Operational Suitability Data
Airline views

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Airline need data for operating a new aircraft type :

- **Flight crew type rating training, credit for training**
- **Cabin crew type training data,**
- **Engineers type training**
- **MMEL for preparing airline Minimum Equipment List**
- **Flight simulator data for simulator evaluation**

Those data are provided today by :

The aircraft manufacturer and via the Operational Evaluation Board reports for some elements

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- **The OSD is to be used by european operator in order to operate an aircraft.**

  - Manufacturer are required to provide the mandatory OSD data plus, if necessary, some « non mandatory » ones

  - OSD elements must be available well before the aircraft delivery to allow the airline to prepare, in due time, the necessary approved training, the Minimum Equipment List and evaluate the associated simulator.

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What will happen after the OSD regulation publication ?

- Grandfathering of existing OEB reports. It seems there are some work to check which elements of the existing OEB reports are to be considered as OSD elements. Furthemore not all the aircraft have an OEB report.

- Grandfathering of exisiting trainings, MEL in order not to disrupt on going operations with a 2 years period for taking into account the new OSD elements (shorter for new MMEL items 90 days).

- Management of aircraft modifications (STCs) and impact on OSD (S-OSD?).
  The EASA and stakeholders have 3 years to work on that topic. Need to find an effective, non burdersome process.

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- **OSD will ensure the european operator to get a standarized and up to date set of informations necessary to operate an aircraft. These elements are to be made available well before the aircraft entry into operations and during the time the aircraft is operated.**

- **Some work has still to be done about the transition to the OSD system and to address the STC issue.**

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