

**EASA OPERATIONAL EVALUATION BOARDS (OEB) AND TRAINING FOR AIRCRAFT CLASS AND TYPE RATINGS.****1 Introduction**

1.1 The purpose of this Circular is to bring to the attention of all interested parties the effect that the work of EASA OEBs will have on the approved training courses for aircraft ratings.

1.2 The European Aviation Safety Agency (EASA) has advised the National Aviation Authorities (NAAs) that it intends that the pilot training syllabi set out in OEB reports will be mandatory for all approved training courses by 8 April 2014. Training organisations are encouraged to ensure that their courses become compliant well in advance of that date. By means of this Circular the CAA informs training organisations of its intent to facilitate the introduction of the recommendations from all OEB final reports once they are published.

**2 Operational Evaluation Board (OEB) Reports and Operational Suitability Data (OSD)**

2.1 Aircraft design organisations can apply to EASA's Certification Directorate-Flight Standards, requesting that an OEB be convened to evaluate and to define, amongst other things, the pilot training requirements for an aircraft; ie. the Type Ratings to be included in a pilot licence and the Type and Difference Training courses that are necessary for pilots to qualify to fly the types/variants of the particular aircraft concerned. Additionally, EASA expects that any type for which a type rating can be issued which has not been through an OEB will have completed an evaluation 'catch up process' by April 2014.

2.2 The OEB process produces reports which contain recommendations regarding the content of training courses. Beginning in 2012 the OEB will be superseded by a new process which will generate Operational Suitability Data (OSD) material as part of the certification of new types. Existing OEB reports will become OSD reports when the new EASA Regulations come into force. Some sections of the OSD (and former OEB) information will become mandatory for pilot training under EASA Regulations.

2.3 The OEB administrative and guidance procedures document may be accessed via the EASA website at;

<http://easa.europa.eu/certification/flight-standards/doc/EASA-OEB-Administrative-Guidance%20Procedures.pdf>

and final OEB reports may be accessed via;

<http://easa.europa.eu/certification/flight-standards/OEB-final-report.php>

2.4 OEB final reports include: a general description of the aeroplane/helicopter, the updated Type Rating List and Licence Endorsement List including all variants. The OEB report recommends the minimum training syllabus for:

- Initial type rating;
- Additional type rating;
- Differences training;
- Familiarisation training;
- Specifications for particular emphasis during training.

2.5 OEB final reports generally include a number of appendices which are not available from the EASA website but which may be pertinent to existing and proposed Type rating training courses. Organisations wishing to view the appendices should apply to either the manufacturer directly or the EASA Flight Standards office for advice on how to obtain the information.

**3 Recommendations to be introduced**

3.1 An OEB report provides information on the syllabus to be covered both on the ground and in the aircraft or simulator and provides recommendations as to the minimum hours of instruction to be given.

3.2 Pilot training organisations that are delivering aircraft type-specific courses will need to ensure that the syllabi in the applicable OEB reports are followed. Whilst the syllabi will become mandatory under EU legislation, the obligation to comply with the stated minimum training hours set out in the reports is not yet clear. Until further notice, the duration of courses, including the minimum flying training hours, will continue to be subject to agreement with the CAA.

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3.3 Where approved organisations have existing type rating courses for types for which OEB reports have been produced, the CAA will require those courses to be compared with the appropriate OEB report and adjusted as necessary for re-approval by CAA.

#### **4 Timing**

4.1 As stated in the paper entitled 'European legislation - The effects on Pilot licensing in the UK' on the CAA website at [www.caa.co.uk/eupilotlicensing](http://www.caa.co.uk/eupilotlicensing), the CAA has decided to start applying the EASA Annexes, and to start issuing EASA PART-FCL licences, from 17 September 2012. The Aircrew Regulation itself applies from 8 April 2012.

4.2 Notice is given that with effect from 17 September 2012, applications for approval of new aircraft rating courses for aircraft for which there is an OEB final report will not be approved unless they include all of the syllabus elements of the OEB/OSD as indicated in paragraph 3.2.

4.3 Existing approved aircraft rating courses that do not comply in full with the relevant OEB/OSD may continue to be used, but only until 7 April 2014; after that date all courses must be compliant with European requirements.