



European Aviation Safety Agency

TRANSITION MEASURES

OSC Workshop

Cologne, 3 March 2009



Transition Measures - Content of the presentation

- What is grandfathered?
- What is (are) the applicability dates?
- What are the options for transition:
 - ✦ For (S)TC holders
 - ✦ For operators, training organisations and maintenance organisations



What is grandfathered?

- **FOR TC HOLDERS**, any JOEB report and any MMEL that have been subject to a JOEB evaluation IAW JAA procedures and JARs.



What is grandfathered?

➤ **FOR OPERATORS**, any:

- ★ Approved MEL,
- ★ Approved type rating training course for pilots,
- ★ Approved type training course for CC, and
- ★ Qualified STD

When so determined in the transition measures for OPS and FCL



What is grandfathered?

- **FOR 147 TRAINING ORGANISATIONS AND MAINTENANCE ORGANISATIONS,** any training course approved IAW the outcome of the NPA 2007-07 (during the transition period).



What is (are) the applicability dates?

- Closure of JAA on 30 June 2009.
- Transition period foreseen until the adoption of amending regulation to Part-21 on OSC (New Subpart C of Part-21):
 - ★ Bridging exercise is foreseen between JOEB and OSC
 - ★ Consultation of NAAs has started



What is (are) the applicability dates?

- Date of enter into force (article 70 of Basic Regulation), at **the latest**, is **8 of April 2012**.
- Cover regulation of EC Reg. No. 1702/2003 could propose:
 - ✦ For complex motor-powered aircraft: an OSC, changes to OSC or SOSC shall be issued XX month after a TC, restricted TC, major design changes to TC or STC was issued
 - ✦ For other than complex-motor porwerd aircraft: an OSC or SOSC shall be issued XX month after a TC, restricted TC or STC was issued



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What are the options for transition for **existing fleet**?

For (S)TC holders:

- **Voluntary catch-up;**
- **Mandatory catch-up of all existing types;**
- **Mandatory catch-up limited to existing aircraft as long as they are still in production;**



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What are the options for transition for **existing fleet**?

For operators or other organisations:

- **Existing operations and approvals are grandfathered IAW with applicable grandfathering provisions for OPS and FCL**

...BUT...



What are the options for transition for **existing fleet**?

For operators or other organisations:

- New **operation of an existing aircraft type (variant)**:
 - ★ If OSC elements exist, **they can obtain them**
 - ★ If OSC elements do not exist **then**:
 - ➔ They **can obtain** them from an existing **SOSC** holder, if existing, or
 - ➔ They can apply for **SOSC**



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What are the options for transition for **existing fleet**?

For 147 training organisations and maintenance organisations:

➤ **Basis is the transition measures proposed in NPA 2007-7:**

18 MONTHS AFTER THE DATE OF ADOPTION OF THE AMENDING REGULATION.



What are the options for transition for **existing fleet**?

- For 147 training organisations and maintenance organisations:
 - ★ Training course approved IAW the outcome of this NPA are automatically grandfathering
 - ★ Other training courses shall be based on the minimum syllabus for maintenance certifying staff type rating training approved IAW Subpart C of Part-21.



What is the preferred option of the drafting group?

- **No Mandatory CATCH-UP** for TC holders... THEN
- **Operators and other organizations shall obtain a SOSC when no OSC elements nor other applicable/available SOSC elements exist..**

HOWEVER...



What is the final outcome?

- **Agency has made a specific question on this issue**, in NPA 2009-01, **to obtain** stakeholders' views
- Your views are welcome!!!
- Agency will then make a proposal based on these inputs
- European Commission will finally decide on the transition measures



**THANK YOU FOR YOUR
ATTENTION!**