

# Rulemaking Programme 2011-2014

Current rulemaking program	Task No.	Title	Changes from RMP 2010-2013 to RMP 2011-2014 (including consultation)	Pre-RIA score	Driver	R2 Environmental Protection R3 Flight Standards R4 Product Safety R5 ATM/Airport	Work method	Task leading to	Start date Year/Quarter		End date Year/Quarter		2011 FTE	2012 FTE	2013 FTE	2014 FTE
2011-2014	21.058	Systematic development of GM to Part-21	New task. (I) Refer to Art 3(5) of EASA MB Decision 08-2007	pre-RIA not required according to Art 3(5) of EASA MB Decision 08-2007	Implementation improvements	R4	Agency	Decision	2011	01	2012	01	0,015	0,015		
2011-2014	145.017	<b>Control of suppliers of components, parts and appliances used in maintenance</b> The issue of overseeing the work of suppliers of components needs to be addressed. Recent events, in Europe also, have shown that there is an issue that could have in some cases a serious effect on safety. The lack of control of suppliers is one cause.	Title changed	pre-RIA old format + B9 according to pre-RIA in the new format	Industry Request	R4	Group	Opinion	2011	01	2014	01	0,100	0,125	0,150	0,100
2011-2014	145.024	<b>Functions of B1 and B2 support staff and responsibilities - link with sign off</b>	New task. Moved from inventory to the RMP 2011-2014 (I+S)		Industry request	R4	Group	Opinion	2011	02	2014	01	0,100	0,150	0,150	0,050
2011-2014	145.006	<b>145.A.30(j)</b> Applicability of Appendix IV which permits the exemption of non-EU staff to comply with Part-66. Stakeholders disagree on this issue. There is a need to review this concern in order to reach a final decision.		pre-RIA old format	Industry Request	R4	Group	Opinion	2014	03	2016	01				0,100
2011-2014	145.012 (b)	<b>Release to service</b> Envisaged deliverable: A Decision amending AMC/GM to Part-M, Part-145 and Part-66 after amendment of these parts.	Ending date changed from 2011.01 to 2012.02		Industry Request MS Request	R4	Group	Decision	2006	02	2012	02	0,100	0,075		
2011-2014	145.022	<b>Control of contracted maintenance personnel (prg. 145.A30)</b>		pre-RIA old format	Safety related	R4	Group	Decision	2009	03	2012	01	0,100	0,050		
2011-2014	145.023	<b>Amendments (rule and AMC/GM) adapted to the process of granting foreign Part-145 approvals</b>	Ending date changed from 2011.01 to 2012.02		Certification request	R4	Agency	Decision	2009	01	2012	02	0,100	0,075		
2011-2014	20.002	<b>Airworthiness and Operational Approval of Electronic Flight Bags:</b> Update of AMC 20 to incorporate JAA TGL 36 taking into account technological developments. Envisaged deliverable: a decision amending AMC-20.	Task deleted from R.3 due to lack in resources but taken over by R.4 with 2011.04 as ending date (I)		Technological Development	R4	Group	Decision	2006	01	2011	04	0,025			
2011-2014	20.006 (b)	<b>Miscellaneous improvement to AMC 20</b> - Recognition of Eurocae ED-12B / RTCA DO-178B (JAA NPA 20-14) - Incorporation of JAA Leaflet 6 (RVSM), JAA Leaflet 7 (VHF 8.33 kHz), JAA Leaflet 8 (ACAS II), JAA Leaflet 10 (P-RNAV), JAA Leaflet 12 (TAWS), JAA Leaflet 13 (Mode S elementary Surveillance) and JAA Leaflet 17 (IFE systems)		B8	Industry Request	R4	Agency	Decision	2006	02	2013	01	0,100	0,125	0,075	
2011-2014	20.010	<b>Approval of Electronic Checklists</b> Defining the conditions for airworthiness and operational approval of electronic checklists.	Product Safety depart. lead with Flight Standards depart. involved	pre-RIA old format	MS request	R4	Group	Decision	2012	01	2014	02		0,075	0,150	0,100

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2011-2014	20.014	<b>Guidance for the Determination of Flight Technical Error (FTE)</b> Develop harmonised guidance material for the determination of FTE to include but not limited to - standardise some practical and realistic flight test scenarios - clarify the credit that can be taken from simulation to alleviate the flight test activities (agreed model for winds, gusts, ...) - standardise the data reduction to retain max, average, or statistical deviations - standardise criteria for manual flying with Head Up Display and Flight Director - provide guidelines on the use of data-collection			Industry Request	R4	Agency	Decision	2013 02	2015 03			0,100	0,150
2011-2014	20.016	<b>Approval requirements for Air-Ground Data Link and ADS-B in support of Interoperability requirements</b>	Title changed - Ending date changed from 2011.01 to 2011.03		MS Request	R4	Agency	Decision	2009 03	2011 03	0,025			
2011-2014	21.010	<b>21A.3B Airworthiness Directives (AD's)</b> This paragraph will be reviewed in the light of discussions with NAAs and industry and to better align with the distribution of responsibilities as stipulated in the in the Basic Regulation also taking into account the amendment of the Basic Regulation. Examples of issues to be addressed are AMOCs and the possibility to issue ADs for engines, propellers and ETSO articles. This may lead to amendment of Part 21 and/or its AMC/GM	Ending date changed from 2011.01 to 2012.01	pre-RIA old format	Safety related	R4	Agency	Opinion	2009 02	2012 01	0,100	0,050		
2011-2014	21.017	<b>21A.91 Classification of Changes</b>		pre-RIA old format	Certification request	R4	Group	Decision	2013 04	2016 01			0,075	0,150
2011-2014	21.018	<b>Improvement of GM to 21A.101</b>		pre-RIA old format	Certification request	R4	Agency	Decision	2010 01	2011 01	0,075			
2011-2014	21.023 (d)	<b>Restricted CoA</b> Clarification of the concept taking into account provisions of the Basic Regulation as well as previous work on Permit to Fly. Envisaged deliverables: decisions amending AMC/GM to Part 21 and AMC/GM to Part M. Depending on outcome of opinion on task 21.023(b) in 2009 RMP.	Ending date changed from 2011.01 to 2011.03. And then to 2012.01 (l)	pre-RIA old format	MS Request	R4	Agency	Decision	2007 01	2012 01	0,025	0,015		
2011-2014	21.024 (a)	<b>Subpart J DOA</b> The objective is to better describe the privileges under 21A.263(b) and to review the related Agency obligations / responsibilities; this may lead to amending Part 21.	The task will deliver 2 Opinions - The first published in 2010/02 (on 19.05.2010) and the second in 2013/03	pre-RIA old format	Industry Request	R4	Group	Opinion	2005 04	2013 03	0,025	0,025	0,025	
2011-2014	21.024 (c)	<b>Subpart J DOA - AMC/GM</b> The objective is to better describe the privileges under 21A.263(b) and to review the related Agency obligations / responsibilities; this may lead to amending AMC/GM.	New task	pre-RIA old format	Industry Request	R4	Group	Decision	2005 04	2011 03	0,075			
2011-2014	21.026	<b>New categories of parts for which Form 1 is not required:</b> Revision of 21A.307 to establish an appropriate legal basis.		pre-RIA old format	Industry Request	R4	Group	Opinion	2011 01	2013 02	0,100	0,150	0,100	

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2011-2014	21.027 (b)	<b>21A.431(d) Changes and repair to ETSO article</b> The objective is to make possible changes and repairs to ETSO articles outside ETSO authorization and to initiate the related amendment of Part 21 and/or its AMC/GM. Envisaged deliverable: a decision amending AMC/GM to Part 21. Depending on outcome of opinion on task 21.027(a) in 2009	Ending date changed from 2011.01 to 2011.03. And then to 2012.01 (I)	pre-RIA old format	Industry Request	R4	Agency	Decision	2006	04	2012	01	0,075	0,025		
2011-2014	21.039 (a)	<b>Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation.</b> The objective is to specify the conditions under which an aircraft type has to be operated (MMEL, crew ratings, ...) and maintained (engineers ratings, ...), as well as specified equipments or devices that are to be fit on board the aircraft, to ensure full compliance with the essential requirement for airworthiness for any type of operation in which the aircraft may be engaged. Envisaged deliverable: an opinion proposing amendments to Part-21. The task will be finalised as 21.039(b) with the production of the related AMC/GM after amendment of Part-21.	Ending date changed from 2011.01 to 2011.02	pre-RIA old format	Safety related Legal obligation	R4	Group	Opinion	2007	03	2011	02	0,300			
2011-2014	21.039 (b)	<b>Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation.</b> Envisaged deliverable: a decision amending AMC/GM to Part 21. Depending on outcome of opinion on task 21.039(a) in 2009 RMP.		pre-RIA old format	Safety related Legal obligation	R4	Group	Decision	2007	03	2012	02	0,100	0,075		
2011-2014	21.039 (e)	<b>Elaboration and adoption in the Community framework, of additional airworthiness specifications for a given type of aircraft and type of operation.</b> Envisaged deliverable: CS-MCS - CS-maintenance certifying staff type rating training (importation of 66-011)			Safety related Legal obligation	R4	Group	Decision	2007	03	2012	02	0,100	0,075		
2011-2014	21.039 (k)	<b>Additional airworthiness specifications for operations – Transposition of JAR-26 into CS-26</b> Envisaged deliverable: First issue of to CS-26. Depending on outcome of opinion on task 21.039(a)	Ending date changed from 2012.01 to 2012.03 - Work method changed - Title changed	B7	Safety related Legal obligation	R4	Agency	Decision	2007	03	2012	03	0,100	0,125		
2011-2014	21.041	<b>Part 21 Subpart H review</b> The objective is to improve the drafting of current provisions and to establish guidance material to avoid recurrence of identified implementation problems.	Starting date changed from 2010.01 to 2010.04	pre-RIA old format	MS Request	R4	Group	Opinion	2010	04	2013	03	0,100	0,150	0,125	
2011-2014	21.046	<b>Replacement parts.</b> Introduction of provisions allowing approval of replacement parts taking into account acceptance of PMA parts under the bilateral agreement with the US	Ending date changed from 2012.01 to 2012.02	pre-RIA old format	Industry Request	R4	Agency	Opinion	2009	04	2012	02	0,100	0,075		
2011-2014	21.047	<b>3D models.</b> Introduce guidance to make clear that TC applicant can use 3D models instead of 2D drawings.			Industry Request	R4	Agency	Decision	2013	01	2015	01			0,165	0,165
2011-2014	21.050	<b>Definition/clarification of the terms “Suspension, limitation and revocation”:</b> implementing rules + AMC/GM.			Certification request	R4	Agency	Opinion	2013	03	2015	03			0,075	0,150

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2011-2014	21.055	Deteriorating Performance of Ageing Aircraft GM 21A.3B(b), paragraph 2.1.2.1 Flight		pre-RIA old format	MS Request Safety related	R4	Agency	Decision	2013	01	2014	02			0,165	0,100
2011-2014	21.056	Permit to Fly issued by the Agency	Ending date changed from 2011.01 to 2011.02		Legal obligation	R4	Agency	Opinion	2010	02	2011	02	0,075			
2011-2014	22.006	Sailplane and pilot rescue systems		pre-RIA old format	Safety related	R4	Agency	Decision	2012	01	2014	01		0,075	0,150	0,040
2011-2014	22.009	Ground loads		pre-RIA old format	Industry request	R4	Agency	Decision	2011	01	2013	01	0,100	0,125	0,050	
2011-2014	22.010	Incorporation of special conditions in CS-22	Starting date changed from 2011.03 to 2012.03 and ending date from 2013.01 to 2014.01	pre-RIA old format	Certification request	R4	Agency	Decision	2012	03	2014	01		0,050	0,150	0,075
2011-2014	23.005	High performance aeroplanes Develop certification specifications in CS-23 suitable for all jet and high- performance aeroplanes with a MTOW up to 8618 kg and for closely related technical developments	Starting date moved from 2009.01 to 2010.02 and ending date from 2012.01 to 2012.03	pre-RIA old format	Industry Request	R4	Agency	Decision	2010	02	2012	03	0,100	0,125		
2011-2014	23.010	Consideration of the spin resistant concept in CS-23 Issue resulting from the discussions on the Special Condition for Cirrus S-20 aircraft. Consideration of a need for a ETSO for ballistic parachute rescue system		pre-RIA old format	Industry Request	R4	Group	Decision	2014	03	2016	02				0,100
2011-2014	23.014	Incorporation of special conditions in CS-23 incl Diesel Engine Installations		pre-RIA old format	Certification request	R4	Agency	Decision	2012	01	2013	03		0,075	0,075	
2011-2014	25.011	Flight Test Guide developments - Pilot Induced Oscillation: Develop harmonized CS/FAR 25 and AMC/AC - Handling Assessments using CS/FAR 25.1309/FAA HQRM: Develop harmonized Flight Test Guide material relating to the FAA's Handling Qualities Rating Method. - Flight Test procedures for Flight Guidance Systems coming from new draft AMC to Cs 25.1329 - Pilot reaction time to in-board engine failure - Landing distance on wet runway		pre-RIA old format	Industry Request	R4	Agency	Decision	2014	03	2016	01				0,100
2011-2014	25.026	Electronic Checklists, smart alerting and automatic altitude call-outs: The objective is to amend CS-25 to introduce requirement aiming at reducing approach and landing accidents by: - Implementing interactive electronic checklist and smart alerting systems in new type-certificated airplanes. Consider FAA AC 120-64 and operational approval of electronic checklists. - Incorporating human factors principles into checklist design for new type-certificated airplanes. - Developing requirements for automatic aural altitude call-outs on final approach		pre-RIA old format	Safety related	R4	Group	Decision	2012	01	2014	01		0,075	0,150	0,050

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2011-2014	25.027	<b>Aircraft Design:</b> The objective is to amend CS-25 to introduce requirement aiming at reducing approach and landing accidents by: - Identifying flight-critical system components as the basis for design guidance, continuing airworthiness, and maintenance - Issuing design guidance to ensure flight-critical system components are fault tolerant and are subjected to critical-point, flight-realistic-condition, certification testing/analysis. - Linked to task 25.026 and task 25.029 (phase 2 on 25.1309).		pre-RIA old format	Safety related	R4	Group	Decision	2012	01	2014	03		0,075	0,150	0,100
2011-2014	25.028	<b>Protection From Debris Impacts and Fire</b> Develop a new paragraph of CS/FAR-25, which would cover the protection of the whole aircraft against the threat of tire/wheel failure. Identified as a common priority for JAA-FAA-TCCA joint rulemaking <b>Landing gear mechanism.</b> Harmonisation activity on 25.729 (a) plus AMC based on JAA NPA 25D-163		pre-RIA old format	Safety related	R4	Group	Decision	2009	01	2013	01	0,100	0,125	0,050	
2011-2014	25.029	<b>25.1309 - Phase 2 activities</b> Consider the Phase 2 recommendations from the Systems Design and Analysis Harmonisation Working Group (SD&A HWG) for specific improvements and additions to CS/FAR 25.1309 related items.	Starting date moved from 2010.02 to 2010.03	pre-RIA old format	Safety related	R4	Agency	Decision	2010	03	2013	01	0,100	0,150	0,050	
2011-2014	25.031	<b>FAR 25 Amendment 87:</b> Harmonization activity on CS/FAR 25.831(g)/841(a) on high altitude operations coming from FAR 25 Amendment 87. Harmonisation on relevant structure paragraphs		pre-RIA old format	Industry request	R4	Agency	Decision	2012	01	2014	01		0,075	0,150	0,050
2011-2014	25.035	<b>Cabin environment – Air Quality:</b> A-NPA to decide on a possible EASA Rulemaking plan	Ending date changed from 2011.03 to 2012.01	pre-RIA old format	MS Request	R4	Group	Decision	2009	01	2012	01	0,075	0,250		
2011-2014	25.037 (a)	<b>Avionics:</b> Harmonization on a revised 25.1322/AMC on flight crew alerting and AMC 25-11 on electronic display systems in co-ordination with HF HWG		pre-RIA old format	Safety related	R4	Agency	Decision	2007	04	2011	01	0,025			
2011-2014	25.039	<b>Type and number of Passenger Emergency Exits</b> Proposed JAA NPA 25.298 (initial issue) introduces the FAA Amendment 25-88, revising the standards for the subject Emergency Exits. Rev. 1 to the above JAA NPA introduces difference with FAR Amendment 25-88: prohibition of non-floor level over wing exits in airplanes with more than 299 passengers. A Regulatory Impact Assessment will be developed.	Ending date changed from 2012.01 to 2012.02	pre-RIA old format	Safety related	R4	Agency	Decision	2009	01	2012	02	0,100	0,050		
2011-2014	25.044	<b>Screening of current cabin safety paragraphs</b> The current set of cabin safety related airworthiness paragraphs does not in all cases reflect today's technological standards in two ways: the question can be asked whether they have contributed as predicted to safety, and whether they can not be improved, simplified or even be deleted completely. Preparatory work will consist of a review of existing literature and research and of the development of a regulatory Impact Assessment.			Safety related	R4	Agency	Decision	2013	04	2016	01			0,050	0,150

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2011-2014	25.055	<b>Fuel System Low Level Indication / Fuel Exhaustion:</b> Design improvements cannot be overlooked in favour of only operational changes. Recent incidents show the importance of improving such requirements.		pre-RIA old format	Safety related	R4	Group	Decision	2009	02	2012	01	0,100	0,050		
2011-2014	25.057	<b>Security:</b> The objective is to put CS-25 in line with ICAO amendments 97 and 99. Additional security needs shall be investigated at the same time and incorporated in CS 25 as appropriate.	Ending date moved from 2012.01 to 2011.01	pre-RIA old format	MS Request	R4	Agency	Decision	2009	01	2011	01	0,075			
2011-2014	25.058	<b>Large Aeroplane Certification Specifications in Supercooled Large Drop, Mixed phase, and Ice Crystal Icing Conditions</b> Review National Transportation Safety Board recommendations A-96-54, A-96-56, and A-96-58, and advances in ice protection state-of-the-art. In light of this review, define an icing environment that includes supercooled large droplets (SLD), and devise requirements to assess the ability of aircraft to safely operate either for the period of time to exit or to operate without restriction in SLD aloft, in SLD at or near the surface, and in mixed-phase conditions if such conditions are determined to be more hazardous than the liquid phase icing environment containing supercooled water droplets. Consider the effects of icing requirement changes on 14 CFR Part 25 and revise the regulations if necessary. In addition, consider the need for a regulation that requires installation of a means to discriminate between conditions within and outside the certification envelope.	Ending date moved from 2013.03 to 2012.02 - Title changed	pre-RIA old format	Safety related	R4	Agency	Decision	2010	02	2012	02	0,100	0,075		
2011-2014	25.067	<b>Flight Test Guide</b> Publish a CS-25 Flight Test Guide which is a compilation of acceptable means of compliance for performance and handling qualities requirements	It has been decide to keep "Agency" as working method because the text is already available	pre-RIA old format	MS Request	R4	Agency	Decision	2011	01	2013	01	0,100	0,150	0,050	
2011-2014	25.069	<b>The Crashworthiness of Composite Structures in Large Transport Aeroplanes</b>			Certification request Safety related	R4	Group	Decision	2013	01	2015	03			0,150	0,150
2011-2014	25.070	<b>Incorporation of generic SC and AMC/GM in CS-25</b>	Starting date changed from 2009.03 to 2010.01 and ending date changed from 2011.01 to 2011.03 - Title changed - Ending date changed to 2012.01 (I)	pre-RIA old format	Certification request	R4	Agency	Decision	2010	02	2012	01	0,100	0,125		
2011-2014	26.001	<b>Additional airworthiness specifications for operations: Type III Emergency exit access and ease of operation</b>	Starting date changed from 2009.02 to 2010.02 and ending date changed from 2012.01 to 2012.03 - Title and Method changed	B8	Safety related	R4	Group	Decision	2010	02	2012	03	0,100	0,125		
2011-2014	26.002	<b>Seat crashworthiness improvement on Large Aeroplanes - Dynamic testing 16g</b>	Starting date changed from 2009.01 to 2010.02 and ending date changed from 2012.01 to 2012.03	A12	Safety related	R4	Agency	Decision	2010	02	2012	03	0,100	0,125		

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2011-2014	26.003	Fire hazard in Class D Cargo Compartments	Ending date changed from 2012.01 to 2012.03	B12	Safety related	R4	Group	Decision	2010	02	2012	03	0,100	0,125		
2011-2014	26.004	Additional airworthiness specifications for operations: Thermal/Acoustic Insulation Material	Title and Work Method changed	B8	Safety related	R4	Agency	Decision	2010	02	2013	01	0,100	0,125	0,050	
2011-2014	26.005	Class B/F Cargo Compartment			Safety related	R4	Agency	Decision	2012	01	2014	01		0,075	0,150	0,050
2011-2014	26.006	Reinforced cockpit doors - Dble incapacitation			Safety related	R4	Agency	Decision	2013	01	2016	01			0,125	0,150
2011-2014	26.008	Production cut-in and retrofit of flammability reduction means	Starting date changed from 2009.02 to 2010.02 and ending date changed from 2012.01 to 2012.03		Safety related	R4	Agency	Decision	2010	02	2012	03	0,100	0,125		
2011-2014	27&29.002 (a)	<b>Damage Tolerance &amp; Fatigue Evaluation of Metallic Rotorcraft Structures</b> This task results from the JAA/FAA harmonization programme and aims at: - Developing design methodologies for fatigue evaluation of metallic components and amending 27/29.571.	Title changed - Ending date changed from 2012.01 to 2011.03	pre-RIA old format	Safety related	R4	Agency	Decision	2004	03	2011	03	0,015			
2011-2014	27&29.002 (b)	<b>Damage Tolerance &amp; Fatigue Evaluation of Composite Rotorcraft Structures</b> This task results from the JAA/FAA harmonization programme and aims at: - Developing design methodologies for fatigue evaluation of composite components and creating a new 27/29.573.	Title changed - Ending date changed from 2013.01 to 2011.03	pre-RIA old format	Safety related	R4	Agency	Decision	2004	03	2011	03	0,050			
2011-2014	27&29.003	<b>Yawing Condition:</b> Review and further develop CS 27/29.351 and develop AMC as appropriate	Ending date changed from 2012.01 to 2012.02	pre-RIA old format	Certification request Safety related	R4	Group	Decision	2006	02	2012	02	0,100	0,075		
2011-2014	27&29.008	<b>Ditching Occupant Survivability:</b> Harmonized activity to develop enhanced design standards associated with helicopter ditching on water		pre-RIA old format	Safety related	R4	Group	Decision	2012	01	2015	01		0,075	0,150	0,150
2011-2014	27&29.018	<b>Helicopter tailrotor failures</b> Recent research studies show that higher failure rates are discovered. To address this issue, it was recommended introducing additional requirements in the Certification Specification 27 and 29. UK CAA has provided the report substantiating the new task.		pre-RIA old format	Safety related	R4	Agency	Decision	2013	04	2016	01			0,050	0,150
2011-2014	27&29.019	<b>VHM specification &amp; update of MG15:</b> Adoption of the VHM specification developed by the Helicopter Health Monitoring Advisory Group (HHMAG) and update to existing AC on HUMS (CS-27 MG15 and CS-29 MG15).	Ending date changed from 2011.01 to 2011.02 Ending date changed from 2011.02 to 2012.01 (I)	pre-RIA old format	Safety related	R4	Group	Decision	2007	04	2012	01	0,025	0,015		
2011-2014	27&29.023	<b>Incorporation of special conditions in CS-27&amp;29</b>		pre-RIA old format	Certification request	R4	Agency	Decision	2011	03	2013	01	0,050	0,125	0,050	
2011-2014	27&29.027	<b>Helicopter H-V Limitation</b>	Moved from the inventory to the 2011-2014 RMP. Start date: 2011/02; End date: 2014/02		MS request	R4	Agency	Decision	2011	02	2014	02	0,150	0,150	0,080	0,075

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2011-2014	27&29.029	Rotorcraft AMC Revision	New task in cooperation with FAA (proposed on 12.05.2010)		FAA Harmonisation Certification request	R4	Agency (FAA cooperation)	Decision	2010	02	2013	01	0,150	0,100	0,030	
2011-2014	31.003	Free Gas Balloons Development of the Certification Specifications for Free Gas Balloons (CS-31GB)	Ending date changed from 2011.01 to 2011.02	pre-RIA old format	Industry Request	R4	Group	Decision	2009	02	2011	02	0,025			
2011-2014	31.004	Tethered Gas Balloons Development of the Certification Specifications for Tethered Gas Balloons (CS-31TGB)	Ending date changed from 2011.01 to 2012.01	pre-RIA old format	Industry Request	R4	Group	Decision	2009	02	2012	01	0,100	0,050		
2011-2014	66.004 (b)	Time limit for demonstration of compliance with knowledge and experience requirements - AMC/GM 66.A.10 Most authorities feel that the period during which compliance with knowledge and experience requirements must be shown, should be limited. The objective of the task is to examine if and how the time a person may take to pass all the modules, should be limited.	Ending date changed from 2011.01 to 2011.02	pre-RIA old format	MS Request Industry Request	R4	Agency	Decision	2005	03	2011	02	0,025			
2011-2014	66.006 (b)	Privileges of B1 and B2 licensees: The objective is to provide for clarity as regards the privileges of B1 and B2 license holders for electrical/instrument systems. Envisaged deliverables: decisions amending AMC/GM to Part-145, Part-66 and Part-147 Depending on outcome of opinion on task 66.006 (a) in 2009 RMP.	Ending date changed from 2011.01 to 2011.02	pre-RIA old format	MS Request Industry Request	R4	Group	Decision	2006	01	2011	02	0,150			
2011-2014	66.007	Question data bank Work was started by the JAA on a question databank. It will become the only source of questions and Appendix II will be modified to only require the use of the databank.		pre-RIA old format	MS Request	R4	Agency	Decision	2012	01	2013	01		0,075	0,050	
2011-2014	66.009 (b)	Type and group ratings: The objective is to review experience requirements for the issue of group ratings for light aircraft, as well as the definition of simple and complex aircraft Envisaged deliverables: decisions amending AMC/GM to Part-66. Depending on outcome of opinion on task 66.009 (a) in 2009 RMP.	Ending date changed from 2011.01 to 2011.02	pre-RIA old format	MS Request Industry Request	R4	Group	Decision	2006	02	2011	02	0,150			
2011-2014	66.011 (b)	Type training: The objective is to harmonize practices and avoid unjustified differences in type training duration. Envisaged deliverables: decisions amending AMC/GM to Part-66. Depending on outcome of opinion on task 66.011 (a) in 2009 RMP.	Ending date changed from 2011.01 to 2011.02	pre-RIA old format	MS Request Industry Request Safety related	R4	Group	Decision	2005	03	2011	02	0,150			
2011-2014	66.022 (b)	License for non complex aircraft maintenance engineers Envisaged deliverable: A Decision amending AMC/GM to Part-145, Part-66 and Part-145 following their amendment as suggested here above.	Ending date changed from 2011.01 to 2011.02	pre-RIA old format	Industry Request	R4	Group	Decision	2007	01	2011	02	0,150			
2011-2014	66.025	List of type ratings This task has for objective to regularly update this living AMC, which is used as a reference for issuing type ratings. Envisaged deliverable: A decision updating Appendix I of AMC to Part-66.		pre-RIA not required according to Art 3(5) of EASA MB Decision 08-2007	MS Request	R4	Agency	Decision	2010	01	2011	01	0,075			



**Rulemaking Programme 2011-2014**

Current rulemaking program	Task No.	Title	Changes from RMP 2010-2013 to RMP 2011-2014 (including consultation)	Pre-RIA score	Driver	R2 Environmental Protection R3 Flight Standards R4 Product Safety R5 ATM/Airport	Work method	Task leading to	Start date Year/Quarter		End date Year/Quarter		2011 FTE	2012 FTE	2013 FTE	2014 FTE
2011-2014	66.026	<b>List of type ratings</b> This task has for objective to regularly update this living AMC, which is used as a reference for issuing type ratings. Envisaged deliverable: A decision updating Appendix I of AMC to Part-66.		pre-RIA not required according to Art 3(5) of EASA MB Decision 08-2007	MS Request	R4	Agency	Decision	2011	01	2012	01	0,100	0,050		
2011-2014	66.027 (a)	<b>Adapt the licence for avionics engineers to light aircrafts</b>	New task	pre-RIA old format	Industry Request	R4	Group	Opinion	2010	01	2013	01	0,100	0,125	0,050	
2011-2014	66.027 (b)	<b>Creation of a license for avionics engineers</b>	New task. <u>Title changed to get rid of B4 (S)</u>	pre-RIA old format	Industry Request	R4	Group	Decision	2010	03	2013	02	0,100	0,125	0,075	
2011-2014	AWO.001	<b>Miscellaneous CS-AWO</b> This task results from the JAA/FAA harmonization program and addresses: - High Altitude Landing System Performance (JAA NPA AWO-11) - Structural Limit Loads and Lateral Touchdown Performance (JAA NPA AWO-14) - Revisions to CS-AWO resulting from JAR/FAR 25.1329 activity (JAA NPA AWO-16) (linked to NPA 25F-344) - Incorporation of new technologies and replacement of existing Special Conditions: - Introduction of Head-Up Guidance Landing System (JAA NPA AWO-13)		B8	Industry Request	R4	Agency	Decision	2011	01	2013	02	0,100	0,125	0,125	
2011-2014	AWO.002	<b>Automatic pilot super Fail-Passive criteria</b> Clarification of requirements to resolve comments submitted by industry on CS-AWO during its initial consultation in 2003.	Starting date changed from 2004.03 to 2012.02		Industry Request	R4	Group	Decision	2012	02	2014	02		0,075	0,150	0,050
2011-2014	AWO.006	<b>GNSS Landing System (GLS):</b> The objective of the task is to establish requirements for: - Category 1 Approach <u>including autoland capability</u> - GLS Signal-in-Space		pre-RIA old format	Industry Request	R4	Group	Decision	2013	01	2014	02			0,150	0,100
2011-2014	AWO.007	<b>New Technologies</b> The objective of the task is to establish requirements for the certification of Enhanced Vision and Synthetic Vision Systems (EVS and SVS)		pre-RIA old format	Industry request	R4	Group	Decision	2013	04	2016	01			0,150	0,150
2011-2014	BR.010	<b>Adaption of BR for airworthiness of small aircraft GA</b>		pre-RIA old format	Industry Request	R4	Group	Opinion	2010	03	2013	01	0,100	0,125	0,050	
2011-2014	E.004	<b>Vibration</b> Review of CS-E 650 (Vibration surveys) to consider problems encountered during recent certification activities	New starting date on 2011.02. <u>Method changed (S)</u>	pre-RIA old format	Certification request	R4	Agency (using Industry Group)	Decision	2011	02	2014	03	0,075	0,125	0,125	0,075
2011-2014	E.009	<b>Ice Protection:</b> 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	Ending date changed from 2011.01 to 2012.02	pre-RIA old format	Safety related	R4	Agency	Decision	2008	03	2012	02	0,100	0,075		
2011-2014	E.010	<b>Initial Maintenance Inspection</b> Consider the introduction within CS-E of a requirement based upon, if not identical to, the current FAR 33.90. This will ensure that engine tests are conducted at conditions representative of those expected to occur in service prior to the issue of a TC.	Starting date changed from 2013.02 to 2012.02 and ending date changed from 2015.03 to 2014.03		Certification request	R4	Agency	Decision	2012	02	2014	03		0,050	0,150	0,100
2011-2014	E.011	<b>Propulsion lubricating oil</b>		pre-RIA old format	Industry Request	R4	Agency	Decision	2013	01	2014	01			0,165	0,100

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Current rulemaking program	Task No.	Title	Changes from RMP 2010-2013 to RMP 2011-2014 (including consultation)	Pre-RIA score	Driver	R2 Environmental Protection R3 Flight Standards R4 Product Safety R5 ATM/Airport	Work method	Task leading to	Start date Year/Quarter		End date Year/Quarter		2011 FTE	2012 FTE	2013 FTE	2014 FTE
2011-2014	E.013	Engine open rotor	Moved from the inventory to the 2011-2014 RMP. Start date: 2010/04; End date: 2013/01		Industry request	R4	Agency (using Industry Group)	Decision	2010	04	2013	01	0,010	0,010	0,010	
2011-2014	E.014	Engine core lock (linked with FAA/AIA initiative following an NTSB recommendation)		pre-RIA old format	Safety related	R4	Agency	Decision	2012	01	2014	01		0,075	0,150	0,050
2011-2014	E.015	Incorporation of special conditions in CS-E	Starting date changed from 2011.01 to 2012.02 and ending date changed from 2013.01 to 2014.01	pre-RIA old format	Certification request	R4	Agency	Decision	2012	02	2014	01		0,050	0,150	0,075
2011-2014	ETSO.007	Systematic review and transposition of existing FAA TSO for parts and appliances into EASA ETSO		pre-RIA not required according to Art 3(5) of EASA MB Decision 08-2007	Industry request Certification request	R4	Agency	Decision	2008	03	2011	01	0,075			
2011-2014	ETSO.008	Systematic review and transposition of existing FAA TSO for parts and appliances into EASA ETSO	Starting date changed from 2009.04 to 2010.01 and ending date changed from 2011.03 to 2012.02	B9	Industry request Certification request	R4	Agency	Decision	2010	01	2012	02	0,100	0,050		
2011-2014	ETSO.011	Systematic review and transposition of existing FAA TSO for parts and appliances into EASA ETSO	New task equivalent to ETSO.008 (I)		Industry request Certification request	R4	Agency	Decision	2011	01	2013	02	0,028	0,100	0,050	
2011-2014	M.009	Maintenance check flights	Method changed (S)	pre-RIA old format	MS Request Safety related	R4	Group	Decision	2010	02	2013	01	0,100	0,125	0,050	
2011-2014	M.012	M.A.403 AMC/GM is needed on deferred rectification for defects on operational equipment in General Aviation for which no minimum equipment list is required.			MS Request Industry Request	R4	Agency	Decision	2013	01	2015	02			0,165	0,150
2011-2014	M.014 (a)	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.	Ending date changed from 2011.01 to 2012.01 - Title changed	pre-RIA old format	Industry Request	R4	Group	Opinion	2006	01	2012	01	0,100	0,050		
2011-2014	M.014 (b)	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 AMC/GM.	Ending date changed from 2012.02 to 2013.02	pre-RIA old format	Industry Request	R4	Group	Decision	2006	01	2013	02	0,100	0,125	0,100	

**Rulemaking Programme 2011-2014**

Current rulemaking program	Task No.	Title	Changes from RMP 2010-2013 to RMP 2011-2014 (including consultation)	Pre-RIA score	Driver	R2 Environmental Protection R3 Flight Standards R4 Product Safety R5 ATM/Airport	Work method	Task leading to	Start date Year/Quarter		End date Year/Quarter		2011 FTE	2012 FTE	2013 FTE	2014 FTE
2011-2014	M.022	<b>Amend AMC M.A.706(e) to cover additional cases for the competent authority to accept that the nominated post holder in the operator/Part-M Subpart G organisation be employed by the contracted Part-145 organisation</b> There is no difference in responsibility, accountability and ability with regard to supervise and maintain continuous airworthiness between an AOC-holder with his own Part 145 organization integrated in the AOC organization to a system were the overall accountability for airworthiness and maintenance is held by two different organization and the same person is Accountable Manager in both organization is held by two different organization and the same person is Accountable Manager in both organization	Title changed	pre-RIA old format	MS Request	R4	Agency	Decision	2009	02	2012	01	0,100	0,050		
2011-2014	M.025	<b>Amendments (rule and AMC/GM) adapted to the process of granting foreign Subpart F and Subpart G approvals</b>	Starting date changed from 2009.03 to 2010.03 and Ending date changed from 2011.02 to 2012.02	pre-RIA old format	Certification request	R4	Agency	Opinion	2010	03	2012	02	0,100	0,075		
2011-2014	M.027	<b>Guidance Material related to the Aircraft Continuing Airworthiness Monitoring</b>	Title changed	B9	MS request	R4	Agency	Decision	2010	01	2012	01	0,100	0,050		
2011-2014	M.029	<b>Additional guidance on the CAMO responsibilities</b> - More guidance on the CAMO responsibilities before the a/c takes off. Information needed: a.Final CRS b.Other things c.Tech log	New task. Moved from Inventory to RMP 2011-2014 (S)		Industry and MS request	R4	Group	Decision	2011	02	2014	01	0,025	0,075	0,075	0,025
2011-2014	MDM.003 (b)	<b>Flight testing</b> Envisaged deliverable: a decision amending AMC/GM to Part 21 M (subject to amendment of Part 21 in accordance with MDM.003(a)).	Task started and ending date changed from 2013.01 to 2012.02		Industry Request	R4	Group	Decision	2004	04	2012	02	0,075	0,075		
2011-2014	MDM.003 (c)	<b>A-NPA on Flight test Engineer (FTE) Licensing</b> 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.	New Task carried out by the Agency with inputs from the review group (I)	pre-RIA are not envisaged for A-NPA by article 14 of the MB procedures	Industry Request	R4	Agency	Decision	2011	01	2011	04	0,075			
2011-2014	MDM.020	<b>Definition of “critical systems”</b> This notion was introduced through the human factor requirements in Part-145. It is necessary to develop AMC/GM material in order to explain the concept.		pre-RIA old Format	Safety related	R4	Group	Opinion	2009	01	2012	01	0,100	0,050		
2011-2014	MDM.024	<b>HIRF (High Intensity Radiated Fields)</b> Harmonization activity on a new CS/FAR xx.1317 and associated AC/AMC, on protection from HIRF. For CS-23, -25, -27 and -29	Moved from the Inventory to RMP 2011-2014 (I)	pre-RIA old format	Safety related	R4	Agency (FAA cooperation)	Decision	2011		2013	01	0,010	0,015	0,005	

# Rulemaking Programme 2011-2014

Current rulemaking program	Task No.	Title	Changes from RMP 2010-2013 to RMP 2011-2014 (including consultation)	Pre-RIA score	Driver	R2 Environmental Protection R3 Flight Standards R4 Product Safety R5 ATM/Airport	Work method	Task leading to	Start date Year/Quarter		End date Year/Quarter		2011 FTE	2012 FTE	2013 FTE	2014 FTE
2011-2014	MDM.028 (a)	<b>Development of an Ageing Aircraft Structure plan:</b> This plan will provide a regulatory framework taking into account actions already included in this programme and will consider extension to other aircraft than large aeroplanes. Task MDM.028 (a) is the development of the technical elements for the large aeroplanes plan adding requirements for the existing fleet and modification to CS 25.	The task will end both in an Opinion and a Decision. Ending date changed from 2011.01 to 2012.01. However the task will also deliver a Decision to CS 25 in 2011.02 (title changed as consequence)	pre-RIA old format	Safety related	R4	Group	Opinion	2007	02	2012	01	0,100	0,050		
2011-2014	MDM.028 (b)	<b>Development of an Ageing Aircraft Structure plan:</b> - Develop a Regulatory Impact Assessment (RIA) for identifying the need to go beyond large aeroplanes - Based on the results of the RIA, develop comparable technical elements for a plan in a comparable manner as for task (a). - Review and develop AMC 20-20, to reflect its wider applicability, as necessary	The task will end both in an Opinion and a Decision. Starting date changed from 2012.01 to 2011.03	pre-RIA old format	Safety related	R4	Group	Opinion	2011	03	2014	02	0,025	0,150	0,150	0,070
2011-2014	MDM.028 (c)	<b>Development of an Ageing Aircraft Structure plan:</b> Change of Operational Use: this is not strictly only an ageing aircraft issue, but is related. - Amend xx.1529 to add a requirement on the TCH to publish key assumptions used in the structural analysis. - Propose compatible changes to Part M as necessary to ensure operators observe these assumptions.	The task will end both in an Opinion and a Decision	pre-RIA old format	Safety related	R4	Group	Opinion	2012	01	2014	02		0,075	0,150	0,050
2011-2014	MDM.030 (a)	<b>UAS further regulation</b> Development of IR for the operations of UAS.			Legal obligation MS Request	R4	Group	Opinion	2012	01	2014	02		0,075	0,150	0,120
2011-2014	MDM.030 (b)	<b>UAS further regulation</b> Development of AMC/GM for the operations of UAS.			Legal obligation MS Request	R4	Group	Decision	2014	01	2014	03				0,125
2011-2014	MDM.030 (c)	<b>UAS further regulation</b> Development of specific CS for UAS airworthiness			Legal obligation	R4	Group	Decision	2014	01	2016	03				0,125
2011-2014	MDM.032 (d)	<b>Regulation of aircraft other than complex motor powered aircraft, used in non-commercial activities:</b> Envisaged deliverable: a Decision amending AMC/GM to Part 21. Depending on outcome of Opinion on task MDM.032 (e).		pre-RIA old format	Industry Request	R4	Agency	Decision	2006	01	2013	01	0,100	0,150	0,075	
2011-2014	MDM.038	<b>Non binding guidance on TBO limits</b> The Agency is facing a situation where the NAAs have different procedures to control the TBO of piston engines operated in their countries which do not refer systematically to the manufacturer's instructions, and a request has been raised to Rulemaking to launch a task to issue guidance to the NAAs on this question.	Ending date changed from 2011.01 to 2011.02. And then to 2012.01 (I)	pre-RIA old format	MS Request	R4	Agency	Decision	2009	02	2012	01	0,050	0,050		
2011-2014	MDM.042	<b>The Identification of existing defences in maintenance processes to detect major configuration differences</b> Review applicable airworthiness regulations and standards, as well as aircraft, engines and component maintenance manuals, to ensure that adequate defences exist in the preinstallation, maintenance planning process to detect major configuration differences and to establish the required support resources for technicians responsible for the work.			Safety related	R4	Group	Opinion	2012	04	2015	01		0,075	0,150	0,150

# Rulemaking Programme 2011-2014

Current rulemaking program	Task No.	Title	Changes from RMP 2010-2013 to RMP 2011-2014 (including consultation)	Pre-RIA score	Driver	R2 Environmental Protection R3 Flight Standards R4 Product Safety R5 ATM/Airport	Work method	Task leading to	Start date Year/Quarter		End date Year/Quarter		2011 FTE	2012 FTE	2013 FTE	2014 FTE
2011-2014	MDM.047	Alignment of Regulation No (EC) 2042/2003 with Regulation (EC) No 216/2008 and with ICAO Annex 6 requirement for human factor principles to be observed in the design and application of the aircraft maintenance programme	Title cahnged - Starting date changed from 2009.01 to 2010.02		Legal obligation	R4	Agency	Opinion	2010	02	2011	02	0,025			
2011-2014	MDM.048	Issue certification specifications for standard changes and repairs based on FAA AC 43-13 Rule and guidance should be developed on acceptable methods, techniques and practices on aircraft modifications (AC43-13).	Ending date changed from 2013.01 to 2013.02	pre-RIA old format + B9 according to pre-RIA in the new format	Industry Request	R4	Group	Decision	2011	01	2013	02	0,100	0,125	0,100	
2011-2014	MDM.054	De-icing - anti icing / AMC and GM following A.NPA 2007-13		pre-RIA old format	Safety Related	R4	Agency	Decision	2009	01	2011	01	0,025			
2011-2014	MDM.055	New structure for Regulation 2042 and SMS embodiment	Starting date changed from 2009.01 to 2010.03 and ending date changed from	B12	MS Request	R4	Agency	Opinion	2010	03	2012	03	0,100	0,125		
2011-2014	MDM.056	Instructions for continuing airworthiness	Ending date changed from 2012.01 to 2013.01	pre-RIA old format	MS Request	R4	Group	Opinion	2009	02	2013	01	0,100	0,125	0,075	
2011-2014	MDM.057	Miscellaneous of Parts M		pre-RIA old format	MS Request	R4	Agency	Decision	2013	01	2015	02			0,125	0,150
2011-2014	MDM.058	Miscellaneous of Parts 145		pre-RIA old format	MS Request	R4	Agency	Decision	2013	01	2016	01			0,165	0,150
2011-2014	MDM.059	Miscellaneous of Parts 66, 147		pre-RIA old format	MS Request	R4	Agency	Decision	2013	01	2016	01			0,125	0,150
2011-2014	MDM.060	New structure for Regulation 1702 and SMS embodiment	Title changed	B12	MS Request	R4	Agency	Opinion	2010	03	2013	01	0,100	0,125	0,050	
2011-2014	MDM.061	S & CEH Certif Memos publication: new generic GM (applicable to all CS)		pre-RIA old format	Certification request	R4	Agency	Decision	2011	04	2013	03	0,025	0,125	0,075	
2011-2014	MDM.071	Halon – Up-date of CSs, development of Guidance Material in order to comply with Regulation (EC) 1005/2009 and ICAO resolution. The ICAO resolution is still a draft (reference 33/1 "halon replacement"). The task will cover: - CS 25 up-date in order to align with (EC) Regulation and prescribe the minimum standards for the fire extinguishing agents - CS 26 (or IR) up-date in order to cover the production cut-off dates as mandated by ICAO - Guidance Material (AMC) to manufacturers and maintenance organizations to allow verification of the quality of halon in their possession through testing and internal procedures. The task may be split depending on the progress of each	New task. <a href="#">Task moved from inventory to RMP 2011-2014. Title changed (I)</a>		Basic Regulation	R4	Agency	Decision	2011	01	2012	03	0,075	0,150		
2011-2014	MDM.075	Specialised tasks - 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	New task. <a href="#">Moved from the inventory to the RMP 2011-2014 (I)</a>		Industry request	R4	Agency	Decision	2011	02	2014	01	0,050	0,075	0,075	0,025

# Rulemaking Programme 2011-2014

Current rulemaking program	Task No.	Title	Changes from RMP 2010-2013 to RMP 2011-2014 (including consultation)	Pre-RIA score	Driver	R2 Environmental Protection R3 Flight Standards R4 Product Safety R5 ATM/Airport	Work method	Task leading to	Start date Year/Quarter		End date Year/Quarter		2011 FTE	2012 FTE	2013 FTE	2014 FTE
2011-2014	MDM.076	Technical records (M.A.305, 145.A.55), back to birth concept, components traceability, use of RFDS	New task. Task moved from Inventory to RMP 2011-2014 with 2011 as starting date (S)		Industry and MS request	R4	Group	Decision	2011	02	2014	02	0,050	0,075	0,075	0,050
2011-2014	MDM.078	Importing of aircraft from other regulatory system - Importing of aircraft into the "2042/2003" system from other regulatory systems (Foreign, national, military)	New task (including previous M.028). Moved from the Inventory to the RMP 2011-2014 (I + S)		Industry and MS request	R4	Group	Opinion	2011	02	2014	02	0,050	0,075	0,075	0,050
2011-2014	MDM.082	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 ans 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)	New task. Moved from inventory to the RMP 2011-2014 (I)		Industry request	R4	Group	Opinion	2011	01	2014	01	0,075	0,075	0,075	0,025
2011-2014	MDM.083	Aligment with 21.039 (I) - Development of a type rating course by the part-147 organisation and approval by the Competent authority	New task. Moved from the Inventory to the RMP 2011-2014 (I)		Industry request	R4	Group	Opinion	2011	02	2014	02	0,025	0,075	0,050	0,050
2011-2014	MDM.089	Certification Specifications for Aircraft and Engines/ International Volcanic Ash Task Force (IVATF)	New task related to volcanic ash issue (I)		EC request Safety related	R4	Agency	Decision	2010	03	2015	02	0,010	0,015	0,015	0,015
2011-2014	VLA.003	Spin approval CS-VLA limited today to Normal Operations only. It is envisaged to add requirements for spin approval		pre-RIA old format	Industry Request	R4	Group	Decision	2012	03	2014	01		0,075	0,150	0,050
2011-2014	VLA.008	Incorporation of special conditions in CS-VLA Includes now Night VFR (VLA.001) Includes now Increases of MTOW to 890Kg (VLA.005) Include Towing. Updating of requirements for Glider towing, development of requirements for tow cable retraction systems (VLA.006)		pre-RIA old format	Certification request	R4	Agency	Decision	2011	01	2013	03	0,100	0,125	0,075	