



EASA
European Aviation Safety Agency

The certification aspects of OSD implementation: update

EASA 5th Certification Workshop – 29 Jan 2015

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EU Regulations with OSD References

Part-FCL

- Commission Regulation 1178/2011 (amended by Commission Regulation 290/2012)
- AMC & GM to Part-FCL and to Part-ORA

Part-ARO, -ORO, Part-CAT, -SPA

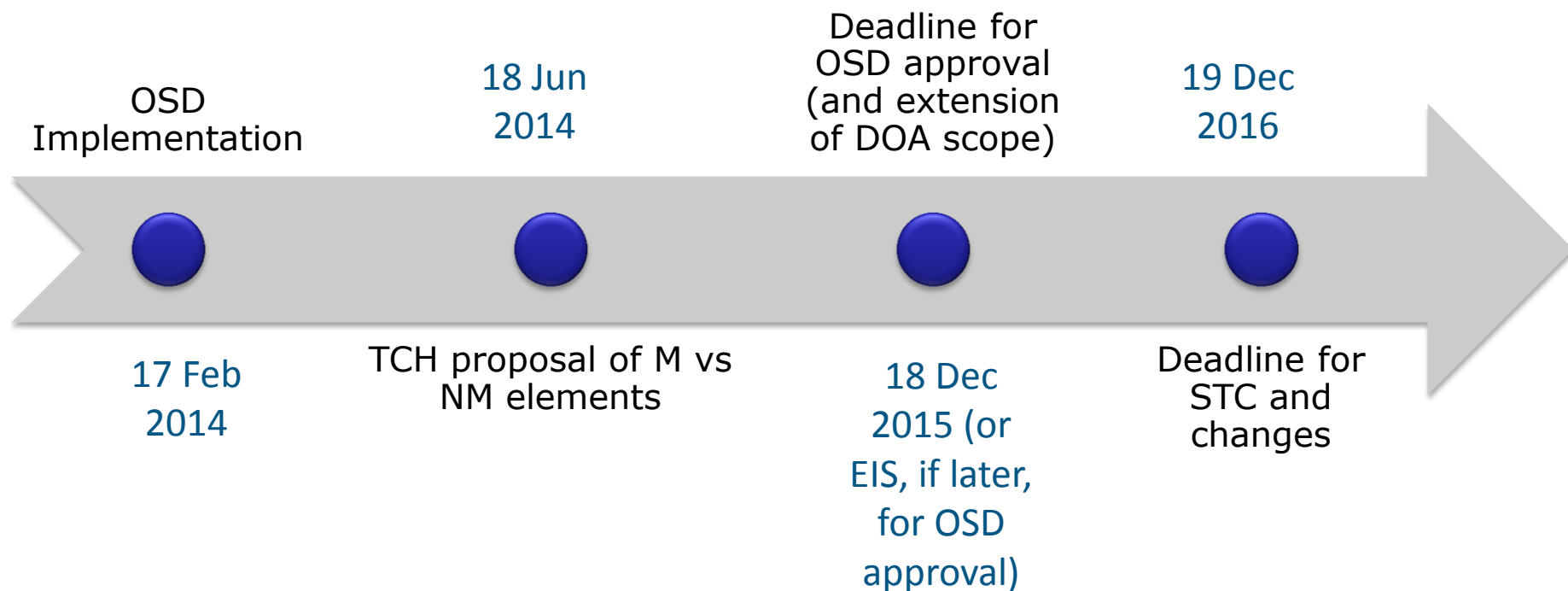
- Commission Regulation 965/2012
- AMC & GM to Part-ORO

Part-21

- Regulation (EU) 748/2012 as amended by Commission Regulation (EU) 69/2014



OSD implementation timeline





Status of OSD CSs

CSs already published

- **CS MMEL** (Annex to ED Decision 2014/004/R)
- **CS-GEN-MMEL** (Annex to ED Decision 2014/005/R)
- **CS-CCD** (Annex to ED Decision 2014/006/R)
- **CS-FCD** (Annex to ED Decision 2014/008/R)
- **CS-SIMD** (Annex to ED Decision 2014/033/R)

CSs still in progress

- **CS-MCSD** (RMT.0106, NPA 1st quarter 2018 – interim period to be covered through CM-MCSD-001)



CS-MMEL.100 Applicability

These Certification Specifications are applicable to complex motor-powered aircraft and contains certification specifications for establishing the MMEL.

CS-MMEL.107 Status of provided data

- (a) CS-MMEL Subpart B specifies data provision which is required from the applicant and data provided at request of the applicant.
- Data provided by the applicant is presented as mandatory or non-mandatory (recommendations) for the end user.



CS-GEN-MMEL.100 Applicability

This CS applies to other-than-complex motor-powered aeroplanes except for very light aeroplanes (VLA), light sport aeroplanes (LSA) and powered sailplanes.



CS-FCD.050 Scope

These Certification Specifications for Flight Crew Data (CS-FCD) address:

- the determination of a pilot type rating:
 - to establish if a candidate aircraft is recognised as a new type or as a variant to an existing aircraft;
 - to assign the pilot licence endorsement designation for a candidate aircraft.
- Aircraft type specific pilot training, checking and currency requirements;



CS-FCD.100 Applicability

CS FCD.200(a) is applicable to all aircraft. All other paragraphs are applicable to aircraft for which a pilot type rating is determined.

CS FCD.200 Determination of a pilot type rating

The following aircraft are subject to a pilot type rating:

- complex motor-powered aircraft;
- helicopters except helicopters certified in accordance with CS-VLR;
- gas airships;



Certification Specifications (CS-CCD)

CS-CCD.050 Scope

These CS for Cabin Crew Data (CS-CCD) establish the specifications for the applicant for a type certificate, change approval or supplemental type certificate to develop and provide:

- (a) data for the determination process of a new type or variant for CC
- (b) type specific data for cabin crew.

CS-CCD.100 Applicability

These Certification Specifications are applicable to:

- (a) aircraft with a passenger seating capacity of more than 19 seats;
- (b) aircraft with a passenger seating capacity of 19 seats or less required to carry cabin crew; and
- (c) any other aircraft with a passenger seating capacity of 19 seats or less if voluntarily elected by the applicant.



OSD and TCDS

- OSD are property of TC holder
- EASA will not publish data
- Referenced in TCDS
 - E.g. type ratings, variants are in TCDS;
 - Template has been developed;
 - EASA will continue to publish consolidated lists for Pilot TR and licence endorsement and, later on, possibly also for maintenance certifying staff TR.



OEB to OSD

Existing OEB transfer to OSD

- Existing OEB report and MMEL are grandfathered;
- TC holders had to indicate mandatory vs. non-mandatory elements;
- For some OSD components, reformatting the reports is initially necessary;
- OEB reports are being translated into OSD documents and referenced in the TCDS.



OSD - the process

- OSD Chief Experts participation to GenFam meetings;
- OSD application (Form 128) as early as possible in the certification process;
- Relevant OSD Experts participation to TechFam meetings;
- EASA OSD experts involved in a joint evaluation process with the Applicant;
- Operational Suitability Data proposed by the Applicant approved under Part 21 provisions;
- Data owned by the TCH and referenced in the TCDS.



OSD implementation challenges

- Merging a quantitative world and a qualitative world;
- Some CSs are process based rather than requirement based;
- Extension of scope of Design Organisations;
- Changes to MMEL for older not-in-production aircraft;
- Formal OSD approval document;
- Development of AMC and GM for changes;
- Development of CS-MCSD;
- OSD and bilateral agreements.

Bridging certification and operations.



Thank you!