



Finnair custom IFTSS

Johanna Tikanmäki, FRMS Manager
24.5.2018



Presenter biography

Total of 6.5 years aviation safety management experience

- Past 2 years exclusively at Finnair
- Previously at a regional airline

Focus areas

- Flight data monitoring and safety analytics since 2012
- Fatigue risk management since 2014

M.Sc. (Tech) in mathematics and computer science



Johanna
Tikanmäki
*FRMS Manager,
Finnair*

Topics

1. Introduction to Finnair and the IFTSS customizations
2. Building a safety case for the deviation
3. FRM governance at Finnair
4. Initial approval period
5. Future plans



About Finnair

Finnair is a network airline specialised in flying between Europe and Asia along the shorter northern route with connections at Helsinki

- Operations started in 1923
- 17 destinations in Asia, four in the US and 70 in Europe
- ~ 6000 employees (+ 1080 in 2017)
- All Airbus fleet
 - 36x A319/320/321, 8x A330, 11x A350
 - Additionally, Norra operates 12x ATR72 and 12x EMB190 for Finnair

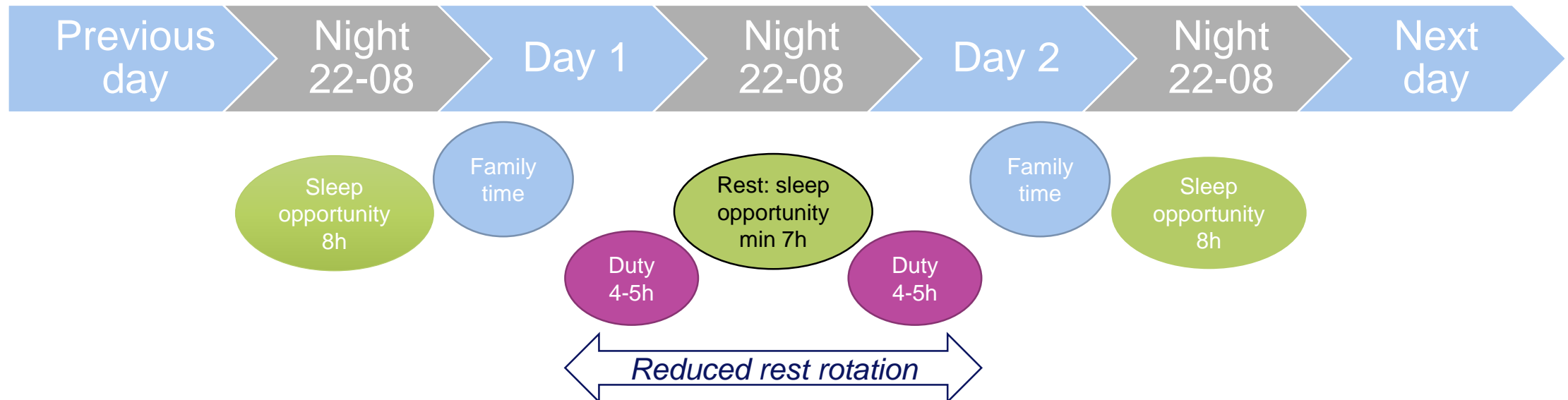




IFTSS customizations

1. *AltMoC on roster publication*
 2. Deviation on reduced rest applicable at LHR
- Both backed up by decades of operational experience

The deviation and key mitigations in a nutshell:



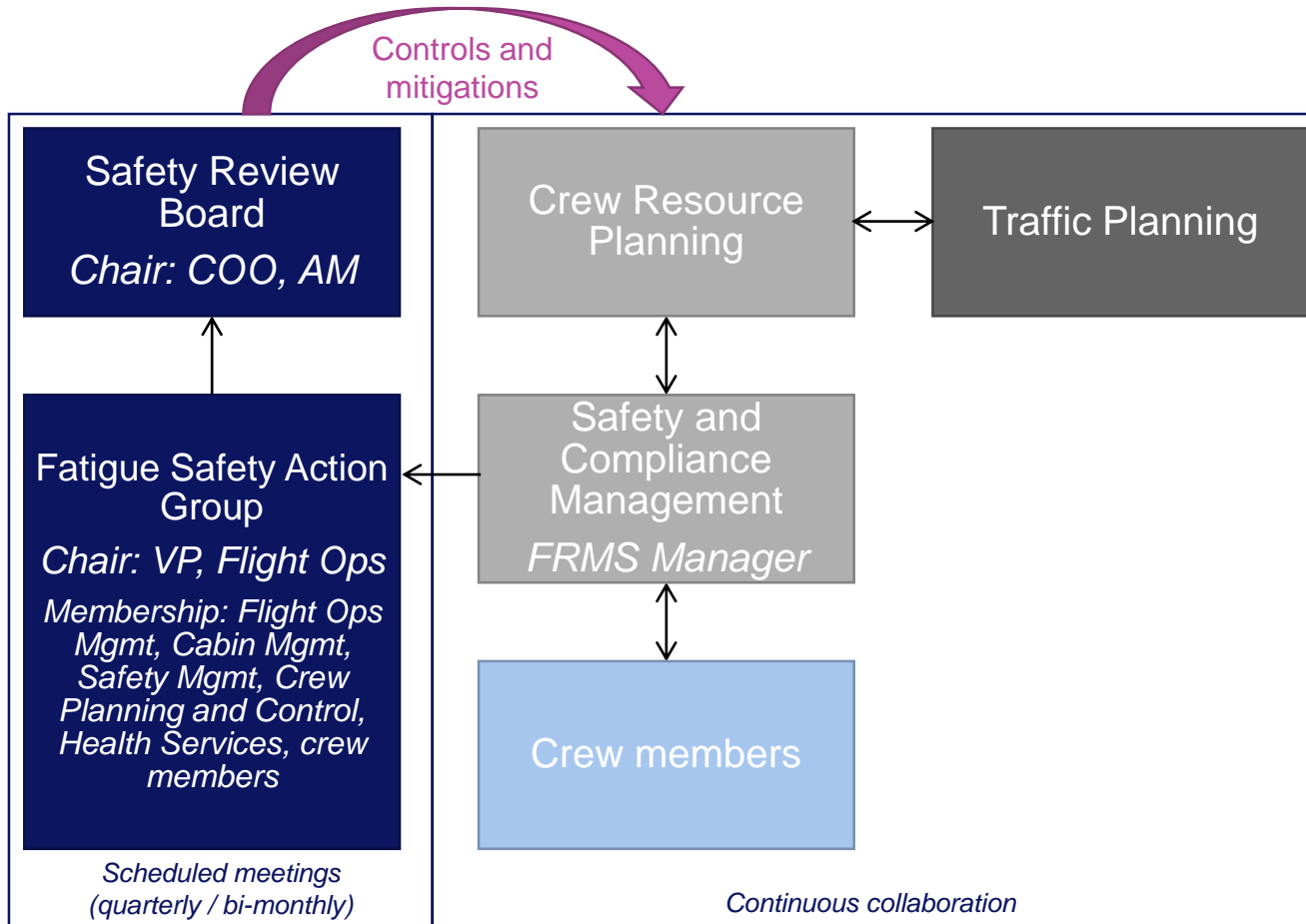
Elements of the initial safety case

1. Business and social need
2. Solid mitigations
3. Common understanding with the competent authority Trafi
4. Previous operational experience
 - Fatigue reporting
 - Field study involving flight crew

LHR data extracted from a wider scientific flight crew wellbeing study with Finnish Institute of Occupational Health (FIOH)
5. Risk assessment
 - No safety issues identified based on existing data
6. Continuous monitoring at FSAG



FRM governance



Initial approval period

Further studies

- Cabin crew field study with FIOH
- Crew survey
- Flight data analysis

Continuous monitoring

- FSAG bi-monthly, report to Trafi twice a year
- Fatigue and Air Safety Reporting
- Bio-mathematical alertness model
- Operational robustness
- Following duty periods (*twice a year*)
- Crew alertness remains acceptable
- No safety issues identified
- No need to propose further mitigations





Future plans

Permanent approval applied

FSAG will continue to monitor the deviation

Strong co-operation with Trafi to continue

Norra has a reduced rest approval at BRU

- Initial discussions with Norra and Trafi about jointly applying for an expansion to other destinations





Thank you!

