

# 11. Operational Suitability Data GAMA Perspective

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# OSD – Three Topics

- General Aviation
- Third Country OEMs
- Future Work on Changes



# OSD – Non Complex GA

- Impact Expected to be Minimal
  - Main Change: EASA Points to MMEL for All New Applications for Other-Than-Complex Aircraft
    - Historically Not Required → New Requirement
    - Generic MMEL Compromise
  - Guidance Needed: Other-Than-Complex Assumed Not to Require OSD for CS-Pilot Element
    - Currently Not Subject to OEB, unless...
      - OEM Proposes: Example – TBM-850
      - EASA Proposes due to Unique Features: Explanatory Note Provides Some Guidance → Need Clearer Guidance on When...

# OSD – Third Country OEMs

- EASA Met with FAA and TCCA in February 2011 at Toronto
  - Issues Identified
    - Near Term: Working Processes and Technical Arrangements to Be Established, but Awaiting Final EASA Requirements
    - Longer Term: Addressed within Safety Agreements
  - Current Status
    - Airbus and Dassault Conducting Joint-OEBs (FAA AEG / EASA OSD)
    - Lessons Learned?
- Recommendation: Joint Authority Processes Development Prioritized Following Publication of OSD in Official Journal and Relevant CS / AMC / GM Available



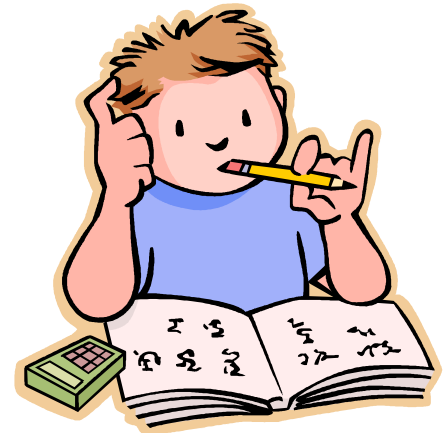
# OSD – Changes

- EASA Called for Experts in May 2013 to Develop AMC / GM for OSD Including Changes to OSD (RMT.0607)
- Notional Approach: Did the Change Previously (prior to OSD) Result in Change to Equivalent OSD Element; such as OEB Report or MMEL?
  - If no, AMC / GM should result in *de minimis* impact on TC applicant including for assessment of the change
- Also, OSD Change Remains Separate from Type Design Change and Only Required for First EU Registry Aircraft (see Initial Application)

# OSD – Changes

Element	Impact – No	Impact – Yes, likely...
MMEL	?	Additional Dispatch Item or Equipment
Flight Crew	?	Install CPDLC
Cabin Crew Data	?	Install New Emergency O2 System
MX Cert. Staff	?	Install Nitrogen Generation System
Simulator Data	?	New Engine; Major Change to FMS

↑  
Opportunity for efficiencies?



# Conclusion

- *“When you have completed 95 percent of your journey, you are only halfway there.”*
  - Rulemaking Group formed 2006
  - EASA Opinion 2011
  - Implementing Rule Expected Early 2014
  - Effective (New Applications): December 2016
- Recommendations for Next Year(s)
  - 1) Working Procedures / Technical Arrangements between EASA and Validating Authorities (ANAC, FAA, TCCA) Need to be Developed, Published and Communicated
    - **Stated Goal = Process the Same...**
  - 2) EASA Workshop Modeled after Successful Joint-RAG-TAG-SSCC FCL Requested for 2014 to include EASA, National Authorities, Third Country Authorities AND Industry