

MRJ OSD-MCSD

Oct. 21st 2015



Customer Support
Mitsubishi Aircraft Corporation



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**The first flight is scheduled in October,
and first delivery on the 2nd quarter of 2017.**

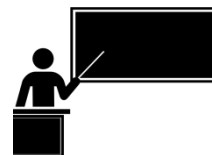
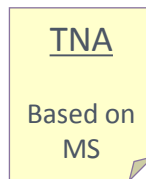
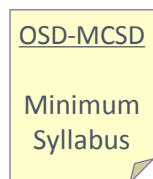
**On March 25th 2014, Mitsubishi Aircraft
Corporation applied to OSD.**

MRJ OSD-MCSD

Type Certificate Holder

Training Organization

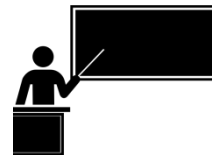
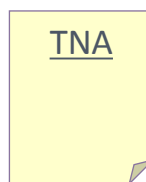
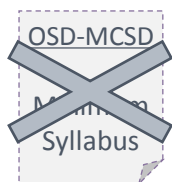
Maintenance Certifying Staff



Increase in development cost

Training quality assured by both TO and TCH

No gaps in essential knowledge



Training quality assured only by TO

Might miss some key points

Advantages and disadvantages

Disadvantages

Cost increase
Extra workload

Advantages

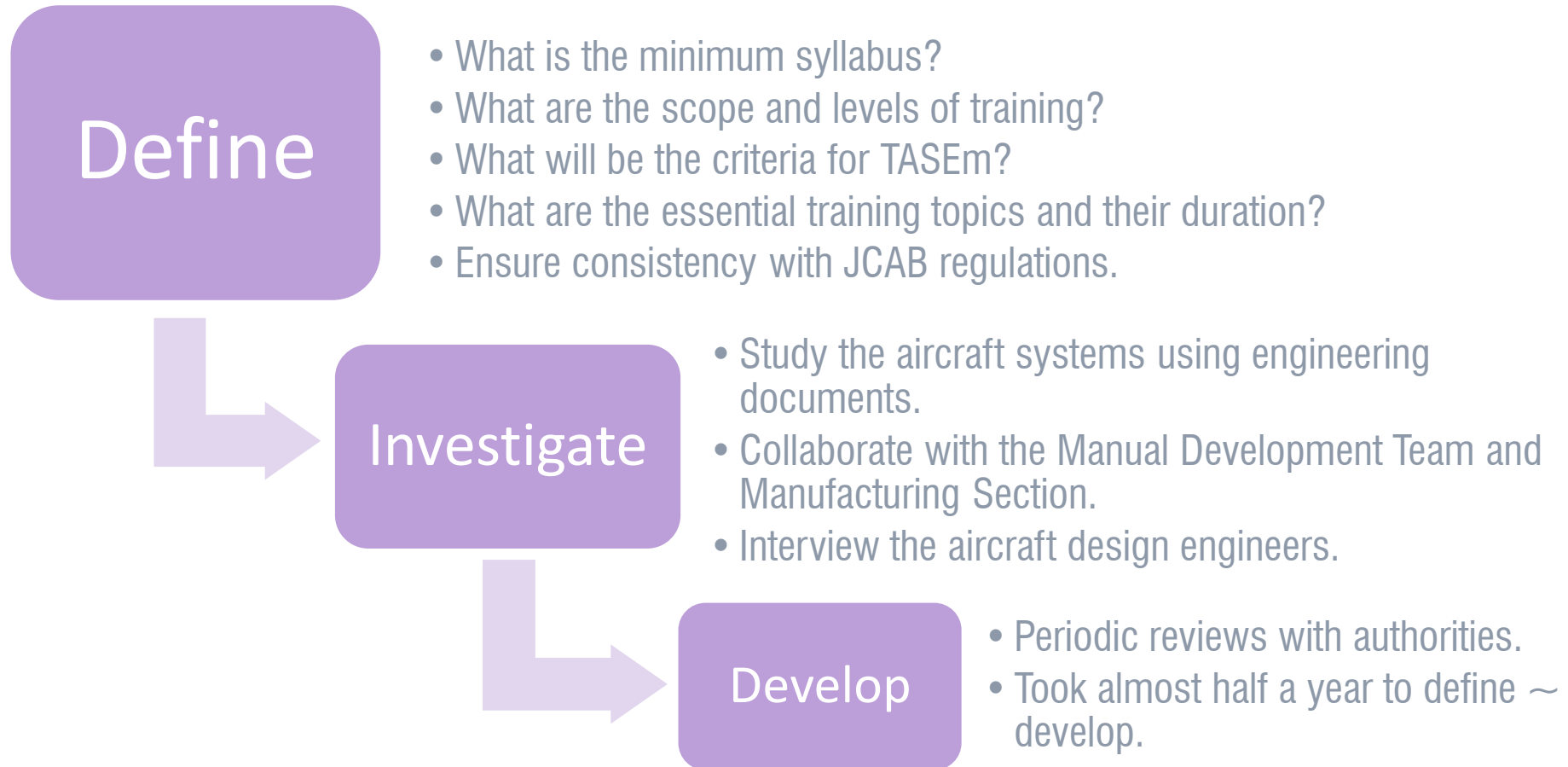
TCH will be able to continuously assure the quality of training.

No gaps in essential knowledge for certifying technicians

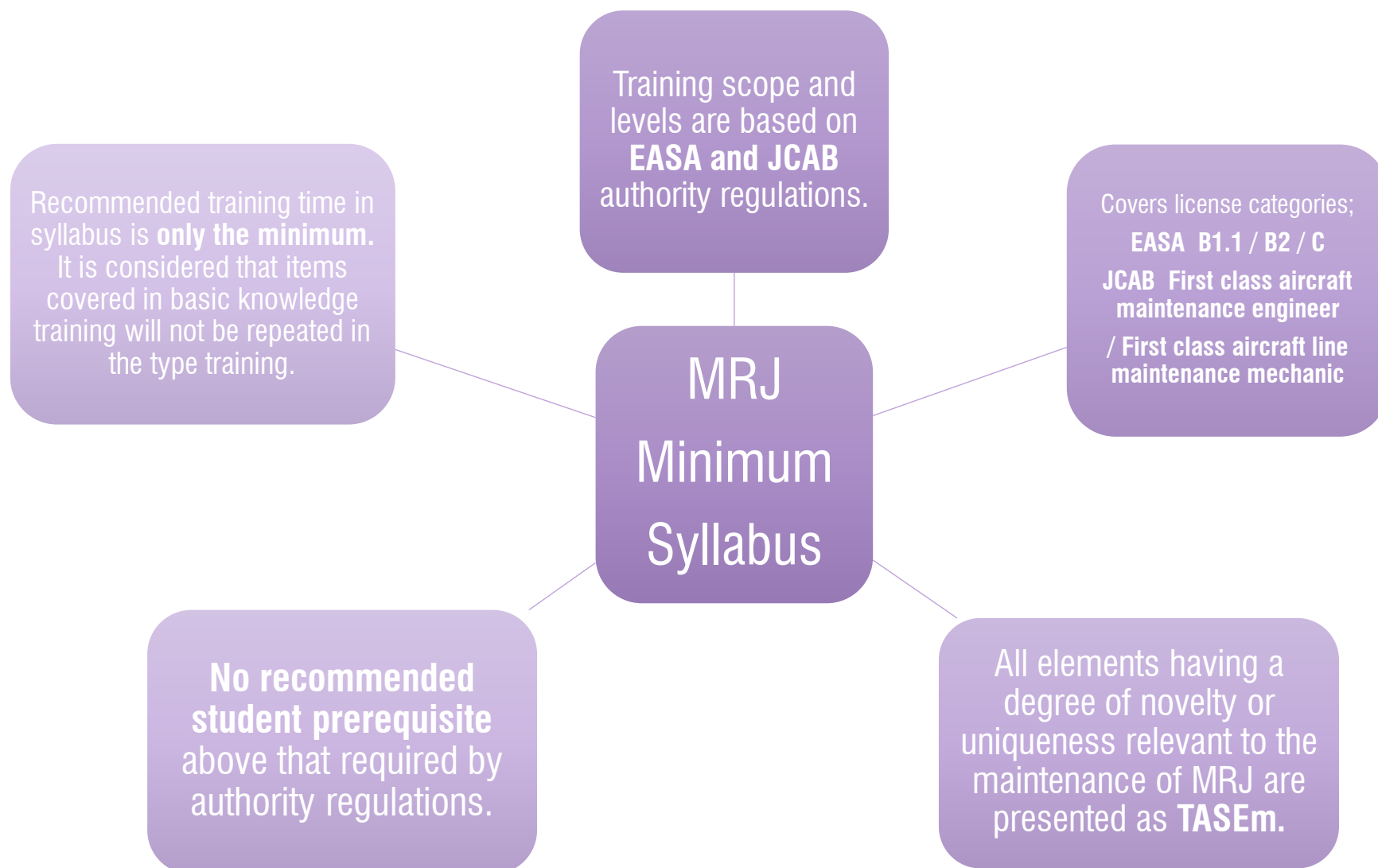
Helps to reduce incorrect maintenance, leading to increased safety and dispatch reliability of your product.

Clarifies the scope of responsibility in the case there is an incident

MRJ Minimum Syllabus Development

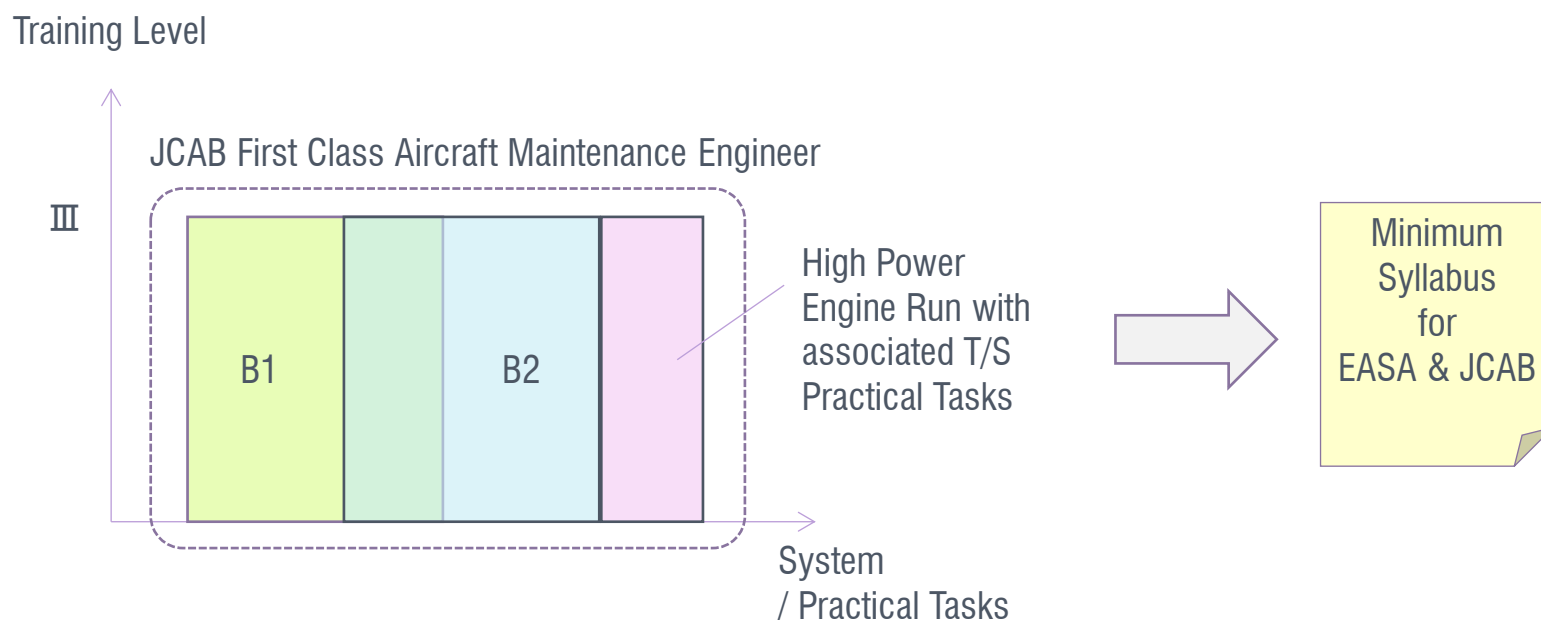


MRJ Minimum Syllabus features



JCAB (Japan Civil Aviation Bureau) Involvement

- MITAC is coordinating Flight Standardization Board activity with JCAB.
- Collaborated with JCAB to define the scope for the JCAB technician license in order to develop a single minimum syllabus for both EASA and JCAB.



Challenges for OSD-MCSD

- Securing human resources with the ability to develop OSD-MCSD.
- Maintaining close communication with the relevant authorities.
- Comprehending relevant authority regulations (scope and levels of training).
- Working in close cooperation internally (manual section, design section...)
- Updating the OSD-MCSD along with aircraft design change.
- Supporting operators to reflect their feedback in updates.



Flying into the future.

Mitsubishi Regional Jet, a new concept from Japan
for the skies of the world.

