

Driver	Project title or related subject	Description	Start date (year)	End date (year)
Level playing field	21A.3B Airworthiness Directives (AD's)	This paragraph will be reviewed in the light of discussions with NAAs and industry and to better align with the distribution of responsibilities as stipulated in the in the Basic Regulation also taking into account the amendment of the Basic Regulation.	2012	2017
Safety, Level playing field	Activation of ice protection	Proposed applicability: Aeroplanes with MTOW less than 60,000 pounds that are certified for flight in icing conditions and commercially operated. It amends the regulation applicable to operators of certain aeroplanes used for CAT and certificated for flight in icing conditions. The proposed standards would require either the installation of ice detection equipment or changes to the Aeroplane Flight Manual to ensure timely activation of the airframe ice protection system. This proposed regulation is the result of information gathered from a review of icing accidents and incidents, and it is intended to improve the level of safety when aeroplanes are operated in icing conditions.	2015	2018
Safety	Additional airworthiness specifications for operations: Thermal/Acoustic Insulation Material	Proposed applicability: large aeroplanes used in CAT.	2014	2016
Safety	Additional ratings for Part-FCL licence holders	Development of IR, AMC and GM for a mountain rating for helicopter pilots and a seaplane extension for LAPL(A) holders	2013	2016
Safety	Aeroplane CAT performance taking into account the European Action Plan for prevention of Runway Excursions	"Objectives (taken from TALPA charter): Establish airplane certification and operational requirements (including training) for takeoff and landing operations on contaminated runways. Establish landing distance assessment requirements, including minimum landing distance safety margins, to be performed at the time of arrival. Establish standards for runway surface condition reporting and minimum surface conditions for continued operations."	2014	2017
Legal requirements	Aircraft Continuing Airworthiness Monitoring – Review of Key Risk Elements	The AMC3 M.B.303(b) 'Aircraft continuing airworthiness monitoring' and related Guidance Material GM1 M.B.303(b) and Appendix III to GM 1 M.B.303(b) on Key Risk Elements (KREs) will require annual reviews to ensure that all regulatory references remain up to date, to assess the appropriateness of each KRE, determine the need for additional KREs, review the adequacy and pertinence of typical inspection items included, so as to ensure that all information remains pertinent with regard to the airworthiness key risk areas identified. This may also consider feedback from Standardisation.	2016	2018
Safety	Airworthiness and Operational Approval of Electronic Flight Bags	Update of AMC 20 to incorporate JAA TGL 36 taking into account technological developments. Envisaged deliverable: a decision amending AMC-20.	2006	2014
Safety	Airworthiness and operational aspects for maintenance check flights	Establish operational requirements and crew competence criteria for the performance of these flights. This will not be limited to operators subject to EU-OPS approval but to any operator performing these flights. Final objective is to reduce the probability of incidents and accidents of this type of flights.	2011	2014
ICAO alignment	All weather operations	Including in particular: • High Altitude Landing System Performance (JAA NPA AWO-11) • Structural Limit Loads and Lateral Touchdown Performance (JAA NPA AWO-14) • Revisions to certification specifications resulting from JAR/FAR 25.1329 activity (JAA NPA AWO-16) (linked to NPA 25F-344) • Category 1 Approach autoland capability • Specification for GBAS (ground based autmentation system) • Certification credit for ILS (Instrument Landing Systems) look-alike GLS • AMC and GM for related operations and, when required, operational approval Merged with old RMT.0381: IR, AMC and GM for related operations and, when required, operational approval. New provisions and review of related IR, CS, AMC and GM for head-up displays (HUD), enhanced vision systems (EVS), enhanced flight vision systems (EFVS), synthetic vision systems (SVS) and combined vision systems (CVS), in particular including Head-Up Guidance Landing System (JAA NPA AWO-13) and training of inspectors serving competent authorities. Staggered approach with multiple deliverables with different dates might be envisaged and will be further specified in the ToRs.	2014	2018
Legal requirements	Alternative Means of Compliance	Standing process to consider notifications of alternative means of compliance to identify items to propose as amendments to EASA AMCs for OPS, MED and FCL rules. The actual start date and timeline for the task will be determined based on the AltMOC received.	2015	
Legal requirements	AMC/GM for small training organisations	Review of the AMC/GM in FCL to provide more detailed information to small organisations, e.g. a template for operations manuals	2012	2014
Legal requirements	AMC/GM to Part-21 for operational suitability data (OSD)	Subtask from RMT.0103 (21.039b)	2013	2016
Legal requirements	Amendment of requirements for flight recorders and underwater locating devices	- ULB 90 days, to align with expected amendment of ICAO Annex 6 Part I - for aeroplanes with an MCTOM > 27 000 kg to have a ULB operating at a frequency of 8.8 kHz, to align with expected amendment of ICAO Annex 6 Part I - Extension of required CVR recording duration to 2 hours as of 01/01/2016, for aeroplanes + helicopters (addressing SR CAND-1999-002 and UNKG-2012-013) - Introduction of CVR with a recording duration exceeding 2 hours (addressing SR NETH-2011-015, FRAN-2012-025 and FINL-2012-003) - Discontinuation of use of recorders using frequency modulation and of magnetic tape recorders, for aeroplanes + helicopters to align with ICAO Annex 6 - Also addressing SR NETH-2011-015 (serious incident of a Boeing 737)	2012	2015

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Safety	Amendment of requirements for data recorders II	- FDRs: alignment with ED-112, update of the parameter list (addressing SR UNKG-2009-091 accident of a Boeing 777-236ER at London Heathrow, GREC-2006-047 Helios accident, recommending to also record cabin altitude on the FDR, NETH-2010-001 following a helicopter emergency landing in the offshore environment, recommending to record the control forces, FRAN-2011-015/016 following the Air France accident to mandate recording a number of additional parameters. - Alignment with FAA-2005-20245 on FDR and CVR improvements. - FDR/CVR maintenance requirements for in-service and production aircraft, to align with ICAO and as per SIB 2009-028 (also addressing SR UNKG-2008-020 requesting that, prior to the first flight of the day, the built-in test features on the flight deck to be monitored to ensure correct operation). - retroactive specifications to improve the reliability issue of g-switches used to stop recorders after a crash impact, (addressing SR UNKG-2008-074 and UNKG-2011-045).	2016	2019
Level playing field	Amendments (rule and AMC/GM) adapted to the process of granting foreign Part-145 approvals	The Agency, acting as the competent authority for approval of maintenance organisations in third countries, envisage to modify Part-145 and Part-66 and adopt additional Acceptable Means of Compliance (AMC and GM) to Part-145, in order to solve current shortcomings and inconsistencies when dealing with foreign organisations.	2009	2016
Safety	Analysis of on-ground wings contamination effect on Takeoff performance degradation	Amend CS-25 and Part/CS-26 to require that TC holders perform an assessment of the effect of aircraft aerodynamic surfaces on-ground contamination on take-off performance and on aircraft manoeuvrability and controllability.	2015	2017
Level playing field	A-NPA on Flight test Engineer (FTE) Licensing	Discuss the creation of a license (licensing scheme) for FTE that are assigned for duties in an aircraft for the purpose of conducting flight tests or assisting the pilot in the operation of the aircraft and its systems during flight test activities. The A-NPA will discuss the benefits, issues and where to place possible requirements for such a license.	2014	2014
Legal requirements	ATCO fatigue management provisions aligned with ICAO	Development of IRs establishing a methodology for the safety risk assessment with regards to fatigue to be performed in order to assess, quantitatively define and validate the safety criteria of the ATCO rostering system, as defined in the draft measures that the Agency will publish under the remit of the rulemaking task ATM.001 and considering the work of ICAO WG on ATC fatigue.	2014	2016
Legal requirements	ADR equipment	Implementing measures (IR) for the certification of Aerodrome Equipment	2014	2016
Safety	CAMO and Part-145 responsibilities	More guidance on the CAMO responsibilities before the a/c takes off. Information needed:	2013	2017
Safety	Carriage of ACAS II equipment on aircraft other than aeroplanes in excess of 5700kg or 19 Pax	Introduction of TCAS II software Version 7.1 for aircraft other than aeroplanes in excess of 5700kg or 19 Pax.	2015	2017
Safety	Carriage of Special Categories of Passengers	Review of the operational and certification requirements (IRs) relating to carriage of special categories of passengers based on the latest scientific research and associated recommendations	2012	2015
Legal requirements	Certification specifications for Flight Crew Data; CS-FCD	Envisaged deliverable: CS-FCD (Flight Crew Data).	2007	2014
Proportionality	Certification Specification for standard aircraft changes and repairs - Phase 1	CS should be developed for standard changes and repairs. Phase 1 (refer to ToR MDM.048).	2011	2016
Legal requirements	Certification Specifications for Aircraft and Engines/ International Volcanic Ash Task Force (IVATF)	Changes to EASA airworthiness codes (CS-23, CS-25, CS-27, CS-29, CS-E, CS-P and CS-APU). It creates a new obligation on type-certificate, restricted type-certificate, supplemental type-certificate holders, and holders of an ETSO authorisation for APU, to investigate and understand the hazards associated with exposure to the harmful effects of volcanic clouds.	2011	2016
Legal requirements	Changes to Basic Regulation	Systemic revision of the Basic Regulation in order to implement editorial changes and further necessary updates, following the first 10 years of operation.	2013	2014
Proportionality	Commercial air transportation aeroplane operations at night or in IMC using single engine turboprop aeroplane	Development of the Implementing Rules for the airworthiness and operational approval.	2012	2015
Level playing field	Considerations for the Use of Airborne Separation Assistance Systems (ASAS)	Development of Cockpit Display and Traffic Information and its data processors should be carefully followed with consideration of Human Factors issues, display symbology, flight deck integration, Crew procedures, training and the likely impact of certification procedures.	2014	2017
Level playing field	Contracting of continuing airworthiness management activities	A lot of work has been put into TGL 34 by the JAA. It was transferred into Part-M. This leaflet defined how an operator could outsource some of the tasks related to managing the continuing airworthiness of the aircraft it operates. This could lead to an amendment to the rule.	2006	2014
Safety	CRM Training	Review of AMC/GM on CRM training for FC, CC and TC. Addressing safety recommendations SPAN-2011-026, SPAN-2011-027, FRAN-2012-042, FRAN-2012-043, FRAN-2012-44 and FRAN-2012-021 and recommending to study the effectiveness of current CRM training requirements and to standardise the experience requirements.	2012	2016
Safety, SESAR	Data link operations	IR on requirement for extended Data link operations to include requirements for safety critical message use, D-TAIX, DCL, PM CPDLC, D-ATIS, and CPDLC, ADS-C outside VHF data link coverage - This task is stemming from SESAR	2016	2018
Safety	Detection of recurrent defects on components which underwent maintenance	This task originates from safety recommendation 2008-89 (SR2008-89) It is recommended that the EASA and the FAA require that approved component repair organisations have procedures in place to identify units with an excessive service rejection rate or recurrent faults	2016	2019
Safety	Deteriorating Performance of Ageing Aircraft GM 21A.3B(b), paragraph 2.1.2.1 Flight	Need for defining appropriate criteria for evaluation of the most common causes of in-service aircraft performance deterioration due to aging issue. Means needs to be determined to prevent the aircraft is operated out of AFM limits in potential in unsafe conditions.	2017	2019
Legal requirements	Development of AMC/GM for SKPI (ATM performance IR) for RP2	New task created following EC request for a support on a development of AMC and/or GM for SKPI to implement the Regulation (EU) No 691/2010 laying down a performance scheme for air navigation services and network functions for RP2	2013	2014
Safety	Development of an Ageing Aircraft Structure plan	This plan will provide a regulatory framework taking into account actions already included in this programme and will consider extension to other aircraft than large aeroplanes. Task MDM.028 (a) is the development of the technical elements for the large aeroplanes plan adding requirements for the existing fleet and modification to Part 21 and Part 26	2007	2015

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Safety	Devices for reducing the effect of smoke and toxic fumes in large transport aircraft	Development of IR addressing safety recommendation RUSF-2007-003.	2016	2019
Safety	Ditching Occupant Survivability	Harmonized activity to develop enhanced design standards associated with helicopter ditching on water	2012	2016
Safety	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.	2016	2018
Legal requirements	Certification Specifications and Guidance Material for type specific data for cabin crew	Envisaged deliverable: CS-CCD; type specific data for cabin crew.	2007	2014
Legal requirements	Certification Specifications and Guidance Material for the development of the definition of scope of the aircraft validation source data to support the objective qualification of simulator(s) associated to the pilot type rating training (simulator data) — CS-SIMD	Envisaged deliverable: CS-SIMD; simulator data	2007	2015
Legal requirements	Certification Specifications and Guidance Material for Generic Master Minimum Equipment List CS-GEN-MMEL	Envisaged deliverable: CS-GEN-MMEL for other than complex motor-powered aircraft.	2007	2014
Legal requirements	Certification Specifications and Guidance Material for Certification Specifications and Guidance Material for Master Minimum Equipment List CS-MMEL	Envisaged deliverable: CS-MMEL for complex motor-powered aircraft.	2007	2014
Legal requirements	Certification Specifications and Guidance Material for maintenance certifying staff type rating training	Envisaged deliverable: CS-MCSD - CS-maintenance certifying staff type rating training)	2007	2018
Legal requirements	Embodiment of Level of Involvement(LOI) and safety management principals in Part 21	The task's objective is to embody into Commission Regulation No 748/2012 and its Annex (Part-21) organisation and authority requirements supported by related AMC/GM to foster implementation of SMS in the Design and Manufacturing industry.	2013	2014
Legal requirements		The task's objective is to develop AMC/GM to foster implementation of LOI by the Agency in product certification	2013	2015
Legal requirements	Embodiment of Safety Management System (SMS) requirements into Regulation (EC) No 2042/2003 for the implementation of a State Safety Plan	Objective of this task is to adapt Regulation (EC) No 2042/2003 and corresponding AMCs/GM for implementation of organisation management system requirements providing for compliance with the relevant ICAO standards on SMS in the field of continuing airworthiness.	2011	2016
Legal requirements	Embodiment of Safety Management System (SMS) requirements into Regulation 748/2012	The task's objective is to embody into Commission Regulation No 748/2012 and its Annex (Part-21) organisation and authority requirements supported by related AMC/GM to foster implementation of LOI by the Agency in product certification	2013	2018
Level playing field	Emergency Locator Transmitters - installation, location and de-activation	1) Incorporate, in the aircraft Certification Specifications, provisions to enforce installation requirements as provided in ED-62A standard. The objective is to ensure that the signal between the ELT unit and the antenna is not disrupted after a crash. Indeed, several crash accidents occurred when the signal was not transmitted because either the cable between the unit and the antenna was destroyed, or the unit was separated from the antenna, or the antenna was separated from the unit. Refer to SR GERF-2009-019 triggered from BFU letter entitled "Reliability of 406 MHz emergency locator transmitters (ELT) in aircraft". 2) Incorporate provisions in the aircraft Certification Specifications to require that information on the location and de-activation of required ELTs is readily available onboard the aircraft. This requirement is applicable to automatic ELTs that are rigidly attached to the aircraft and not deployable. Refer to SR IRLD-2009-002	2017	2019
Level playing field	Engine open rotor and installation	Definition of the generic regulation applicable to the Open Rotor engine concept and aircraft installation.	2011	2018
Level playing field	Executive Interior Accomodation	Special requirements for aeroplanes (adaptation of CS-25 and AMC to CS-25) including Installation of stretchers.	2011	2018
ICAO alignment	Extended Diversion Time Operations (EDTO)	Alignment with amendment 36 of ICAO Annex 6 I Merged with former RMT.0347/0348 on Policy on flight continuation after in-flight shutdown. Merged with old RMT.0347: Based on rulemaking proposal and also addressing safety recommendation FRAN-2009-021.	2016	2019
Safety	Extension of competency-based training to all licences and ratings and extension of TEM principle to all licences and ratings	Review of IR to follow-up on the latest developments for pilots' training in order to introduce competency based training for other pilot licences in Part-FCL	2014	2017
Safety, Proportionality	First installation of a prototype STCs on an aircraft by a maintenance organisation	To show compliance when the STC is not yet approved	2016	2019
Legal requirements	Flights related to design and production activities	Development of Implementing rules for flights related to design and production activities	2012	2016
Legal requirements	FSTDs	Review of IR to assure alignment with the new ICAO doc. 9625, 3rd edition as a new technical basis for all international standards for new fidelity levels of Flight Simulation Training Devices (FSTDs) required to support each of the required training tasks. Also addresses SR SPAN-2011-020.	2014	2016
Legal requirements	FTL requirements for CAT operations - air taxi and single-pilot operations (aeroplane)	Development of FTL requirements for CAT operations - air taxi and single pilot - aeroplanes	2012	2016
Legal requirements	FTL requirements for CAT operations - EMS (A+H)	Development of FTL requirements for CAT operations of emergency medical services (EMS) of aeroplanes and helicopters	2012	2016
Legal requirements	FTL requirements for CAT operations of helicopters	Development of FTL requirements for CAT operations of helicopters	2014	2017
Legal requirements	FTL requirements for commercial operations other than CAT	Development of FTL requirements for these operations - including for flight instructors	2016	2019
Legal requirements	FTL requirements for non-commercial operations of complex motor-powered aircraft	Development of FTL for these operations	2017	2020
ICAO alignment	Fuel planning and management	Alignment with amendment 36 of ICAO Annex 6 I and implementation of declaration of fuel emergency for all types of operations	2014	2017
Safety	Fuel tank flammability reduction of already certificated large aeroplanes	Proposed applicability: large aeroplanes.	2013	2017
Level playing field	Functions of B1 and B2 support staff and responsibilities	Link with sign off	2011	2018

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ICAO alignment	Halon - Update of part 26 to comply with ICAO standards	The task aims to smooth transition towards 'halon-free' aviation, balancing the environmental needs with safety and with cost-efficient rules for progressive phase-out of halon. It is linked to ICAO State Letters 44, 45 and 46 of 11 July 2011 (i.e. amendment of the three Parts of Annex 6). Proposed applicability: all aircraft	2013	2016
Safety	Harmonised Transition Altitude	Development of implementing measures (IR) to improve safety and efficiency levels associated with the use of TAs across European Airspace and, specifically, to reduce the incidences of incorrect settings of altimeters when aircraft pass the TA or Transition Level (TL).	2013	2017
Safety	Helicopter Gearbox Lubrication	Aims to implement recommendations from the "Report of the Joint Cooperation Team (JCT) on the review of helicopter main gearbox certification requirements for TCCA/FAA/EASA", initiated following the crash of the Cougar helicopter's S-92A, registration C-GZCH, and completed in December 2012.	2014	2016
Level playing field	Helicopter H-V Limitation	Helicopters flying through the HV curve while having the HV envelope contained in the limitations section of the approved flight manual	2013	2016
Safety	Helicopter offshore operations	Development of specific approval requirements for commercial and non-commercial offshore helicopter operations	2011	2014
Safety	Helicopter tailrotor failures	Recent research studies show that higher failure rates are discovered. To address this issue, it was recommended introducing additional requirements in the Certification Specification 27 and 29. UK CAA has provided the report substantiating the new task.	2013	2018
Legal requirements	Helicopter Vibration Health Monitoring	Operations Implementing Rules	2013	2014
Legal requirements	Heliports	Certification requirements for colocated VFR heliports	2014	2015
Legal requirements	HEMS performance and public interest sites	Transferred task from JAA.	2012	2016
Safety	HIRF & Lightning	Harmonization activity on a new CS/FAR xx.1317 and associated AC/AMC, on protection from HIRF as well as harmonization activity on CS/FAR xx.1316 and associated AC/AMCs on lightning (environment, zoning, direct effects, indirect effects, fuel) For CS-23, -25, -27 and -29	2012	2015
Safety	Ice Protection	This task aims to review the current knowledge base and certification experience relating to compliance with CSE 780 and to update the certification specification and AMC to reflect the state-of-art and current best practice	2008	2016
Legal requirements	Implementation of CAEP 9 amendments	Amending the BR (Article 6) taking into consideration the recommendations of the ICAO/CAEP/9 meeting	2013	2014
Legal requirements	Implementation of CAEP/10 amendments	Amending the BR (Article 6) taking into consideration the recommendations of the ICAO/CAEP/10 meeting	2016	2019
Legal requirements	Implementing rules for air operations	AMC/GM based on the outcome of task OPS.001(a).	2006	2014
Legal requirements	Implementing rules for the oversight of third country aircraft	Requirements for oversight of third country aircraft and operators involved in non-CAT operations when in the territory served by the Treaty - IRs	2006	2018
Level playing field	Importing of aircraft from other regulatory system and Part.21 sub-part H review	Importing of aircraft into the "2042/2003" system from other regulatory systems (Foreign, national, military)	2012	2017
Level playing field	Incorporation of special conditions in CS-27&29, CS VLR	The intent of this task is to incorporate generic SC's into CS-27 and CS-29, CS-VLR in order to provide an updated Airworthiness Code and AMC that will better reflect the objectives of the Basic Regulation.	2015	2017
Level playing field	Incorporation of standard special conditions in CS-23 and harmonisation with FAR-23	- Increase the efficiency of the certification process from a manufacturer point of view by making publicly available EASA information which is today not accessible before the starting of the certification process. - Decrease EASA workload for Special Conditions' management with a "good house-keeping" policy by incorporating the Agency's SCs into CS-23 to better reflect the state of the art and best practices. - Harmonise CS-23 as far as possible with Part-23 Amendment 62.	2012	2016
Safety	CS-E Engine Testing, Endurance / IMI / ETOPS	Engine test proposal to replace the current Endurance test, to introduce IMI requirements and possibly incorporate ETOPS testing.	2015	2018
Level playing field	Initial regulation for Remotely Piloted Aircraft Systems (InRPAS)	In accordance with the European RPAS road map (action 15E), development an Opinion for amendment of Basic Regulation to accommodate RPAS, including essential requirements.	2013	2017
Level playing field		In accordance with the European RPAS road map (action 11L), RMT.0620 development of a Decision on AMC/GM to replace the Airworthiness Policy E.Y013-01 and to cover initial and continued airworthiness.	2013	2018
Level playing field		In accordance with the European RPAS road map development of a Decision on AMC/GM for remote pilot licence (RPL).	2013	2019
Legal requirements		In accordance with the European RPAS road map (action 13D), development of a Decision on AMC 20-XX for civil UAS Safety Objectives (so-called 1309) for airworthiness, building upon JARUS and EUROCAE deliverables.	2013	2017
Level playing field		In accordance with the European RPAS road map (action 18G), development of an Opinion to amend Regulation (EU) No 748/2012 on initial airworthiness to introduce processes applicable to RPASs including a threshold below which formal airworthiness certification is not required.	2013	2017
Level playing field		In accordance with the European RPAS road map (action 18G), development of an Opinion to amend Regulation (EC) No 2042/2003 on continued airworthiness to introduce rules applicable to RPASs.	2013	2018
Level playing field		In accordance with the European RPAS road map (action 15P), development of an Opinion on common rules for Remote Pilot Licence (RPL), including requirements for authorities.	2013	2019
Level playing field		In accordance with the European RPAS road map (action 11L), development of an Opinion on common rules for Part-SPA, to include RPAS operations (both commercial and non-commercial). Development of proposals for amendment of Basic Regulation to accommodate RPAS, including essential requirements. In addition IR for the operations of Remotely Piloted Aircraft Systems (Air operations, operators, licensing, maintenance).	2013	2019
Level playing field		In accordance with the European RPAS road map (action 11L), development of a Decision on AMC/GM for RPAS operators (both commercial and non-commercial) and training organisations.	2013	2023

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Level playing field		In accordance with the European RPAS road map (actions 11N, 12E and 15M), development of a Decision on AMC/GM for operations, including VLL (VLOS, E-VLOS) & IFR/RLOS.	2013	2020
Level playing field	Installation of parts and appliances that are released without an EASA Form 1 or equivalent.	Revision of 21A.307 to establish an appropriate legal basis. This task includes RMT.0237 (MDM.032 d).	2012	2016
Level playing field	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). — Level of involvement of the competent authority (during the certification process). Subtask 2: — Availability of ICA (to owners, operators, maintenance organisations, etc.). Subtask 3: — MRB Scheduling Information (guidance on the MRB process). Subtask 4: — Acceptance/approval of ICAs by other than the authority. Subtask 5: — Certification Maintenance Requirements.	2013	2018
Level playing field	Integrated Modular Avionics (IMA)	Development of EASA ETSO-2C153 enabling authorisations at platform/module level, independent from aircraft	2012	2016
Level playing field		Development of amendments to CS-ETSO Subpart A to enable ETSO Authorisations when aircraft functional modules are integrated on the IMA platform;	2012	2016
Level playing field		Development of AMC 20-170 to provide public guidance for incremental certification of IMA, from platform modules up to aircraft level.	2012	2017
Safety, SESAR	Introduction of I4D	IR on introduction of provision in support of I4D operations - This task is stemming from SESAR	2016	2018
Safety	Large Aeroplane Certification Specifications in Supercooled Large Drop, Mixed phase, and Ice Crystal Icing Conditions	Review National Transportation Safety Board recommendations A-96-54, A-96-56, and A-96-58, and advances in ice protection state-of-the-art. In light of this review, define an icing environment that includes supercooled large droplets (SLD), and devise requirements to assess the ability of aircraft to safely operate either for the period of time to exit or to operate without restriction in SLD aloft, in SLD at or near the surface, and in mixed-phase conditions if such conditions are determined to be more hazardous than the liquid phase icing environment containing supercooled water droplets. Consider the effects of icing requirement changes on 14 CFR Part 25 and revise the regulations if necessary. In addition, consider the need for a regulation that requires installation of a means to discriminate between conditions within and outside the certification envelope.	2010	2014
Legal requirements	Licensing requirements for gyroplane pilots	Review of Part-FCL and development of licensing requirements for gyroplane pilots	2017	2020
Level playing field	List of type ratings	Recurring task to regularly update this living AMC, which is used as a reference for issuing type ratings. The reference ToR for this task is the ToR issued for task 66.024. Envisaged deliverable: A decision updating Appendix I of AMC to Part-66.	2014	2016
Safety	Loss of control prevention and recovery training	Taking into account the deliverables of the ICAO LOCART WG and ICATEE WG, this rulemaking task reviews the following aspects for initial, type and recurrent training: - Manual aircraft handling of approach to stall and stall recovery (including at high altitude) - Training of aircraft configuration laws - Recurrent training on flight mechanics - Training scenarios including the effect of surprise	2013	2015
Legal requirements	Maintaining Aerodromes	This task is stemming from ICAO amendments.	2013	2016
Legal requirements	Maintaining SERA IR (stemming from ICAO SL)	Review of the implementing rule to assure alignment with the new/amended ICAO annexes into Standardised European Rules of the Air (SERA), including the development of AMC/GM.	2014	2020
Safety, Proportionality	Miscellaneous of Part 66	It includes large aircraft without type training, removal of limitations on converted licences and split basic examinations	2014	2017
Level playing field	New training / Teaching technologies	1) Introduction of: # Elearning and Edistance learning (level, content, nature of training, tools, instructor or Etutor, examination, forum of chat between tutors and students, ATA chapter concerned, attestation, interactive concept etc); # Simulation devices or STDs (level, content, theoretical and practical tasks, assessment, etc); # Specialized training such as Human factors, FTS, continuation training etc (at least ensure consistency with existing literature and FCL...) 2) Recommendation for the use of blended teaching methods 3) Potential impacts for the duration of the training (Type rating training, basic knowledge etc)	2012	2016
Legal requirements	On-board medical supply	Amendments to better reflect the contemporary needs regarding on-board medical supplies.	2016	2017
Legal requirements	Operations and equipment for high performance aircraft	Review of Implementing Rules in relation to the operation of high performance aircraft.	2016	2019
Legal requirements	Operations with Airships	Development of IRs for the operation of airships.	2017	2020
Safety	Non-commercial operations of aircraft listed in the operations specifications by an AOC holder	Development of IR addressing safety recommendations FRAN-2009-003 (Perpignan accident).	2013	2016
Safety	Oxygen Fire Hazard in Gaseous Oxygen Systems	Following Safety Recommendation CHIN-2011-005 issued to EASA, a generic CRI 35-05 has been created for CS-25 aircraft, which addresses the various ignition mechanisms which may be foreseen in gaseous oxygen system (centralised, decentralised or portable) which includes temperature rise from oxygen compression. It provides to the applicant considerations in term of system design and installation, failure mode and safety analysis, hazard analysis (i.e. assessment of the potential ignition and combustion mechanism). The objective of this task is amending applicable certification specifications to improve the protection against fire hazard in gaseous oxygen systems, including the lessons learnt from the incident to A319 B-6167 (on 19 June 2008) and the outcome from the CRI and related discussions with the industry.	2016	2018
Level playing field	Portable Electronic Devices II	Review OPS AMC and GM related to the extended use of PED on-board aircraft	2013	2014

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Safety	Pilot compartment view	The task aims 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, to ensure safe operations in all likely flight and operating conditions. In addition, the task 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.	2017	2019
Safety	Pilot Intervention Time Following Power Failure in Single-Engine Helicopters	Modification to Rule CS-VLR.143(d) and CS-27/29.143(d) - Controllability & Manoeuvrability.	2017	2019
Safety	Portable electronic devices (PEDs)	The purpose of this task is to introduce PEDs, primarily as sources of RF radiation, as items to be considered during aircraft certification. The effects of PEDs should be taken into account when scoping the aircraft internal operating environment within which required aircraft equipment and systems will need to show that they can continue to perform their intended function during PED use. The operating environment of PEDs should be considered so that, if acceptable, PED use may be permitted on affected aircraft types.	2014	2016
Legal requirements	Powered Lift (Tilt rotor) pilot licensing and operations	Review of Implementing Rules for pilot licensing and operations in relation to the experience gained in the BA609 certification process	2016	2019
Safety	Prediction of windshear for aeroplane CAT operations	Develop IRs to require predictive windshear warning systems, in response to air accident investigation recommendation FRAN-2009-012;	2013	2016
Proportionality	Privilege for CAMOs to issue Flight Conditions	"Certain CAMOs are entitled to issue a Permit to fly, provided that the flight conditions were previously approved. This implies that these CAMOs, despite their privilege, need currently in any case to involve the competent authority in the process to obtain a permit to fly. This rulemaking task would propose a change in the rule to grant the CAMOs the privilege to approve Flight Conditions when they are not related to the safety of the design".	2014	2016
Legal requirements	Protection against the use of contaminated halons by aircraft owners/operators and in maintenance, production and air operator organisations	In order to align with ICAO Resolution on 'halon replacement' (numbering still not defined) adopted during ICAO assembly dated September 2010, Guidance Material (AMC) shall be developed for production and maintenance organizations to verify the quality of halon in their possession through testing and internal procedures.	2016	2019
Level playing field	Provision of requirements in support of global PBN operations	Update of as a minimum PART-SPA to enable PBN operation is support of the SES and global application of PBN in other regions	2013	2015
Safety	Qualifications for flying in IMC	Review of the transposed JAR-FCL requirements for the Instrument Rating in line with the wider scope of EASA compared to JARs.	2008	2014
Safety	Real weight and balance of an aircraft	Proposal from DGAC following incidents/accidents due to incorrect load data and loading.	2017	2019
Safety, Legal requirements	Recorders for small aircraft	New carriage requirements for other than complex motor-powered aeroplanes and helicopters of being equipped with an FDR or ADRS or AIR and of a CVR or CARS. Addressing safety recommendations FRAN-2009-008 (air ambulance aeroplane accident), UNKG-2005-101 (accident on a private helicopter flight), NETH-2012-001 (accident to Pilatus high performance aircraft) and HUNG-2008-002 (air ambulance helicopter accident).	2013	2016
Safety	Recorders installation and ICA	1. Development of AMC/GM for CVR Recording Quality addressing safety recommendation. 2. Revise FDR and CVR certification specifications in harmonisation with FAA the main improvements to be addressed are: - data link communications recording, - the requirement that no single electrical bus failure terminates the recording on both CVR and FDR (ref SR UNKG-2005-074), - the requirements that the CVR and cockpit area microphone are provided with an independent 10 minute back-up power source, to which the CVR and cockpit area microphone are switched automatically, in the event that normal power is interrupted (ref SR UNKG-2005-075), - the requirement of separate containers for aeroplanes CVR and FDR. - Amend CS's to better indicate that the TC (or STC) holder has to provide the adequate documentation to the operator or owner of the aircraft, which should include the necessary information to convert FDR raw data into engineering units and allow the operator or owner to comply with certification requirements and also maintenance requirements from the operational regulation. Include guidance detailing the standards for the FDR documentation. (SR UNKG-2011-027 & -029) following the acceptance of 2 Safety Recommendations (UNKG-2011-027 & UNKG-2011-029) - Consider improving the CS's for automatically stopping recorders within 10 minutes after a crash impact, with a view to prohibit the use of 'g' switches as recommended by SR UNKG-2008-074 and UNKG-2011-045 3. Requirement that aeroplanes with an MCTOM over 15 000 kg for which the TC is first issued on or after 01 January 2016 and that are required to be equipped with both a CVR and FDR, be equipped with two combination recorders (FDR/CVR)	2014	2016
Safety	Reduction of runway excursions (retrofit CS-26)	Proposed applicability: large aeroplanes Develop the standards for the certification of the available new technologies aiming at reducing the number of runway excursion events	2012	2017
Level playing field	Regular update of AMC-20	AMC 20-XX is a series of 'horizontal' certification specifications, applicable to systems installed on any type of aircraft. As state of the art progresses, it is necessary to introduce new AMC-20, amend existing or cancel obsolete. Furthermore the Agency intends to progressively move all the airworthiness provisions related to on-board communication, navigation and surveillance systems into CS-ACNS. Conversely the operational provisions would progressively migrate into the AMC to Regulation 965/2012 on AIR-OPS.	2014	2017
Level playing field	Regular update of CSs	Recurring task for non-controversial technical updates.	2017	2019
Level playing field		Recurring task for non-controversial technical updates.	2014	2017
Level playing field		Recurring task for non-controversial technical updates.	2017	2018
Level playing field		Recurring task for non-controversial technical updates.	2014	2016
Level playing field		CS-LSA refers to specific revisions of several ASTM standards. These standards are updated at a regular basis. Therefore these revisions require review and adoption by EASA when found appropriate.	2015	2017
Level playing field		Recurring task for non-controversial technical updates.	2017	2019

Driver	Project title or related subject	Description	Start date (year)	End date (year)
Level playing field	Regular update of EASA TSOs	CS-ETSO subpart C contains around 200 different European Technical Standard Orders (ETSO) for parts and equipment, which allow respective manufacturers to voluntarily obtain an ETSO Authorisation by the Agency. The Authorisation gives the privilege to issue a declaration of conformity (EASA Form 1) for each delivered unit. As the state of the art progresses it is periodically necessary to cancel some ETSOs, add new ones, or update the existing.	2017	2019
Legal requirements	Regular update of Part-FCL	The task will address miscellaneous issues of non-controversial nature identified during the implementation of the aircrew regulation and to be amended in Part-FCL	2014	2016
Legal requirements	Regular update of Part-MED	AMC and GM have to be updated on a regular basis to reflect scientific advancements in medicine, developments in aero-medical certification and to keep AMC/GM aligned with IRs.	2014	2017
Legal requirements		IR have to be updated on a regular basis to reflect scientific advancements in medicine and developments in aero-medical certification.	2016	2018
Proportionality	Reorganisation of Part-23 and CS-23	This rulemaking task is developing a new concept for CS-23 based on the recommendations from the FAA/industry led Aviation Rulemaking Committee (ARC) for the reorganisation of Part-23.	2013	2017
Level playing field	Replacement parts	Introduction of provisions allowing approval of replacement parts taking into account acceptance of PMA parts under the bilateral agreement with the US	2016	2019
Legal requirements	Requirements for Apron Management Services at aerodromes	Aerodrome Implementing measures (IR) — Requirements for Apron Management Services at aerodromes	2012	2014
Legal requirements	Requirements for ATS	Rulemaking task for the development of the implementing measures (IR) for ATS.	2014	2016
Safety	Requirements for relief pilots	Review of the Implementing Rules for relief pilots as regards experience, training, checking and CRM. Also addresses SR FRAN-2011-010.	2012	2016
Safety	Requirements for Safety assessment of changes to functional systems	Requirements for safety assessment of changes to ATM/ANS functional systems- To amend the current implementing regulations in the field ATM/ANS and where necessary to develop acceptable means of compliance (AMC) and guidance material (GM) in order to complete the regulations on the requirements for the safety management and safety oversight of changes to ATM/ANS functional systems	2012	2016
Legal requirements	Requirements on Air Navigation Service Provision	Extension of the EASA system to safety regulation of ATM/ANS – development of IR on requirements for Air Navigation Service Providers and associated services.	2009	2014
Legal requirements	Requirements on Air Navigation Service Provision (former SERA Part C)	This task includes the development of former SERA Part C (IRs) under ToR ATM.001 a	2009	2014
Legal requirements	Requirements on Competent Authorities in ATM/ANS	Extension of EASA system to safety regulation of ATM/ANS – development of Implementing measures (IR) on competent authorities.	2009	2014
Legal requirements	Rescue and Fire Fighting Services (RFFS)	Development of IR addressing Rescue and Fire Fighting Services at aerodromes	2013	2016
Legal Requirements	Review of airworthiness review process	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 and not identified, providing: <ul style="list-style-type: none"> • an adequate level of safety, • revise requirements with no safety benefits, and • clear and simple as possible requirements to reduce administrative burden and easy implementation. 	2013	2016
Legal requirements	Review of equipment requirements	Review of exemptions originating from EU-OPS/JAR-OPS and address ICAO recommendations in relation to the Implementing Rules. Also addressing safety recommendation UNKG-2006-103.	2017	2020
Legal requirements, ICAO alignment, Safety	Review of ORO.FC	The review will include the following items: <ul style="list-style-type: none"> - Evidence-based training taking into account recent ICAO amendments - ATQP taking into account experience gained in CAT aeroplane operations and extension to CAT helicopter operations (for the latter former RMT.0386/0387) - Concurrent operations of aeroplanes and helicopters in CAT operations (former RMT.302/303) - transferred task from the JAA on unexpected runway changes to possibly include additional GM to train on late arrival scenarios (former RMT.0298/0299) - Development of additional AMC/GM for non-commercial and specialised operations - Including old RMT.0344 (Second pilot requirement for air ambulance flights with aeroplanes) - - Development of IR addressing safety recommendation UNKG-2006-102 (BN2B-26 Islander air ambulance: accident on final approach to the aerodrome), GEF-2009-025 (accident of Beechcraft B300 aeroplane) and FRAN-2009-007 (air ambulance aeroplane accident). 	2015	2018
Legal requirements	Review of Part-147	Following the requirements of Article 24.3 of the Basic Regulation (EC) 216/2008 of 20.02.2008, the Agency has decided to perform an assessment of the impact of the implementation of the Part-147 requirements to ensure it remains current and adequate in view the latest stakeholders needs and regulatory developments.	2015	2018
Legal requirements	Review of Subpart J & K in Part-FCL	Review of the Implementing Rules dealing with instructor and examiner requirements	2014	2017
Level playing field	Revision of operational approval criteria for performance-based navigation	Review of the Implementing Rules dealing with instructor and examiner requirements	2012	2016
Safety	Rotorcraft rotor & transmission	It is considered that the current advisory material could be enhanced to ensure a standardised approach and to provide better guidance on how to use design assessment results to establish appropriate compensating features where necessary.	2017	2019
Level playing field	Rotorcraft AMC Revision	This task will develop and maintain AC that have been found during certification activities to be incomplete, misleading, outdated or do not reflect accepted certification practice.	2010	2014
Legal requirements	SACA and SAFA	Transfer of existing EASA SAFA GM in Commission Directive 2008/49/EC to AMC/GM in ARO.RAMP	2011	2016
Legal requirements		Transfer of existing EASA SAFA GM in Commission Directive 2008/49/EC to AMC/GM in ARO.RAMP	2011	2016
Safety	Safety Analysis for piston engines	Preparatory work consists of the review of comparable requirements for Turbine Engines. Safety Analysis is an important requirement for engine safety,	2017	2019
Safety	Seat crashworthiness improvement on Large Aeroplanes - Dynamic testing 16g	Proposed applicability: large aeroplanes used in CAT.	2012	2018
Legal requirements	Single engine helicopter operations over hostile environment	Review of the Implementing Rules in order to set non-discriminatory requirements for operations over hostile environment and not allow only one technology (turbine engines).	2016	2019
Level playing field	Software considerations for airborne systems and equipment	Current AMC 20-115B makes reference to Eurocae ED-12B and RTCA DO 178B. The two organisations have now updated their documents to version C and also published additional guidance material. The changes are not substantial, but also AMC 20-115 needs to be updated to version C, by referring to the latest Eurocae/RTCA documents. The Task is almost editorial and therefore a simplified procedure can be applied (i.e. exception for pre-RIA). It recognises ED-12C/DO-178C, and associated documents and supplements as AMC for certification of computation software in airborne system and equipment. Furthermore all AMCs and CSs will make reference to AMC 20-115.	2012	2014

Driver	Project title or related subject	Description	Start date (year)	End date (year)
Level playing field	Specialised tasks other than NDT	There are a number of tasks which are performed independently of the aircraft type and for which an organisation approval is not available. Similarly to D1 (NDT) it could be also considered painting, weighing, welding, composite repairs	2013	2018
Safety, Level playing field	Specific risk and standardised criteria for conducting aeroplane-level safety assessments of critical systems	Consider the Phase 2 recommendations from the Systems Design and Analysis Harmonisation Working Group (SD&A HWG) for specific improvements and additions to CS/FAR 25.1309 related items.	2010	2017
Proportionality	Subject 1: Adapt the current B2 licensing requirements for maintenance of avionic and electrical systems to the lower complexity of light aircraft. Subject 2: Propose a simple and proportionate system for the licensing of certifying staff involved in the maintenance of aircraft other than aeroplanes and helicopters and in the maintenance of ELA1 aeroplanes.	B2L and L licence	2011	2014
Legal requirements	SWIM	Introduction of provisions for Organisational requirements with respect to the introduction of System Wide Information Management (SWIM) - This task is stemming from Pilot Common Projects (PCP)	2014	2016
Level playing field	Systematic development of GM to Part-21	Recurring task	2016	2017
Level playing field	Systematic review and transposition of existing FAA TSO for parts and appliances into EASA ETSO	Article 5.6(b) of the basic Regulation requires to periodically update EASA rules taking into account worldwide aircraft experience in service, and scientific and technical progress. This applies also to the series of ETSOs for parts and appliances, which needs regular update almost every two years in order to incorporate: • Harmonisation with corresponding FAA TSOs; • Recognition of latest industry standards (e.g. Eurocae EDs, RTCA Dos or else); • New ETSOs as required; • Editorial changes; • Specific topic, including those stemming from Safety Recommendations (SR). RMT.0206 will in particular include amendment of ETSO-C16a on 'Electrically heated pitot and pitot-static tubes' following SR FRAN-2009-020	2013	2017
Safety	TAWS operation in IFR and VFR and TAWS for turbine powered aeroplanes under 5700 kg MTOM able to carry 6 to 9 passengers	Recommendation ITAL-2009-001 was made following the CFIT of a C 550 operating in CAT, with a view to equipping turbine powered aircraft under 5700 kg MTOM able to carry 6 to 9 passengers with TAWS. Recommendation FRAN-2009-009 was made following a serious incident where it was highlighted that the trust of crews regarding TAWS was altered by inappropriate alarms generated in VFR; it recommends operators to provide details regarding the terms of operations of the TAWS and associated procedures, with differentiation between IFR and VFR operating conditions.	2013	2016
Level playing field	Technical records	(M.A.305, 145.A.55), back to birth concept, components traceability, use of RFDS	2011	2016
Legal requirements	Technical requirement and operation procedures for Airspace design including procedure design	The aim of this rulemaking task is to develop IR addressing technical requirement and operation procedures for Airspace design including procedure design.	2014	2016
Legal requirements	Technical requirement and operation procedures for AIS/AIM	The aim of this rulemaking task is to develop implementing measures (IR) addressing requirements for AIS/AIM.	2013	2016
Legal requirements	Technical requirements and operational procedures for MET	The purpose of this rulemaking task is to finalise the transposition into IR of the relevant provisions on meteorological services from ICAO Annex 3, in particular those contained in Part II. This task specifically covers the technical and operational procedures requirements with regard to meteorological services.	2012	2014
Legal requirements	Technical requirements and operational procedures for the provision of data for airspace users for the purpose of air navigation	Development of Implementing Rules on technical requirements and operational procedures for the provision of data for the airspace users for the purpose of air navigation.	2013	2016
Safety, SESAR	Technical requirements for Remote TWR Operations	Development of Implementing Rules on technical requirements for Remote TWR Operations. This task is stemming from SESAR	2014	2016
Legal requirements	Technical review of Learning Objectives	Detailed technical review of AMCs containing the detailed theoretical knowledge syllabus and the learning objectives for the theoretical knowledge for commercial pilot licences and the instrument rating in order to address the need identified by task FCL.002 to initiate such more detailed technical check and amendment.	2014	2016
Safety	The Identification of existing defences in maintenance processes to detect major configuration differences	Review applicable airworthiness regulations and standards, as well as aircraft, engines and component maintenance manuals, to ensure that adequate defences exist in the preinstallation, maintenance planning process to detect major configuration differences and to establish the required support resources for technicians responsible for the work.	2013	2017
Safety	Training for flying by sole reference to standby instruments	Development of IR addressing safety recommendation UNKG-2007-062.	2016	2019
ICAO alignment	Transposition of provisions on Electronic Flight Bag (EFB) from ICAO Annex 6	Implement the recent ICAO amendment	2015	2018
Legal requirements	Update CS 34 to refer to the Environmental Technical Manual on Emissions Certification as amended after CAEP/10.	Amending CS-34 taking into consideration the recommendations of the ICAO/CAEP/10 meeting	2016	2020
Legal requirements	Update CS 34 to refer to the Environmental Technical Manual on Emissions Certification as amended after CAEP/9.	Amending CS-34 taking into consideration the recommendations of the ICAO/CAEP/9 meeting	2013	2016
Legal requirements	Update CS 36 to refer to the Environmental Technical Manual on Noise Certification as amended after CAEP/10.	Amending CS-36 taking into consideration the recommendations of the ICAO/CAEP/10 meeting	2016	2020
Legal requirements	Update CS 36 to refer to the Environmental Technical Manual on Noise Certification as amended after CAEP/9.	Amending CS-36 taking into consideration the recommendations of the ICAO/CAEP/9 meeting	2013	2016
Legal requirements	Updating EASA FCL implementing rules	First editorial review of the published IR, including transposition of the former JAA Learning Objectives for professional licences and the instrument rating, plus any other JAA material not introduced in task FCL.001. e.g. examination handbook, Separate rulemaking task for MED issues. Also addressing safety recommendations BELG-2010-010 (accident of Cessna F172 P), UNKG-2006-130 (accident of Dornier 328-100), SWED-2010-008 (accident of a Piper seneca) and AUST-2012-006 and SPAN-2012-088.	2011	2014

Annex II to the ED Decision 2013/029/R
Revised 4-year Rulemaking Programme 2014-2017 Synthetic view

Driver	Project title or related subject	Description	Start date (year)	End date (year)
Safety, Level playing field	Updating EASA OPS implementing rules	First editorial review of the published IR, including OPS.047 separate runway definition. Address safety recommendations SWED-2011-011, UNKG-2002-043. Transposition of ICAO amendment to Annex 6 introducing the new approach classification.	2014	2017
Level playing field	Updating Part -MED and Part-ARA and Part-ORA as applicable	First editorial review and updating of the published IR, plus any other JAA material not introduced in task FCL.001	2011	2014
Safety, Level playing field	Updating Parts ARO and ORO	Review of IR/AMC/GM	2013	2016
Legal requirements	Updating the authority and organisations requirements pertaining to Part-FCL	Review of the Implementing Rules of Part-ORA and Part-ARA dealing with the FCL related organisation requirements aircrew and the requirements for authorities in regards flight crew licensing.	2012	2015
Safety	Use of similarity analysis when showing compliance to SLD icing specifications	A working group with representatives of CS-25 aeroplane manufacturers will work on proposing GM and/or AMC material to further detail the AMC provisions proposed under RMT.0058 (in particular AMC 25.1420), which provides an option for applicants to use similarity to previous Types having demonstrated safe operation in SLD icing conditions. Such similarity analysis would aim at facilitating the demonstration of compliance to the new SLD rules and to take credit of positive service experience of the fleet owned by the applicant. This task would be complementary to RMT.0058(25.058).	2013	2016
Level playing field	Vibration	Review of CS-E 650 (Vibration surveys) to consider problems encountered during recent certification activities	2011	2017
Safety	Windshield Bird Strike Protection	The lack of any bird strike requirements for small rotorcraft has been identified from research and analysis of accidents as a safety issue. In particular, a lack of windshield bird strike protection capability was seen as the focal area for regulatory enhancement. (See report from research study EASA.2008.C49)	2017	2020
Level playing field	Yawing Condition	Review and further develop CS 27/29.351 and develop AMC as appropriate	2006	2017