

FDM & the Small Operator

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A short introduction



Sirio Aero
Italian AOC
6 types - bizjets
20 tails
4 mandatory, 4 voluntary in FDM
Aerobytes FDM software used



Denim Air ACMI
Dutch AOC
Fokker 100, Fokker 50, Embraer 190
6 tails (7 in Q2 2013)
2 mandatory (3 in Q2 2013) in FDM
Aerobytes FDM software used

What is the minimum required to obtain an FDM-program that crews accept?

- The principal problem is the small number on aeroplanes and therefore low numbers of crew that by regulations must be enrolled in the FDM program.
- This makes it hard to maintain anonymity that a large operator can achieve.



What is the minimum required to obtain an FDM-program that crews accept?

- Define the selected events to be collated:
 - TCAS/RA
 - GPWS
 - unstabilized appr. below 500 ft
 - abnormal airplane attitude
 - early configuration change on take-off
- Include procedures & notes in the company SOPs
- It is impossible to separate the FDM and the SMS



The IT-structure required & achieved for the FDM programme

- Two approaches exist:
 - Software set up in-house
 - Hosted by a third party
- Both approaches have their pros & cons but it should be recalled that an in-house system will run on some systems from a single PC. If the number of tails is small, the system can be equally small.
- The key is «keep it simple»

Typical IT-structure

- Windows 2000 server
- FDM software on 1 PC
- QAR processed by line engineer using memory card reader



How do you configure the software effectively with only one or two tails?

- Adding more items when safety related events (high speed on app, bank, high nose up) are found in the monthly report.
- Collect selected data from at least one year before compiling statistics. Doing this it is possible to have statistics in how the culture is improving by reviewing the events with recurrency.



What information can you get and what does it mean?

- Trends
- Single, serious, events
- They mean little until the data is disseminated as widely as possible; e.g. newsletters or bulletins
- A helpful tool is bowtie. This helps to better understand the events and the follow-up of the barriers shows the effectiveness of the actions taken

Confidentiality issues in a small fleet

- All the personnel inside the FDM program must adhere to a documented confidentiality protocol.
- A serious safety event is the only reason for not following this policy.
- Maintaining confidentiality is not easy in a small operator.
- Improve the safety culture by promoting the voluntary safety report – again this is a hard work in a small operator.



How to get information into training syllabi

- Put examples from the FDM program back into the simulator. LOFT exercises are suitable for this.
- In the CRM courses the events but place the examples outside the direct company environment; this will help maintain confidence in the confidentiality of the program.



Challenges for the future

10

- In a small operator there will not be enough staff to fully control the FDM-program.
- Safety benefits depend on the voluntary efforts of all involved.



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have an excellent flight

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