7TH EASA Rotorcraft Symposium

Operational Suitability Evaluations (OEB)

Operational Suitability Data (OSD)

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Your safety is our mission.

EASA OEB*

PILOT QUALIFICATION:
aircraft type/variant designation training/checking/currency

SIMULATOR QUALIFICATION:
evaluation of the first simulator

CABIN CREW:
acft type assessment, CC training, operation

MMEL DEVELOPMENT

OTHER:
EFB, HGS, Steep Approaches, etc.

* voluntary evaluation on request by applicant

1 Feb 2006

1 Jul 2009

- Syllabi for pilots and cabin crew, simulator qualification and MMEL: developed through the JOEB process:

    - Voluntary process with involvement of manufacturers, operators, NAAs, Agency
    - Result not binding, Recommendations only

- Qualification may be conducted in parallel to the Airworthiness certification for new helicopter, it is a full operational evaluation (OEB)

- For an existing aircraft it is a catch up process

EASA Helicopter OEB reports available

A 109E,S and AW 109SP

AS 350 Family

EC 225

AW 139

EC 130B4/T2

EC 120

AS 332 L1,L1e & L2

Bell 407

AS 355 Series

Cabri G2

Bell 206 L1, L3, L4

EC 135/635

Bell 429

AS 365 / EC 155 Series

S 92

BK 117

Full OEB

EC 175

Full OEB

AW 189

S 76D

Operational Suitability Data (OSD)

" A new EASA invention to burden the industry ? "

or

" A better way to integrate aircraft type specific elements "

OEB ✈ OSD

≈ **Dec 2013 / Jan 2014**

EASA OEB*

EASA OSD#

PILOT QUALIFICATION:
aircraft type/variant designation
training/checking/currency

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aircraft type/variant designation
training/checking/currency

SIMULATOR QUALIFICATION:
evaluation of the first simulator

SIMULATOR QUALIFICATION:
acft validation source data

CABIN CREW:
acft type assessment, CC training,
operation

CABIN CREW DATA:
acft type/variant designation
type specific data

MMEL DEVELOPMENT

MMEL DEVELOPMENT

OTHER:
EFB, HGS, Steep Approaches, etc.

OTHER

Maintenance Certifying Staff:
type rating, minimum syllabus

* voluntary evaluation on request

 # regulatory requirement

➤ Regulation (EC) 216/2008 – "**Basic Regulation**" – was extended to include the elements of operational suitability evaluation

➤ Regulation (EU) 748/2012 – Annex I ["**Part 21**"] – will be amended to approve operational suitability data as part of the certification process (entry into force envisaged # 1ST Q- 2014)

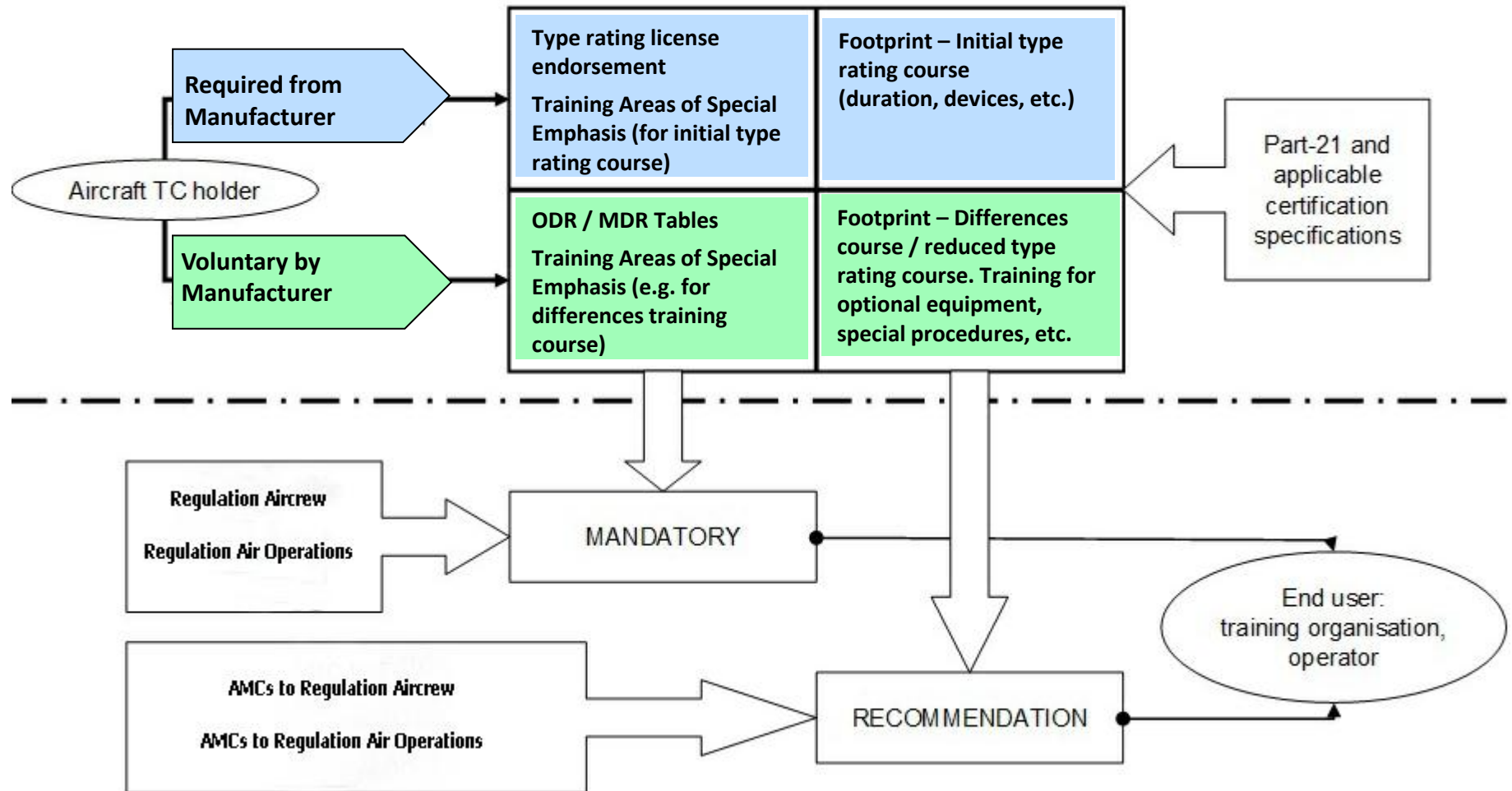## Flight Crew Operational Suitability Data (OSD) for all aircraft ?

FC OSD for

➤ new aircraft, entering into service with an EU operator

➤ in-production aircraft, in service with an EU operator

➤ aircraft for which data from previous OEB evaluations exist

➤ aircraft modifications, when impact on flight crew data

transition periods will be established

"FC OSD contain mandatory and recommended elements"

Aircraft TC holder

Required from Manufacturer

Voluntary by Manufacturer

Type rating license endorsement **Training Areas of Special Emphasis (for initial type rating course)**	**Footprint – Initial type rating course (duration, devices, etc.)**
ODR / MDR Tables **Training Areas of Special Emphasis (e.g. for differences training course)**	**Footprint – Differences course / reduced type rating course. Training for optional equipment, special procedures, etc.**

Part-21 and applicable certification specifications

Regulation Aircrew

Regulation Air Operations

MANDATORY

AMCs to Regulation Aircrew

AMCs to Regulation Air Operations

RECOMMENDATION

End user: training organisation, operator

OSD establishes:

- ✓ aircraft as separate types or variants : *Part-FCL, FCL.010/ ORO.FC.140*
- ✓ Training Areas of Special Emphasis (TASE): *Part-FCL, FCL.725(a):ORO.FC.145(b)*
- ✓ reduced flight training syllabus based on credit for previous experience
   on similar aircraft types : *Part-FCL, Appendix 9*
- ✓ credits for the operation on more than one type or variant : *ORO.FC.140(a)*

  Credits for :

  - • training, checking and recent experience
  - • minimum time and hours on base aircraft prior to training on another type or variant;
  - • number of flight hours or sectors required for crewing of inexperienced flight crew members;
  - • line checks;
  - • alternating proficiency checks

Transfer of OEB to EU regulatory framework:

➤ Introduced in Basic Regulation in article 5 "Airworthiness"

➤ Implementing rules:
  ➤ change to Part-21
  ➤ change to Air Crew Regulation
  ➤ change to Air Ops Regulation

➤ Certification Specifications and AMC/GM

➤ Entry into force: 1Q 2014

Transition

➤ No big bang

➤ Total 4 years transition (max.)

➤ Manufacturers:
  ➤ At EIF: Start using new rules for new TC(#1st Q 2014)
  ➤ Catch-up within 2 years (following the implementing date)

➤ Operators / training organisations:
  ➤ For new MEL/training courses use OSD when available
  ➤ Update existing training courses within 2 years after OSD is available (MEL: 90 days)

Practical

- All OSD is property of TC holder

- Reference in TCDS
  - E.g. type rating, variants are in TCDS
  - However EASA can publish consolidated lists for info

- Existing OEB transfer to OSD
  - TC holder to indicate mandatory / non-mandatory within 6 months
  - Eventually OEB report is superseded

EASA OSD – Pilot Qualifications

Thank You

Your safety is our mission.