



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

OSD

Applicability to non-complex

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- Background
- Applicability principles
- Applicability overview
- Applicability per element
- Transition / grandfathering



'complex motor-powered aircraft'

Aeroplane:

- maximum certificated take-off mass exceeding 5 700 kg, or
- certificated for a maximum passenger seating configuration of more than nineteen, or
- certificated for operation with a minimum crew of at least two pilots, or
- equipped with (a) turbojet engine(s) or more than one turboprop engine, or

Helicopter certificated:

- for a maximum take-off mass exceeding 3 175 kg, or
- for a maximum passenger seating configuration of more than nine, or
- for operation with a minimum crew of at least two pilots

Tilt rotor aircraft



Background

- According to Basic Regulation:
OSD applicable to all aircraft (no categories excluded)
- However,
 - intend was to transpose JOEB with basically the same scope
 - by definition not all elements of OSD are applicable to all a/c categories



Applicability principles

- No categories excluded from OSD in BR
- No categories excluded from OSD in implementing rules: 748/2012 (Part-21)
- Applicability defined in Certification Specifications
- Applicability different for each OSD element



Applicability overview

- Syllabi for type training (FCD, MCSD) only when type rating (training)
 - Most small aircraft in class or group
- Simulator data: only when SIM is used in type training
- Data for CC only when pax > 19
- MMEL:
 - for non-complex aeroplanes generic MMEL in CS
 - TC applicant can confirm this generic MMEL is adequate
 - for sailplanes, VLA, LSA, balloons and small airships use concept of “required equipment” see GM to Part-21
 - No need for formal MMEL

FCD only required in case of pilot type rating

- Always subject to a pilot type rating:
 - complex motor-powered aircraft
 - helicopters except VLR
 - airships
- Never subject to a pilot type rating:
 - sailplanes and powered sailplanes
 - balloons;
 - ELA 1 and ELA 2 aeroplanes



Applicability FCD

- Other aircraft may be subject to a pilot type rating
 - upon request of the applicant, or;
 - if the Agency determines that based on operational experience, data, its handling characteristics, performance or level of flight deck technology require type rating training

MCSD only required when type rating training is required

- type training required for:
 - aircraft in Group 1 as per Part 66.A.5:
 - complex motor-powered aircraft
 - Multiple engine helicopters
 - Operating altitude > FL290
 - Fly-by-wire
 - Other defined by Agency

SIMD only required when pilot type rating training syllabus includes the use of SIM (so linked with FCD)

CCD only required when cabin crew is required for the approved configuration:

- ▶ passenger seating is 20 or above:
CS-25 only



Applicability MMEL

MMEL required if aircraft operation requires MEL

- However: MMEL is alleviating document: there is no requirement to have comprehensive MMEL
- CS-MMEL: applicable to complex motor powered aircraft (on an elect to comply basis also for other categories)
- Non-complex: next slide



Applicability MMEL

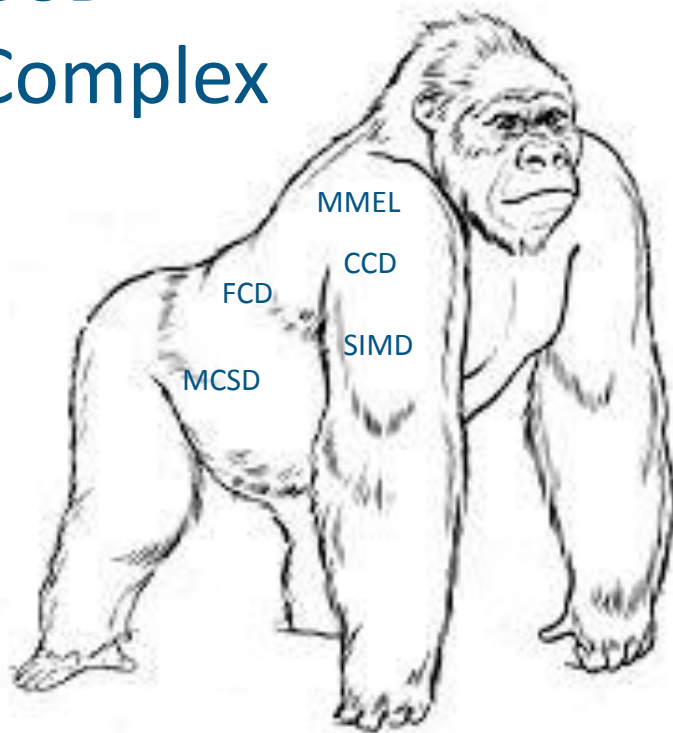
Non-complex:

- CS-23: CS-GEN-MMEL:
 - 'pre-cooked' MMEL provided by Agency
 - Items to be selected by applicant; no justification needed
- VLA, LSA, VLR, (powered) sailplanes, balloons and ELA2 airships:
 - Use concept of 'required equipment'
 - All equipment not being 'required equipment' per the CS or required by other laws (OPS, airspace, ..) constitute the MMEL
 - No need for MMEL approval
- Others: special conditions (based on CS-MMEL)

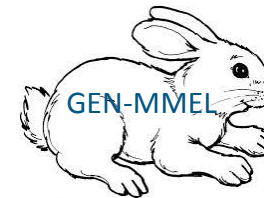


OSD applicability to non-complex Summary

OSD Complex



OSD non- Complex





Transition / Grandfathering

- Same as general transition
- Grandfathering limited
 - Few FCD and MMEL
- Mandatory Catch-Up limited
 - For FCD only very few types
 - MMEL as per previous slides
- VLA, LSA, VLR, (powered) sailplanes, balloons and ELA2 airships: MMEL exists for all a/c from Jan. 2014



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QUESTIONS?

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