

EASA OSD Availability

2-way communication between TC Holder and end-users

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Agenda

- **OSD background**
 - General EU Operational Suitability Data requirements
- **Applicable OSD Constituents for crew training**
 - CS-FCD
 - Flight Crew Data specific
 - CS-CCD
 - Cabin Crew Data specific
- **OSD Reports**
 - Availability
 - Use

OSD Background

EU rules and requirements

Basic Regulation 216-2008

- First mention of Operational Suitability requirements on TC Holder (OSC)
- 6 constituents identified during the further exploration and implementation of the rule
 - Flight Crew Data (FCD)
 - Cabin Crew Data (CCD)
 - MMEL
 - Maintenance Certifying Staff (MCS)
 - Simulator Data to support First of Model (SIMD)
 - Other

This led to a part 21 (Certification) requirement with operational impact

OSD Background and applicability to TC Holders

- OSD was introduced by the EU Commission via BR 216/2008 to create a “level playing field” with regard to operation and training of Flight Crew (FCD), Cabin Crew (CCD), Maintenance Certifying Staff (MCS), the MMEL and data for “First Of Model” (FOM) simulator (SIMD).
- Compliance with OSD constituents is required for all in-production airplanes. Current Boeing airplanes and “ATC airplanes” (777 X, 737 MAX, etc.) have to comply with FCD, CCD and MMEL only due to specific requirements excluding MCS and SIMD, for which older EU rules continue to be applicable. TC Holders who apply for a new TC (Boeing NMA/FSA in our future) will have to meet requirements for all 5 constituents.

Decision 2014/007/R of 31 January 2014, amending Acceptable Means of Compliance and Guidance Material to Part 21 of Regulation (EU) No 748/2012

AMC & GM to Part 21 – Amendment 2 to issue 2 “Operational Suitability Data (OSD)”

Explanatory Note to Decision 2016/007/R

Acceptable means of compliance and guidance material to Part-21 for changes to OSD

CS-FCD and CCD

- Certification Specifications – Flight Crew Data (CS-FCD) and Cabin Crew Data (CCD) are the governing EASA Part-21 documents on how a TC Holder creates OSD reports for those constituents. CS's in general have 2 sections:
 - ✓ Book 1 dealing with the specific Certification Specifications
 - ✓ Book 2 identifying Guidance Material in support of Book 1
- CS-FCD and CCD are applicable to TC Holders and deal with requirements to be met for Operational Suitability assessment prior to operations by a Community operator. Compliance with these CS's are the basis for the creation of the OSD reports that create a level playing field for operators and training organisations across the EU.

OSD Reports

- The OEM OSD reports serve multiple functions:
 - They establish the Type Rating endorsement for Flight and Cabin Crew (Same Type Rating with existing types identified where possible by Boeing)
 - They identify credit for differences training and Previous Experience Courses (PEC) via ODR and MDR (FCD) or Airplane Differences Tables (CCD)
 - They set the minimum training requirements and identify training levels
- OSD reports for FCD and CCD use the “Box concept” to organize training requirements
 - ✓ It identifies the Type Specific Training Areas of Special Emphasis (TASE) (Box 1)
 - ✓ It establishes a validation course footprint (Box 2)
 - ✓ It identifies training requirements for optional equipment and operations (Box 3 and 4)
 - It creates credit for Common Takeoff and Landings between airplane types, as well as outlines for Operations on more than one type or variant

The process to create the OSD FCD report is identified in the respective Certification Specifications, and for FCD, uses T-testing for regulatory validation

777/787 OSD FCD Report

OSD Report availability

- As the OSD reports are certified under Part 21, these are now OEM (TC Holder) documents rather than publicly available documents via the EASA website as it used to be in “(J)OEB-times”. The Boeing OSD reports are available to all who have a requirement to use this data:
 - For Boeing aircraft operators, this is accomplished via the publication of the OSD reports on MyBoeingFleet
 - Direct access to the most updated OSD reports 24/7/365
 - For non-Boeing aircraft operators or Training Organizations, access to the documents needs to be requested via the link on the EASA website (OSD@Boeing.com)
- Available information is the following:
 - OSD-FCD report for all in-production airplane types
 - OSD-CCD report for all in-production airplane types
 - For non-Boeing aircraft operators, this data will be provided after substantiation of the need (if required)
- Not included under this requirement, and guided by different regulations, agreements and contracts:
 - Operational documents such as AFM, FCOM, QRH, FAM etc.
 - Simulator Data Packages

Questions?

