Introduction to NPA 2009-01

OSC Workshop

Cologne, 3 March 2009

OSC introduction – contents of presentation

- Practical information
- Operational Suitability Certificate
  - why
  - what is it
  - what are the benefits

Practical information

- Rulemaking started January 2007
- Composition of the core drafting group:
  - Manufacturing Industry worldwide
  - maintenance certifying staff
  - pilots
  - cabin crew
  - operators
  - EU National Authorities, FAA, TCCA
  - EASA

NPA contents

- General explanatory note
- Detailed explanatory note for
  - Part-21: Safety Directives
  - Part-21: OSC
  - Part-66, -M, -145, -147
  - Part-OR, -OPS, -CC
- Flow chart OSC
- CS-MMEL Table of Contents
- RIA: mainly qualitative
- Draft Implementing rules and AMC/GM

Schedule

- NPA consultation:
  - 16-01-09 till 30-04-09
- Comment Response Document
  - 31-07-09 (tentative)
- Opinion to Commission
  - 16-10-09 (tentative)

OSC: why

- Operational evaluation of aircraft types as done through JOEB is considered beneficial for several reasons:
  - Closing the gap between aircraft design and operations
  - Manufacturer involvement who knows best his design and how it should be used
  - Involvement of authority certifying the design
  - Setting the standard for Europe

OSC: why

- JOEB was done under JAA umbrella
- JAA will discontinue mid 2009
- OEB needs to be transposed into EU regulatory framework
- European legislator considered availability of OEB/OSC elements as important for safety
- Therefore new Basic Regulation mandates approval of OSC elements linked to the aircraft type

OSC: why

- EC Implementing rules needed with the procedures for issuing, maintaining, amending etc the relevant certificate
- Included in Part-21 because it is a certificate linked to a product
- Name “OSC” proposed by industry

OSC: what is it

- **Transfer of Joint Operational Evaluation Board (JOEB) into EASA framework + delta:**
  - **Scope:**
    - Syllabus of pilot type rating training + reference data for simulators
    - Syllabus of maintenance certifying staff type rating training
    - Type specific data for cabin crew training
    - Master Minimum Equipment List (MMEL)
  - **For types of operations for which the OSC is requested**
- **Mandatory instead of voluntary**

OSC: what is it

- OSC is regarded a special category of “change to TC”
- Initial application by Type Certificate holder
- Changes can be proposed by any person
- Applicants for STC must assess effects on OSC

OSC: what is it

How to approve OSC:

- **Procedural requirements in Part-21:**
  - **Rights and obligations of applicants**
  - **How to obtain the certificate**
  - **Defining applicable certification specifications**
- **Design Organisation Approval (DOA) holders can have privilege to approve changes**
- **However DOA is not required – NPA question!**
- **Different for complex motor-powered aircraft and non-complex:**

complex motor-powered aircraft

- Aeroplanes:
  - MTOM > 5700 kg, or
  - PAX > 19, or
  - Minimum flight crew > 1, or
  - Turbojet engines or more than 1 turboprop
- Helicopter
  - MTOM > 3175 kg, or
  - PAX > 9, or
  - Minimum flight crew > 1
- all tilt rotor

OSC: what is it

Complex:

- applicant shows compliance to certification specification (CS)
- Agency finds compliance using OEB process or alternative

Non-complex:

- OSC contains generic syllabi / MMEL; issued by Agency as CSs
- TC holder states that these CSs are sufficient

Certification Specifications for OSC

- Agency will issue the following CS for complex motor-powered aircraft:
  - CS-pilot type rating training (based on CPD)
  - CS-maintenance certifying staff type rating training (no basis is existing)
  - CS-cabin crew (basis CPD)
  - CS-MMEL (basis CPD, JAR-MMEL/MEL and JAA TGL 26)
  - CS-aircraft data for the qualification of STD

Certification Specifications for OSC

- CS for aircraft other than complex motor-powered aircraft:
  - Generic OSC elements
- Agency will issue the following CS for aircraft other than complex motor-powered aircraft:
  - CS-generic syllabus of pilot type rating training (for aircraft classes)
  - CS-generic syllabus of maintenance certifying staff type rating training (for aircraft groups)
  - CS- generic MMEL (e.g. single turboprop engined aeroplanes, group of helicopter types)

CS for OSC: time frames

- NPAs with CS for OSC:
  - To be published in October 2009 at the latest.
  - NPA with CS-MMEL to be published earlier

OSC: what is it

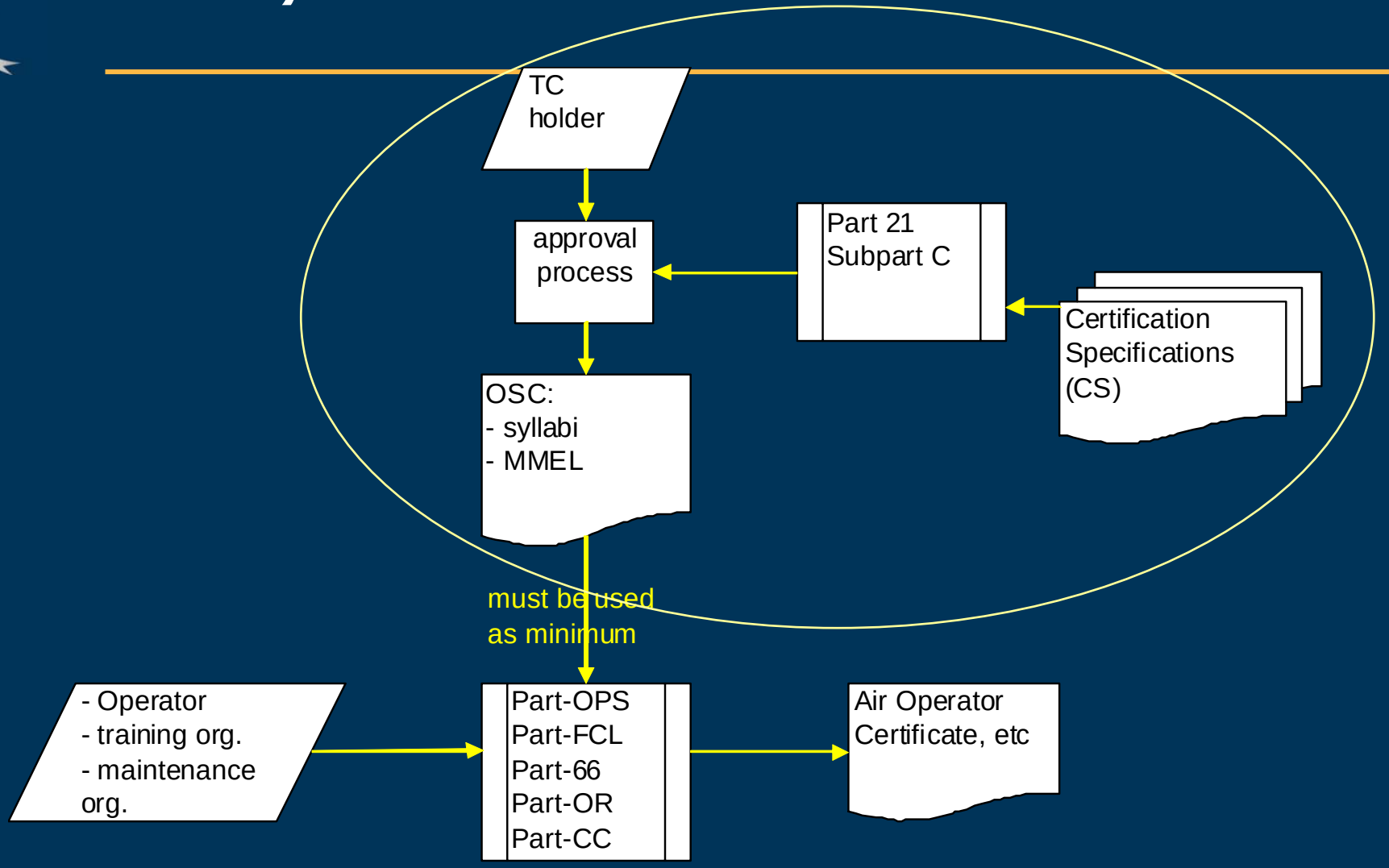
The certificate includes

- The approved elements
- Conditions / limitations prescribed by EASA
- OSC data sheet
- Changes by OSC holder
- Applicable Safety Directives

OSC: what is it

- Mandatory basis for operators, training organisations to develop crew type training programmes and Minimum Equipment List (MEL):
  - Requirements in Part-OPS, Part-FCL, Part-66, Part-OR (Organisation Requirements), Part-CC (Cabin Crew)
- Flexibility built in OSC:
  - Room for manoeuvre defined by EASA
- Individual training programmes and MEL still need approval by NAA

OSC; what is it



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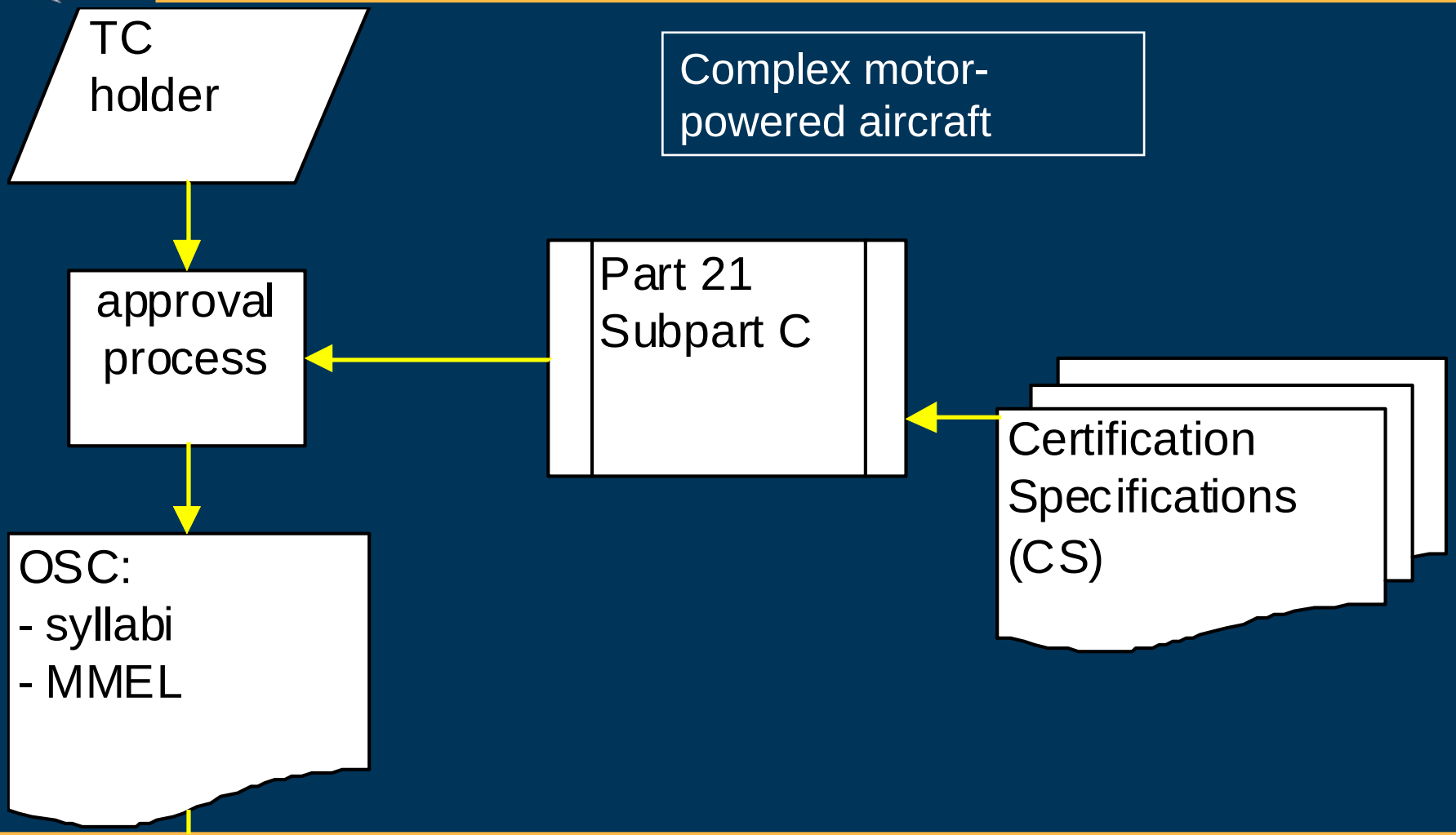

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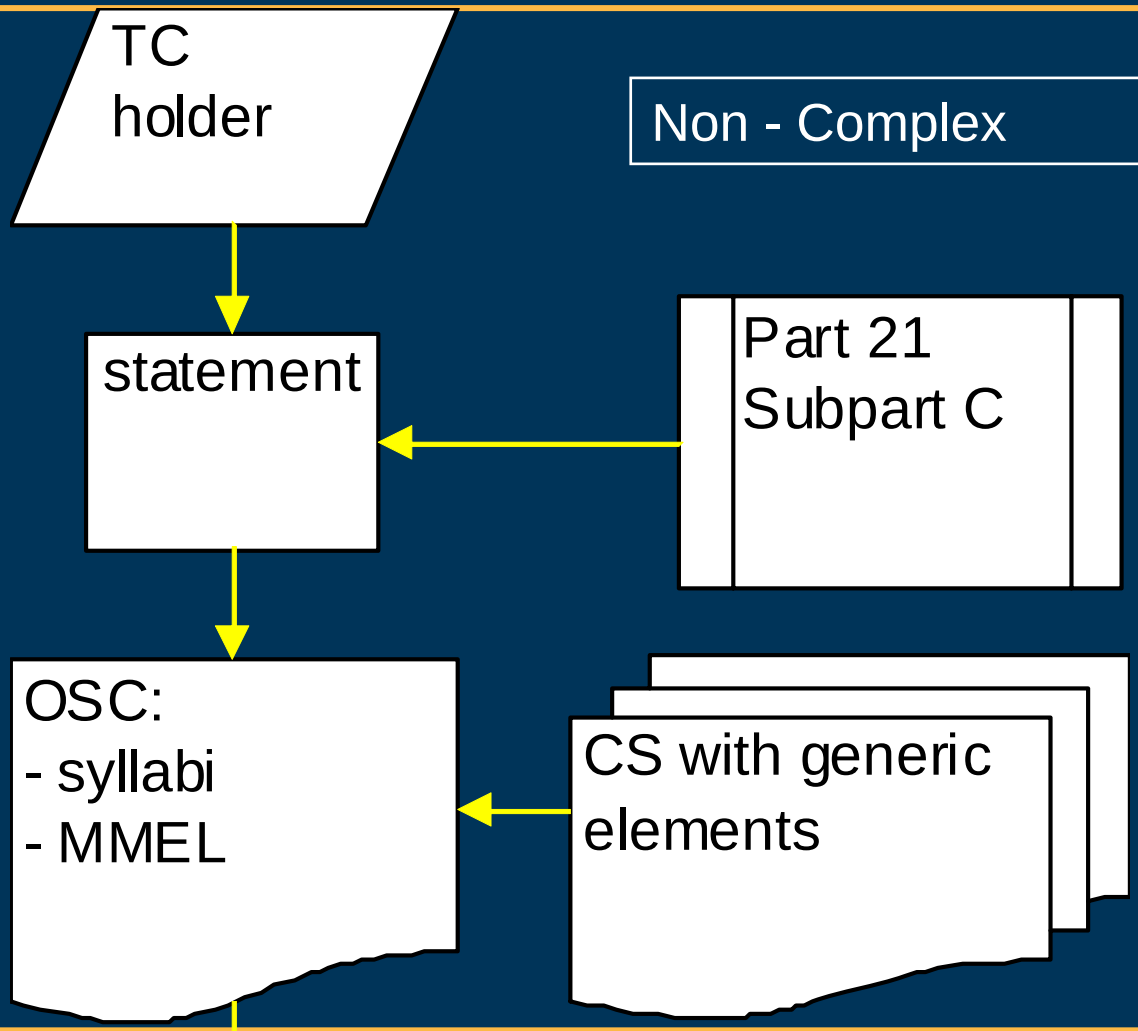

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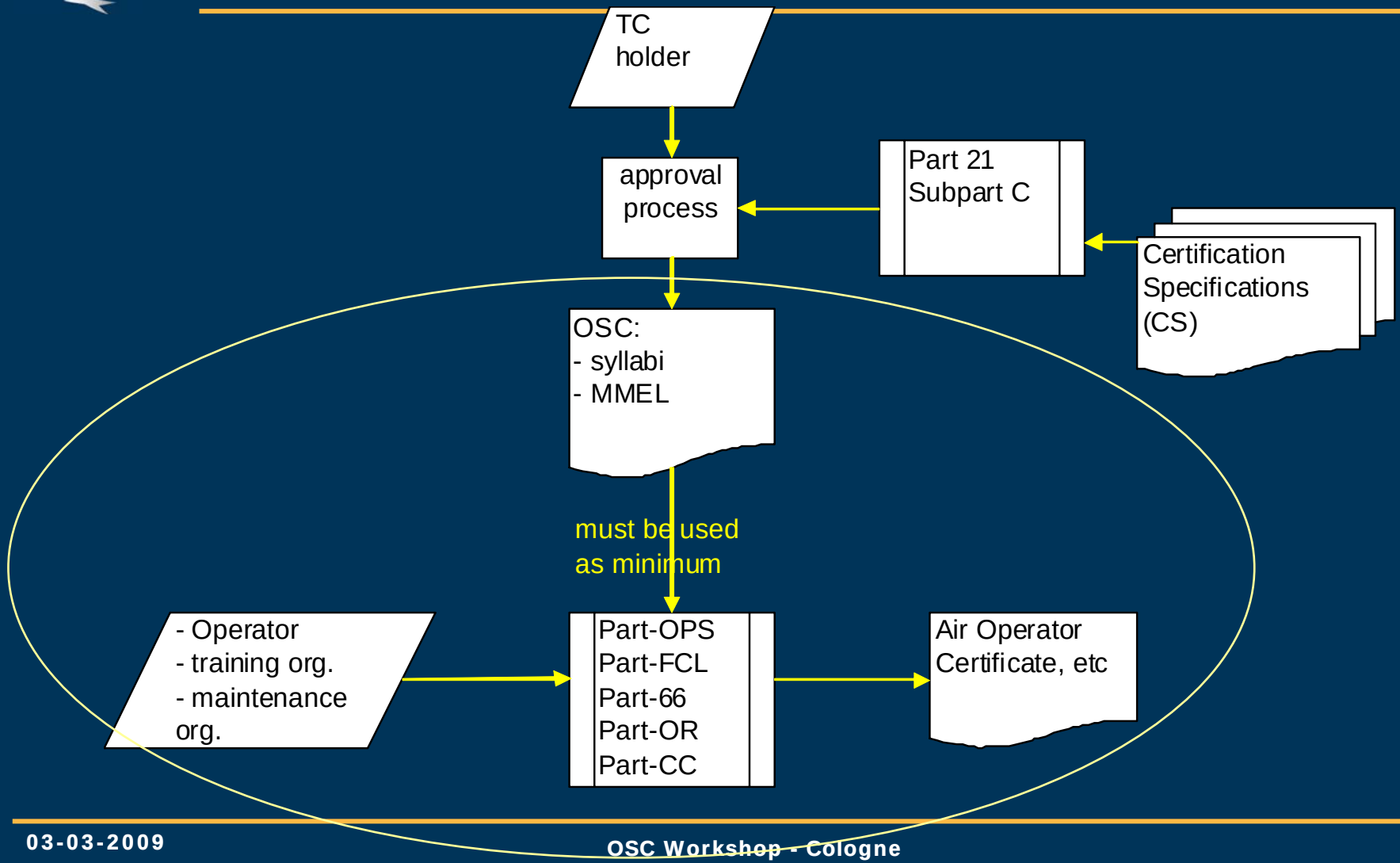

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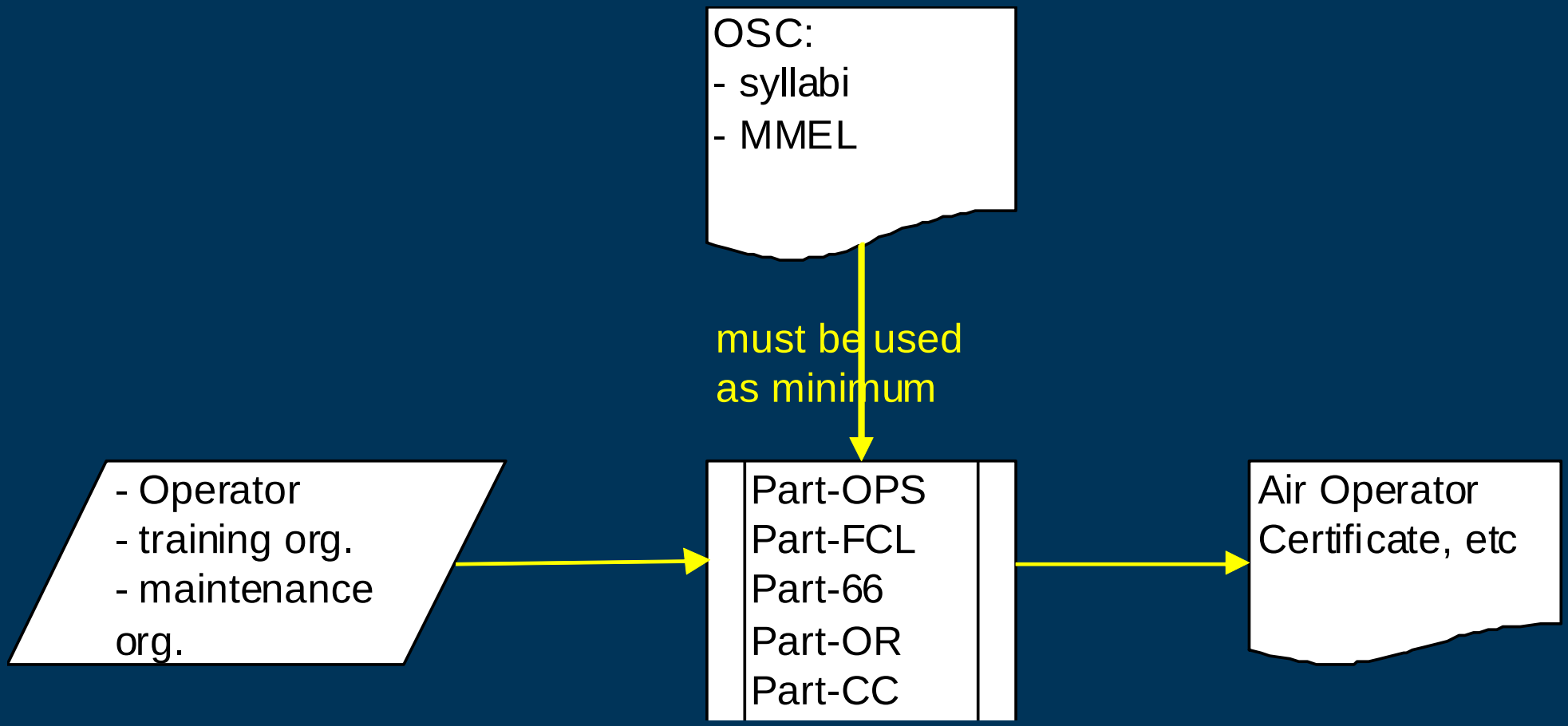

OSC: benefits

Same as for OEB:

- **Closing the gap between aircraft design and operations:**
  - **Ensuring that aircraft can be operated safely by making sure that all necessary information is available before EIS**
  - **Better than OEB due to legal obligations and feedback loop**
- **Manufacturer involvement who knows best his design and how it should be used:**
  - **Best use of knowledge of design**

OSC: benefits

- Involvement of authority certifying the design:
  - Coordination between operational experts and experts with knowledge of type design approval
- Setting the standard for Europe:
  - one consistent high level of safety;
  - level playing field for all operators / training organisations
  - Better than through JOEB due to legal obligations

OSC: benefits

In addition:

- Clear allocation of responsibilities in law
  - Responsibility for initial OSC
  - Responsibility for continued validity of OSC
- Pro-active approach towards safety aspects of type training and (M)MEL
- Changes by other persons possible
- “Continued operational suitability” (see next slide)

benefits

- Syllabi and MMEL controlled during life of aircraft:
  - OSC holder monitors experience with OSC and makes improvements as necessary
  - Other party changes (STCs) need to consider effect on OSC
  - Agency can issue Safety Directives to correct deficiencies in OSC

END