



## **Session title: Panel 11 (OSD)**

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### **Major Discussion Points**

**EASA:** OSD is not new, it is a formalisation of the OEB process through a “legal seat” in the EU regulatory structure. It is a bridge between Airworthiness and Operations. Rule expected to be in force 1Q 2014. Certification Specifications in various stages of development. There will be a transition (3 Y) – no “big bang”.

**Dassault:** OSD is not a new issue. It contributes to aviation safety. The benefits are safety and standardisation, flexibility for operators and privileges for applicants.

**Airbus:** Presentation on how OSD will be used in the case of A350XWB and Cabin Crew data. The evaluation is being conducted jointly by EASA and FAA. The Airbus proposal includes joint FSTD qualification.

**Air France:** Airlines need OSD data for operating new aircraft types early enough before 1<sup>st</sup> EIS. It becomes mandatory to provide OSD to operators. There is a need for an effective transition and to address how the OSD fits into /design change process.

**GAMA:** Impact expected to be minimal on non-complex GA aircraft and Guidance material is needed. Need for a joint OEMs processes between EASA-FAA-TCAA-ENAC. Changes to OSD is still an open issue requiring solution – need to minimize bureaucracy. Request for an EASA workshop in 2014 which includes Industry.

### **Questions and Comments from the Floor**

**ASD:** What about a link between OSD and ATM ? (EASA: This could be covered on a voluntary basis by an applicant)

**Lufthansa Technik / JC Flight Standards:** What about impact on third country operators ? (EASA/Airbus: they will not be affected. For aircraft registered in EU it will depend on applicability of EU OPS/FCL rules to the operator)

**CAA Netherlands:** What about a link with Part – 66 ? (EASA: Yes Part 66 is affected for Maintenance Staff.)

**TCCA:** Will OSD be allowed as a post-TC item ? (EASA: Yes, catch up is possible but not applicable to aircraft out of production)

### **Outcomes/Additional Ideas**

- OSD is an existing concept becoming mandatory for EU OEM and EU Operators
  - Need for a proper transition and validation harmonization between Authorities
  - Changes to OSD data is still an open item and will need to be addressed;
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