



EUROPEAN AVIATION SAFETY AGENCY  
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE  
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

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# **Progress of the European Authorities coordination group on FDM (EAFDM)**

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# Summary

- I. EAFDM Objectives & ToR
- II. 2013
- III. Plan for 2014



# I. EAFDM Objectives

- Foster actions by **National Aviation Authorities (NAAs)** which improve FDM program implementation and effectiveness.
- Contribute to EASA's objective of a high and uniform level of safety in Europe.
- Contribute to a better overview of air transport safety in Europe for EASA and NAAs.



# I. EAFDM Objectives

- Support Safety Actions identified by the **European Aviation Safety Plan (EASp)**



# I. Terms of Reference

- Confidential
- The EAFDM is voluntary and independent
  - publishes documents **under its own name**
- The work programme takes the EASp into consideration.



## II. 2013: Developing standardised FDM-based indicators

- Guidance published on the [EAFDM](#) webpage
- Directly supported completion of action:
  - EASp 2012-2015, Systemic Issue 3.12

### **Note:**

- *'Standardised': For these indicators this principle, as far as practicable, only covers part of the trigger logic - this does not cover indicator threshold limits*
- *Indicators are flexible to account for operational variability, different aircraft etc.*
- *EAFDM documents are NOT EASA documents!*



## II. 2013: Developing standardised FDM-based indicators

- Primarily to provide guidance material to NAAs towards:
  - Development of standardised indicators (for fixed wing aircraft) of potential 'unsafe situations' for CFIT, LoC, MAC and RE.
  - Promotion of monitoring key risks identified in EASp
  - How FDM-derived indicators could be built, with the participation of aircraft operators
  - Challenges of using and sharing standardised FDM-indicator based information between Operators and their NAA



## II. 2013: Developing standardised FDM-based indicators

RE	MAC	CFIT	LOC-I
<ul style="list-style-type: none"><li>• High speed rejected take-off</li><li>• Take-off with abnormal configuration</li><li>• Insufficient take-off performance</li><li>• Unstable shortly before landing</li><li>• Abnormal attitude or bounce at landing</li><li>• Hard or heavy landing</li><li>• A/C lateral deviations at high speed on the ground</li><li>• Low remaining RWY length when braking</li></ul>	<ul style="list-style-type: none"><li>• TCAS/ACAS resolution advisory</li></ul>	<ul style="list-style-type: none"><li>• (E)GPWS/TAWS warning trigger</li></ul>	<ul style="list-style-type: none"><li>• Excessive roll attitude or roll rate</li><li>• Stall protection trigger</li><li>• Excessive speed or excessive acceleration</li><li>• Insufficient energy at high altitude</li><li>• Low go-around or rejected landing</li></ul>





## II. 2013: Developing standardised FDM-based indicators – Differences

Key Points	EA FDM Guidance	EO FDM Guidance
Primary audience:	NAA's	Operators
FDM Scope:	Specific potentially ' <i>unsafe situations</i> ' relevant to CFIT, LoC, MAC, and RE	<i>Precursors</i> to accident scenarios
Supporting:	EASp	Industry Best Practice



## II. EAFDM view on EOFDM Guidance

- EAFDM welcomes industry best practice & feedback
  - Guidance material from the EOFDM



## II. What could the *EA*FDM guidance mean for Operators?

- Operators work together with their NAAs to:
  - Consider how they monitor the relevant potentially 'unsafe situations'
  - Help support effective monitoring of potentially 'unsafe situations'
    - Develop/implement proposed indicators or consider alternatives
- Explore ways to mutually agree to exchange voluntary safety information once it is mature



## III. Plan for 2014

- Guidance on *Oversight of FDM programmes* for authorities
- Further assess the benefits of using standardised FDM-based indicators for addressing national safety priorities



## III. Plan for 2014

- Supports EASP 2014-2017, new actions:
  - Systemic Issue 3.16
  - Systemic Issue 3.17



## More on EAFDM...

### ➤ Webpage

- <http://www.easa.europa.eu/safety-and-research/european-authorities-coordination-group-on-flight-data-monitoring-EAFDM.php>

### ➤ Or browse the Web

- keywords "**EASA EAFDM**"

### ➤ Contact:

- [EAFDM@easa.europa.eu](mailto:EAFDM@easa.europa.eu)



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# Thank you for your attention.

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[easa.europa.eu](https://easa.europa.eu)

- EASP 2012-2015, Systemic Issue 3.12:
  - “EASA should:
    - foster actions by States to improving the implementation of FDM programmes by their operators and assist States in initiating the standardisation of FDM events relevant to SSP top safety priorities.”



- EASP 2014-2017, Systemic Issue 3.11 (ongoing):
  - **States** should set up a regular dialogue with their national aircraft operators on flight data monitoring (FDM) programmes, with the objectives:
    - Promote the operational safety benefits of FDM;
    - Foster an open dialogue on FDM implementation that takes place in the framework of just culture;
    - Encourage operators to include in their FDM programmes FDM events relevant for the prevention of RE, MAC, CFIT and LOC-I, or other issues of national concern;
    - Agree with operators, on a voluntary basis, regular reporting of standardized FDM events related to SSP top priorities.

- EASP 2014-2017, new actions:
- Systemic Issue 3.16
  - “**EASA** should:
    - EASA should assess further, together with Member States, the benefits of FDM-based indicators for addressing national safety priorities.
- Systemic Issue 3.17
  - “ **EASA** should:
    - produce, together with Member States, best practice on the oversight of FDM programmes.”