



EUROPEAN AVIATION SAFETY AGENCY  
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE  
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

# **OSD Workshop**

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## **Interaction between Manufacturers and EASA**

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### **Report from LAS Pilot Projects (C.1.1)**

H. Honert  
21-22 January 2014

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## 1. Large Aeroplanes Pilot Projects

- Airbus A350
- Dassault Falcon 5X



# Large Aeroplanes Pilot Projects

- Large Aeroplanes Section established 2 pilot projects for the introduction of the OSD Concept with the following objectives:
  - Prepare adapted internal EASA work organisation to address the amendment to Part 21 for incorporation of the approval and regular update of “Operational Suitability Data” OSD in the type certification, post type certification and continuing airworthiness processes
  - Identify synergies between the existing OEB and TC processes
  - Identify the best way to merge current teams for Operational Evaluation and Type Certification
  - Gather first experience for drafting of training material for PCMs and team members



# Large Aeroplanes Pilot Projects (cont.)

- The chosen pilot projects are:
  - Airbus A350
    - initial application for TC on 16<sup>th</sup> April 2007
    - Expected date of TC August 2014
  - Dassault Falcon 5X
    - initial application for TC on 1<sup>st</sup> March 2011
    - Expected date of TC 2016



# LAS Pilot Projects – A350

- Based on the fact that the TC and OEB processes have been started far before the new OSD concept has been developed, decision was made to take a stepwise approach on this programme.

Step 1:

- Addition of 3 new Panels to the A350 Type Certification Team
  - Flight Crew Data
  - Master Minimum Equipment List (MMEL)
  - Simulator Validation Source Data
- Coordination with OEB Cabin Crew Data through direct link with Cabin Safety Panel
- Syllabus for maintenance certifying staff type rating training was not part of Airbus application for OEB

### Step 1 (cont.):

- Panels staffed with one Expert (Chairman of the equivalent OEB Panel or an EASA panel member)
- Change to team structure allows for:
  - OSD/OEB activity reporting to the PCM
  - streamlined communication and coordination between traditional certification panels and new panels.
- OEB will continue to run with current members and coordinators up to completion of Step 2.

## Step 2:

- Obtain a Design Organisation for OSD in compliance with amended Part 21 with the expectation of:
  - Revision or development of relevant DOA procedures (type certification, design changes, Continuing Airworthiness, etc. ) for OSD
  - Nomination of new CVEs
  - Actual full integration of OSD in the certification and DOA processes, under supervision of EASA DOA team
  - Establishment of an EASA agreed certification basis for A350 OSD elements
  - Acceptance of the revised procedures and organisation by the EASA DOA team

### Step 3:

- Full integration of the OEB/OSD work into the EASA Type Certification team
- This step is anticipated for post-TC
  
- Specific measures taken so far:
  - OEB team member also acting as Flight Test Pilot for Human Factors aspects in Certification team Flight Panel
  - Appendix to A350 Project Information Document (PID) on „Coordination between Certification and OEB Team Activities” drafted providing guidelines on:  
General Aspects:
    - Recording of important interface items
    - Administrative aspects (booking of working time)



- Detailed measures taken so far (cont.):
  - Appendix to A350 PID ... providing guidelines on: (cont.)  
Detailed Aspects:
    - Potential areas of interface between OEB Flight Crew Data and traditional Panels
    - Systematic assistance of the Type Certification team to the OEB MMEL team in assessing the applicants MMEL safety
      - ⇒ „MMEL Safety Methodology“ commonly agreed by both EASA teams
      - ⇒ Detailed definition of applicants MMEL process and coordination between applicant, EASA OEB MMEL and certification teams
      - ⇒ Clear definition of responsibilities
    - Potential areas of interface between OEB Flight Simulation Data and Flight Panel



# LAS Pilot Projects – Falcon 5X

- Considering that this project has been in an earlier phase when the new OSD concept has been developed, decision was made to move to a full integration of OEB/OSD work into the EASA certification team without transition period.
- An OSD Certification Basis will be agreed and established within CRI A-1 on “Type Certification Basis”
- Full OSD Panels will be introduced (from OEB team) to the Type Certification team
- The applicant is proactively integrating OSD in its DOA organisation



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# Thank you!

# Questions?

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