



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

OSD

background and introduction

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- Background
 - Background
 - Regulatory
- General principles
 - What is OS
 - Situation today
 - Situation tomorrow
 - OSD applicability
 - Benefits
- Transition General
- Practicalities



Background

- NAAs were responsible for:
 - type rating designation
 - approval of type rating training courses
 - approval of differences training
 - MMEL approval
- Need for operational evaluation
- Joint Aviation Authorities: joint operational evaluation of new types
 - Efficient use of resources
 - Standardised approach in Europe
- Joint Operational Evaluation Board



Background

- Transfer of JOEB and MMEL to EU regulatory framework:
 - Legal basis for approvals
 - Allow Agency to perform evaluation
 - Consistent high safety level in EU
 - Level playing field for industry

- Introduced in “1st extension” of Basic Regulation
- Put in article 5 “Airworthiness”
 - Strong link with type design
 - Agency has only executive powers in design approvals
- Need for implementing rules: change to Reg. 748/2012 (Part-21)
- Need for Certification Specifications



Schedule Implementing Rule

- TOR: 4 December 2006
- NPA: 16 January 2009
- CRD: 13 May 2011
- Agency Opinion: 13 December 2011
- Adoption process by Commission: started January 2012
- Agreed by EASA Ctee: July 2013
- Publication: January 2014
- Transition till December 2017



Operational Suitability: what is it?

- Type related data, necessary for safe operation:
 - Syllabus of pilot type rating training
 - Reference data for simulators *
 - Syllabus of maintenance certifying staff type rating training *
 - Type specific data for cabin crew
 - Master Minimum Equipment List (MMEL)

* New compared to OEB



Situation today

- Syllabi for pilots and cabin crew, simulator qualification and MMEL: developed through the JOEB process:
 - Voluntary process with involvement of manufactures, operators, NAAs, Agency
 - Unclear responsibilities
 - Result not binding
 - Maintenance training not included
- Other data: flight manual and maintenance data: already part of the type certificate (TC)



Situation “tomorrow” (1)

- OSD approved by the Agency for aircraft type in the TC:
 - Using CSs
 - Mandatory approval
 - Manufacturer responsible
 - Result partly mandatory for operators / training organisations
- OSD owned by TC holder and made available to operators and NAAs

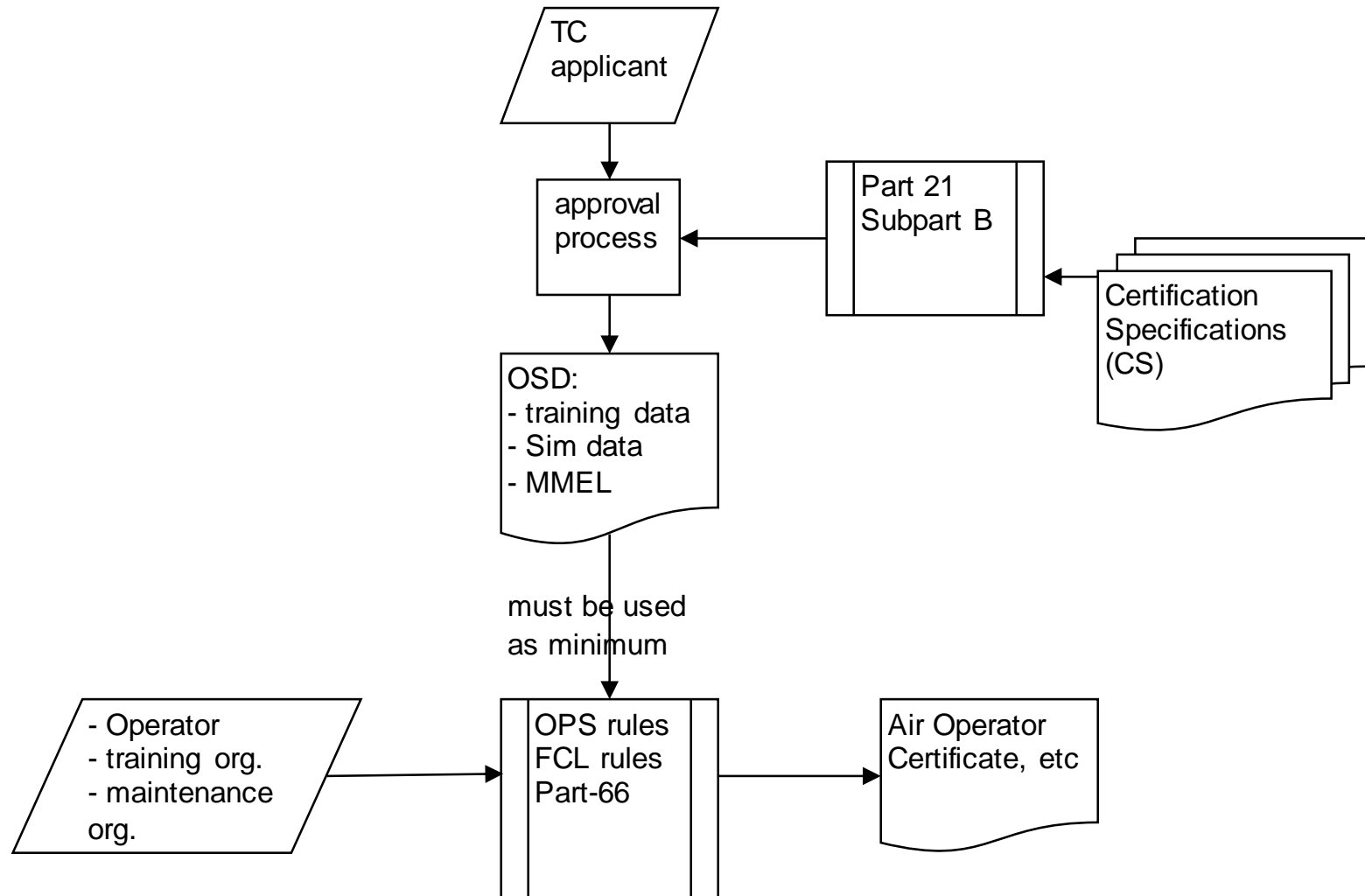


Situation “tomorrow” (2)

- Customised MEL and type training courses still need to be developed by operators / training organisations based on OSD
- NAAs approve MEL and training courses while checking that OSD was used as a basis

OSD flow chart

Process for new Type Certificate



- In principle applicable to all aircraft categories; however non-complex a/c largely excluded
- OSD preparation: all TCs and changes
 - EU and non-EU applicants
 - Changes and STCs: exempted for 3 years
AMC/GM under development
- OSD output to be used by
 - EU operators
 - Training organisations training EU staff



Benefits

- 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 entry into service
 - Manufacturer involvement who knows best his design and how it should be used: best use of knowledge of design



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



Benefits

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



Transition / Grandfathering (1)

- Objective: smooth transition
- No big bang
- Total 4 years transition
- Rules related to changes to OSD:
3 years delayed effectivity

Transition / Grandfathering (2)

➤ TC holders:

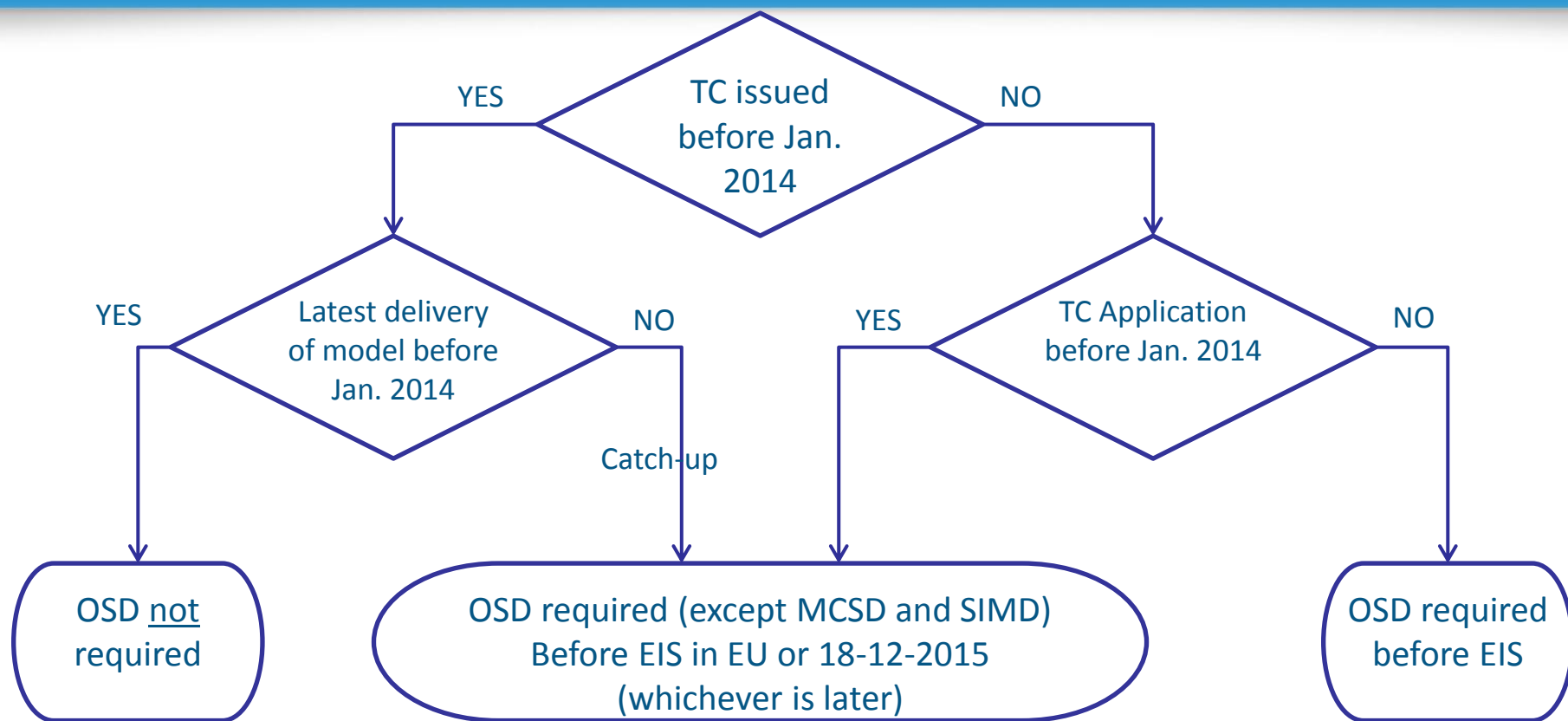
- All JAA JOEB and EASA OEB reports are grandfathered as OSD
- If no (J)OEB: mandatory catch-up for in-production models (except MCSD and SIMD) within 2 years
- On-going TC/OEB transition to OSD process within 2 years or before EIS
- DOA for TCs with OSD: scope extended to include OSD within 2 years

Operators / training organisations:

- Existing nationally approved training courses and MEL remain valid; however when OSD established:
 - Minimum 24 months to update training courses
 - 24 months to update MEL
- New training course:
 - Based on OSD when available
 - Otherwise follow FCL, CC or 66
- New MEL:
 - based on Agency approved MMEL when available
 - Otherwise: use MMEL acceptable to NAA



Transition / Grandfathering (4)



- All OSD is property of TC holder
- EASA does not publish data
- Reference in TCDS
 - E.g. type rating, variants are in TCDS
 - However EASA will publish consolidated lists for info
- Existing OEB transfer to OSD
 - TC holder to indicate mandatory / non-mandatory within 6 months
 - Eventually OEB report is superseded



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END

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