Operational Suitability Data (OSD) – from a first concept to full implementation

Dr. Norbert Lohl, Certification Director

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Operational Suitability Data (OSD)

28/01/2014 The European Commission published the rules for OSD.

The OSD will ensure that certain data, necessary for safe operations of aircraft, is available to and used by the operators.

This data is considered specific to an aircraft type and must therefore be produced by the designer of that type.
Need for OSD:

- To address in a more efficient manner the type rating training requirements in particular for aircraft presenting common features (familiarisation, difference training, Cross-Crew-Qualification (CCQ) concept)

- To provide better guidance for operators using provisions of operation of more than one variant or type

- To facilitate operational introduction of new complex aircraft
OSD consists of:

- the minimum syllabus of pilot type rating training;
- the aircraft reference data to support the qualification of simulators;
- the minimum syllabus of maintenance certifying staff type rating training;
- type specific data for cabin crew; and
- the master minimum equipment list (MMEL)
Benefits of OSD:

» 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

» Setting the standard for Europe: one consistent high level of safety

» Level playing field for all operators/training organisations
OSD is mandatory:

- The operational suitability data (OSD) proposed by the designer will be *approved* by EASA along with the airworthiness certification.

- Once approved, the operational suitability data (OSD) *must be used* by operators and training organisations when establishing their customised training courses and MEL.
History:

The operational approval of:
- type rating designation
- approval of type rating training courses
- approval of differences training
- MMEL approval

Required a standardised approach in Europe since 2000 by joint “operational evaluation” of new types in cooperation with FAA and TCCA leading to a Joint Operational Evaluation Evaluation Board (JOEB) managed by EASA as from 2005

But this was a voluntary process only with unclear responsibilities and non-binding results
Now:

- OSD approved by EASA for aircraft type
  - Using Certification Specifications (Flight Crew Data (CS-FCD), MMEL (CS-MMEL), Simulator Data (CS-SIMD), Cabin Crew Data (CS-CCD), Maintenance Certifying Staff Data (CS-MCSD))
  - Mandatory approval
  - Manufacturer responsible
  - Result mandatory for operators / training organisations
  - OSD owned by TC holder, made available to operators and CAAs

- Customised MEL and type training courses still need to be developed by operators / training organisations based on OSD

- CAAs approve MEL and training courses while checking that OSD was used as a basis
Appliability of OSD:

- In principle applicable to all aircraft categories except non-complex a/c largely excluded

OSD preparation: for 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
“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 may issue Directives to correct deficiencies in OSD
OSD under DOA and Bilateral:

OSD impact on design organisations (DOA):

- design assurance system to be extended, to ensure compliance of OSD with applicable Certification Specifications
- Application for a DOA significant change is needed
- Specific evaluation of design assurance system for OSD activities
- Update of Terms of Approval (TOA) to reflect capability for OSD

EASA has initiated discussions with the Bilateral partners FAA TCCA Canada and ANAC Brazil to avoid unnecessary duplication of operational certification work for the industry by amending the Technical Implementation Procedures (TIP) under the Bilateral Aviation Safety Agreements (BASA) accordingly.
Implementation of OSD:

- Introduced in “1st extension” of Basic Regulation article 5 “Airworthiness”

- Implementing rules: changes to Reg. 748/2012 (Part-21)

- Relevant Regulations (EU) are No 69/2014 (Part-21), No 70/2014 (Aircrew) and No 71/2014 (Air Operations)

- Publication: January 2014; effective as of 17th February 2014

- Smooth transition; no “big bang”

- Rules related to changes to OSD: 3 years delayed
Summary

OSD Objectives are:

» Enhancing safety by creating a solid legal basis

» Bridging airworthiness and operations

» Setting the European standard for type training and MMEL

» By being under the TC and DOA „umbrella“

» And Inviting Bilateral partners to join in and cooperate
Thank you

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