



**EASA**  
European Aviation Safety Agency



# Promoting FDM Programmes at Helicopter Offshore Operators

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An agency of the European Union 



# Summary

- I. Background and drivers
- II. EASA Survey
- III. EASA actions



# Background

- New requirement to implement an FDM programme for helicopter offshore operators
  - Air operation rules, SPA.HOFO.145:

*‘When conducting CAT operations with a helicopter equipped with a flight data recorder, the operator shall establish and maintain a FDM system, as part of its integrated management system, **by 1 January 2019.**’*
- Most helicopter offshore operators have already implemented FDM, **however...**



- Accident of AS332 ‘Super Puma’ registered G-WNSB on 23 August 2013 (See [AAIB UK report](#))
  - Adapting FDM systems originally developed for aeroplanes was difficult;
  - Similar findings made with two other offshore operators.
  
- CAA-UK safety review of offshore public transport helicopter operations (Progress report 2016 – **CAP1386**)
  - *‘scope for improvement of the current, voluntary FDM programmes has been identified’.*



## ➤ Safety recommendations of AAIB UK to EASA:

1. create a ***European Operators FDM forum for helicopter operators***;
  - EOFDM was focussed on aeroplanes operators
2. ***Develop and publish guidance on detection logic for helicopter FDM programmes.***



## Survey – the objectives

- What are challenges perceived by offshore operators with regards to FDM?
- What is the interest of the industry for a helicopter FDM forum?



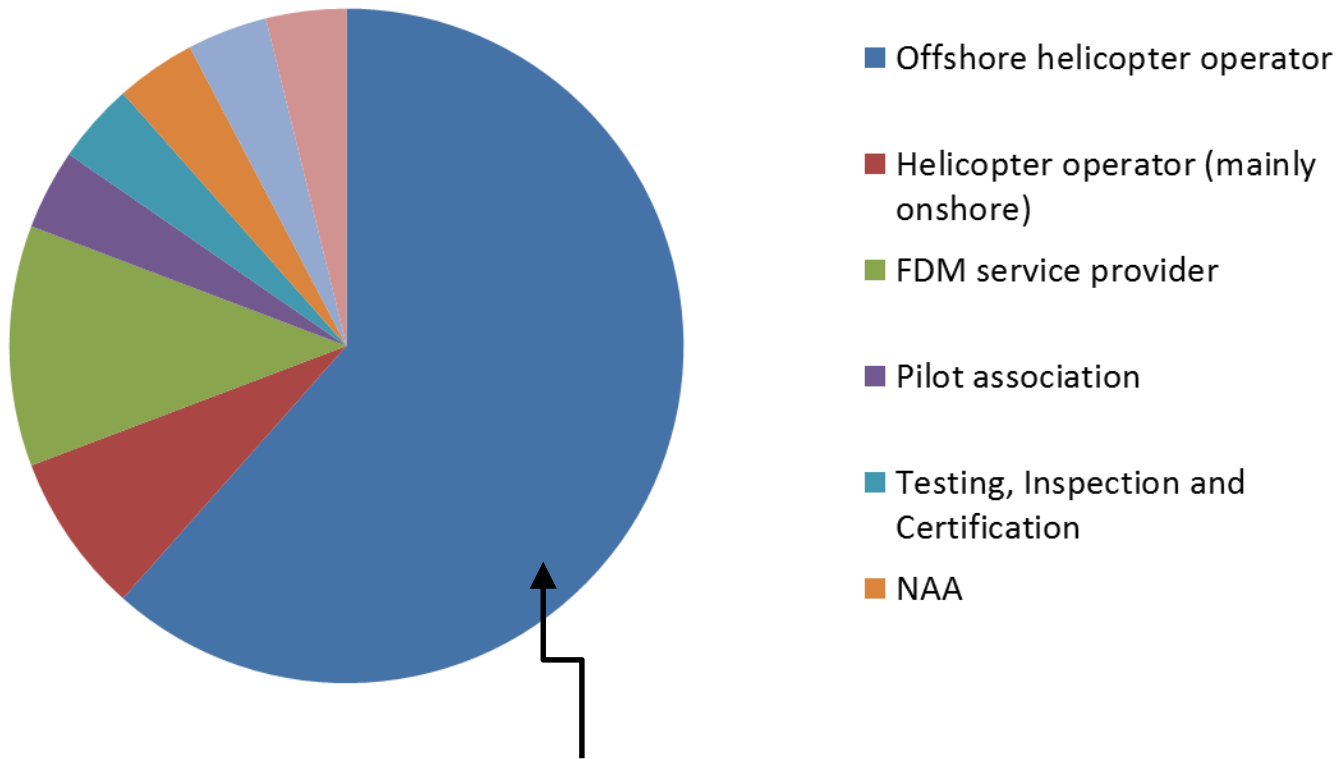
- On-line
- 8 questions
  - (yes/no) questions
  - open questions
- from 20 September to 12 November 2016



# Survey – general results

➤ 28 replies (from 26 organisations)

## Organisations represented

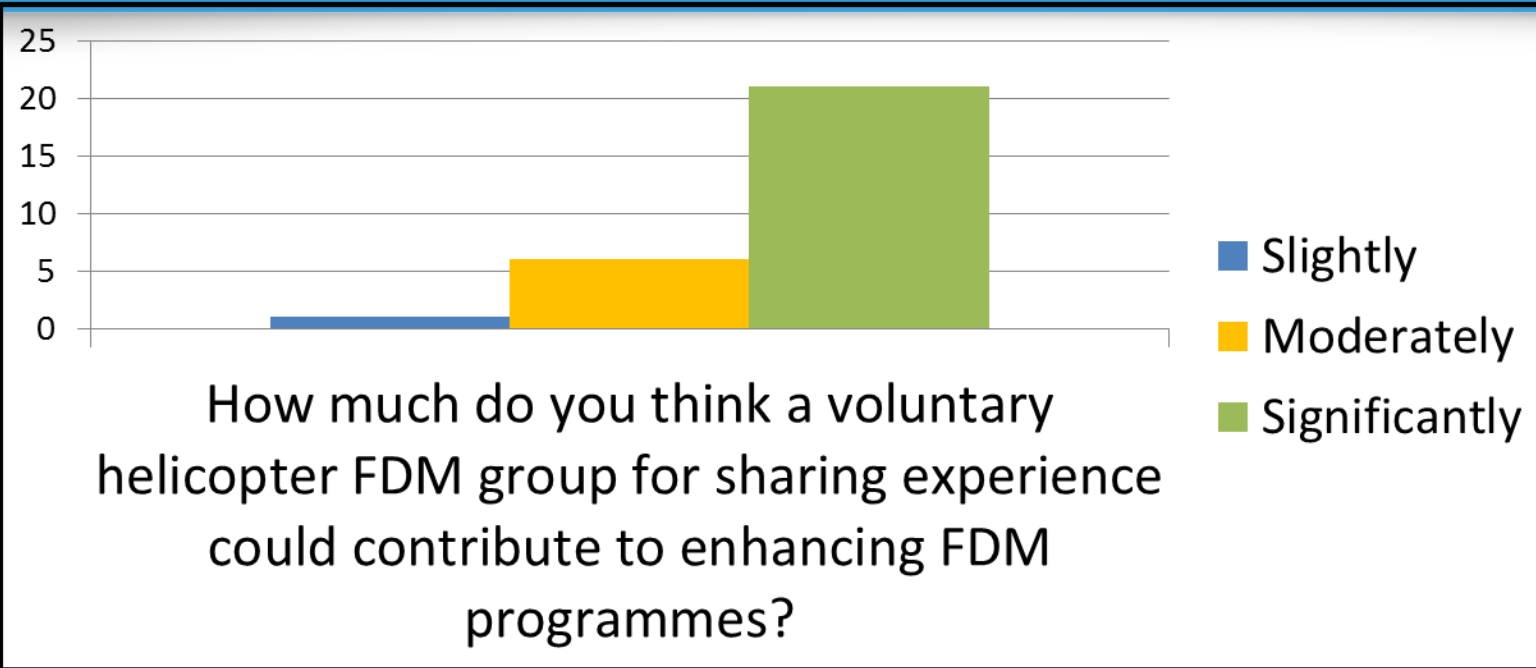


16 Offshore operators (11 based in an EASA Member State)



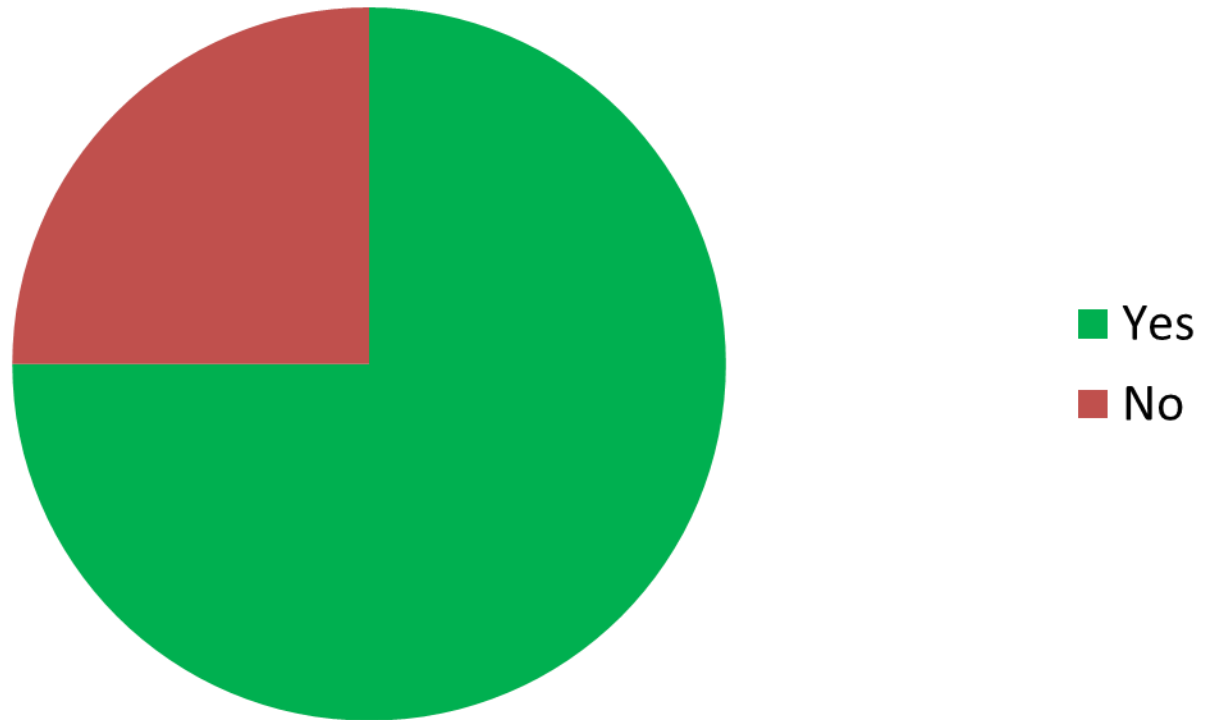


# Survey – general results





Is there a need for more guidance with regard to the detection logic of FDM events?





# *\*\*\* THE OPEN QUESTIONS \*\*\**

*1/ Benefits of an FDM programme?*

*2/ What practical challenges with FDM?*

*3/ What aspects could be better covered by guidance?*

*4/ Under what conditions would a helicopter FDM forum for sharing good practice help?*

*5/ What is the need regarding FDM event detection logic?*



=> Safety recommendations from AAIB UK on FDM cover the issues perceived the industry



1. create a European Operators FDM forum for helicopter operators

=> **Working Group C of the European Operators FDM forum (EOFDM) opened up to helicopters**

## EOFDM

### WG-A

Precursors to be monitored with FDM

Specific to aeroplanes operations

### WG-B

Precursors programming (and equipment)

### WG-C

Integration of FDM with SMS, training, reporting, dissemination and protection

Not specific to a category of aircraft



2. Publish guidance material on detection logic for helicopter FDM programmes.
  - CAP 1386 of CAA UK announced project to produce FDM guidance, including
    - *‘new or revised “events” or “measurements” to monitor for adherence to company Standard Operating Procedures (SOPs)’*
  - EASA monitors and supports this CAA-UK project
    - if necessary other actions will be initiated



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