



**INFORMATION BULLETIN**  
**07/2010**  
(1<sup>st</sup> February 2010)

<b>SUBJECT</b>	<b>: FLIGHT DATA MONITORING/ANALYSIS PROGRAMME (FDM)</b>
<b>ORIGINATOR</b>	<b>: FLIGHT OPERATIONS</b>
<b>STATUS</b>	<b>: MANDATORY</b>
<b>ADDRESSED TO</b>	<b>: UAE OPERATORS</b>
<b>DATE</b>	<b>: 1<sup>st</sup> FEB 2010</b>

### 1. PURPOSE

The purpose of this Information Bulletin (IB) is to provide guidance for the operators for the approval/acceptance of Flight Data Monitoring/Analysis programme.

### 2. CANCELLATION

This IB supersedes IB 13/2009 issued on 01 May 2009.

### 3. BACKGROUND

Flight Data Monitoring/Analysis Programme (FDM) assists an operator to identify, quantify and address operational risks. It has been proven by many operators that the use of FDM could support a range of airworthiness and operational safety tasks.

Operational audits conducted over the last few years have revealed that many operators are unable to fully comply with the requirements of CAR OPS 1.037 paragraph (c) and (d). This regulation requires the establishment of the FDM, mandatory to operators operating aeroplanes in excess of 27,000 kg maximum certificated take off mass.

A FDM programme allows operators to compare their Standard Operating Procedures (SOP) with those actually achieved in everyday line flight. A feedback loop, preferably part of a Safety Management System (SMS), will allow timely corrective action taken where safety may be compromised by significant deviation from SOP.

Data acquisition from the aircraft's digital system is essential in the FDM system. The aircraft airborne system and equipment used to obtain FDM data ranges from a full Quick Access Recorder (QAR) to a basic Flight Data Recorder (FDR). Nevertheless, the analysis potential of the reduced data set in the latter case may reduce the safety benefits obtainable.

There is a likelihood that some operators may wish to download information contained on the FDR. While this is not practicable with the older tape based devices compounded by unavailability of local organization to decipher FDR, QAR is reliable and fast and therefore preferred.

Though QAR is preferred, other alternative means in data acquisition can also be accepted provided the fitted system is approved by the GCAA.

#### **4. REQUIREMENT**

The GCAA is committed in ensuring that the responsibilities for the safety for air transportation are properly discharged. It is therefore imperative that operators operating aeroplane of a maximum certificate take off mass in excess of 27000 kg revisit CAR OPS 1.037 to ascertain its full compliance. Non compliance with respect to FDM will not go unnoticed and runs the risk of having the Certificate of Airworthiness withdrawn or not issued.



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