



FRM – A safety enabler A Regulators Experience

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A Regulators Experience

- Why use FRM
- What good looks like
- What bad looks like
- Role of the National Aviation Authority



Fatigue Management - why

- Fatigue manifests itself in multiple subtle ways that affect human performance
- Approximately, there is one significant fatigue related accident or serious incident every year.
- 20% of all Human Factors errors and accidents are estimated to be fatigue related.

“Rules are for the obedience of fools and the guidance of wise men”
Douglas Bader 1954

Think different.
The real enemy of safety is not non-compliance but non-thinking.
Japanese Airlines 2017

Why use FRM

- Fatigue is hazard and it needs to be managed
- You can only manage the causes not the effect
- FRM is a good way to demonstrate that the operator is meeting all their responsibilities under ORO.FTL.110
- FRM is a tool to manage and minimise the impact of fatigue risks within the specific operational context



What good looks like

- Operators manage all fatigue risks across their operation
- Assessing fatigue risk as an influence on flight safety
- Performance indicators use operational information
- Engagement with all stakeholders
- Clear promotion of what it means within the airline (policy, manual, education, feedback)
- Schedules are changed based on feedback regardless of prescriptive limits
- Continuous activity



What bad looks like

- Seen as rostering tool not a safety one
- Biomathematical model only
- Unbalanced use of statistics or “science”
- Does not manage fatigue generated by duties within prescriptive limits
- Lack of demonstrated value given to operational context and crew feedback
- Under-valuing subjective information (SME, individual, FSAG)
- Rushed implementation

Role of the National Aviation Authority

- Ensure that the operator is managing their fatigue related risks
- Recognise that an FRM needs to be unique to each operator
- Recognise that operational maturity is required for a successful FRM implementation
- View an operators approach to FRM as an indicator of overall safety performance



ICAO Guidance



Manual for the Oversight of Fatigue Management Approaches

- Explains the intent of the SARPs
- Provides scientific background
- Explains the prescriptive regulation development as well as FRMS
- Discusses approval and oversight of FRMS



Fatigue Management Guide for Airline Operators

- Summarises supporting science
- Explains prescriptive and FRMS approaches
- Describes how to implement an FRMS
- Provides examples of various means of compliance

Summary

- FRM can support operators to understand how to manage their fatigue risks within prescriptive limits
- Guidance is available
- Benefits but no short cuts

Thank you for your attention

