

**Questions and answers related to Part-21**

Question number	Question text from participants to the conference related to Part-21	Answer from EASA	EASA Focal Point
1	As an operator it would be much more convenient to access all OSDs in one place - the EASA website, rather than individual OEMs' systems. Is this possible?	As per Part-21, the OSD are certification data owned by the TC holder. Additionally, they are subject, for EU DOAs, to minor changes under privileges and without Agency involvement. Collecting them and ensuring up-to-date documents is not feasible. AFMs are similarly available through the TC holder.	<a href="mailto:osd@easa.europa.eu">osd@easa.europa.eu</a>
2	Could you explain the reason for not presenting the issue date of the OSD report in the class/type rating list?	Please refer to question number 1 above.	<a href="mailto:osd@easa.europa.eu">osd@easa.europa.eu</a>
3	Is it possible to provide a push message by the manufacturer for their customer, when OSD changes?	This is for the OEM to decide, some OEMs have portals to access documents with the possibility to generate alerts as appropriate.	<a href="mailto:osd@easa.europa.eu">osd@easa.europa.eu</a>
4	Can you please explain how you address in-service occurrences (reported to OEM as part of 21.A.3A) via FCD, in a balance way?	Please refer to ORA.GEN.160 - Occurrence reporting in Regulation 1178/2011.	<a href="mailto:osd@easa.europa.eu">osd@easa.europa.eu</a>
5	What is the mechanism to challenge the OSD assessment when it appears to be incorrect?	Please refer to question number 4 above.	<a href="mailto:osd@easa.europa.eu">osd@easa.europa.eu</a>

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