverable/date
MST.007	Include runway excursions in national SSPs	CAT	MS	SSP established/continuous
MST.011	Runway safety teams	ALL	MS	Report/continuous
MST.014	Include runway incursions in national SSPs	CAT/GA	MS	SSP established/continuous
SPT.075	Promoting EAPPRE	CAT	ECAST	Report/per plan

2.2.5.Ground safety

(a) Issue/rationale

Ground safety includes both ground collisions and ground handling (GCOL/RAMP). Ground handling occurrences are the 4th most frequent risk area for fatal accidents. This risk area also leads to significant damage to aircraft and equipment, highlighting the need for greater safety efforts in ground operations.

(b) What we want to achieve (scope and objective)

Further reduce the risk of accidents in this category.

(c) How we want to achieve it: rulemaking actions

RM **Ground safety**

Action number	Title / Objective	Start	Next deliverable	End deliverable	Owner	Pre-RIA
RMT.0116	**Real weight and balance of an aircraft** The objective of this task is to propose an amendment of CS for large aeroplanes (CS-25) to require the aeroplane being equipped with a weight and centre of gravity measuring system. What is also envisaged is a proposal for a retroactive requirement for such system to be installed on already type-certified large aeroplanes (using a Part-26/CS-26 rule). Finally, this task will investigate the safety benefit which could be gained by requiring such system to be installed on CS-23 commuter aeroplanes; in case of a positive answer, a CS-23 amendment for commuters will be proposed. The rulemaking should consider the mimimum operational performance specification (MOPS) which will be produced by the European Organisation for Civil Aviation Equipment (EUROCAE) WG-88. **Affected stakeholders** DAHs and operators	2017	ToR/2017	Decision/2019	EASA CT.7	A10
RMT.0118	**Analysis of on-ground wings contamination effect on take-off performance degradation** — To propose an amendment of CS-25 to require applicants performing an assessment of the effect of aircraft aerodynamic surfaces on-ground contamination on take-off performance and on aircraft manoeuvrability and controllability. — To propose a retroactive rule Part-26/CS-26 applicable to large aeroplane TC holders; this rule would require a similar analysis and means of protection as the ones proposed for amending CS-25. The retroactive rule may be limited in terms of applicability to a category of aircraft which would be the most vulnerable. **Affected stakeholders** Manufacturers	2015	ToR/2016	Decision/2017	EASA CT.7	A10

(d) How we want to achieve it: other EPAS actions

SP/FO/RES **Ground safety**

Action number	Action title	Activity Sector	Owner	Deliverable/date
RES.001	Erroneous weight or centre of gravity	CAT	EASA SM.1	Report/2016
MST.018	Include ground safety in national SSPs	CAT/HE	MS	SSP established/continuous

2.2.6. Controlled flight into terrain

(a) Issue/rationale

CFIT occurs when an airworthy aircraft under the complete control of the pilot is inadvertently flown into terrain, water or an obstacle. The pilots are generally unaware of the danger until it is too late.

Whilst the installation of ground proximity warning systems (GPWS) has greatly reduced the risk of fatal CFIT accidents in recent years, CFIT is still a threat in some circumstances.

(b) What we want to achieve (scope and objective)

Further reduce the risk of accidents in this category.

(c) How we want to achieve it: rulemaking actions

RM **Controlled flight into terrain**

Action number	Title Objective				
RMT.0371	**TAWS operation in IFR and VFR and TAWS for turbine-powered aeroplanes under 5 700 kg MTOM able to carry six to nine passengers** Develop a regulatory framework for: — mitigation of the risks of accidents categorised as CFIT in turbine-powered aeroplanes having a maximum certified take-off mass below 5 700 kg or a maximum operational passenger seating configuration (MOPSC) of more than five and not more than nine; and — improvement of the terrain awareness warning system (TAWS) efficiency in reducing CFIT accidents. **Affected stakeholders** Operators				
	Start	**Next deliverable**	**End deliverable**	**Owner**	**Pre-RIA**
	2014	NPA/2016	Opinion/2016	EASA FS.2	A11

(d) How we want to achieve it: other EPAS actions

SP/FO/RES **Controlled flight into terrain**

Action Number	Action Title	Activity Sector	Owner	Deliverable/Date
MST.006	Include CFIT in national SSPs	CAT	MS	SSP established/Continuous

2.2.7. Fire, smokes and fumes

(a) Issue/rationale

Uncontrolled fire on board an aircraft, especially when it is in flight, represents one of the most severe hazards in aviation. Post-crash fire is also addressed in this section.

In-flight fire can ultimately lead to loss of control, either as a result of structural or control system failure, or again as a result of crew incapacitation. Fire on the ground can take hold rapidly and lead to significant casualties if evacuation and emergency response is not swift enough. Smoke or fumes, whether they are associated with fire or not, can lead to passenger and crew incapacitation and will certainly raise concern and invite a response. Even when they do not give rise to a safety impact, they can give rise to concerns and need to be addressed.

Fire is the fifth most frequent risk area for all serious incidents in the past 10 years in EASA MS.

(b) What we want to achieve (scope and objective)

Further reduce the risk of accidents in this category.

(c) How we want to achieve it: rulemaking actions

RM **Fire, smoke and fumes**

Action number	Title / Objective	Start	Next deliverable	End deliverable	Owner	Pre-RIA
RMT.0071	**Additional airworthiness specifications for operations: Thermal/acoustic insulation material** The general objective of this rulemaking task is to reduce the safety risks due to flame penetration and propagation in the fuselage by introducing retroactive specifications based on CS 25.856(a) and (b), applicable to already type-certified large aeroplanes. **Affected stakeholders** Operators and manufacturers	2014	Opinion/2016	Opinion/2016	EASA CT.7	B8

(d) How we want to achieve it: other EPAS actions

SP/FO/RES **Fire, smoke and fumes**

Action number	Action title and objective	Activity sector	Owner	Deliverable/date
MST.005	Include fire, smoke and fumes in national SSPs	CAT	MS	SSP established/continuous
SPT.069	Transportation of lithium batteries	CAT	EASA FS.2	Information to passengers and SIB/2016
RES.002	Research study on toxicity	CAT	EASA SM.1	Study Report/2016
RES.003	Research study on cabin Air quality	CAT	EC (H2020)	Study Report/2018
RES.004	Transport of lithium battery by air	CAT	EC (H2020)	Report/2018

2.3. Operational issues: Helicopter operations

2.3.1. Helicopter operations

(a) Issue/rationale

The main categories of accidents and serious incidents in CAT by helicopters are LOC- I, SCFs and collisions during conventional take-off and landing (CTOL)/CFIT. Low altitude operations is the 1st category in aerial work operations with helicopters.

(b) What we want to achieve (scope and objective)

Reduce the overall accident rate in helicopter operations

(c) How we want to achieve it: rulemaking actions

RM **Helicopter operations**

Action number	Title Objective
RMT.0119	**Yawing conditions** In the past, different interpretations have been used for demonstrating compliance with the yaw manoeuvre structural design requirements prescribed under CS 27&29.351. Certification experience has shown that 27&29.351 is often a critical design condition and any variations in interpretation and application can have important repercussions on the strength level required for new designs. The objective is therefore to review the rationale and acceptability of CS 27&29.351 and associated AMC. If the standard is judged to be insufficient, to identify options to enhance the regulation and perform a regulatory impact assessment (RIA) to identify the implications of these options. A gap was identified in the regulations regarding aerodynamic design loads and therefore a new rule, separate from 27&29.351 and not limited to yaw motion, should be developed. **Affected stakeholders** DAHs **Start**: 2006 — **Next deliverable**: Decision/2016 — **End deliverable**: Decision/2016 — **Owner**: EASA CT.7 — **Pre-RIA**: -
RMT.0120	**Helicopter ditching and water impact occupant survivability** This task aims at enhancing post-ditching and water impact standards for rotorcraft that could significantly enhance occupant escape and survivability. It will, in part, consider the recommendations arising from early work performed by the Joint Aviation Authorities (JAA) Water Impact, Ditching Design and Crashworthiness Working Group (WIDDCWG) and the Helicopter Offshore Safety and Survival Working Group (HOSSWG). **Affected stakeholders** DAHs and operators **Start**: 2012 — **Next deliverable**: NPA/2016 — **End deliverable**: Decision/2016 — **Owner**: EASA CT.7 — **Pre-RIA**: -

RMT.0127 **Pilot compartment view**

This proposal addresses a safety issue related to rotorcraft windshield misting and subsequent restriction of pilot vision. The existing rules are unclear as to what is required and how compliance can be demonstrated.

The specific objective is to mitigate the risks linked to restricted pilot vision, particularly during critical phases of flight (take-off, landing, low hover), by requiring a means to remove or prevent the misting of internal portions of transparencies in rotorcraft, thus ensuring safe operations in all likely flight and operating conditions.

In addition, the rulemaking task's scope is proposed to be extended to address the rules governing pilot vision in snow conditions, which are unclear, particularly in relation to piston-engine rotorcraft.

Affected stakeholders

Manufacturers

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2017	ToR/2017	Decision/2019	EASA CT.7	B6

RMT.0374 **Review the suitability of single-engined helicopters engaged in aerial work**

Further to SR IRLD-2009-006 following a fatal accident occurred to a helicopter performing gas pipeline inspection, the aim is to review the suitability of single-engined helicopters engaged in low level aerial work operations

Affected stakeholders

Helicopter aerial work operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2017	ToR/2017	Opinion/2020	EASA FS.2	B6

RMT.0608 **Helicopter gearbox lubrication**

This task aims to strengthen the existing CS-29 requirements pertaining to rotor drive system lubrication. It proposes a harmonised action to address gaps identified in the existing requirements, clarify the intent of the rule and redefine test requirements to meet the intended safety standards. This will both reduce the potential for lubrication system failures from occurring and mitigate the consequences of any failure, should this happen.

Affected stakeholders

DAHs

Start	Next Deliverable	End Deliverable	Owner	Pre-RIA
2014	NPA/2016	Decision/2016	EASA CT.7	A19

(d) How we want to achieve it: other EPAS actions

SP/FO/RES **Helicopter operation**

Action number	Action title	Activity sector	Owner	Deliverable/date
MST.015	Helicopter safety events	HE	MS	Workshop/continuous
SPT.028	In cooperation with the IHST, promote safety by developing risk awareness and training material (standing task).	HE	ESSI — EHEST	Brochure/continuous
SPT.032	Leaflet HE 10 — Teaching and testing in flight simulation training devices (FSTDs)	HE	ESSI — EHEST	Brochure/2015/2016
SPT.034	Leaflet HE12 — Helicopter performance	HE	ESSI — EHEST	Brochure/2016
SPT.036	Video on performance and automation and decision-making.	HE	ESSI — EHEST	Video/2016
SPT.038	Weather threats	HE	ESSI — EHEST	Brochure/2016
SPT.056	Improve helicopter safety in Europe	HE	ESSI — EHEST	Report/2015/2016

2.4. Operational issues: General aviation safety

2.4.1.General Aviation

(a) Issue/rationale

The main categories of accident in GA are ARC — hard landings and long landings, REs, LOC- I and SPFs. In all categories, risk awareness and airmanship are two important mitigating factors. It is recognised that safety promotion is the best vehicle to tackle this.

(b) What we want to achieve (scope and objective)

Improve GA pilot risk awareness and airmanship.

(c) How we want to achieve it: rulemaking actions

[None]

(d) How we want to achieve it: other EPAS actions

SP/FO/RES **General Aviation**

Action number	Action title	Activity sector	Owner	Deliverable/date
MST.016	Airspace infringement risk in General Aviation	GA	MS	Report/continuous
MST.017	Safety transportation of dangerous goods in GA	GA	MS	Brochure/2016
SPT.044	Improve General Aviation safety in Europe through risk awareness and safety promotion	GA	EGAST	Concept paper/2018

2.5. Emerging issues

This section anticipates issues that are emerging or where hazards exist for the immediate or near future. Giving consideration to safety issues derived from operations or regulations that have not been fully deployed, it incorporates a forward-looking element.

2.5.1. New products, systems, technologies and operations

(a) Issue/rationale

This section addresses the introduction of new designs, technologies or types of operation for which regulatory updates are needed, and highlights some of the most relevant trends that will influence aviation in the years to come.

(b) What we want to achieve (scope and objective)

Manage the introduction of new products, systems, technologies and operations.

(c) How we want to achieve it: rulemaking actions

RM **New products, systems, technologies and operations**

Action number	Title / Objective	Start	Next deliverable	End deliverable	Owner	Pre-RIA
RMT.0266	**Powered lift (tilt rotor) pilot licensing and operations** To develop IRs for powered lift pilot licensing and operations **Affected stakeholders** Pilots, TOs, and NAAs	2018	ToR/2018	Opinion/2020	EASA FS.2	-
RMT.0414	**Operations and equipment for high performance aircraft (HPA)** Review of IRs/AMC/GM in relation to the operation of HPA. **Affected stakeholders** HPA operators	2016	ToR/2016	Opinion/2019	EASA FS.2	-
RMT.0648	**Aircraft cybersecurity** The objective of this proposal is to mitigate the safety effects stemming from cybersecurity risks due to acts of unlawful interference with the aircraft onboard electronic networks and systems. To achieve this, CSs and/or AMC of CS-25 and CS-29 should be amended. **Affected stakeholders** Applicants for TC/STC for large aeroplanes or large rotorcraft	2015	ToR/2016	Decision/2017	EASA CT.7	B6

(d) How we want to achieve it: other EPAS actions

SP/FO/RES **New products, systems, technologies and operations**

Action number	Action title	Activity sector	Owner	Deliverable/date
SPT.071	Cybersecurity road map	CAT/HE	EASA, EC, MS	Road map/2016
SPT.072	Aviation Computer Emergency Response Team (AV-CERT)	ALL	EASA SM.1, Industry and States	Team + Hosting environment /2016
MST.020	Loss of radar detection	CAT/HE	MS	Report/2017

2.5.2. Regulatory and oversight considerations

(a) Issue/rationale

By introducing authority requirements, and in particular strict requirements for MS on oversight, the rules developed under the 1st and 2nd extension of the Agency scope have significantly strengthened the oversight requirements. In terms of efficiency, such rules have also introduced the concept of risk-based and cooperative oversight.

The effort needs now to focus on supporting the implementation of these new requirements.

(b) What we want to achieve (scope and objective)

Improve MS oversight capacities and capabilities.

(c) How we want to achieve it: rulemaking actions

RM **Regulatory and oversight considerations**

Action number	Title Objective
RMT.0516	**Update of the Rules on Air Operations** **(Air OPS Regulation — all Annexes & related AMC/GM)** — Improve the authority and organisational requirements of the Air OPS Regulation taking into account identified implementation issues; — Better identify inspector qualifications; — Take into account new business models, as appropriate; — Take into account the development of any lessons learned from the implementation of SMS; — Align with the Occurrence Reporting Regulation (Regulation (EU) No 376/2014); — Ensure compliance with the ICAO Standards And Recommended Practices (SARPs); — Address identified safety issues such as pax seating and briefing; — GA Road Map issues **Affected stakeholders** All operators and NAAs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2013	Opinion/2016	Opinion/2016	EASA FS.2	A

(d) How we want to achieve it: other EPAS actions

SP/FO/RES **Regulatory and oversight considerations**

Action number	Action title	Activity sector	Owner	Deliverable/date
FOT.002	Integrate the EU risk picture within the programming of oversight of Member States	ALL	EASA FS.5 and SM.2	Best practice/continuous
FOT.009	Conduct of audits within Risk Based Oversight	ALL	EASA FS.5	Concept and best practices/2018

2.5.3. New business models

(a) Issue/rationale

Upon the request of MS, the Agency tasked a working group of NAAs to assess airlines' emerging 'new' business models and to identify related safety risks posed to the aviation system.

(b) What we want to achieve (scope and objective)

Due to the increased complexity of the aviation industry, the number of interfaces between organisations, their contracted services and regulators has increased. NAAs should work better together (cooperative oversight) and the Agency should evaluate whether the existing safety regulatory system adequately addresses current and future safety risks arising from new and emerging business models.

(c) How we want to achieve it: rulemaking actions

[None]

(d) How we want to achieve it: other EPAS actions

SP/FO/RES

New business models

Action number	Action title	Activity sector	Owner	Deliverable/date
SPT.067	Better EU-wide occurrence reporting data for NAAs	ALL	EASA SM.1	Occurrence reporting survey/2016
FOT.007	Cooperative oversight	ALL	EASA FS.2	Feedback from Standardisation /2016
FOT. 008	Operator's Management System	ALL	EASA FS.2	Feedback from Standardisation inspections /2017
MST.019	Better understanding of operators' governance structure	CAT/HE	MS	Research or Guidance Material /2017
MST.021	Cooperative oversight	ALL	MS	NAA group on cooperative oversight/2016
MST.022	Operator's Management System	ALL	MS	Analysis of results of SMS data obtained from NAAs/2017
MST.023	Better EU-wide occurrence reporting data for NAAs	ALL	MS	Occurrence reporting survey /2016
SPT.073	Operator's Management System	ALL	EASA FS, Industry and MS	Best practice/2017

3. Environment

3.1. Climate change

(a) Issue/rationale

Further to the latest developments at ICAO level under the CAEP/10 framework, the Basic Regulation (in particular Article 6) and the relevant EASA rules need to be adapted accordingly.

(b) What we want to achieve (scope and objective)

— To align Article 6 of the Basic Regulation with the ICAO CAEP/10 recommendations;

— To align CS-34 with the ICAO CAEP/10 recommendations; and

— To balance the environmental needs with safety and with cost-efficient rules for progressive phase-out of halon.

(c) How we want to achieve it: rulemaking actions

RM **Climate change**

Action number	Title Objective				
RMT.0512	**Update CS 34 to refer to the environmental technical manual on emissions certification as amended after CAEP/10**				
	To align CS-34 with the ICAO CAEP/10 recommendations **Affected stakeholders** DAHs				
	Start 2016	**Next deliverable** ToR/2016	**End deliverable** Decision/2020	**Owner** EASA CT.5	**Pre-RIA** -
RMT.0514	**Implementation of the CAEP/10 amendments**				
	To align Article 6 of the Basic Regulation with the ICAO CAEP/10 recommendations **Affected stakeholders** DAHs				
	Start 2016	**Next deliverable** ToR/2016	**End deliverable** Opinion/2019	**Owner** EASA FS.3	**Pre-RIA** -
RMT.0560	**Halon — Update of Part-26 to comply with ICAO standards**				
	To balance the environmental needs with safety and with cost-efficient rules for progressive phase-out of halon **Affected stakeholders** Operators and maintenance organisations				
	Start 2012	**Next deliverable** Decision/2016	**End deliverable** Decision/2016	**Owner** EASA CT.7	**Pre-RIA** B13

3.2. Aircraft noise

(a) Issue/rationale

Further to the latest developments at ICAO level under the CAEP/10 framework, the Basic Regulation (in particular Article 6) and the relevant CSs need to be adapted accordingly.

(b) What we want to achieve (scope and objective)

To align CS-36 with the ICAO CAEP/10 recommendations.

(c) How we want to achieve it: rulemaking actions

RM **Aircraft noise**

Action number	Title / Objective	Next deliverable	End deliverable	Owner	Pre-RIA
RMT.0513	**Update CS 36 to refer to the environmental technical manual on noise certification as amended after CAEP/10** To align CS-36 with the ICAO CAEP/10 recommendations **Affected stakeholders** DAHs	ToR/2016	Decision/2020	EASA FS.3	-
	Start 2016				

4. Level playing field

4.1. Airlines

(a) Issue/rationale

Rules may need to be harmonised within the EU as well as with the main international trade partners in order to either ensure fair competition or facilitate the free movement of goods, persons and services.

(b) What we want to achieve (scope and objective)

Harmonise requirements where this ensures fair competition or facilitates the free movement of goods, persons and services.

(c) How we want to achieve it: rulemaking actions

RM **Airlines**

Action number	Title / Objective	Start	Next deliverable	End deliverable	Owner	Pre-RIA
RMT.0269	**Carriage of Special Categories of Passengers (SCPs)** Set up the framework for the safe carriage of special categories of passengers (SCPs) — persons with reduced mobility, infants & unaccompanied children). At the request of the EC and based on recommendation from the commissioned by the Agency TUEV Rheinland study, define objective criteria whenever an SCP should be accompanied by a safety assistant. **Affected stakeholders** Operators	2012	Decision/2016	Decision/2016	EASA FS.2	B27
RMT.0276	**Technical records** Clarification of criteria for preventing incomplete records. Incomplete records may lead to a wrong assessment of the airworthiness status of the product with a consequent safety risk, development of back-to-birth concept, components traceability, and use of radio frequency identification (RFID). **Affected stakeholders** Operators and CAMOs	2011	Opinion/2016	Opinion/2016	EASA FS.1	B7
RMT.0278	**Importing of aircraft from other regulatory system, and Part-21 Subpart H review** Develop criteria for importing of aircraft from other regulatory system, and Part-21 Subpart H review. **Affected stakeholders** Operators and NAAs	2012	NPA/2016	Opinion/2017	EASA FS.1	B9

RMT.0312 **Review of standard weight**

Transposed task from the JAA to review the standard weights due to demographic changes. Review of IRs/AMC/GM based on the weight survey commissioned by the Agency.

Affected stakeholders

CAT and NCC operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2018	ToR/2018	Opinion/2021	EASA FS.2	B9

RMT.0379 **All-weather operations**

Review and update the all-weather operations (AWO) rules in all aviation domains, as regards:

— operations with enhanced vision systems (EVS), synthetic vision systems (SVS), synthetic vision guidance systems (SVGS), combined vision systems (CVS), head-up displays (HUD);

— conventional low visibility operations (LVO), such as instrument landing system (ILS)-based CAT II and CAT III approach operations or low visibility take-offs;

— other AWO, such as CAT I operations using ILS, GLS or SBAS, or approach operations to higher minima using area navigation (RNAV)(GNSS), non-directional beacons (NDBs) or VHF omnidirectional ranges (VORs);

— miscellaneous items, such as the improvement of existing rules text and the transposition of the new ICAO approach classification.

As a result of the task, the European industry should be enabled to take full advantage of safety and economic benefits generated through new technologies and operational experience.

Affected stakeholders

Manufacturers, MOs, air operators, TOs, aerodrome operators, ATM/ANS

Start	Next Deliverable	End Deliverable	Owner	Pre-RIA
2016	NPA/2017	Opinion/2019	EASA FS.2	B21

RMT.0573 **Fuel planning and management**

Review and update the EU fuel rules, taking into account ICAO amendments, a related SR and providing for operational flexibility

Affected stakeholders

Operators

Start	Next Deliverable	End Deliverable	Owner	Pre-RIA
2015	NPA/2016	Opinion/2017	EASA FS.2	B11

RMT.0577 **Extended diversion time operations**

To harmonise extended diversion time operations (EDTOs) rules with the related ICAO SARPS and modernise the EASA extended-range twin-engine operational performance standards (ETOPS) rules.

Affected stakeholders

CAT aeroplane operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2017	ToR/2017	Opinion/2020	EASA FS.2	B10

RMT.0209 **Contracting of continuing airworthiness management activities**

To define how an operator could outsource some of the tasks related to managing the continuing airworthiness of the aircraft it operates (will be done together with second phase of SMS, for consistency purposes).

Affected stakeholders

Operators and CAMOs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
	Opinion/2016	Opinion/2016	FS.1	

RMT.0601	**Transposition of provisions on electronic flight bag from ICAO Annex 6** Transpose ICAO SARPs in EU rules and update the EU rules in line with the latest EFB developments **Affected stakeholders** Operators				
	Start	**Next deliverable**	**End deliverable**	**Owner**	**Pre-RIA**
	2015	NPA/2016	Opinion/2018	EASA FS.2	B8

4.2. Manufacturers

(a) Issue/rationale

Rules may need to be harmonised within the EU as well as with the main international trade partners in order to either ensure fair competition or facilitate the free movement of goods, persons and services.

(b) What we want to achieve (scope and objective)

Harmonise requirements where this ensures fair competition or facilitates the free movement of goods, persons and services.

(c) How we want to achieve it: rulemaking actions

RM **Manufacturers**

Action number	Title Objective				
RMT.0348	**Flights related to design and production activities** To establish Implementing Rules and associated AMC/GM on operational requirements for flights related to design and production activities (‘manufacturers flights’). **Affected stakeholders** Manufacturers				
	Start	**Next deliverable**	**End deliverable**	**Owner**	**Pre-RIA**
	2012	NPA/2017	Opinion/2020	EASA FS.2	-
RMT.0384	**Engine open rotor and installation** A new engine concept is being proposed to power future large transport aircraft as a means of improving aircraft fuel burn and emissions. This concept is known as the ‘open rotor engine’. The objective of this task is to identify and recommend harmonised draft requirements and advisory material for CS-E, 14 CFR Part 33, CS-25 and 14 CFR Part 25 to address the novel features inherent in open rotor engine designs and their integration with the aircraft. Consideration should also be given to the creation of new requirements to provide the required safety objectives based on the unique nature of the open rotor configuration. These new provisions and associated AMC material should ensure that the safety levels of open rotor engine installations are consistent with those of the existing turbofan fleet. Harmonisation with 14 CFR Part 25 and 33 (and/or Special Conditions) is an objective of this rulemaking task. **Affected stakeholders** DAHs				
	Start	**Next deliverable**	**End deliverable**	**Owner**	**Pre-RIA**
	2011	NPA/2016	Decision/2016	EASA CT.7	-

RMT.0583	**A-NPA on flight test engineer (FTE) licensing** The objective is to examine the need for a lead flight test engineer (LFTE) licence. **Affected stakeholders** Flight test engineers				
	Start	**Next deliverable**	**End deliverable**	**Owner**	**Pre-RIA**
	2014	Decision/2016	Decision/2016	EASA CT.7	-
RMT.0695	**Non-ETOPS operations using performance class A aeroplanes with an MOPSC of 19 or less** The objective is to accommodate new business-jet aeroplanes operated by European CAT operators in the 180 mn non-ETOPS category. **Affected stakeholders** Operators				
	Start	**Next deliverable**	**End deliverable**	**Owner**	**Pre-RIA**
	2015	ToR/2016	Opinion/2016	EASA FS.2	-

4.3. Operators other than airlines

(a) Issue/rationale

Rules may need to be harmonised within the EU as well as with the main international trade partners in order to either ensure fair competition or facilitate the free movement of goods, persons and services.

(b) What we want to achieve (scope and objective)

Harmonise requirements where this ensures fair competition or facilitates the free movement of goods, persons and services.

(c) How we want to achieve it: rulemaking actions

RM Operators other than airlines

Action number	Title / Objective	Start	Next deliverable	End deliverable	Owner	Pre-RIA
RMT.0232	**Commercial air transport operations at night or in IMC using single-engined turbine aeroplane** Set-up of the formal framework to allow commercial air transport operations with single-engined turbine (SET) aeroplanes at night/in instrument meteorological conditions (IMC) — CAT SET-IMC — which are currently not allowed; and Transposition of ICAO Annex 6 provisions on CAT SET-IMC: — Level playing field: such operations are already allowed by some MS based on exemptions to EU-OPS, which are based on different set of conditions; — Harmonisation issue: Many major foreign aviation authorities (FAA, Civil Aviation Safety Authority of Australia (CASA), and TCCA) already allow such operations; — Environmental issue: SET aeroplanes have a better environment footprint and their use should be promoted; — Economic issue: it prevents the opening of low density routes only viable if operated by SET aeroplanes; and — Social issue: it does not allow additional possibilities of movement for people living in remote areas. **Affected stakeholders** CAT single-engined aeroplane operators	2012	Decision/2016	Decision/2016 Decision/ 2017	EASA FS.2	-
RMT.0300	**Operations with airships** Development of rules for the operation of airships **Affected stakeholders** Airship operators	2020	ToR/2020	Opinion/2023	EASA FS.2	-
RMT.0318	**Single-engined helicopter operations over hostile environment** Review of the IRs in order to set non-discriminatory requirements for operations over hostile environment and not allow only one technology (turbine engines). **Affected stakeholders** CAT helicopter operators	2017	ToR/2017	Opinion/2020	EASA FS.2	-
RMT.0325	**HEMS performance and public interest sites** To properly address the issues stemming from non-implementation or deviation from JAR-OPS 3 performance and public interest sites (PIS) provisions, in particular performance in high mountains considering review of helicopter emergency medical services (HEMS) flights at night safety level following a UK Safety Directive. **Affected stakeholders** Helicopter CAT and HEMS operators	2012	NPA/2016	Opinion/2017	EASA FS.2	B8

RMT.0492 **Development of FTL for CAT operations of emergency medical services by aeroplanes and helicopters**

Harmonised and state of the art rules for EMS

Affected stakeholders

Develop harmonised and state of the art rules for EMS.

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2012	NPA/2016	Opinion/2017	EASA FS.2	-

RMT.0493 **Update and harmonisation of FTL for commercial air transport (CAT) by aeroplane for air taxi operations and single-pilot operations taking into account operational experience and recent scientific evidence**

Develop harmonised and state of the art rules for air taxi and single-pilot operations.

Affected stakeholders

CAT aeroplane operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2012	NPA/2016	Opinion/2017	EASA FS.2	-

RMT.0494 **FTL requirements for CAT operations of helicopters**

Establish harmonised and state of the art rules for CAT helicopter operations.

Affected stakeholders

CAT aeroplane operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2019	ToR/2019	Opinion/2021	EASA FS.2	-

RMT.0495 **FTL requirements for commercial operations other than CAT**

Establish harmonised and state of the art rules for commercial operations other than CAT.

Affected stakeholders

Commercial operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2020	ToR/2020	Opinion/2023	EASA FS.2	-

RMT.0496 **FTL requirements for non-commercial operations of complex motor-powered aircraft**

Establish harmonised and state of the art rules for NCC operations.

Affected stakeholders

NCC operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2018	ToR/2018	Opinion/2020	EASA FS.2	-

RMT.0515 **Helicopter H-V limitation**

Align certification and OPS requirements to ensure that helicopters do not fly outside certification limits

Affected stakeholders

Helicopter operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2013	CRD/2016	Opinion/2017	EASA FS.2	B14

4.4. Maintenance organisations/service providers/CAMOs

(a) Issue/rationale

Rules may need to be harmonised within the EU as well as with the main international trade partners in order to ensure fair competition or facilitate the free movement of goods, persons and services.

(b) What we want to achieve (scope and objective)

Harmonise requirements where this ensures fair competition or facilitates the free movement of goods, persons and services.

(c) How we want to achieve it: rulemaking actions

RM **Maintenance organisations/service providers/CAMOs**

Action number	Title / Objective	Start	Next deliverable	End deliverable	Owner	Pre-RIA
RMT.0096	**Amendments (IR and AMC/GM) in line with the process of granting foreign Part-145 approvals** To streamline the approval process **Affected stakeholders** Maintenance organisations	2009	CRD/2019	Decision/2020	EASA FS.1	-
RMT.0097	**Functions of B1 and B2 support staff and responsibilities** Introduce principles for increased robustness of the maintenance certification process eliminating potential 'safety gaps' by clarifying the roles and responsibilities of certifying staff, support staff and 'sign-off' staff, both in line and base maintenance. **Affected stakeholders** MOs (145 AMOs)	2011	Opinion/2018	Opinion/2018	EASA FS.1	B7

RMT.0252 **Instructions for continuing airworthiness (ICA)**

Subtask 1:

— Definition and identification of ICA (to be provided during the certification process).

— Completeness of ICA (during the certification process).

— LOI of the competent authority (during the certification process).

Subtask 2:

— Availability of ICA (to owners, operators, MOs, etc.).

Subtask 3:

— MRB Scheduling Information (guidance on the MRB process).-> transferred to CAW

Subtask 4:

— Acceptance/approval of ICAs by other than the authority.

Subtask 5:

— Certification maintenance requirements.

Affected stakeholders

Operators and manufacturers

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2013	NPA/2016	Opinion/2018	EASA CT.7	-

5. Efficiency/proportionality

5.1. Aerodrome operators

(a) Issue/rationale

Development of a framework commensurate with the complexity of aerodrome activities and management of potential risks.

(b) What we want to achieve (scope and objective)

Ensure safety with sufficient flexibility for aerodrome operators to adjust to local conditions.

(c) How we want to achieve it: rulemaking actions

RM **Aerodrome operators**

Action number	Title / Objective	Start	Next deliverable	End deliverable	Owner	Pre-RIA
RMT.0638	**Certification requirements for VFR heliports located at aerodromes falling under the scope of the Basic Regulation** Ensure a high uniform level of safety at aerodromes by aligning Regulation (EU) No 139/2014 with ICAO Annex 14, Volume II, Heliports; develop necessary CS and GM for design and, if necessary, AMC/GM for operation and oversight of visual flight rules (VFR) heliports co-located at aerodromes (falling under the scope of the Basic Regulation). **Affected stakeholders** Aerodrome operators	2014	NPA/2016	Decision/2016	EASA FS.4	-

5.2. Airlines

(a) Issue/rationale

Passenger and cargo transport by airlines generate producer, consumer and wider economic benefits by multiple perspectives. Regulatory and administrative burden reduce these benefits and need therefore to be fully justified by corresponding safety benefits.

(b) What we want to achieve (scope and objective)

Ensure effective regulatory framework for airlines.

(d) How we want to achieve it: rulemaking actions

RM **Airlines**

Action number	Title / Objective	Start	Next deliverable	End deliverable	Owner	Pre-RIA
RMT.0190	**Requirements for relief pilots** Address the provisions for the use of relief pilots as regards experience, training, checking and crew resource management. **Affected stakeholders** Pilots, ATOs, and operators	2012	Opinion/2016	Opinion/2016	EASA FS.3	-
RMT.0352	**Non-commercial operations of aircraft listed in the operations specifications (OpSpecs) by an AOC holder (IRs)** Identify the categories of flights considered to be non-commercial flights of air operator certificate (AOC) holders; Standardise the unofficial terms used in order to have a clear understanding of the different categories of non-commercial flights; Specify standards for non-commercial operations of AOC holders related to the preparation, programme and operational framework, as appropriate; Establish the minimum requirements for qualifications and training of the crews for each type of non-commercial flights of AOC holders, as appropriate; Harmonise implementation. **Affected stakeholders** CAT operators	2013	Opinion/2016	Opinion/2016	EASA FS.2	B7

5.3. General Aviation

(a) Issue/rationale

GA is a high priority for the Agency. The Agency is dedicating effort and resources towards creating simpler, lighter and better rules for GA. Recognising the importance of GA and its contribution to a safe European aviation system, the Agency in partnership with the EC and other stakeholders has created the GA Road Map.

(b) What we want to achieve (scope and objective)

Reduce the regulatory burden for GA.

(c) How we want to achieve it: rulemaking actions

RM

General Aviation

Action number	Title / Objective
RMT.0498	**Reorganisation of Part-23 and CS-23**

The objective of this reorganisation is to:

— provide less prescriptive rules, reduce the costs for certification by providing more flexibility and developing a tailored certification programme; and

— give an impulse to the implementation of safety-enhancing systems by reducing the certification efforts for the introduction of these systems.

The objectives of the task are to:

— reorganise CS-23 to make it the single CS for aeroplanes in the range from CS-LSA up to CS-23, that:

- contain requirements based on proportionate performance, complexity and type of operation;
- make CS-23 less susceptible to changes as a result of technological advancements or new compliance-demonstration methods by defining design-independent safety objectives; and

— perform a review of CS-LSA, CS-VLA and CS-23 as required by Article 3(9) of the EASA Management Board Decision No 01-2012 of 13 March 2012.

Note: The objectives of the task are complemented by acceptable consensus standards that contain the detailed technical requirements to meet the safety objectives of the new CS-23 that are being developed by the standards body 'American Society for Testing and Materials' (ASTM) F44 Technical Committee.

Affected stakeholders

GA DAHs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2013	NPA/2016	Decision/2017	EASA CT.7	-

RMT.0547 **Task force for the review of Part-M for General Aviation (PHASE II)**

The following important topics are part of this task:

— Light Part-M;

— Defect management; and

— Time between overhaul (TBO) extension.

Affected stakeholders

Operators other than airlines and GA

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2012	Opinion/2016	Opinion/2016	EASA FS.1	-

RMT.0689 **"PART-21 proportionality"**
Introduction of proportionality and simplification of airworthiness and environmental certification regulations for small aircraft

Simplification of the approval process and the oversight of small design, production and MOs. A template manual should simplify the approval process. The oversight should be streamlined and privileges can be granted to organisations based on the demonstrated experience.

For individual simple aircraft, the task's objective is to explore if private operation of aircraft where the owner takes full responsibility should be allowed.

Affected stakeholders

Design, production and maintenance approval holders, and owners of simple aircraft

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2016	ToR/2016	Opinion/2017	EASA CT.7	-

RMT.0690 **Certification Specifications for standard changes & standard repairs (CS-STAN) — Phase 2**

Extend the CS created by RMT.0245 with further standard changes and repairs.

Affected stakeholders

Operators other than airlines, MOs, and maintenance engineers or mechanics

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2015	ToR/2016	Decision/2016	EASA CT.7	-

RMT.0698 **Revision of the operational rules for sailplanes**

Establish a set of rules covering Air Operations with sailplanes as the only regulatory reference for such operations, which addresses the specificities and associated risks in an efficient and proportional manner

Affected stakeholders

(Sailplanes pilots/operators) Operators other than Airlines

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2016	ToR/2016	Opinion2017	EASA FS.2	

RMT.0654 **Revision of the balloon licensing requirements**

Address topics identified by the industry balloon experts on the aircrew and on the medical side.

Affected stakeholders

(Balloon) operators other than airlines, pilots, instructors, and examiners

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2015	ToR/2016	Opinion/2017	EASA FS.3	-

RMT.0657 **Training outside ATOs**

Review the existing requirements for providing training for LAPL, PPL, SPL and BPL as regards the question on how far training can be provided outside ATOs.

Affected stakeholders

Pilots, instructors, examiners, and NAAs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2015	NPA/2016	Opinion/2016	EASA FS.3	-

RMT.0674 **Revision of the European operational rules for balloons**

Create a new Annex for balloons

Affected stakeholders

(Balloon) operators other than airlines

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2015	NPA/2016	Opinion/2016	EASA FS.2	-

RMT.0677 **Easier access of General Aviation (GA) pilots to instrument flight rules (IFR) flying**

Review the existing requirements for the instrument ratings and most probably the development of a new instrument rating specifically catering for the needs of the PPL holders.

Affected stakeholders

Pilots, instructors, examiners, and ATOs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2015	NPA/2016	Opinion/2017	EASA FS.3	-

RMT.0678	**Addressing other FCL GA issues (FCL 'Light')**

Review the different requirements which have been identified by the GA Road Map to cause problems for GA.

Possible topics:

— Examiner briefing and pre-notification;
— Language proficiency requirements;
— Oversight of ATOs by NAAs;
— Class & type ratings;
— Theoretical knowledge syllabus for the LAPL and the PPL, SPL and BPL;
— Simplifying sailplane licences
— consider modular LAPL(A)/(S), consider creation of an aeroplane mountain site authorisation (new concept) and review of the present mountain rating and the mountain instructor rating.

Affected stakeholders

Pilots, examiners, and NAAs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2016	ToR/2016	Opinion/2017	EASA FS.3	-

5.4. Manufacturers

(a) Issue/rationale

Aircraft design evolves at a rapid pace. Requirements for initial airworthiness (CSs) need to be constantly reviewed and adjusted for cost-effectiveness

(b) What we want to achieve (scope and objective)

Ensure an effective regulatory framework for manufacturers.

(c) How we want to achieve it: rulemaking actions

RM **Manufacturers**

Action number	Title / Objective
RMT.0017	**21A.163 POA privileges**

The task is intended to address an amendment to IR Part-21 paragraphs 21A.163 and 21A.183 and the associated AMC/GM material by:

— adding a POA privilege under 21A.163 for the issue of an initial airworthiness review certificate;
— extending the maintenance privilege of 21A.163(d) in time and to other products and parts; and
— making the conditions for the issuance of a certificate of approval for new aircraft as stated in 21A.183(1)(ii) consistent with the POA privilege.

Affected stakeholders

Manufacturers

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2018	ToR/2018	Opinion/2020	EASA CT.7	-

RMT.0264 **Executive interior accommodation**

The overall objective is the mitigation of the diverging interpretation of safety requirements on interior designs for aeroplanes with executive interiors. This is to ensure a common understanding of measures with an acceptable level of safety similar to the current CS-25 requirements when applied to commercial airliners, and to avoid time-consuming activities on repetitive certification issues.

More specifically, the NPA shall propose executive interior design specifications that will amend and/or complement CS-25 by introducing new provisions and associated AMC/GM for executive interiors, taking into account the compensating factors offered by such interiors and their utilisation.

Affected stakeholders

Manufacturers

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2011	CRD/2016	Decision/2016	EASA CT.7	B12

RMT.0456 **Integrated modular avionics (IMA)**

The objectives are to ensure a cost-efficient and transparent certification process by:

— offering to IMA manufacturers the possibility to obtain European technical standard order authorisations (ETSOAs) at platform/module level, independent from aircraft;

— providing public guidance for incremental certification of IMA, starting from platform modules and culminating with installation on aircraft and covering all connected aspects (e.g. impact on Master Minimum Equipment List (MMEL)).

RMT.0456 will develop European technical standard order (ETSO)-2C153 enabling authorisations at platform/module level, independent from aircraft;

As part of the regular updates, amendments to CS-ETSO Subpart A will be developed to: 1) enable ETSOAs when aircraft functional modules are integrated on the already authorised IMA platform, during the initial design phase; and 2) issue AMC 20-170 to provide public guidance for incremental certification of IMA, from platform modules up to aircraft level.

Affected stakeholders

ETSOA holders

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2012	Decision/2016	Decision/2016	EASA CT.7	B14

RMT.0572 **Use of similarity analysis when showing compliance with SLD icing specifications**

Propose an amendment of CS-25 providing guidance on the possibility of conducting a similarity analysis when showing compliance to supercooled large droplets (SLDs) ice protection specifications.

Affected stakeholders

DAHs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2013	Decision/2016	Decision/2016	EASA CT.7	-

RMT.0607 **AMC/GM to Part-21 for operational suitability data (OSD)**

Provide AMC and GM for the new OSD requirements related to changes in Part-21 once they become mandatory in order to facilitate their implementation.

Affected stakeholders

DAHs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2013	CRD/2016	Decision/2016	EASA CT.7	-

5.5. Operators other than airlines

(a) Issue/rationale

There is a need to develop principles and criteria commensurate with the complexity of operations in case of operators other than airlines.

(b) What we want to achieve (scope and objective)

Enable implementation of appropriate balanced approach.

(c) How we want to achieve it: rulemaking actions

RM **Operators other than airlines**

Action number	Title / Objective	Start	Next deliverable	End deliverable	Owner	Pre-RIA
RMT.0340	**Standard operating procedures and specific requirements/alleviations for specialised operations** Development of SOPs and specific requirements/alleviations in Subpart SPO.SPEC for activities covered by Part-SPO. It includes aerobatic flights and the review of SR FRAN-2011-006 recommending equipping aerobatic aeroplanes with parachutes with a strap for automatic opening. **Affected stakeholders** Operators conducting specialised operations	2019	ToR/2019	Opinion/2022	EASA FS.2	-

5.6. RPAS

(a) Issue/rationale

There are currently no harmonised rules at EU level, and RPAS operations still depend on an individual authorisation from every MS, which is a burdensome administrative process that stifles business development and innovation.

(b) What we want to achieve (scope and objective)

To remove restrictions on RPAS operations at the EU level, so that all companies can make best use of the RPAS technologies to create jobs and growth while maintaining a high and uniform level of safety.

(c) How we want to achieve it: rulemaking actions

RM **RPAS**

Action number	Title Objective				
RMT.0230	**Implementing rules for remotely piloted aircraft systems (RPAS)** IRs for RPAS based on EC communication 407/2014 and Riga declaration and assuming that the concept is to be incorporated in the amended Basic Regulation in June 2016. — IR open category: Opinion in December 2016; — IR specific operation category: NPA in June 2017; Opinion in June 2018; and — IR certified category or modifications to the relevant manned aviation rules. **Affected stakeholders** Individuals and organisations using or intending to use RPAS				
	Start	**Next deliverable**	**End deliverable**	**Owner**	**Pre-RIA**
	2016	ToR/2016	Opinion/2016 Opinion/2018 Opinion/2019	EASA CT.7	-

5.7. Training organisations

(a) Issue/rationale

Development of principles and criteria commensurate with the competency needs in the field of maintenance engineers.

(b) What we want to achieve (scope and objective)

Ease processing of converted licence and improve efficiency of examination.

(c) How we want to achieve it: rulemaking actions

RM **Training organisations**

Action number	Title / Objective	Start	Next deliverable	End deliverable	Owner	Pre-RIA
RMT.0255	**Miscellaneous in Part-66** Review the effectiveness of the Part-66 implementation and, in particular, further simplify the licensing system for aircraft below 5 700 Kg and legacy aircraft. **Affected stakeholders** Maintenance engineers	2014	ToR/2016	Opinion/2018	EASA FS.1	-
RMT.0281	**New training/teaching technologies for maintenance staff** Set up the framework for: — e-learning and distance learning; — simulation devices or STDs; — specialised training such as human factors, FTS, continuation training; and — blended teaching methods. **Affected stakeholders** Maintenance training organisations (MTOs), MOs, CAMOs, and NAAs	2012	Opinion/2016	Opinion/2016	EASA FS.1	B12
RMT.0565	**Additional ratings for Part-FCL licence holders** To adapt license scheme to operational needs **Affected stakeholders** Pilots	2013	NPA/2017	Opinion/2018	EASA FS.3	B7

5.8. Maintenance organisations/service providers/CAMOs

(a) Issue/rationale

Certain existing requirements are either not efficient or not proportionate to the risks involved.

(b) What we want to achieve (scope and objective)

To introduce more proportionate and efficient requirements in the airworthiness field.

(c) How we want to achieve it: rulemaking actions

RM **MOs/service providers/CAMOs**

Action number	Title Objective
RMT.0018	**Installation of parts and appliances that are released without an EASA Form 1 or equivalent** The intent of this task is: — to provide a consistent interpretation of the definition of 'parts & appliances' and other terms used in the various rules; — to develop criteria for the acceptance of parts and appliances with different production background for installation in certified aircraft; — to create a parts classification for commercial parts, allowing an installer to install commercial parts on a type-certified product without having to obtain parts manufactured under a POA. This proposal will also allow manufacturers to continue to use parts now categorised as commercial parts in their type designs. The added benefit of the proposal is to have the manufacturers identify for EASA approval the commercial parts they intend to use; — to develop criteria for production and release of parts and appliances proportionate to the potential impact on safety as determined in the design certification process; — to develop the draft amendments to Regulations (EU) Nos 748/2012 and 1321/2014 as necessary to incorporate the above concepts and integrate the existing alleviations for sailplanes and European light aircraft (ELA); — to develop the necessary AMC and GM to accompany the amendments to the regulations; — to develop AMC and GM to support the interpretation of the above-mentioned provisions in the Basic Regulation related to parts and appliances; and — to elaborate the AMC and GM related to standard parts. **Affected stakeholders** DAHs, operators, AMOs, and engineers
RMT.0537	**Privilege for CAMOs to issue flight conditions** Develop the formal framework to grant the CAMOs the privilege to approve flight conditions when they are not related to the safety of the design; certain CAMOs are entitled to issue a permit to fly, provided that the flight conditions were previously approved. However, this implies that currently these CAMOs, despite their privilege, need in any case to involve the competent authority in the process to obtain a permit to fly. **Affected stakeholders** Operators, CAMOs, and NAAs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2012	NPA/2016	Opinion/2017	EASA CT.7	-

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2016	NPA/2016	Opinion/2017	EASA FS.1	B6

5.9. PCP/SESAR deployment

(a) Issue/rationale

Implement the regulatory needs of the SESAR common projects.

(b) What we want to achieve (scope and objective)

Enable implementation of new working methods and technologies developed by SEASAR with focus on data management.

(c) How we want to achieve it: rulemaking actions

RM **PCP/SESAR deployment**

Action number	Title / Objective	Start	Next deliverable	End deliverable	Owner	Pre-RIA
RMT.0524	**Data link services** Development of requirements for extended data link operations for safety critical message use, including D-TAIX, DCL, protected mode controller–pilot data link communication (PM CPDLC), D-ATIS and controller–pilot data link communication (CPDLC), automatic dependent surveillance — contract (ADS-C) outside VHF data link coverage. This task is stemming from the Single European Sky (SES) initiative and SESAR and will address the PCP ATM functionality 6 requirements as well as the existing issues related to the current DLS regulation (Regulation (EC) No 29/2009). **Affected stakeholders** ANSPs, aerodrome operators, aircraft operators, and manufacturers	2016	ToR/2016	Opinion/2018	EASA FS.4	-
RMT.0624	**Technical requirements for remote tower operations** The development and introduction of new technologies permits the provision of aerodrome ATS from a remote location either in the form of aerodrome flight information service (AFIS) or ATC. This concept also provides the possibility to use the remote facility for contingency purposes. The general objective is to ensure that aerodrome ATS provided from a remote location meet the applicable EU and ICAO requirements and ensure at least the same level of safety as when provided from a control tower. **Affected stakeholders** ANSPs, operators, and NAAs	2014	ToR Issue 2/2016	Opinion/2016 Decision/2017	EASA FS.4	-

RMT.0639 **Performance-based navigation implementation in the European air traffic management network**

PBN implementation that supports the improved performance of the EATMN, the uniform use of PBN specifications and functionalities. The optimal and safe use of airspace and the improved safe access to aerodromes through the improved airspace design, arrival/departure routes and approach procedures would be ensured based on a common application of navigation specifications and functionalities.

These regulatory measures define the ICAO PBN navigation specifications and functionalities that are to be used in the European airspace and the dates by which they are to be applied in accordance with the SES objectives and the PCP implementation.

Affected stakeholders

ANSPs, operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2014	Opinion/2016	Decision/2017	EASA FS.4	-

RMT.0679 **Revision of surveillance performance and interoperability (SPI)**

The current SPI Regulation (Regulation (EU) No 1207/2011) details the requirements for the carriage and operation of airborne surveillance equipment by both civil and State registered aircraft, and the dates by which qualifying aircraft must be equipped.

Several implementation issues have led the EC to propose a revision of the SPI Regulation, to be prepared by the Agency.

Affected stakeholders

ANSPs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2015	ToR/2016	Decision/2017	EASA FS.4	-

RMT.0680 **Ground-based augmentation system (GBAS) CAT I/II/III**

The objective of this task is the development of the requirements for the use of GBAS augmented global navigation satellite system (GNSS) to support CAT I/II/III operations.

Augmentation systems (satellite based (SBAS) as well as ground based (GBAS) for precision approach) are proposed to increase the accessibility of airports in lower visual operations, as an alternative to ILS or where ILS is not a viable economical solution.

Affected stakeholders

ANSPs and aircraft operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2016	ToR/2016	Decision/2018	EASA FS.4	-

RMT.0682	**Implementation of the regulatory needs of the SESAR common projects** The general objective of the task is the development of the implementing measures as required to enable the timely deployment of the ATM functionalities and other operational changes stemming from SESAR and the European ATM Master Plan by addressing those issues which are not covered by existing RMTs. The initial purpose of this task is to address the implementation needs, among others and when known, the following: — Extended arrival management (AMAN) in the high density terminal manoeuvring areas (TMAs); — Airport integration and throughput; — Flexible airspace management and free route; — Network collaborative management; — Initial system-wide information management (SWIM); and — Other new essential operational changes (e.g. user-driven prioritisation process (UDPP), trajectory-based tools, sector-based operations, etc.) **Affected stakeholders** ANSPs, aircraft operators, aerodrome operators, manufacturers				
	Start	**Next deliverable**	**End deliverable**	**Owner**	**Pre-RIA**
	2016	ToR/2016	Opinion/2020	EASA FS.4	-

5.10. Regular updates/review of rules

(a) Issue/rationale

The aviation industry is complex and rapidly evolving. The corresponding rules need to be updated regularly to ensure that they are fit for purpose, cost-effective and can be implemented in practice.

Regular updates are issued when relevant data is available following an update of industry standards or feedback from certification activities or minor issues raised by the stakeholders.

Differently from the regular updates, the **review of existing rules** (**ex post evaluation**) is included in the programme following a formal assessment of the feedback from implementation, developments at ICAO level, how rules efficiency can be increased, which rules could be simplified and which requirements could possibly be deleted. This is done taking into account the principles of the performance-based approach.

(b) What we want to achieve (scope and objective)

Ensure that the regulatory framework is cost-effective and can be effectively implemented.

(c) How we want to achieve it: rulemaking actions

Regular updates planned for the period 2016–2020[3]:

— RMT.0031 Regular update of AMC/GM to Part-21

— RMT.0037 Regular update of CS-22

— RMT.0128 Regular update of CS-27&29, CS VLR (incl. AMC revision group 2)

[3] Regular updates are issued when relevant data is available.

- RMT.0184 Regular update of CS-E
- RMT.0457 Regular update of EASA TSOs
- RMT.0499 Regular update of CS-MMEL
- RMT.0502 Regular update of CS for balloons
- RMT.0503 Regular update of CS-APU
- RMT.0508 Regular update of CS-CC
- RMT.0509 Regular update of CS-FC
- RMT.0605 Regular update of CS-LSA
- RMT.0688 Regular update of CS SIMD

5.11. Review of rules (ex post evaluation)

RM **Regular updates/review of rules**

Action number	Title / Objective
RMT.0134	**Rotorcraft AMC revision** — The FAA reviews and updates the advisory circular (AC) material on a 2-year revision cycle to maintain their relevance and improve the certification process. — The Agency and the FAA desire to develop and utilise the same AC used for Federal Aviation Regulation (FAR) Parts 27 and 29 as for CS-VLR, CS-27 and CS-29. Where agreeing to the same guidance material for a regulatory paragraph or technical topic is not practical, perhaps due to significant technical differences or different operational regulations, the objective will be to minimise and clearly delineate any differences. The aim of this task is to develop and maintain AC/AMC that have been found during certification activities to be incomplete, misleading, outdated or not reflecting accepted certification practice. **Affected stakeholders** DAHs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2010	Decision/2016	Decision/2016	EASA CT.7	

RMT.0180 **CS-E engine testing, endurance/IMI/ETOPS**

Endurance:

Review the existing engine endurance test requirements, assess its suitability for all engines, and consider an alternate endurance test and associated methods of compliance. The current regulations may not adequately address the technological advancements in modern engines, as related to the current engine endurance test.

Initial maintenance inspection (IMI):

It has become increasingly clear that reliance upon robust development testing to support a certification programme can no longer be guaranteed. There is now a need to consider a potential revision to the CSs to better ensure that any reliability and integrity issues regarding the engine's design are identified and rectified prior to the engine entering service.

This task will introduce into CS-E 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. The expected benefits of this include a reduction in the number of issues that arise following type certification, and a more robust certification programme.

Affected stakeholders

DAHs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2016	ToR/2016	Decision/2018	EASA CT.7	A12

RMT.0206 **Systematic review and transposition of existing FAA TSO standards for parts and appliances into EASA ETSOs**

Harmonisation of requirements to facilitate the mutual recognition of parts and appliances

Affected stakeholders

ETSOA holders

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2013	Decision/2016	Decision/2016	EASA CT.7	

RMT.0287 **Updating Part-MED and related AMC and GM**

This task addresses a first complete review of Part-MED and the medical-related provisions in Part-ARA and Part-ORA. It contains a number of issues to be clarified or amended as identified by MS and the aero-medical experts. The task has been split and the Part-ORA/ARA MED-related issues will be addressed after having issued the Part-MED Opinion.

Affected stakeholders

Pilots, aero-medical centres (AeMCs), aeromedical examiners (AMEs), and NAAs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2011	Opinion/2016	Opinion/2016	EASA FS.3	

RMT.0338 **Review of equipment requirements**

Review and update the Air OPS rules on instruments, data and equipment, taking into account ICAO recommendations and SRs.

Affected stakeholders

Operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2017	ToR/2017	Opinion/2020	EASA FS.2	

RMT.0392 **Regular updates of OPS rules**

This recurring task will include minor amendments and alternative means of compliance.

Affected stakeholders

All operators and NAAs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2018	ToR/2018	Opinion/2019	EASA FS.2	

RMT.0412 **Update of the authority and organisation requirements pertaining to Part-FCL**

To review the IRs in Part-ARA and Part-ORA, and resolve any inconsistencies identified after the adoption of the Part-ARA and Part-ORA IRs. This is necessary to ensure that the EASA regulatory system reflects the state of the art, and specifically the best practices developed in the MS.

Affected stakeholders

TOs and NAAs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2012	NPA/2017	Opinion/2018	EASA FS.3	

RMT.0424 **Regular update of Part-MED**

A 'standing task' allowing the Agency to table non-controversial issues identified by industry and MS which should be corrected or clarified in Part-MED.

Affected stakeholders

Pilots, AeMCs, AMEs, and NAAs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2017	ToR/2017	Decision/2018	EASA FS.3	

RMT.0476 **Maintaining SERA IR (stemming from ICAO SL)**

Maintaining SERA IR (stemming from ICAO SL)

Affected stakeholders

Operators, pilots, and ANSPs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2016	ToR/2016	Opinion/2020	EASA FS.4	

RMT.0519 **Maintaining CS-ACNS**

The general objective of this task is the development and up-date of aircraft CSs in support of ATM operations.

The specific purpose of this task is to develop the necessary requirements for the following:

— Requirements in support of global PBN operations,

— Requirements in support of GBAS CAT I/II/III landing systems,

— Requirements in support of data link operations to address the ATN B1 and B2 and FANS integration, including D-TAIX, D-ATIS, and

— Revision of the requirements in support of Mode S and ADS-B out implementation

Affected stakeholders

Aircraft operators, manufacturers, DOA, and NAAs

Start	Next Deliverable	End Deliverable	Owner	Pre-RIA
2013	NPA/2016	Decision/2017	EASA FS.4	B12

RMT.0561 **Update of AMC-20 — 'In-flight entertainment (IFE), lead-free soldering, harmonisation of safety and software criteria'**

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Affected stakeholders

Manufacturers and operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2014	NPA/2016	Decision/2017	EASA CT.7	

RMT.0587 **Regular update of Part-FCL**

A 'standing task' allowing the Agency to table non-controversial issues identified by industry and MS which should be corrected or clarified in Part-FCL.

Affected stakeholders

Pilots, instructors, examiners, and ATOs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2017	ToR/2017	Opinion/2018	EASA FS.3	

RMT.0591 **Maintaining aerodrome rules (IR, CS, AMC and GM)**

Ensuring high uniform level of safety at aerodromes by aligning Regulation (EU) No 139/2014 with the ICAO developments and Amendments to Annex 14, PANS-ADR, Safety Recommendations and new technologies

Affected stakeholders

Aerodromes and aerodrome operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2013	NPA/2016	Decision/2016	EASA FS.4	

RMT.0643 **Regular update of AMC-20**

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Affected stakeholders

Manufacturers, maintenance organisations and operators

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2015	Decision/2018	Decision/2018	EASA CT.7	

RMT.0668 **Maintaining AMC/GM on ATCO training**

Maintaining AMC/GM on ATCO training

Affected stakeholders

ATCOs and ATCO TOs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2016	ToR/2016	Decision/2018	EASA FS.4	

RMT.0673 **Regular update of CS-25**

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Affected stakeholders

DAHs

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2015	Decision/2016	Decision/2016	EASA CT.7	

RMT.0692	**Maintenance of the acceptable means of compliance and guidance material on the safety (key) performance indicator 'Use of risk analysis tool' for the air traffic management performance scheme**

The general objective of this task is the update of the AMC/GM for the implementation and measurement of safety (key) performance indicators (S(K)PIs) (ED Decision 2014/035/R) to avoid inconsistencies that may lead to stakeholders not meeting the prescribed targets of the performance scheme in ATM and as appropriate to cover other relevant implementation feedback.

The specific objective of this task is, among others, to update the AMC/GM relating to:

— the risk analysis tool (RAT) methodology; and

— the ATM specific occurrences.

Affected stakeholders

ANSPs and authorities

Start	Next deliverable	End deliverable	Owner	Pre-RIA
2015	Decision/2016	Decision/2016 Decision/2019	EASA FS.4	

Appendix I — Deliverables expected in 2016

Opinions 2016

Driver	Baseline year	Baseline quarter	Task number	Task title
Safety	2016	1	RMT.0251	Embodiment of safety management system requirements into Commission Regulations (EU) Nos 1321/2014 and 748/2012
			RMT.0681	Alignment of implementing rules & AMC/GM with Regulation (EU) No 376/2014
		2	RMT.0225	Development of an ageing aircraft structure plan
			RMT.0262	Embodiment of level of involvement (LOI) requirements into Part-21
			RMT.0445	Technical requirement and operation procedures for airspace design, including procedure design
		3	RMT.0069	Seat crashworthiness improvement on large aeroplanes — Dynamic testing 16g
			RMT.0071	Additional airworthiness specifications for operations: Thermal/acoustic insulation material
			RMT.0393	Maintenance check flights (MCFs)
			RMT.0516	Update of the Rules on Air Operations (Air OPS Regulation — all Annexes & related AMC/GM)
			RMT.0581	Loss of control prevention and recovery training
		4	RMT.0369	Prediction of wind shear for aeroplane CAT operations (IRs)
			RMT.0371	TAWS operation in IFR and VFR and TAWS for turbine-powered aeroplanes under 5 700 kg MTOM able to carry six to nine passengers
			RMT.0589	Rescue and firefighting services (RFFS) — Remission factor, cargo flights, etc.

Driver	Baseline year	Baseline quarter	Task number	Task title
Efficiency/proportionality	2016	1	RMT.0281	New training/teaching technologies for maintenance staff
			RMT.0639	Performance-based navigation implementation in the European air traffic management network
		2	RMT.0190	Requirements for relief pilots
			RMT.0547	Task force for the review of Part-M for General Aviation (PHASE II)
		3	RMT.0230	Implementing rules for remotely piloted aircraft systems (RPAS)
			RMT.0352	Non-commercial operations of aircraft listed in the operations specifications (OpSpecs) by an AOC holder (IRs)
			RMT.0674	Revision of the European operational rules for balloons
		4	RMT.0287	Updating Part-MED and related AMC and GM
			RMT.0657	Training outside ATOs
Level playing field	2016	1	RMT.0209	Contracting of continuing airworthiness management activities
		3	RMT.0276	Technical records
			RMT.0695	Non-ETOPS operations using performance class A aeroplanes with a MOPSC of 19 or less

Decisions 2016

Driver	Baseline year	Baseline quarter	Task number	Task title
Safety	2016	1	RMT.0119	Yawing conditions
			RMT.0696	Aligning the Implementation of Evidence-Based Training to European Rules (EBT introductory task)
			RMT.0589	Rescue and firefighting services (RFFS) — Remission factor, cargo flights, etc.
		2	RMT.0595	Technical review and regular update of learning objectives and syllabi for commercial licences (IR)
		3	RMT.0120	Helicopter ditching and water impact occupant survivability
			RMT.0608	Helicopter gearbox lubrication
Efficiency/proportionality	2016	1	RMT.0456	Integrated modular avionics (IMA)
			RMT.0673	Regular update of CS-25
			RMT.0692	Maintenance of the acceptable means of compliance and guidance material on the safety (key) performance indicator 'Use of risk analysis tool' for the air traffic management performance scheme
		2	RMT.0134	Rotorcraft AMC Revision
			RMT.0572	Use of similarity analysis when showing compliance to SLD icing specifications
		3	RMT.0607	AMC/GM to Part-21 for operational suitability data (OSD)
			RMT.0264	Executive interior accommodation
		4	RMT.0206	Systematic review and transposition of existing FAA TSO for parts and appliances into EASA ETSO

Efficiency/proportionality	2016	4	RMT.0690	Certification Specifications for standard changes & standard repairs (CS-STAN) — Phase 2
Level playing field	2016	1	RMT.0269	Carriage of Special Categories of Passengers (SCPs)
		3	RMT.0384	Engine open rotor and installation
		4	RMT.0583	A-NPA on flight test engineer (FTE) licensing
Environment	2016	4	RMT.0560	Halon — Update of Part-26 to comply with ICAO standards

Decisions to be issued in 2016 pending adoption of IRs

Driver	Baseline year	Baseline quarter	Task number	Task title
Safety	2016	1	RMT.0681	Alignment of implementing rules & AMC/GM with Regulation (EU) No 376/2014
		4	RMT.0251	Embodiment of safety management system requirements into Commission Regulations (EU) Nos 1321/2014 and 748/2012
Efficiency/proportionality	2016	2	RMT.0287	Updating Part-MED and related AMC and GM
Level playing field	2016	4	RMT.0232	Commercial air transport operations at night or in IMC using single-engined turbine aeroplane

NPAs 2016

Driver	Baseline year	Baseline quarter	Task number	Task title
Safety	2016	1	RMT.0120	Helicopter ditching and water impact occupant survivability
			RMT.0369	Prediction of wind shear for aeroplane CAT operations (IRs)
			RMT.0371	TAWS operation in IFR and VFR and TAWS for turbine-powered aeroplanes under 5 700 kg MTOM able to carry six to nine passengers
			RMT.0464	Requirements for air traffic services
			RMT.0477	Technical requirements and operational procedures for aeronautical information services and aeronautical information management
			RMT.0595	Technical review and regular up-date of Learning Objectives and Syllabi for commercial licenses IR
			RMT.0648	Aircraft cybersecurity
			RMT.0445	Technical requirement and operation procedures for airspace design, including procedure design
			RMT.0681	Alignment of implementing rules & AMC/GM with Regulation (EU) No 376/2014
		2	RMT.0106	Certification specifications and guidance material for maintenance certifying staff type rating training
			RMT.0249	Recorders installation and maintenance thereof — certification aspects
			RMT.0296	Review of aeroplane performance requirements for CAT operations
		3	RMT.0271	In-flight recording for light aircraft
			RMT.0608	Helicopter gearbox lubrication

Safety	2016	4	RMT.0118	Analysis of on-ground wings contamination effect on take-off performance degradation
			RMT.0599	Evidence-based and competency-based training
			RMT.0647	Loss of control or loss of flight path during go-around or climb
			RMT.0671	Engine bird ingestion
Efficiency/proportionality	2016	1	RMT.0638	Certification requirements for VFR heliports located at aerodromes falling under the scope of Basic Regulation
			RMT.0674	Revision of the European operational rules for balloons
			RMT.0677	Easier access of General Aviation (GA) pilots to instrument flight rules (IFRs) flying
			RMT.0498	Reorganisation of Part-23 and CS-23
			RMT. 0561	Update of AMC-20 — 'In-flight entertainment (IFE), lead-free soldering, harmonisation of safety and software criteria'
			RMT.0657	Training outside ATOs
		2	RMT.0287	Updating Part-MED and related AMC and GM
		3	RMT.0180	CS-E engine testing, endurance/IMI/ETOPS
		4	RMT.0018	Installation of parts and appliances that are released without an EASA Form 1 or equivalent.
			RMT.0519	Maintaining CS-ACNS
			RMT.0537	Privilege for CAMOs to issue flight conditions
			RMT.0654	Revision of the balloon licensing requirements
			RMT.0678	Addressing other FCL GA issues (FCL 'Light')

Efficiency/proportionality	2016	4	RMT.0680	Ground-based augmentation system (GBAS) CAT I/II/III
Level playing field	2016	1	RMT.0325	HEMS performance and public interest sites
			RMT.0492	Development of FTL for CAT operations of emergency medical services by aeroplanes and helicopters
			RMT.0493	Update and harmonisation of FTL for commercial air transport (CAT) by aeroplane for air taxi operations and single-pilot operations taking into account operational experience and recent scientific evidence
			RMT.0573	Fuel planning and management
			RMT.0695	Non-ETOPS operations using performance class A aeroplanes with a MOPSC of 19 or less
			RMT.0384	Engine open rotor and installation
		3	RMT.0252	Instructions for continuing airworthiness (ICA)
			RMT.0601	Transposition of provisions on electronic flight bag from ICAO Annex 6

Appendix II — Acronyms and initialisms

AC	advisory circular
ACAS	airborne collision avoidance system
AeMC	aero-medical centre
AFIS	aerodrome flight information service
AIS	aeronautical information services
AIM	aeronautical information management
AMAN	arrival management
AMC	acceptable means of compliance
AME	aero-medical examiner
AMM	aircraft maintenance manual
ANAC	Agência Nacional de Aviação Civil (National Civil Aviation Agency of Brazil)
ANS	air navigation service
ANSP	air navigation service provider
AOC	air operator certificate
ARAC	Aviation Rulemaking Advisory Committee
ARC	abnormal runway contact
ASAWG	Airplane-level Safety Analysis Working Group
ASD	airspace design
ATCO	air traffic controller
ATM	air traffic management
ATO	approved training organisation
AWO	all-weather operations
CAEP	Committee on Aviation Environmental Protection
CAMO	continuing airworthiness management organisation
CAT	commercial air transport
CBT	competency-based training
CFR	Code of Federal Regulations
CPDLC	controller–pilot data link communication
CRD	comment-response document

CS	certification specification
CTOL	conventional take-off and landing
CVS	combined vision systems
DAH	design approval holder
DOA	design organisation approval
EAFDM	European authorities coordination group on flight data monitoring
EAPPRE	European action plan for the prevention of runway excursions
EASA	European Aviation Safety Agency
EASP	European Aviation Safety Programme
EATMN	European air traffic management network
EBT	evidence-based training
EC	European Commission
ECAST	European Commercial Aviation Safety Team
EDTO	extended diversion time operation
EFB	electronic flight bag
EGAST	European General Aviation Safety Team
EHEST	European Helicopter Safety Team
ELA	European light aircraft
EME	emerging issues
EMS	emergency medical services
EPAS	European Plan for Aviation Safety
ESSI	European Strategic Safety Initiative
ETOPS	extended-range twin-engine operational performance standards
EUROCAE	European Organisation for Civil Aviation Equipment
EVS	enhanced vision systems
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FCHWG	Flight Controls Harmonisation Working Group
FCL	flight crew licensing
FDM	flight data monitoring
FEM	flight examiner manual

FO	focused oversight
FSTD	flight simulator training device
FTE	flight test engineer
FTL	flight time limitations
GA	General Aviation
GBAS	ground-based augmentation system
GCOL	ground collision
GM	guidance material
GNSS	global navigation satellite system
GPWS	ground proximity warning systems
HE	helicopters
HEMS	helicopter emergency medical services
HP	High Pressure
HPA	high performance aircraft
HOSS	helicopter offshore safety and survival
HUD	head-up display
ICA	instructions for continuing airworthiness
ICAO	International Civil Aviation Organization
IFR	instrument flight rules
IHST	International Helicopter Safety Team
IMA	integrated modular avionics
IMC	instrument meteorological conditions
IMI	initial maintenance inspection
IR	instrument rating
IRs	implementing rules
JAA	Joint Aviation Authorities
JAR	Joint Aviation Requirement
KRE	key risk element
LAPL	light aircraft pilot licence
LOCART	loss of control avoidance and recovery training
LOC- I	loss of control in flight

LOI	level of involvement
LOs	learning objectives
LSA	light sport aeroplanes
LVO	low visibility operations
MAC	mid-air collision
MAPSC	maximum approved passenger seating configuration
MOPSC	maximum operational passenger seating configuration
MCF	maintenance check flight
MMEL	master minimum equipment list
MO	maintenance organisation
MOPS	mimimum operational performance specification
MPL	multi-crew pilot licence
MS	Member State
MST	Member State task
MTO	maintenance training organisation
MTOM	maximum take-off mass
NAA	national aviation authority
NCO	non-commercial operations with other-than-complex motor-powered aircraft
NDB	non-directional beacon
NLA	new large aircraft
NoA	network of analysts
NPA	notice of proposed amendment
OSD	operational suitability data
POA	production organisation approval
PBN	performance-based navigation
PCP	Pilot Common Project
PIS	public interest site
PM CPDLC	protected mode controller–pilot data link communication
PPL	private pilot licence
RAT	risk analysis tool
RE	runway excursion

RI	runway incursion
RES	research
RESA	runway end safety area
RFID	radio frequency identification
RIA	regulatory impact assessment
RMT	rulemaking task
RPAS	remotely piloted air system
SARPs	standards and recommended practices
SCF	system component failure
SCP	special category of passenger
SES	single European sky
SESAR	single European sky ATM research programme
SET	single-engined turbine
SLD	supercooled large droplets
SMICG	Safety Management International Collaboration Group
SMS	safety management system
SP	safety promotion
SPI	surveillance performance and interoperability
SPL	student pilot licence
SPT	safety promotion task
SR	safety recommendation
SSIP	supplemental structural inspection programme
SSP	State safety plan
STC	supplemental type certificate
SVGS	synthetic vision guidance systems
SVS	synthetic vision systems
SWIM	system-wide information management
SYS	systemic
TAWS	terrain awareness warning system
TBO	time between overhaul
TC	type certificate

TCCA	Transport Canada Civil Aviation
TMA	terminal manoeuvring area
UDPP	user-driven prioritisation process
UPRT	upset prevention recovery training
VLA	very light aeroplanes
VFR	visual flight rules
VOR	VHF omnidirectional range
WFD	widespread fatigue damage
WIDDSWG	Water Impact, Ditching Design and Crashworthiness Working Group
WG	working group

Appendix III — Coding legend

Axx	High safety risk — with reference to the Pre-RIA risk matrix
Bxx	Medium safety risk — with reference to the Pre-RIA risk matrix
Cxx	Low safety risk — with reference to the Pre-RIA risk matrix
-	Not available

Appendix IV — Index

Focused oversight actions

Member States' actions

Research actions

Rulemaking actions

Safety promotion actions