



EASA

European Aviation Safety Agency

Operational Suitability Data - New possible ADs

Peter Corbeel

Regulations and Certification Policy Section Manager

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Operational Suitability Data





- 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



- 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 only executive powers in design
- Need for implementing rules: change to Reg. 748/2012 (Part-21)
- Need for Certification Specifications



Schedule Implementing Rule

- Publication: 28 January 2014
- Enter into force: 17 February 2014
- Transition till December 2017



Outline

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Operational Suitability: what is it?

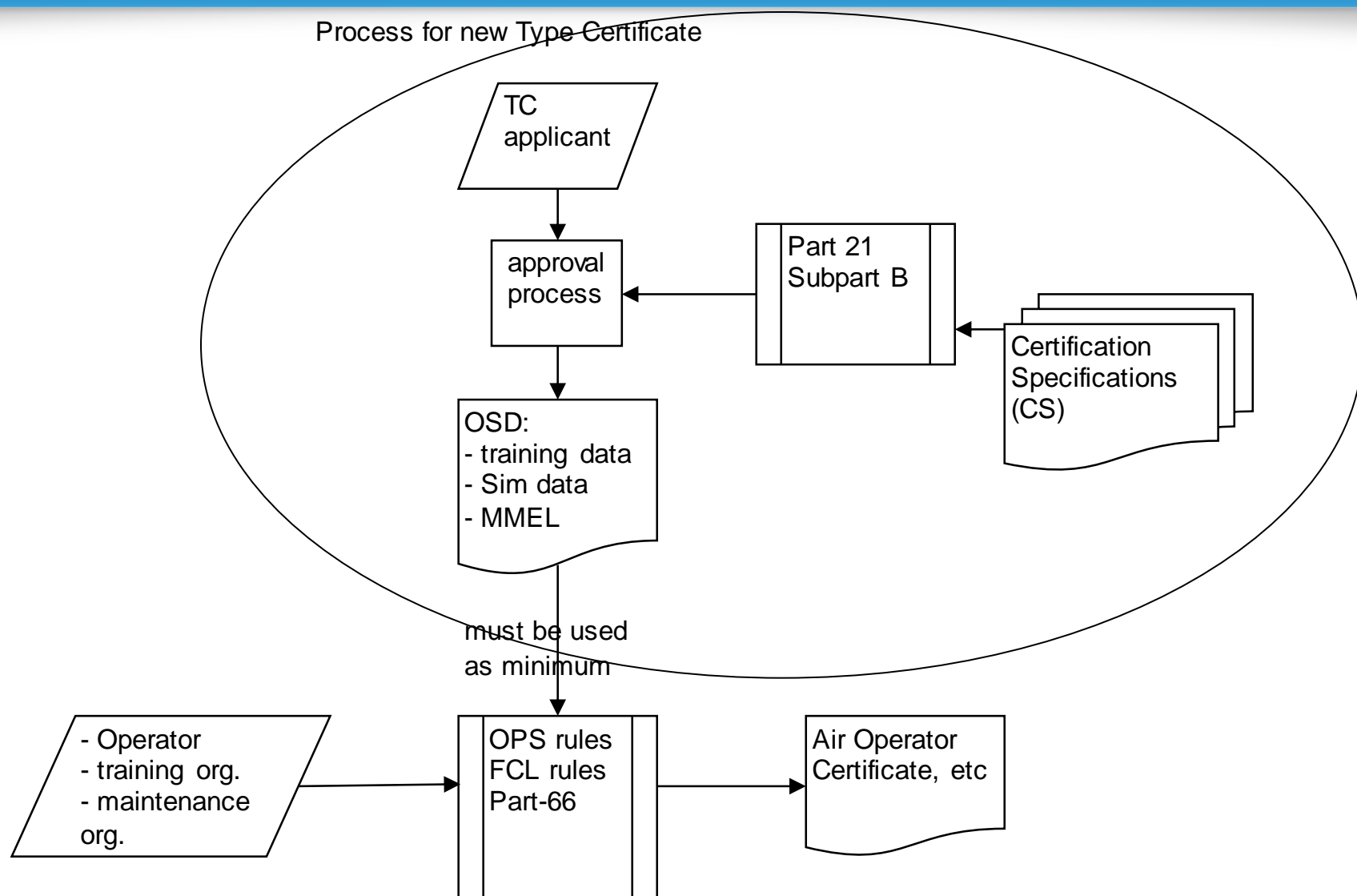
- Type related data:
 - Syllabus of pilot type rating training
 - Reference data for simulators *
 - Syllabus of maintenance certifying staff type rating training *
 - Type specific data for cabin crew
 - Master Minimum Equipment List (MMEL)

* New compared to OEB



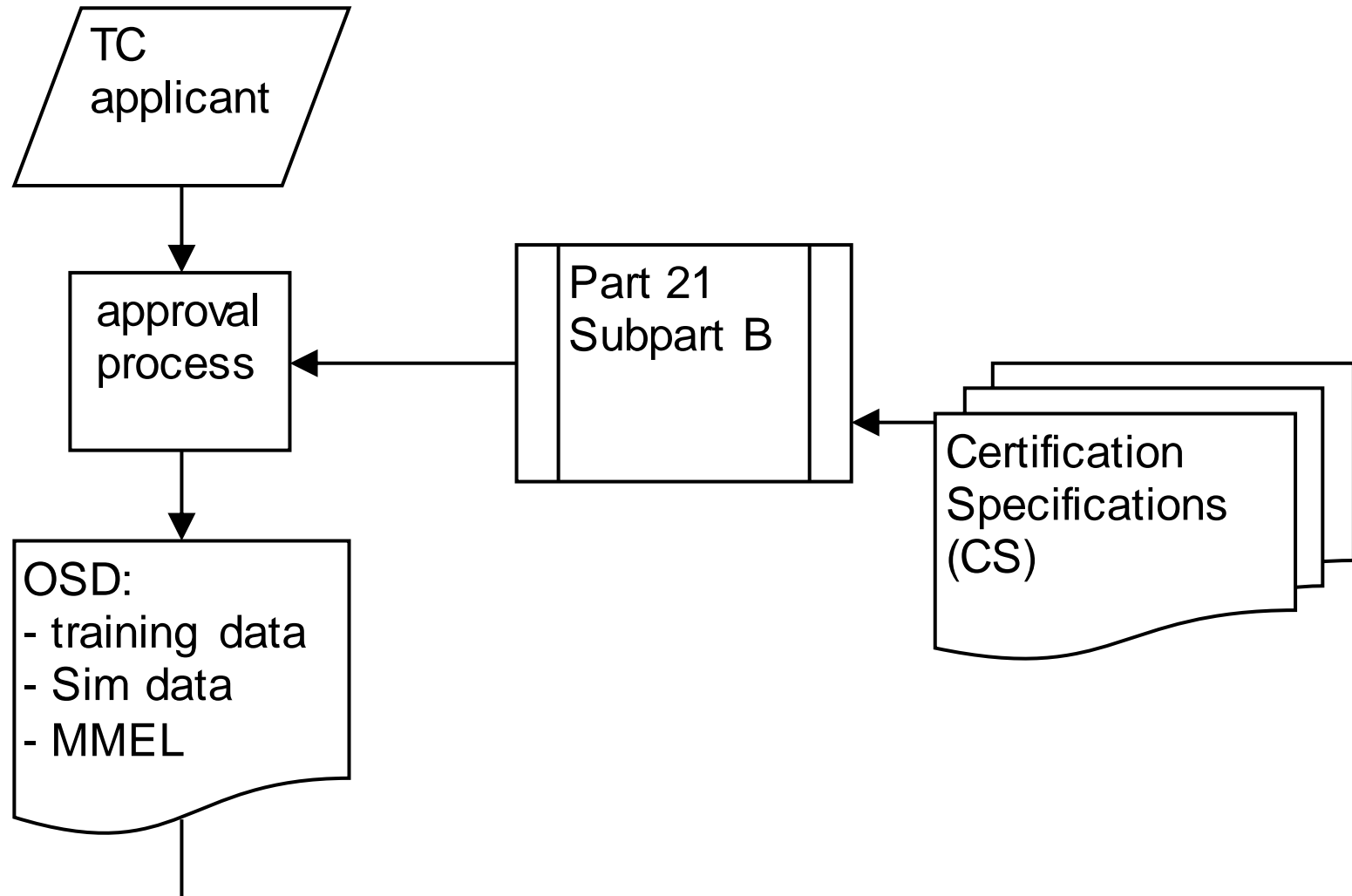


OSD flow chart





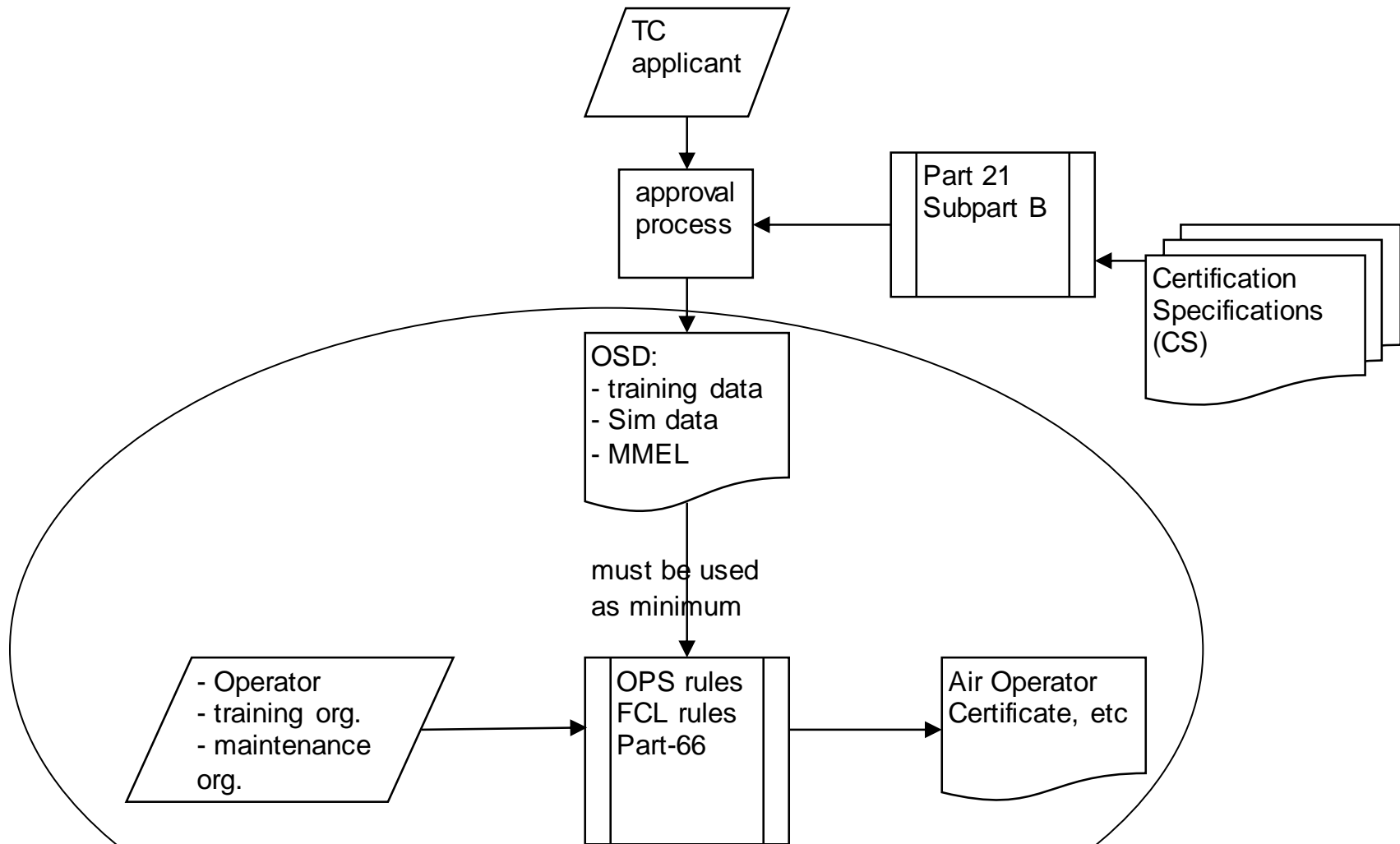
OSD flow chart: TC applicant





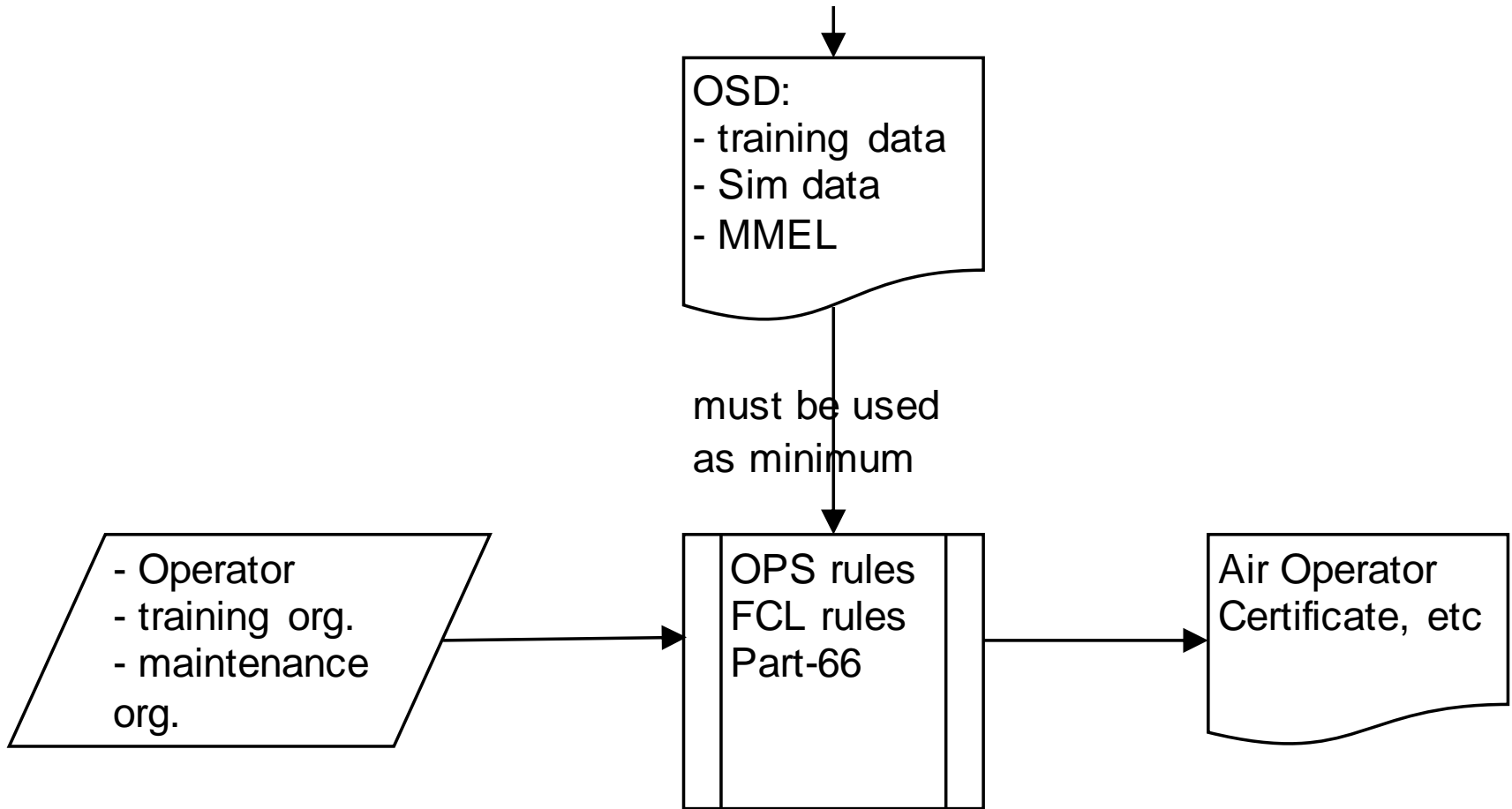
OSD flow chart

Process for new Type Certificate





OSD flow chart: operators





- applicable to all aircraft categories
- However: non-complex a/c largely excluded



OSD applicability: preparation

- all TCs and changes
 - EU and non-EU applicants
 - Changes and STCs: exempted for 3 years



OSD applicability users

- to be used by
 - EU operators
 - Training organisations training EU staff



- Closing gap between design and operations:
 - Ensuring data is available
 - best use of knowledge of design
 - Manufacturer
 - Authority



- Setting the standard for Europe:
 - one consistent high level of safety
 - level playing field



- “Continued operational suitability”:
 - monitor experience
 - Other party changes (STCs)
 - Directives



OSD Airworthiness Directives

- Third country authorities concerned
 - OSD ADS clearly identified
- OSD ADs will be rare
 - Most likely: on MMEL
 - Pilot training:
 - one example in past years
 - How: operators to apply new training requirements



ORO.GEN.155 Immediate reaction to a safety problem

The operator shall implement:

- (a)
- (b) any relevant mandatory safety information issued by the Agency, including airworthiness directives.



EASA
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END

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