



How does it affect operators and other organisations?

OSC Workshop

Cologne, 3 March 2009

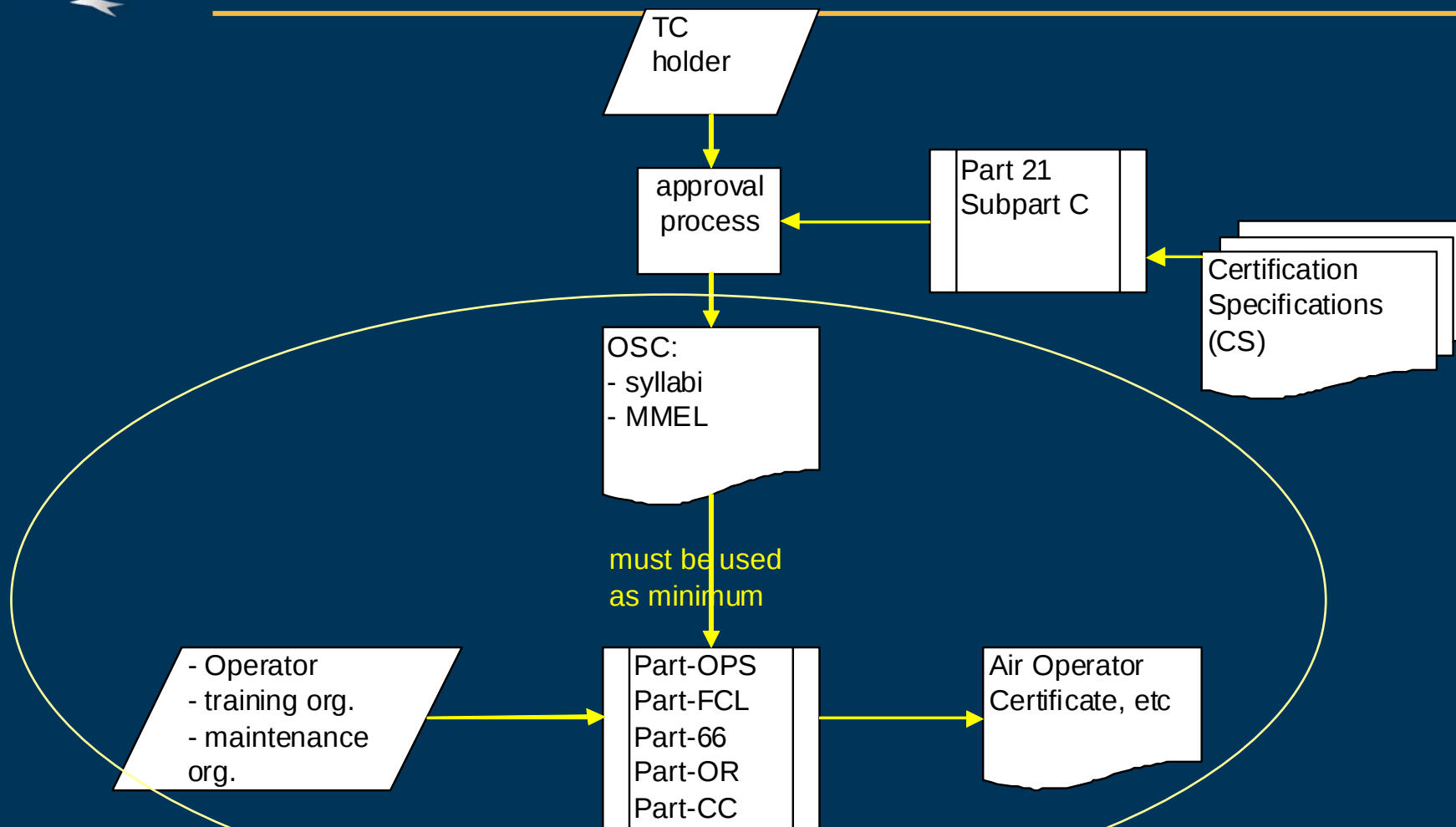


Content of the presentation

- How does it affect operators?
- How does it affect training organisations?
- How does it affect maintenance organisations?
- How does it affect qualified personnel?:
 - ✧ Maintenance certifying staff
 - ✧ Flight crew
 - ✧ Cabin crew
- How does it affect National Aviation Authorities?

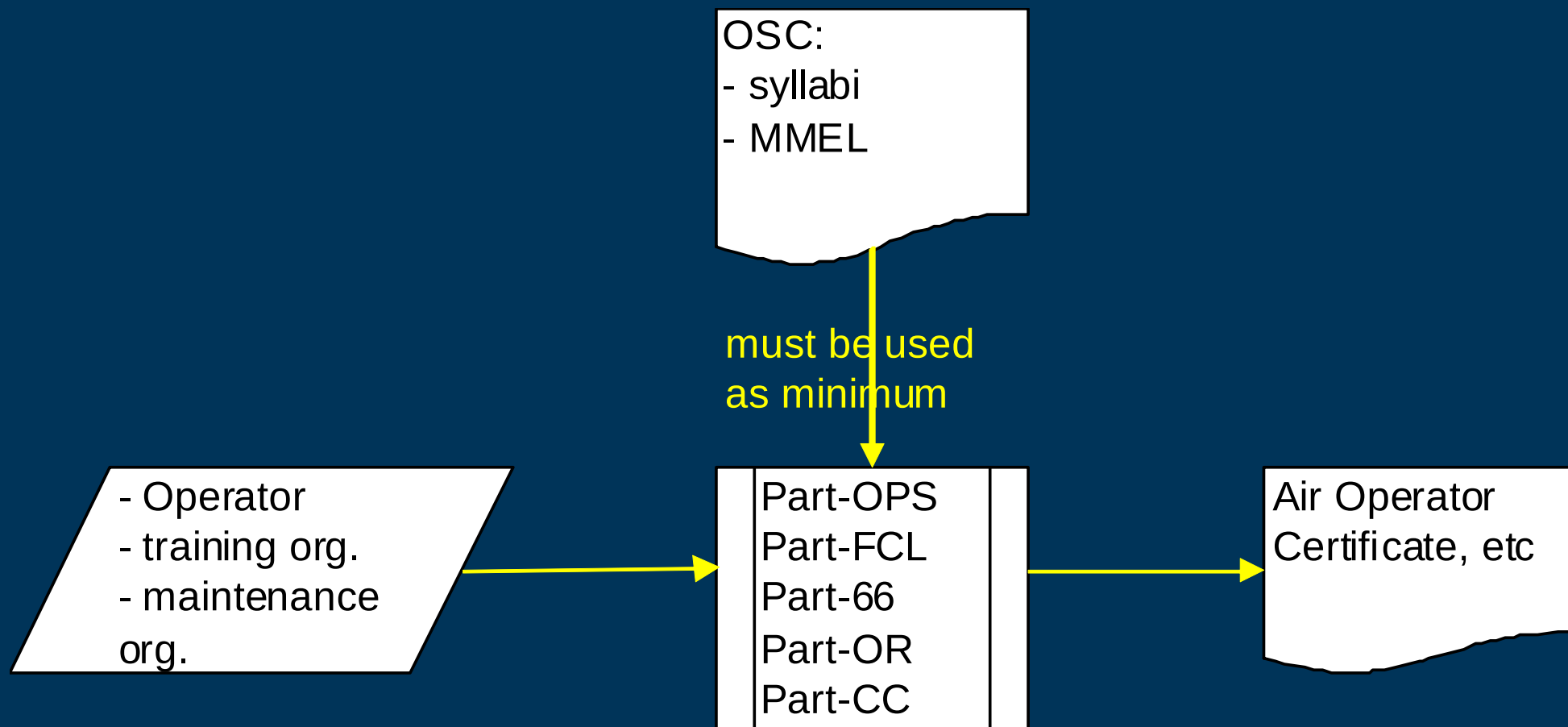


How does it affect organisations?

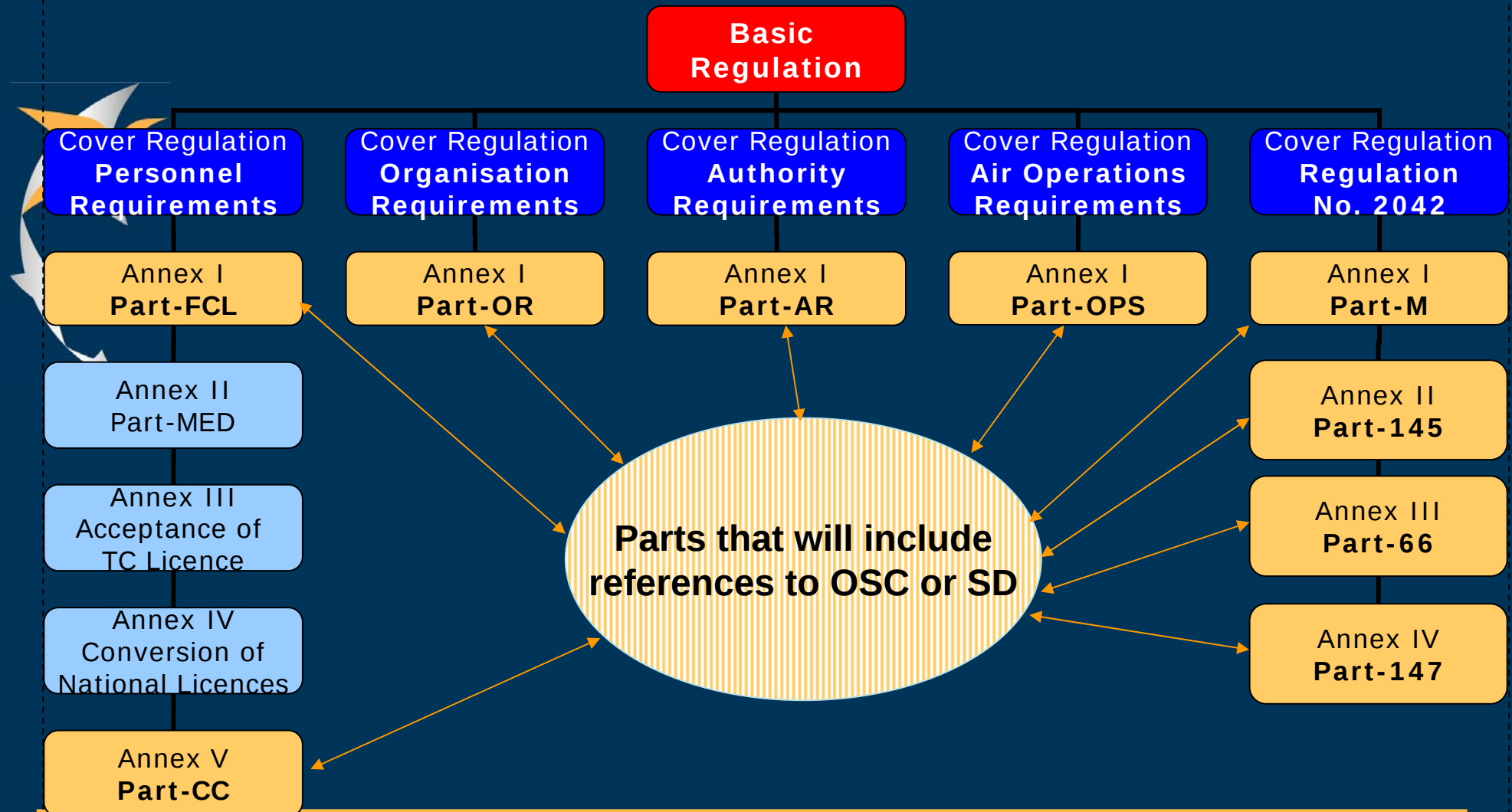




How does it affect organisations?



PARTS STRUCTURE





How does it affect operators?

- OSC for operators will provide:
 - ★ **One single MMEL per aircraft type approved by the Agency, which is the basis for operator's MEL (OPS.GEN.550 and OR.OPS.020.MLR)**



How does it affect operators?

- **OSC for operators will provide benefits:**
 - ★ **By providing credits on training, checking and recent experience requirements when flight crew members operate more than one type or variant → when so approved in accordance with (IAW) Part-21 (OR.OPS.050.FC)**



How does it affect operators?

- **OSC for operators will provide benefits:**
 - ✦ **By reducing the requirement to conduct the first 4 takeoffs and landings** of the line flying under supervision in the aeroplane under the supervision of a TRI(A) occupying the other pilot seat for pilots that have been issued a type rating based on a zero flight time training (ZFTT) → when so **approved**
IAW Part-21 (OR.OPS.135.FC)



How does it affect operators?

- OSC will determine the types and variants for Cabin crew operations on more than one type or variant (**OR.OPS.250.CC**)



How does it affect operators?

➤ OSC will provide:

- ★ Provisions to consider the elements of additional training for the type of operations (e.g. ETOPS) (AMC1 OR.OPS.135.FC Operator conversion training and checking)
- ★ Credits for training, checking and recency: (AMC1 OR.OPS.155.FC Operation on more than one type or variant)
- ★ Basis for operators methodology for OPERATOR DIFFERENCE REQUIREMENT (ODR) TABLES on aeroplanes (AMC2 OR.OPS.155.FC Operation on more than one type or variant)



How does it affect operators?

- **Modifications of the aircraft that have an impact on OSC's elements (e.g. EVS installation on training and (M)MEL):**
 - ★ **STC's holders have to address the impact on OSC's elements...AND...**
 - ★ **Operators have to implement the outcome of SOSC, if applicable.**



How does it affect operators?

- Provisions for occurrence reporting will be provided:
 - ✦ For continuing monitoring the OSC elements;
 - ✦ For enhancing the level of safety;
 - ✦ As part of the Management System of the organisation.



How does it affect STD operators?

- Provision will be added in Organisation Requirements regulation (Part-OR) and applicable provisions of CS-FSTD(A) & CS-FSTD(H):
 - ★ For FFS qualification → to be based on the reference data provided in the OSC of the aircraft



How does it affect operators?

- SD will create obligations on operators to implement retroactive requirements:
 - ★ Unless otherwise specified by the Agency, an organisation shall comply with the requirements of any safety directive issued by the Agency that are applicable to their activity.
(e.g. OR.GEN.050)



How does it affect training organisations?

- Approved Training Organisations shall develop type training course IAW the syllabus approved IAW Part-21 (OR.ATO.125).
- **Flexibility provisions will be provided in the OSC Data Sheet (DS)** and AMC will be developed for training organisations.



How does it affect training organisations?

FCL requirements:

- ✧ **‘FCL.060 Recent experience’** allows credits when operating more than one type or variant if established IAW Part-21 (OSC).
- ✧ **‘FCL.710 Class and type ratings – Variants’** allows to extend its privileges to another variant within one class or type rating when undertaking differences or familiarisation training as defined IAW Part-21.
- ✧ **‘FCL.725 Requirements for the issue of class and type ratings’** requires the training course to be based on the training syllabus for the relevant class or type as established IAW Part-21.



How does it affect training organisations?

➤ FCL requirements:

- ★ 'FCL.725 Requirements for the issue of class and type ratings':...aeroplanes are certified as high performance aeroplanes IAW Part-21.
- ★ 'FCL.720.A Experience requirements and prerequisites for the issue of class or type ratings aeroplanes': ... applicant for a class or type rating shall comply with the experience requirements and prerequisites for the issue of the relevant rating established IAW Part-21.



European Aviation Safety Agency

How does it affect training organisations?

➤ FCL requirements:

- ★ 'FCL.720.A **Experience requirements and prerequisites for the issue of class or type ratings aeroplanes**': ... Before starting flight training, an applicant for a first type or class rating for a singlepilot aeroplane that is certified as high performance aeroplane **IAW Part-21...**



How does it affect training organisations?

➤ FCL requirements:

- ★ **‘FCL.720.H Experience requirements and prerequisites for the issue of type ratings helicopters’**:... applicant for a type rating shall comply with the experience requirements and prerequisites for the issue of the relevant rating established IAW Part-21 ...
- ★ **‘FCL.720.PL Experience requirements and prerequisites for the issue of type ratings powered-lift aircraft’**:... applicant for a powered-lift type rating shall comply with the experience requirements and prerequisites for the issue of the relevant rating established IAW Part-21



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How does it affect training organisations?

➤ FCL requirements:

- ★ 'FCL.720.As Prerequisites for the issue of type ratings airships':... applicant for an airship type rating shall comply with the experience requirements and prerequisites for the issue of the relevant rating established IAW Part-21.



How does it affect training organisations?

➤ FCL requirements:

- ★ 'APPENDIX 9 SKILL TEST AND PROFICIENCY CHECK FOR ATPL, TYPE AND CLASS RATINGS, AND PROFICIENCY CHECK FOR INSTRUMENT RATINGS

A. GENERAL'

... CONTENT OF THE SKILL TEST / PROFICIENCY CHECK

4 The syllabus of flight instruction shall comply with the syllabus approved IAW Part-21...

5 Except in the case of skill tests for the issue of an ATPL, when established by the syllabus approved IAW Part-21, credit may be given for skill test items common to other types or variants where the pilot is qualified...



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How does it affect training organisations?

➤ FCL requirements:

★ 'APPENDIX 5 INTEGRATED MPL TRAINING COURSE'

... FLYING TRAINING

(c) Phase 3 - Intermediate.

Application of multicrew operations to a multiengine turbine aeroplane certified as a high performance aeroplane IAW Part-21.



How does it affect training organisations?

- For 147- organisations and maintenance organisations, amendments are in Part-66:
 - ✦ '66.A.45 (g) Type/task training and ratings'

...

(g) ...

The rating training course shall be based on the minimum syllabus for maintenance certifying staff type rating training as established IAW Part-21.

HOWEVER..



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How does it affect training organisations?

- For 147- organisations and maintenance organisations, amendments are in Part-66:
 - ★ **Flexibility provisions will be provided in the OSC Data Sheet (DS)** and AMC will be developed for 147- organisations and maintenance organisations.



How does it affect training organisations?

- For organisations providing type training for cabin crew, amendments are in Part-CC:
 - ★ **'CC.TRA.125 Aircraft type specific training and checking'**
 - (a) For extending the privileges of their cabin crew attestation on an aircraft type determined IAW the applicable requirements of Part-21...
 - (b) The programme of the training course shall:
 - (1) be based on the specific data provided for the relevant aircraft type IAW the applicable requirements of Part-21...



How does it affect maintenance organisations?

- ‘M.A.202 Occurrence reporting’:...
 2. to the holder of the operational suitability certificate or supplemental operational suitability certificate any condition of the approved elements of the operational suitability certificate or supplemental operational suitability that hazards seriously the flight safety.



How does it affect maintenance organisations?

➤ 'Introduction of Safety Directives':...

E.g. '145.A.35 Certifying staff and category B1 and B2 support staff'...

In addition, certifying staff and category B1 and B2 support staff can only exercise their privileges if the organisation has ensured that certifying staff and category B1 and B2 support staff comply with the terms of **Safety Directives** resulting from shortcomings of training.



How does it affect maintenance certifying staff and flight crew?

- OSC provides **legal certainty** regarding type rating training for the operation and maintenance in **more than one type or variant**.
- OSC provides a **high uniform level of safety** and a **level playing field**.
- Continued monitoring provides a **continuing improvement** of type training provisions



How does it affect cabin crew?

- OSC provides **legal certainty** regarding type and variant determination.
- OSC provides a **uniform approach** for type training.
- Continued monitoring provides **continuing improvement**



How does it affect National Aviation Authorities?

- **Provision will be added in Authority Requirements regulation (Part-AR):**
 - ★ **For competent authorities to approve the training programs and operators' MELs using the OSC's elements as basis.**
 - ★ **To standardise and to oversee the uniform implementation of OSC's elements**



**THANK YOU FOR YOUR
ATTENTION!**