



EASA
European Aviation Safety Agency

OSD implementation

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General Content

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"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"

- Opinion 7/2011 to Commission Regulation 748/2012



COMMISSION REGULATION (EU) No 69/2014 of 27 January 2014

Amending Regulation (EU) No 748/2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations

► Article 1(2)

...

(k) ‘Union operator’:

means an operator having its principal place of business in a Member State or in the case of a private person having his place of residence in a Member State.



References in Regulation (EC) No 748/2012 – Part 21 (1)

➤ **Article 7a – Operational Suitability Data**

- 1. The holder of an aircraft type-certificate issued before the entry into force of this Regulation intending to deliver a new aircraft to a Union operator on or after the entry into force of this Regulation shall obtain approval in accordance with Part 21.A.21(e) except for the minimum syllabus of maintenance certifying staff type rating training and except for aircraft validation source data to support the objective qualification of simulator(s). The approval shall be obtained before [2 years after entry into force] or before the aircraft is operated by a Union operator, whichever is the latest. The operational suitability data can be limited to the model which is delivered.
- 2. The applicant for an aircraft type-certificate for which the application was filed before the entry into force of this Regulation and for which a type-certificate is not issued before the entry into force of this Regulation shall obtain approval in accordance with Part 21.A.21(e) except for the minimum syllabus of maintenance certifying staff type rating training and for aircraft validation source data to support the objective qualification of simulator(s). The approval shall be obtained before [2 years after entry into force] or before the aircraft is operated by a Union operator, whichever is the latest. Compliance findings made by the authorities in Operational Evaluation Board processes conducted under the responsibility of the Joint Aviation Authorities (JAA) or EASA before the entry into force of this Regulation shall be accepted by the EASA without further verification.
- 3. Operational Evaluation Board Reports and Master Minimum Equipment Lists issued in accordance with JAA procedures or by the Agency before the entry into force of this Regulation shall be deemed to constitute the Operational Suitability Data approved in accordance with Part 21.A.21(e) and shall be included in the relevant type-certificate. Before [6 months after entry into force] the relevant type certificate holders shall propose to the Agency a division of the operational suitability data in mandatory data and non-mandatory data.
- 4. Holders of a type-certificate including operational suitability data shall obtain approval of an extension of the scope of their design organisation approval or alternative procedures to design organisation approval, as applicable, to include operational suitability aspects before [2 years after entry into force].



Requirements from Part 21

- Since January 2014, the Operational Suitability Data has been introduced in the Part 21 through regulation EC 69/2014.
- The approval of the relevant OSD shall be obtained for:
 - All aircraft still in production,
 - All new aircraft (certification in progress).
- The approval shall be obtained not later than 18 December 2015 or before the aircraft is operated by an EU operator, whichever is the latest.



Exceptions

- Listed in GM No 1 to 21.A.15(d) Clarification of the term 'as applicable'.
- For very light aeroplanes (VLA), light sport aeroplanes (LSA), very light rotorcraft (VLR), sailplanes, powered sailplanes, balloons and ELA2 airships:
 - The establishment of an MMEL is not required,
 - Equipment listed in the TCDS / AFM / POH + equipment required for the flight by operating rules = MMEL.
- Applicants for an STC are not required to submit an MMEL Supplement before December 2016.



► 21.A.15

...

(d) An application for a type-certificate or restricted type-certificate for an aircraft shall include, or be supplemented after the initial application to include the application for approval of operational suitability data, consisting of, as applicable:

1. the minimum syllabus of pilot type rating training, including determination of type rating;
2. 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, or provisional data to support their interim qualification;
3. the minimum syllabus of maintenance certifying staff type rating training, including determination of type rating;
4. determination of type or variant for cabin crew and type specific data for cabin crew;
5. the master minimum equipment list; and
6. other type-related operational suitability elements.



➤ **21.A.17B – Operational suitability data certification basis**

(a) The Agency shall notify to the applicant the operational suitability data certification basis. It shall consist of:

1. The applicable certification specifications for operational suitability data issued in accordance with point 21.A.16A that are effective on the date of application or application supplement, unless:

- (i) The Agency accepts other means to demonstrate compliance with the relevant essential requirements of Annexes I, III and IV to Regulation (EC) 216/2008; or
- (ii) Compliance with certification specifications of later effective amendments is chosen by the applicant.

2. Any special condition prescribed in accordance with point 21.A.16B(a).

(b) If an applicant chooses to comply with a certification specification of an amendment to the certification specifications that are effective after the filing of the application for a type-certificate, the applicant shall also comply with any other certification specification that the Agency finds is directly related.



➤ 21.A.62 – Availability of operational suitability data

The holder of the type-certificate or restricted type-certificate shall make available:

- (a) at least one set of complete operational suitability data prepared in accordance with the applicable operational suitability certification basis, to all known Union operators of the aircraft, before the operational suitability data must be used by a training organisation or a Union operator; and
- (b) any change to the operational suitability data to all known Union operators of the aircraft; and
- (c) on request, the relevant data in (a) and (b) above, to:
 - 1. the competent authority responsible for verifying conformity with one or more elements of this set of operational suitability data; and
 - 2. any person required to comply with one or more elements of this set of operational suitability data.



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

CSs still in preparation

- **CS-SIMD**
- **CS-MCSD**



➤ **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-GEN-MMEL is a very simple tool**

- The CS is an MMEL.
- No demonstration needed.
- The TC holder copy/paste from the CS,
 - The Preamble and Definitions, and
 - The applicable items



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.
- This CS-FCD specifies Operational Suitability Data (OSD) based on data provision which is required from the Type Certificate (TC) applicant and data provided at request of the TC applicant.
- OSD are presented as mandatory or non-mandatory (recommendations) for the end user in accordance with the civil aviation aircrew and air operations regulations.



- **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;



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.



Applicability

- Only new TCs, applications filed after 17 February 2014.
 - Limited to **Group 1 a/c.** (GM No. 1 to 21.A.15(d))
- Catch-up for existing TC or on-going certifications, for which the application was filed before 17 February 2014, is voluntary.
- DOA scope extension before 18 December 2015. If no OSD-MCS exists, no extension is required.
- Changes and STCs are exempted until 19 Dec.2016. If no OSD-MCS exists, no application for OSD-MCS change is required.



Group 1 aircraft.

Aeroplanes

- above 5700 kg MTOM; or
- more than 19 pax; or
- minimum crew 2 pilots; or
- turbojet; or
- two or more turboprops; or
- Op. altitude > FL290; or
- fly-by-wire.



OSD and TCDS

- All OSD is property of TC holder
- EASA will not publish data
 - MMELs will be removed from the EASA website.
- Reference in TCDS
 - E.g. type rating, variants are in TCDS
 - EASA will publish consolidated lists for Pilot Licensing and later for maintenance certifying staff type rating
 - MMEL



OEB to OSD

- Existing OEB transfer to OSD
 - For existing OEB report, TC holder has to indicate mandatory / non-mandatory elements
 - From OEB to OSD, format can have different structure :
 - Cover sheet can be added to the OEB Report or
 - For each paragraph of the OEB Report it is stipulated Mandatory “M” or “AMC”
 - The OEB Report can also be divided in different subparts (e.g. Subpart A , “M” and Subpart B, “AMC”)



Application

- Through Form 128 available on the EASA website:
[FO.CERT.00128 | EASA](#)
- Completion instructions on the last page of the document
- New TC => Initial OSD approval
- Existing TC without OEB Report/EASA MMEL => Catch-up evaluation.



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Thank you

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