

# Operational Suitability Data (OSD)

- **Dassault Aviation experience**
  - ◆ OSD-oriented process experienced since 2010 on various Falcon modifications
    - *Based on draft Certification Specifications (CSs)*
    - *Publication of Part21-OSD and CSs: lengthy process*
  - ◆ Continuous improvements up to now
    - *Contributes to Aviation Safety*
  - ◆ Good partnership with EASA
    - *Organization: OSD now included in EASA Certification process*
  - ◆ Data were found usable for Authorities others than EASA
    - *Example: US FAA, China CAAC, Brazil ANAC, Canada TCCA*



Indiquez ici votre direction

EASA /FAA International Aviation Safety Conference – Paris, June 13<sup>th</sup>, 2013

# Operational Suitability Data (OSD) – Flight Crew

- **Process**
  - ◆ Identification of applicable requirements
  - ◆ Compliance demonstration
    - *Example: Analysis, Simulator Tests, Flight Tests*
- **Flight Crew Data, to be approved by EASA**
  - ◆ Determination of Pilot Type Rating
    - Either New Type Rating, or Variant
  - ◆ Prerequisites
    - Entry level
  - ◆ Training Area of Special Emphasis (TASE)
    - Impact on pilot knowledge
  - ◆ Currency



Indiquez ici votre direction

EASA /FAA International Aviation Safety Conference – Paris, June 13<sup>th</sup>, 2013

# Operational Suitability Data (OSD)

- **Benefits**

- ◆ **Safety and Standardization**

- *OSD mandates Training Providers to train Crew to the key safety items (TASE) tailored to the aircraft, after being identified by the TCH and approved by EASA*
- *Use of the « Box 3 Concept » (Applicant may provide, Operator must use)*
  - \* *Set a standard to be used by Operators for optional items*
  - \* *Example: Aircraft Reference Data in Steep Approach configuration, so that Simulator behaves the same as the aircraft in such operations, for an efficient pilot training*

- ◆ **Flexibility for Operators**

- *Example: OSD may define reduction in training / checking / recent experience (alternative to Part-FCL)*

- ◆ **Privileges for Applicants**

- *Criteria still to be developed*
- *When in force, will reduce EASA workload - LOI Concept (Level Of Involvement)*



Indiquez ici votre direction

EASA /FAA International Aviation Safety Conference – Paris, June 13<sup>th</sup>, 2013

# Operational Suitability Data (OSD)

---

- « **Changes** »
  - ◆ From a regulatory point of view, the way to handle the Changes has still to be developed
  - ◆ This is expected maximum 3 years after publication of Part21-OSD.



Indiquez ici votre direction

EASA /FAA International Aviation Safety Conference – Paris, June 13<sup>th</sup>, 2013