



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

Operational Suitability Data

Panel 11

Your safety is our mission.
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Panel 11 OSD Membership

Panellists:

- **Regine Vadrot**, Head of Training & Operational Certification, Airbus
- **Jens Hennig**, Vice-President Operations, GAMA
- **Louis Huchez**, Falcon Operational Suitability Engineer, Dassault
- **Patrick Debuchy**, Head of Regulation and international affairs department, Air France
- **Peter Corbeel**, Initial Airworthiness Manager,

Moderator:

- Pascal Medal, Head of Certification Experts Department, EASA

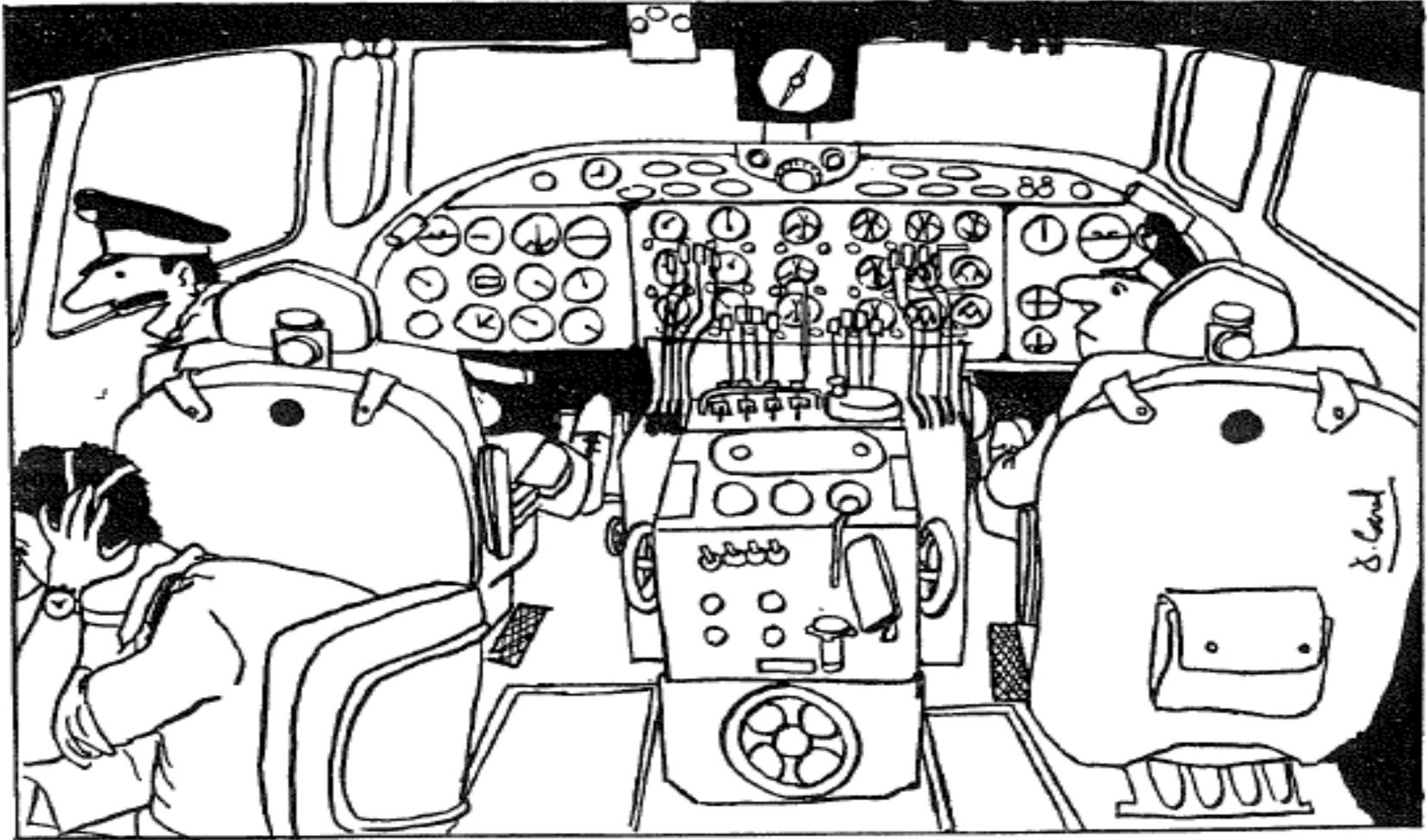
- Enhancing safety by creating a solid legal basis for the existing Operational Evaluation Board (OEB) process:
 - Bridging airworthiness and operations
- Setting the European standard



Operational Suitability: what is it?

- Type related data, necessary for safe operation:
 - **Syllabus of pilot type rating training**
 - Reference data for simulators
 - Syllabus of maintenance certifying staff type rating training
 - Type specific data for cabin crew training
 - Master Minimum Equipment List (MMEL)
 - other type-related OS elements

Syllabus of pilot type rating training



— My side is airborne. Is yours ?

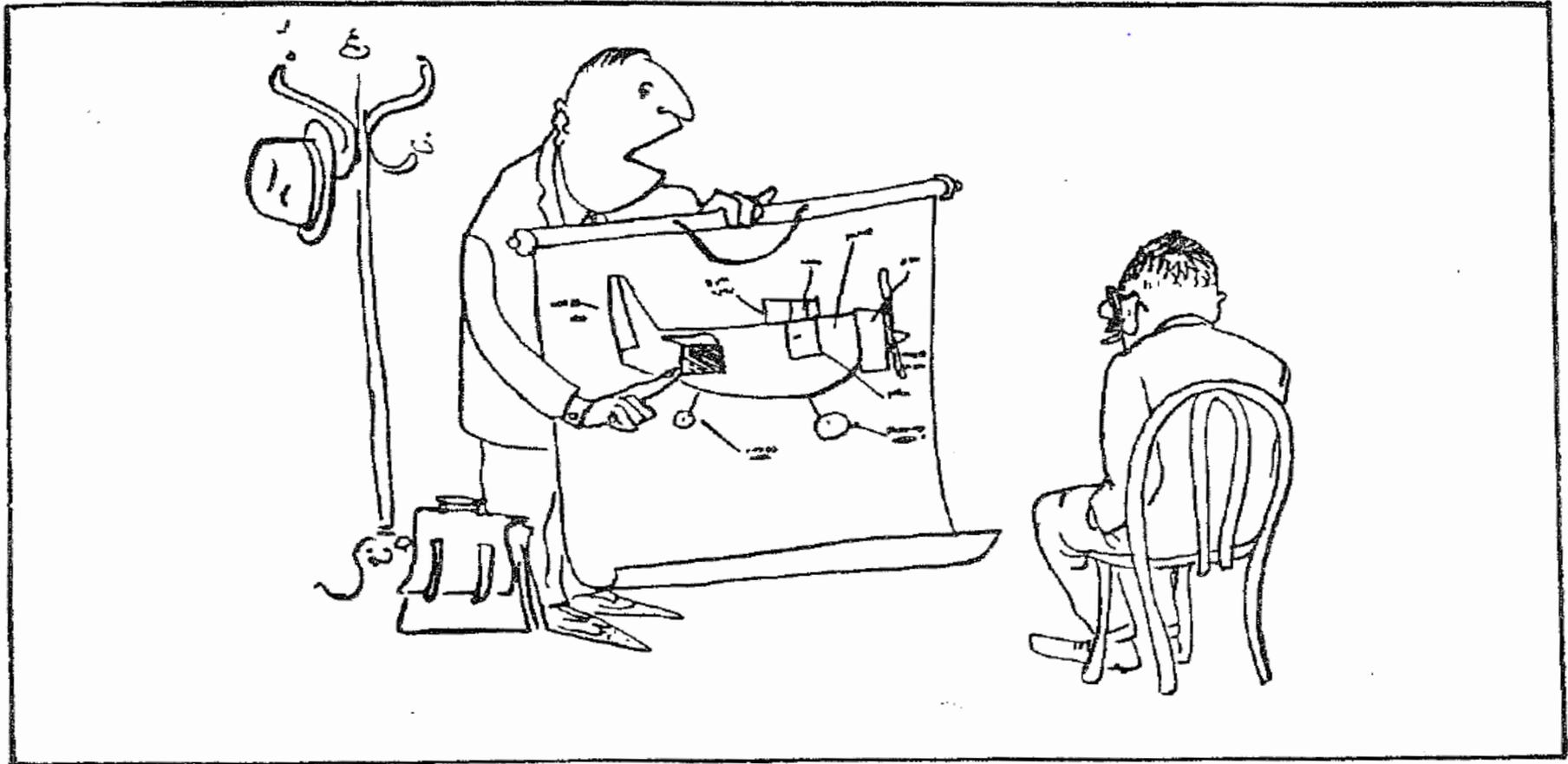


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Syllabus of maintenance certifying staff type rating training



— Perfectly fail-safe, sir. Our plane is fitted with two carburetors, one of which is carefully stowed in the luggage hold.

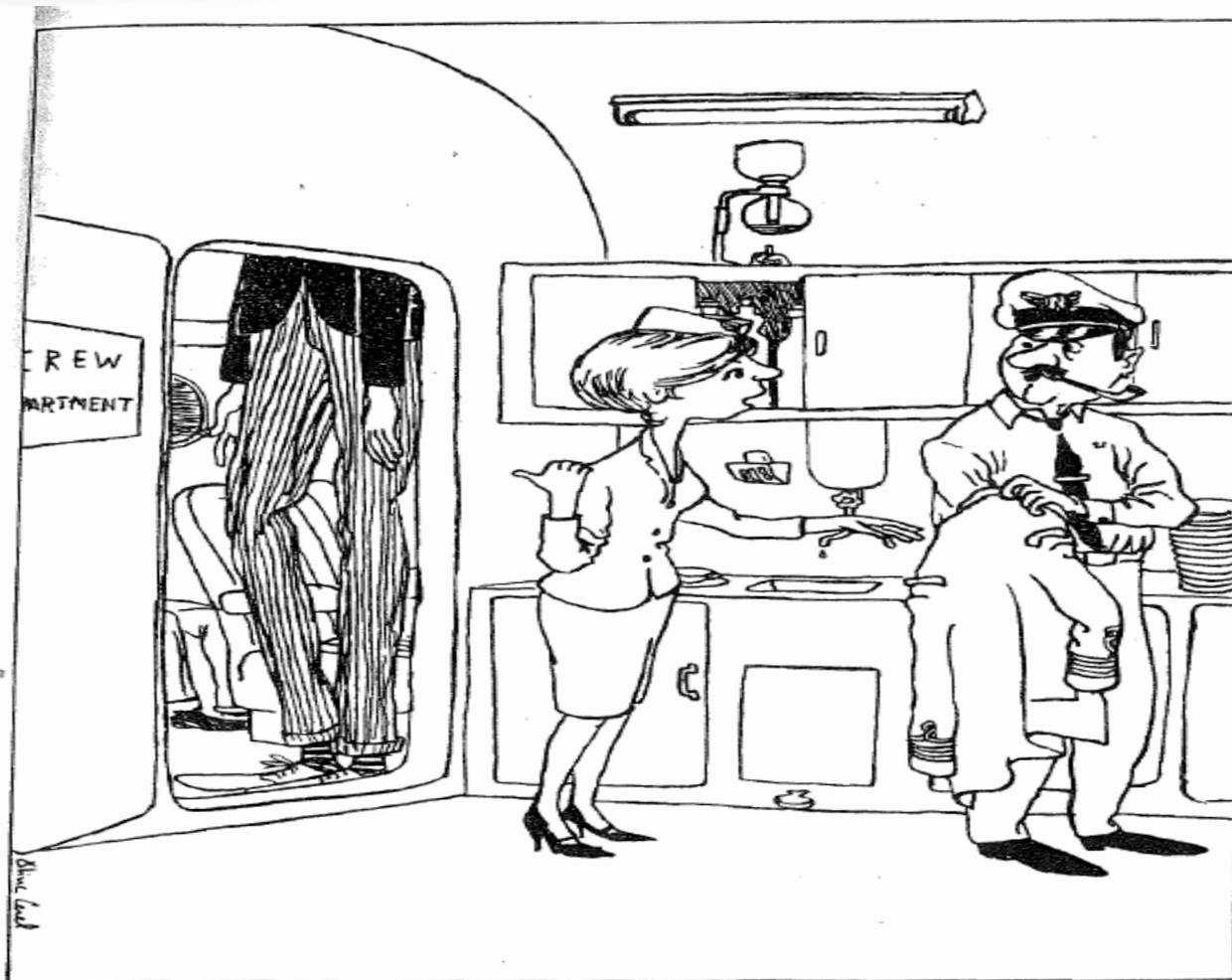


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Type specific data for cabin crew training



- Captain, this passenger here says he's not pleased with the pitch of our seats.



What Operational Suitability is not!

- OSD will not enforce a specific Training programme, but shall require incorporation of training elements which are important for safety
(**T**rainning **A**reas of **S**pecial **E**mphasis)
- Operators remain responsible for the elaboration of their training programmes,

- ▶ Closing the gap between aircraft design and operations:
 - ▶ Ensuring that aircraft can be operated safely by making sure that all necessary information is available before entry into service through Manufacturer and Certifying Authority involvement
- ▶ Setting the standard for Europe:
 - ▶ one consistent high level of safety
 - ▶ level playing field for all operators/training organisations



Benefits 2/2

- “Continued operational suitability”:
OSD controlled during life of aircraft
 - TC holder monitors experience with OSD and makes improvements as necessary
 - Agency can issue Directives to correct deficiencies in OSD