



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

OSD Workshop

Interaction between manufacturers and EASA

- Agency procedure and forms

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21-22 January 2014

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OSD – Introduction

- The operational suitability data (OSD) will be approved under the aircraft type certification process
 - Although the approval of the OSD elements can be delayed after issuance of the TC, their approval is required before first entry into service in EU
- Annex I “Part 21” to Commission Regulation (EU) No. 748/2012 amended to incorporate the necessary IR
 - No dedicated Part 21 Subpart on OSD
 - Changes introduced in Subpart B (TC), Subpart D (Changes to design) and Subpart E (STC)

- Full matrix organisation
 - Project certification managers (C1)
 - Experts of all disciplines, airworthiness and operational aspects (C2)
- Integration of “operational” activities (OEB, MMEL, CC, maintenance training staff, FSTD) with airworthiness activities
 - Ensure an optimal coordination, as well as to streamline the communication between operational experts and experts with knowledge of the type design



OSD – Agency's organisation

- Incorporation of the OSD approval activities into the airworthiness of type design process
- Integration of OEB teams as OSD panels into the Type Certification Team
- Termination MoU between each Member State and EASA



OSD – Application

- Applicant applies to EASA for Approval of Operational Suitability Data (OSD)
 - At the time of application for the corresponding TC/change to type design project or at a later stage
 - By submitting application form [FO.CERT.00128](#)
 - For both, approval of mandatory & non-mandatory OSD elements
 - Applicant may request the Agency to provide an estimation of the fees and/or charges. If so,
 - the applicant shall flag the related tick box on the application form;
 - New application form & completion instructions are published on the EASA website:
 - <http://easa.europa.eu/certification/application-forms.php>



OSD – Application

- Note: transition of on-going OEB projects
 - Contract for on-going OEB projects will be ended upon {entry into force of IR}
 - Continuation of on-going OEB projects under OSD rules
 - On-going projects that will end mid-2014
 - A new OSD application is required
 - Note: this new application has no impact on the certification basis of the on-going project
 - Quotes will be renewed if requested by applicants
 - On-going projects that will expire within 6 months
 - Exempted from the requirement to submit a new application
 - Converted into OSD project based on the existing application, unless the applicant notifies EASA differently
- Letter sent to applicants on-going projects

➤ EASA

- acknowledges receipt of OSD application
- reviews the OSD application
 - Administrative eligibility
 - Technical eligibility
 - Availability of resources and time required to carry out the task
- provides, where requested, an estimation of the fees or charges to the applicant
- assigns the task to the PCM of the corresponding TC/change to type design project
 - Note: The provision of an estimation will lead to a delayed project start



OSD – Technical investigation

- The certification team will be put in place and notified to the applicant
- The team
 - establishes and notifies the OSD certification basis (in addition to airworthiness certification basis) to the applicant
 - reviews the Certification Programme (CP)
 - determines its Level of Involvement (LoI)
- The LoI and accepted CP is notified to the applicant



OSD – Technical investigation

- The team members
 - investigate the compliance demonstrations provided by the applicant;
 - issue for each discipline an expert statement of technical satisfaction;
 - compiles the OSD report(s).
- The PCM issues and publishes the TCDS on the [EASA website](#)
 - The document(s) recording the approved OSD will be referenced in the TCDS



OSD – Project closure

- EASA informs the applicant on the completion of OSD activities and that the related TCDS has been duly updated and published on the EASA website
- EASA proceeds with the administrative and financial closure of the project



OSD – Fees and charges

- No direct charging by CSPs as from {entry into force IR} for the work performed by the CSP on behalf of EASA
- Applicants will be charged directly by EASA i.a.w. F&C Regulation 593/2007, Annex Part II
 - EASA will charge the working hours (EASA/NAA/QE) at an hourly rate
 - EASA will also recover the travel costs

- Note: transition of on-going OEB projects
 - 'final' invoice for on-going OEB activities communicated to applicant upon {entry into force IR};
 - from {entry into force IR} onwards, the Agency invoices OEB projects applied for before {entry into force IR} as OSD projects

- EASA informed CSP (Dec. 2013)
 - on expected entry into force of OSD IRs.
 - on expiry of the current MoU on OEB activities
 - Framework service contracts concluded following the Call for Tender EASA.2011.RP.06 will replace any arrangement made under the MoU
 - Consequently outsourcing for OSD activities will be identical to outsourcing performed for other areas of certification activities



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Thank you!

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