



EASA
European Aviation Safety Agency

Operational Suitability Data Flight Crew

Panel 1 and 2 Interactions

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OSD FC activities typically include:

-  Determination of aircraft pilot type rating (new type or variant, license endorsement)
-  Minimum syllabus for pilot training (training / checking / currency; pre-requisites; Training Areas of Special Emphasis; difference levels)
-  Credit for commonality (between different type of aircraft)
-  OSD elements for specific operations (LVO, RNP AR, Steep Approaches)
-  OSD elements for specific equipment (HUD)

as referenced in EU regulations for flight crew licensing and air operations (e.g. Part-FCL, Part-ORO, Part-SPA, ...)

evaluation process and method described in CS-FCD



OSD FC activity is performed for the approval of data within the type certification process



approved for (S)TC Holders within the Part-21 framework



used by operators and training organisations under the framework for pilot licensing and air operations



similar to process for the approval and use of the AFM



OSD FC activity is performed in conjunction with



new TC approvals



TC amendments (e.g. new variants)



Modifications (differences training)

or



as stand-alone activity not related to type design activity (e.g. operational credits)



Training Areas of Special Emphasis (TASE)



TASEs are identified to address type specific areas of pilot training



- if not addressed in sufficient detail through generic pilot licensing provisions



- if specific knowledge or skills are required due to specific designs (handling qualities, performance), functionalities or procedures



- may result from in-service experience or safety recommendations



TASEs are gained



- through input from related Panels during certification activities (mostly Flight Test & Human Factors, Avionics)



- during the OSD FC test activities



- from proposals by the applicant



Panel 1 & 2 Interactions



While both Panels have their own specific areas of responsibility, many issues have consequences on both Panel activities



PCMs can facilitate the recognition of relevant issues (e.g. when highlighted in FT reports)



Panel members should communicate identified issues of mutual relevance as early as possible



usually Panel 1 will be first exposed to any items of common interest (particularly on European designs)



Panel 2 may have greater exposure to the product on design validation activities



a form was developed in 2015 to facilitate the exchange of information between FT and OSD FC Panels



It is vital to collaborate on items of common investigation, while ensuring that lead and support roles are remembered



Information Exchange Form



Information Exchange Form between CT Flight Panel and OSD-FC Panel

EASA internal use only

1. Date:	<input type="text"/>	5. To (Panel coord.):	<input type="text"/>
2. Project:	<input type="text"/>	<input type="checkbox"/> Flight to OSD-FC	6. Copy (PCM): <input type="text"/>
3. AC/Mod/STC:	<input type="text"/>	<input type="checkbox"/> OSD-FC to Flight	7. Copy (Snr Experts): <input type="text"/>
4. Project #:	<input type="text"/>	8. Copy (Ch. Experts):	<input type="text"/>

9. Area of interest:

- ☐ Performance ☐ HMI ☐ Procedures ☐ Other
☐ Handling qualities ☐ Avionics ☐ Special OPS

10. Comments

11. Generated by:



Information Exchange Form between CT Flight Panel and OSD-FC Panel

Explanatory note

EASA internal use only

1. Purpose

The purpose of this form is to allow a traceable exchange of information between certification Panel 1 (Flight) and Panel 2 (OSD-FC).

This exchange of information is considered beneficial in transferring certification considerations that might have an impact on the definition of the OSD-FC elements for a specific aircraft type. It is meant to be used between the two relevant panel coordinators. Typically, the form would be used when, during the certification phase, elements are identified by the Flight panel which could have an impact on the OSD-FC due to the specificities of an interface, a procedure, flight characteristics or other.

The information will help raising awareness in the OSD-FC panel on issues to be addressed/identified during the OSD process.

The same way, when the OSD-FC panel is involved in the early stages of the certification process, the form may be used to raise issues from the OSD-FC to the Flight panel.

The information exchange form is meant to be used exclusively within the Agency and in no case should constitute a formal interaction with the Applicant.

2. Usage

The form is electronically fillable and contains predefined fields. Although most of them are self-explanatory, the following is a brief definition of the fields:

- Field 1: self-explanatory;
- Field 2: project description;
- Field 3: the AC/Mod/STC name;
- Field 4: the relevant project number as entered in SAP;
- Flight to OSD-FC and OSD-FC to Flight: tick the relevant box;
- Field 5: name of the recipient (typically the relevant panel coordinator);
- Field 6: name of the relevant PCM;
- Field 7: name of the Senior Experts (Flight and OSD-FC);
- Field 8: name of the Chief Experts (Flight and OSD);
- Field 9: tick the relevant area of interest box;
- Field 10: description of the issue;
- Field 11: name of the Expert originating the form (typically the relevant panel coordinator).

3. Transmission

Once electronically completed, the form maybe printed and send to the recipients, or electronically printed via the PDF printer (saving the form is not possible) and forwarded via e-mail to the recipients.



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