

ATR



Wandering further into the goldmine

Flight Safety Conference

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If you can't measure it, you can't improve it.

Lord Kelvin (1824 - 1907)

What does FDM bring?



- A global view:
 - Measurements
 - Statistics
 - Trends
 - Top events



- Means to identify a specific flight:
 - Undesired flight condition
 - Near-miss / incident

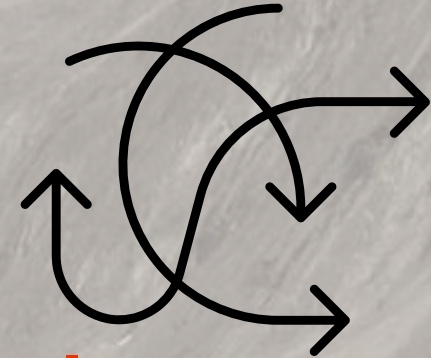
Monitoring visual approaches



Approach to a visual airfield - VFR



Visual approach in or following IFR



Two main challenges for the analyst

- **Discriminate IFR/VFR**

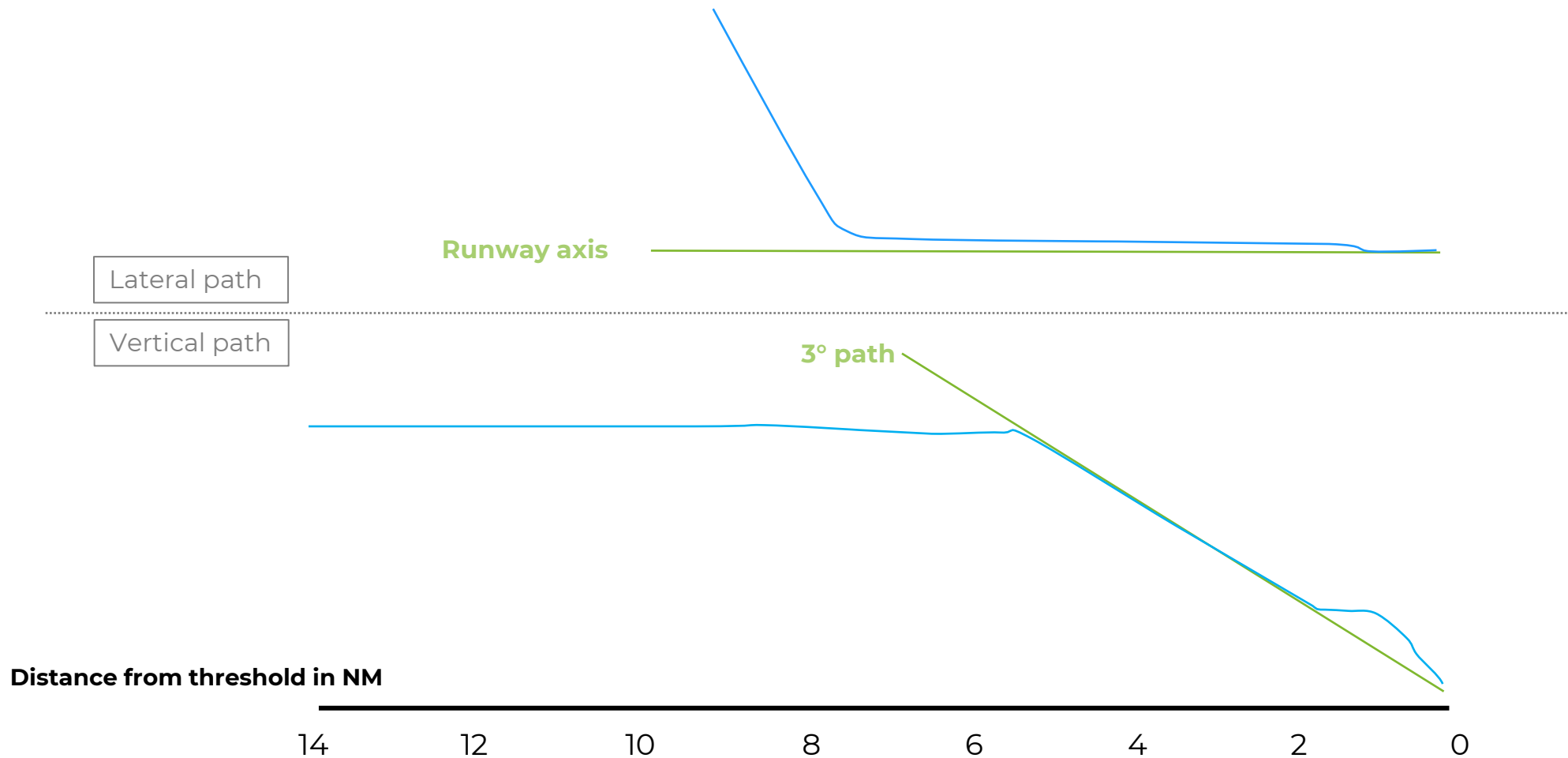
Frequent lack of weather information (was a visual approach even possible?)

- **Know what's expected**

Frequent lack of standard or reference (what was the crew supposed to do?)

Can be the case in flight, too!

Use case: instrument or visual?

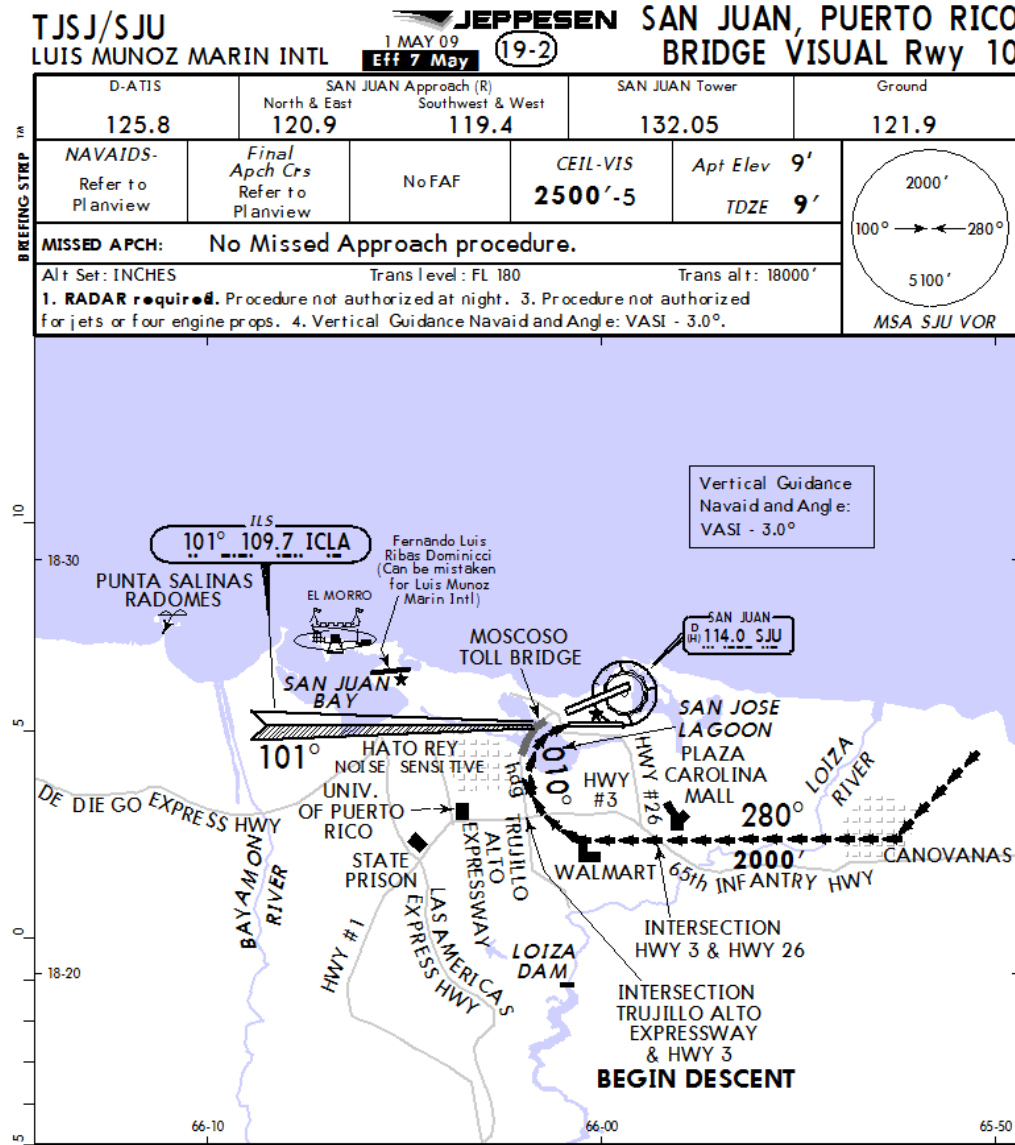




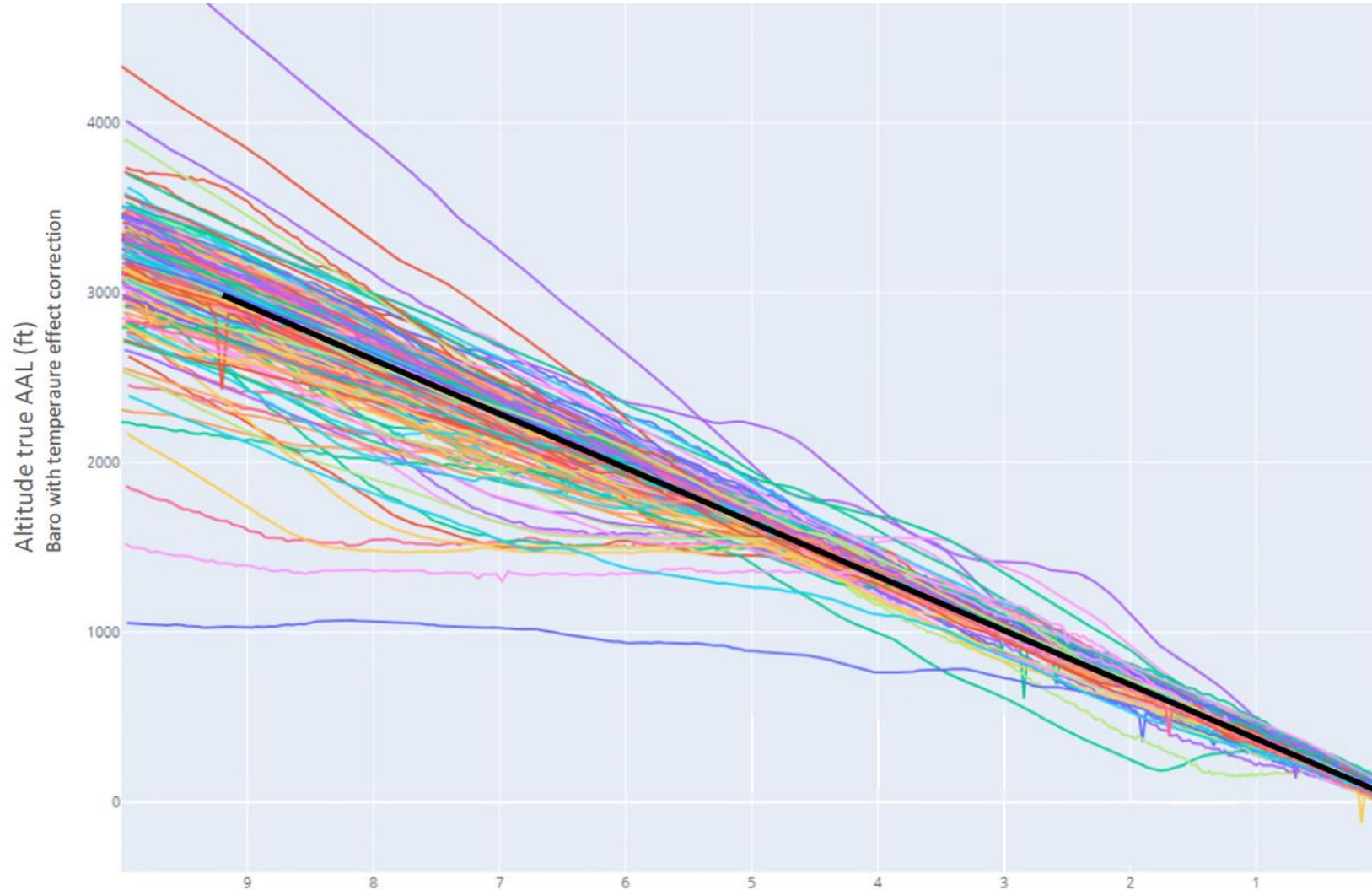
Tips

- Lessons learned may depend on the **context**
- On a visual approach, flight crew would mainly use external visual references:
 - Use **geometrical altitude** with respect to runway
 - **Customize** your airport / runway database as required

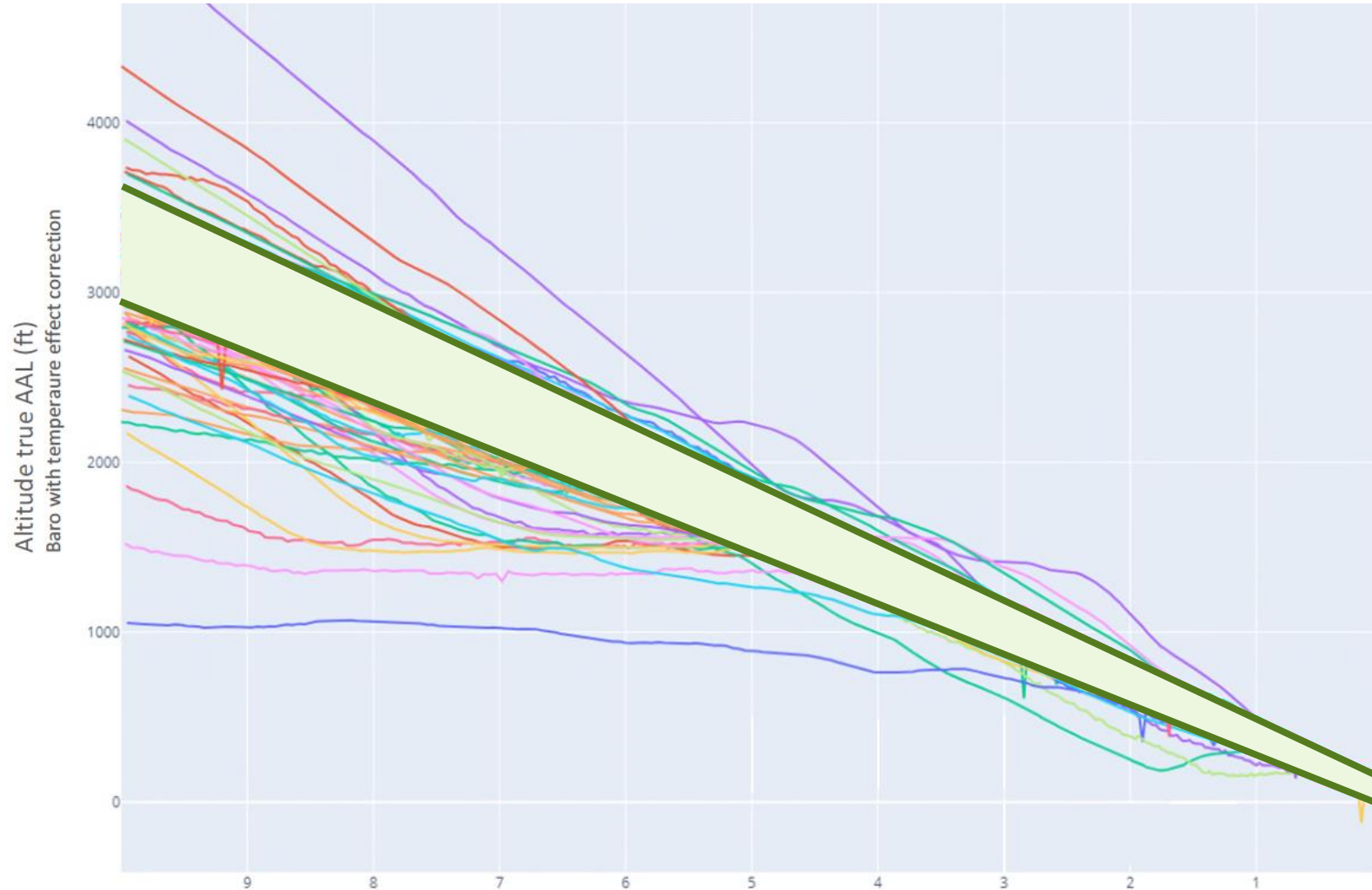
Use case: what's the standard?



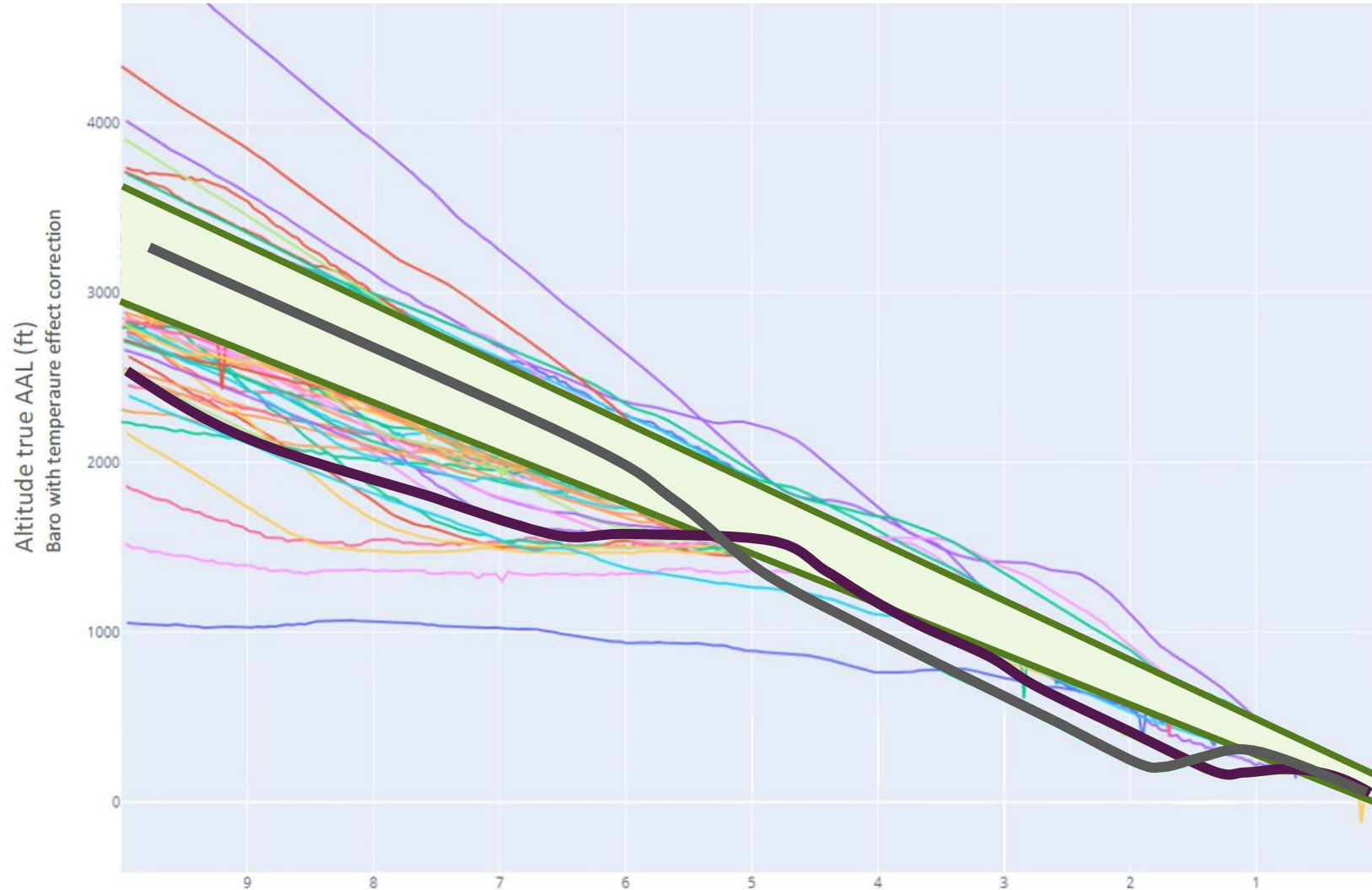
Use case: what's the standard?



Use case: what's the standard?



Use case: what's the standard?





Tips

- Need to have a clear reference
 - For visual airfields, possibility to create visual approach charts
 - For other visual approaches, define clear milestones in terms of speed and configuration
- Standardisation is key: **FDM is another pilot monitoring**



Conclusion



Precursors are there

Visual approaches must be managed



FDM is the perfect tool