

**EASA DATAPP PROJECT WORKSHOP**

# **ADDRESSING THE CHALLENGES OF FLIGHT DATA MONITORING FOR REGIONAL OPERATIONS**

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40 YEARS OF MAKING A DIFFERENCE

**ATR**



# WHO WE ARE

## THE WORLD'S #1 REGIONAL AIRCRAFT MANUFACTURER

Since 1981 we have built and delivered aircraft to over 200 airlines, in 100 countries across the world

### OUR ROLE IN FLIGHT DATA

- ATR aircraft are not mandatorily included in FDM programmes
- All our aircraft are equipped with data recorders for FDM and other flight data programmes

Regional aircraft operators are increasingly more interested in **flight data!**

WHY?

- 1 Willingness to invest in safety
- 2 Take advantage of flight data for operational benefits
- 3 Potential mandatory inclusion into FDM programmes

# OUR CHALLENGES

## LACK OF KNOWLEDGE ON REGIONAL AIRCRAFT OPERATION

As FDM is not mandatory for regional aircraft, there is lower claim for knowledge and expertise

### RESULTING IN

- Difficulties in the definition of FDM events and thresholds
- Difficulties in the interpretation of results and definition of corrective measures



# OUR INITIATIVES

## KNOWLEDGE TRANSMISSION WITH STAKEHOLDERS

We have engaged and continue to do so with operators and software vendors to expand their understanding

### **BUT**

- Engagement is time-consuming, expensive, and we have limited resources
- Stakeholders are not always receptive to our recommendations





# OUR ACHIEVEMENTS

## *ATR* FDM

We established our own FDM service to support our operators

### OUR PHILOSOPHY

- Provide the services that operators need, tailored to their capabilities
- Only ATR aircraft data is analysed, to ensure operational knowledge
- Only charge fees necessary to maintain the service, but not for profit



# QUESTIONS & ANSWERS

ASK YOUR QUESTIONS IN

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**THANK YOU**

***ATR***

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