

SAFE 360° (8 to 10 June 2021)  
**FDM Workshop**  
**Replies to questions asked during the live session**  
**and that time did not allow to address aurally**

<b>Text of Slido Question</b>	<b>Assessment and reply of FDM Workshop Members</b>
<p>What solution would You propose for Operators with a very small fleet of a/c? And for States with just a few small operators of FDM Programmes required a/c? Where and how to get the right data if Your statistics are not enough?</p>	<p>For an operator with low volume of flight activity, an individual flight review is advisable. The operator should consider absolute numbers, as rates are likely to be not relevant/accurate.            In the context of an SSP, a State with low level of flight activity could refer to the key risk areas identified for its region, such as by regional aviation safety programmes (EPAS in the EU). Second, some large data exchange programmes might offer aggregated view of safety trends related to that particular State.</p>
<p>Aspect of COVID-19 in maintenance environment, intended as operation pre and post maintenance operation.</p>	<p>This question is unclear and therefore it could not be addressed.</p>
<p>From an operator point of view, in UX we have created several "SOP Compliance" FDM events in order to monitor the pilots re-training and reactivation of operations. Has this been the case for other operators? Lack of flying frequency has been a great disruptor for aircrew training, help to EBT?</p>	<p>The operator's SOP has predominantly remained the same. Changes in FDM were focused around emerging risks and all-flights-based measurements monitoring.            With regards to training, proficiency and flight crew flying skills were closely monitored in line operations.            The automatic collection of simulator data and incorporating in the FDM programme is technically difficult to implement.            To facilitate EBT implementation, the automatic collection of simulator data could be valuable.</p>

<b>Text of Slido Question</b>	<b>Assessment and reply of FDM Workshop Members</b>
<p>As ATR's are below 27.000kg MTOW FDM is not mandatory. Can you share what percentage of AC are equipped with QAR, and actively using this data for FDM? A dedicated ATR community on FDM may be of interest by operators, if enough are analyzing ATR QAR data.</p>	<p>Please contact Leopold Sartorius (<a href="mailto:leopold.sartorius@atr-aircraft.com">leopold.sartorius@atr-aircraft.com</a>) for more information regarding FDM implementation with ATR aircraft.</p>
<p>Safety and Fleet managers in my company are interested in any FDM events that could be attributed to skills fade. How might we be able to better ascertain (prove?) that any handling type triggered events are purely down to lack of recency. Or Distraction?</p>	<p>It is not possible to establish with certainty a causal relationship between skills fade and FDM events for an individual flight crew member. Even without a definite conclusion on the cause of an adverse FDM trend, any finding can support the identification of risk mitigation actions.</p>
<p>Hello @Rasmus! In Binter Airlines, we have full FDM implemented in ATR 72-500 and 72-600 and Embraer E295 fleet. High improvement in Safety and CAMO area. Now, our investigations are more better with image, data, etc.</p>	<p>Please contact Leopold Sartorius (<a href="mailto:leopold.sartorius@atr-aircraft.com">leopold.sartorius@atr-aircraft.com</a>) for more information regarding FDM implementation with ATR aircraft.</p>
<p>Does the panel have any thoughts on using LOSA observers to collect data during the ramp-up?</p>	<p>This question is out of the scope of the FDM workshop.</p>

<b>Text of Slido Question</b>	<b>Assessment and reply of FDM Workshop Members</b>
<p>Linking and referring to yesterday's Approach Path Management presentation; are unstable approaches in our industry rather handled as 'isolated cases' (possibly requiring a crew interview) OR is there a more structural need to address this with other stakeholders (such as ATM)?</p>	<p>Distinction should be made between the investigation of oddest or most severe FDM events on the one hand, and analysing batches of FDM events on the other hands.  For identifying the causal factors of an individual FDM event, a flight crew debrief (e.g. through an interview with the gatekeeper) is considered beneficial. Once reoccurring factors have been identified, they could be used to structure the analysis of data, and eventually address other stakeholders, when necessary.  In any case, all data sources should feed the SMS to create a better risk picture.</p>
<p>Will EASA change or modificate the FDM normative and reduce the MTOM from 27.000kg to 23.000 or less?</p>	<p>This question is out of the scope of the FDM workshop.</p>
<p>Any negative trend in unstable approaches due to COVID-19? UAs and increased RE risk are commonly under discussion but does the FDM support this hypothesis?</p>	<p>The FDM workshop members have not observed a sustained increase in the rates of events related to unstable approaches or runway excursions.</p>
<p>Were the FDX analysis taking into account as well other parameters such as lower weights etc that Aircraft were operating at, or were the pre-Crisis algorithms being used. Indeed what were feedback from Operators , as they may have better vision on their actual operating conditions?</p>	<p>Please contact Edward Jumi (<a href="mailto:jumie@iata.org">jumie@iata.org</a>) for more information on IATA FDX programme.</p>