



European Aviation Safety Agency

Safety Directives

OSC Workshop

Cologne, 3 March 2009



European Aviation Safety Agency

Safety Directives

Contents of presentation

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SDs background

Two origins:

1. **JAR-26; Additional Airworthiness Requirements for Operators + pending proposals**
 - ★ (new) requirements in airworthiness code considered necessary for in-service a/c
(6 cabin safety, 1 systems, 2 security)
 - ★ **Linked to JAR-OPS: responsibility of operator**
 - Needs transposition in EU framework
 - In new basic regulation: “additional airworthiness specifications for a given type of operation”



SDs background

2. Correction of deficiencies in OSC

- When OSC has deficiency this needs to be corrected and made applicable to all "users" of OSC



SDs legal constraints

- New CS only applicable to new applications
- Agency cannot issue general binding (retroactive) rules
- Need tool to implement BR provision
- Agency can issue binding decisions related to certificates it has issued
- SDs will be addressed to a certificate holder, but will nevertheless be mandatory to all “users” of that certificate



SDs and more

- SD requirements in Part-21A.3C are enabling requirements
 - ★ They are the basis for the Agency to take legally binding decisions
- In some cases an SD is not needed; then 21A.3C is the basis for additional requirement on Certificate holder
- Start always with rulemaking: CS-26



CS-26 development

- NPA transposing existing JAR-26 items
- New items
 - ★ **will follow later**
 - ★ **Or developed in parallel**

restoring safety of OSC

unsafe operation
resulting from
deficiency in OSC
AND
likely to exist
elsewhere

OSC holder
required to propose
corrective action

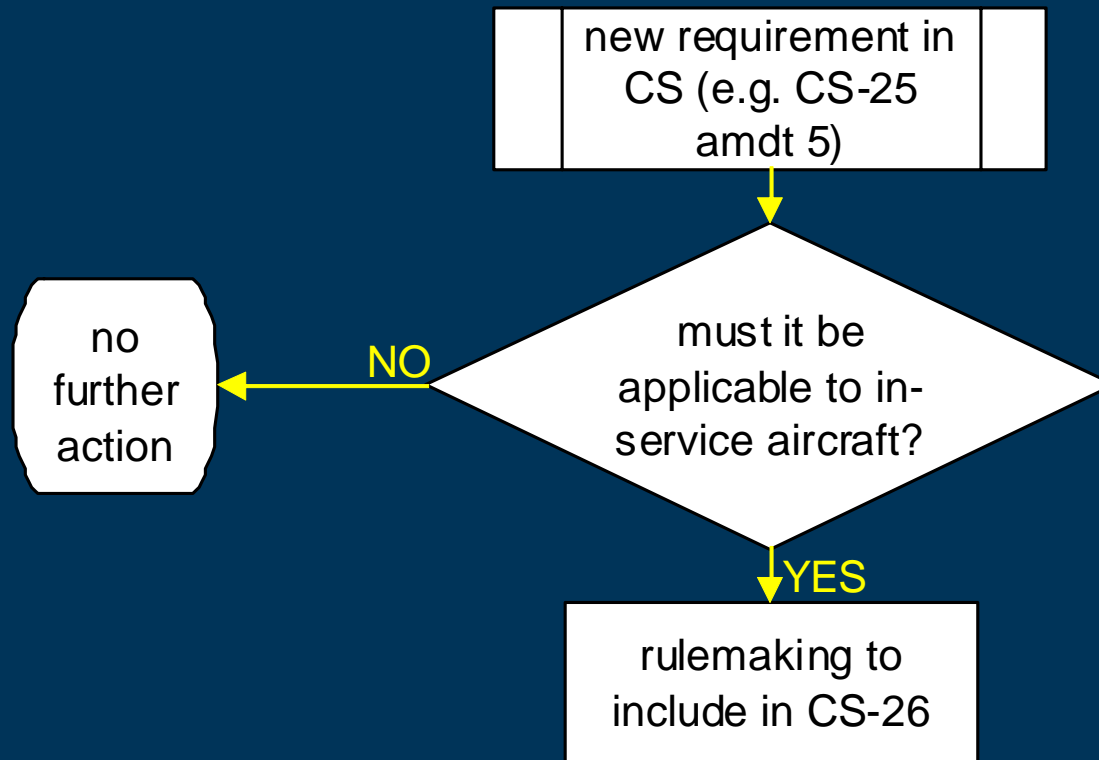
Agency issues SD
mandating change
to OSC elements

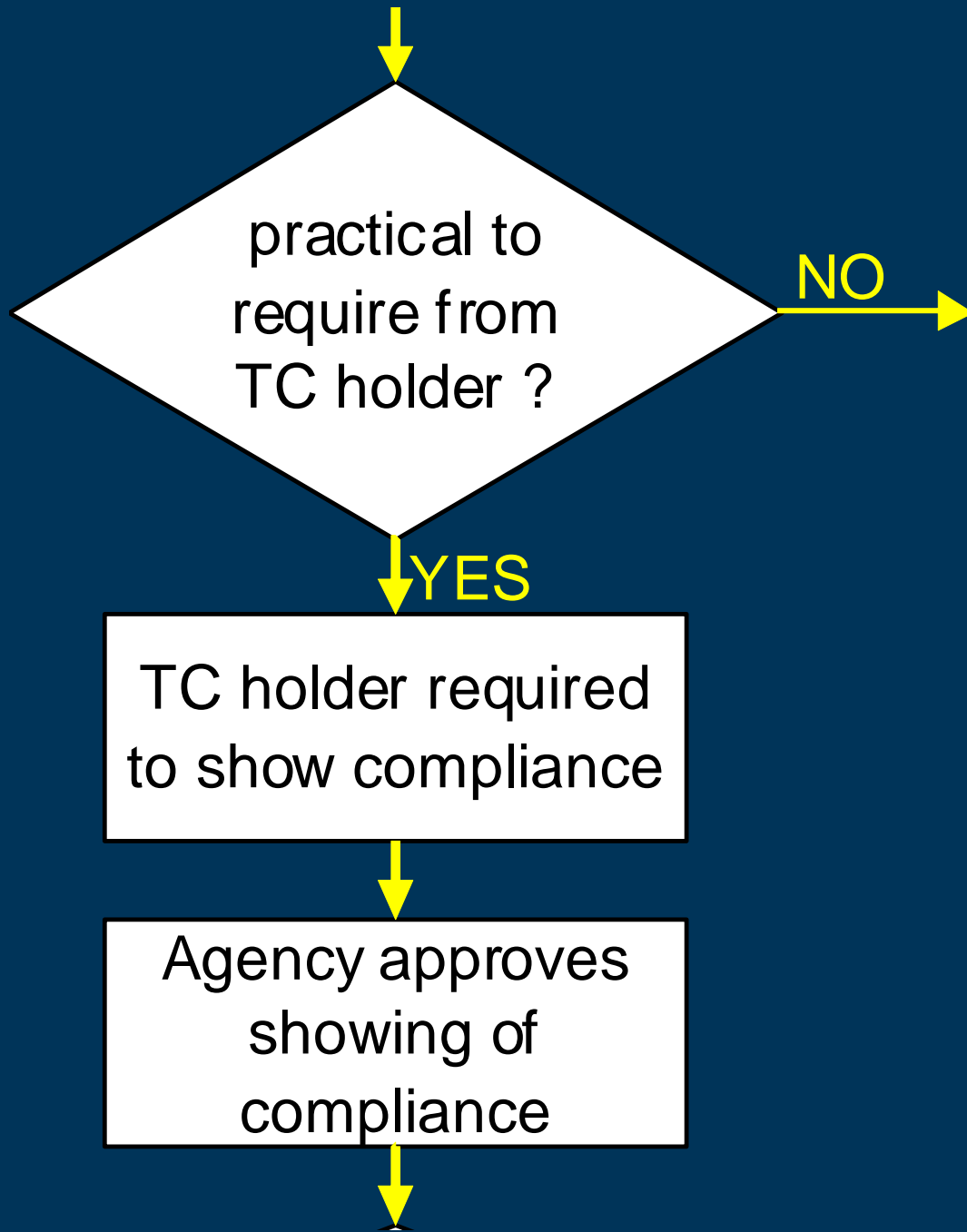
Operator/training org.
implements change to
OSC elements as
applicable

covered by
Part-21

covered by
Part-OPS
Part-M
Part-OR
Part-CC
Part-66

reacting to general safety problems





covered by
Part-21



compliance recorded in TCDS/ OSCDS. TC/OSC holder issues new ICA etc. if necessary

NO

Change to design?

YES

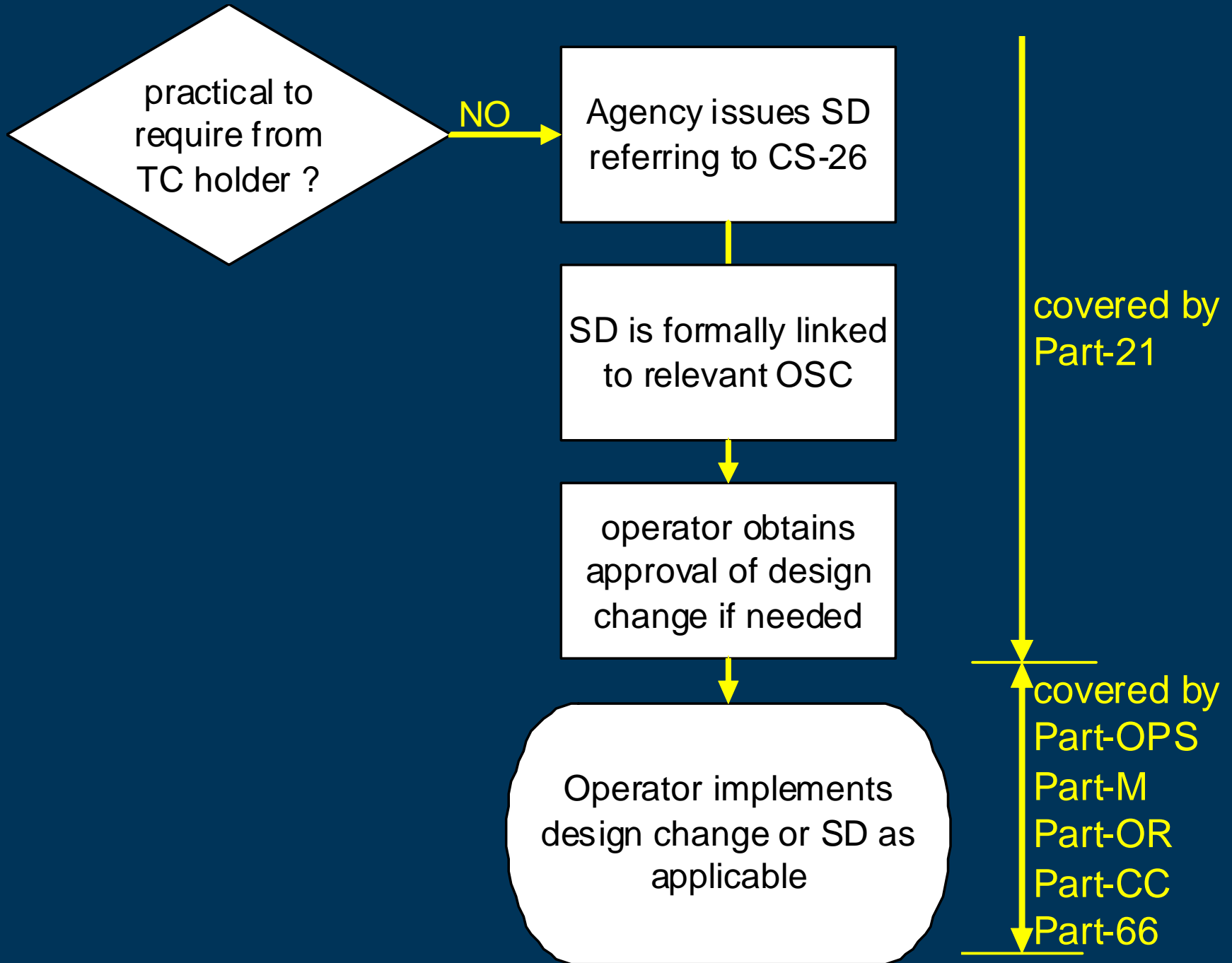
Agency issues SD mandating design change

Operator/training org. implements ICA or other updated document as applicable

Operator implements SD as applicable

covered by Part-21

covered by Part-OPS
Part-M
Part-OR
Part-CC
Part-66





SDs and enforcement

- **Mandatory actions by EASA certificate holders (TC, STC, OSC, SOSOC) enforced by EASA**
- **Once SD is issued:**
 - ★ **Mandatory for operators, training organisations**
 - ★ **Enforcement by competent authority**
 - ➔ NAAs for most cases
 - ➔ EASA for foreign approval holders



END