

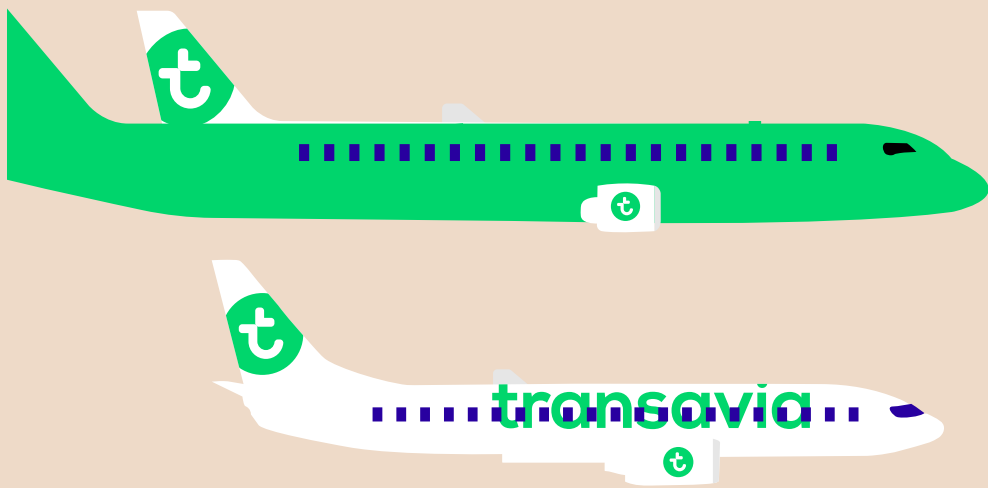
Transavia Netherlands

Appropriate Fatigue Risk Management



Our fleet

Total number of aircraft: 46

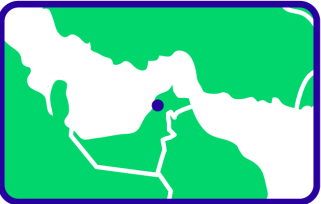


Type	Total
A321neo	6
B737-800	40

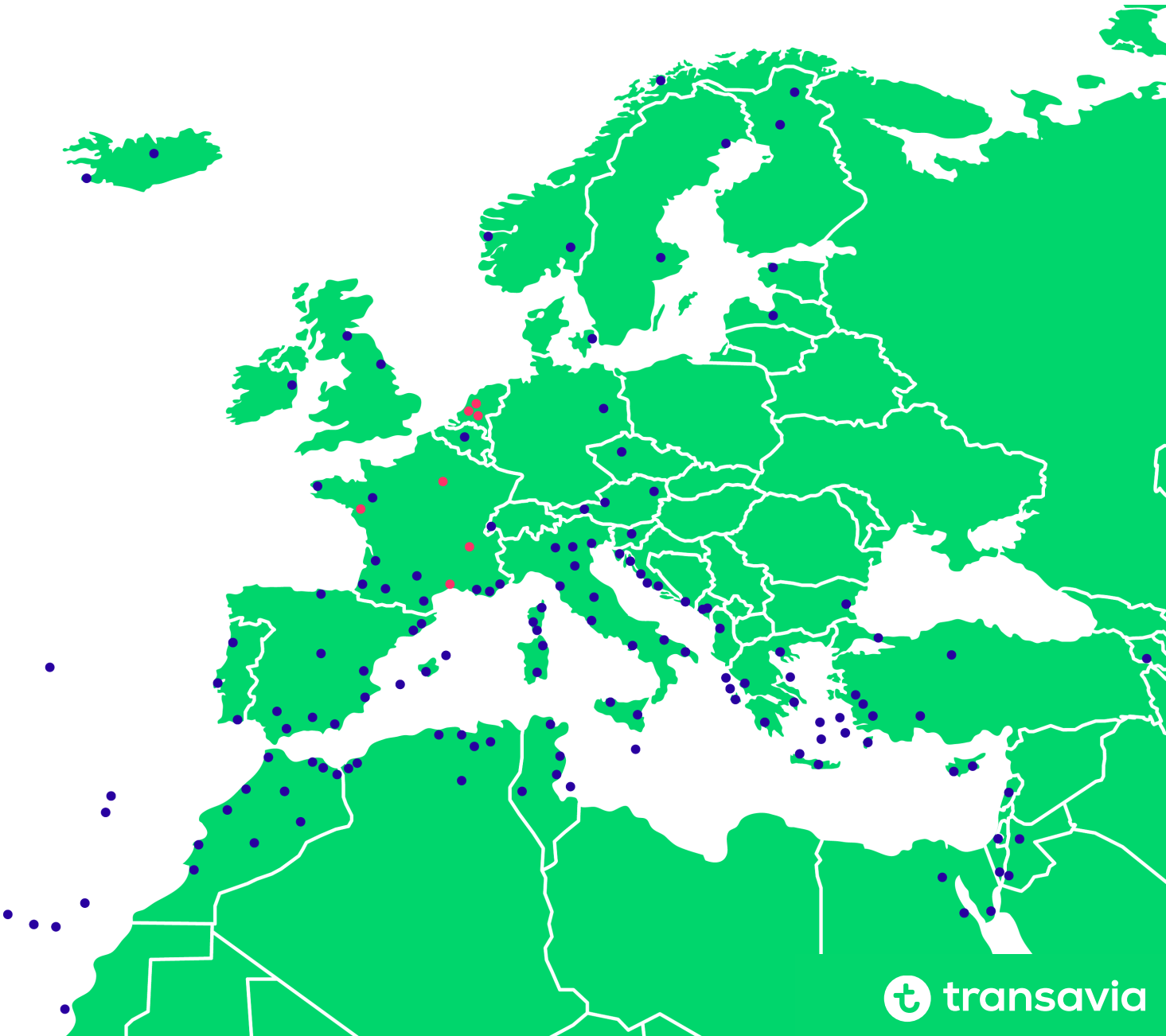
Our destinations

2023	Capacity
Spain	42,9%
Greece	16,1%
Portugal	12,5%
Italy	5,2%
Morocco	5,2%
Egypt	2,0%
Austria	1,9%
France	1,7%
Turkey	1,5%
Other	8,8%

Dubai (UAE)



Dakar (Senegal) and Cabo Verde



Welcome to Transavia



3.000+ Employees

Our employees

750

1300

200

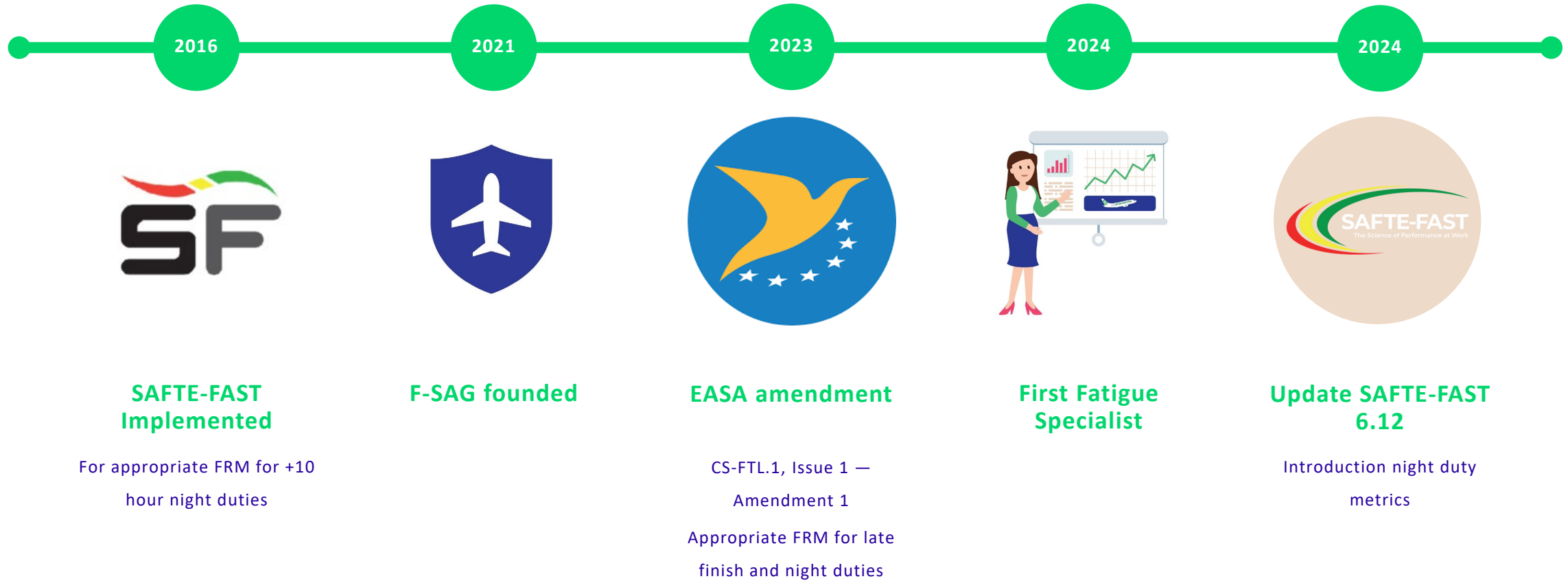
Cockpit

Cabin

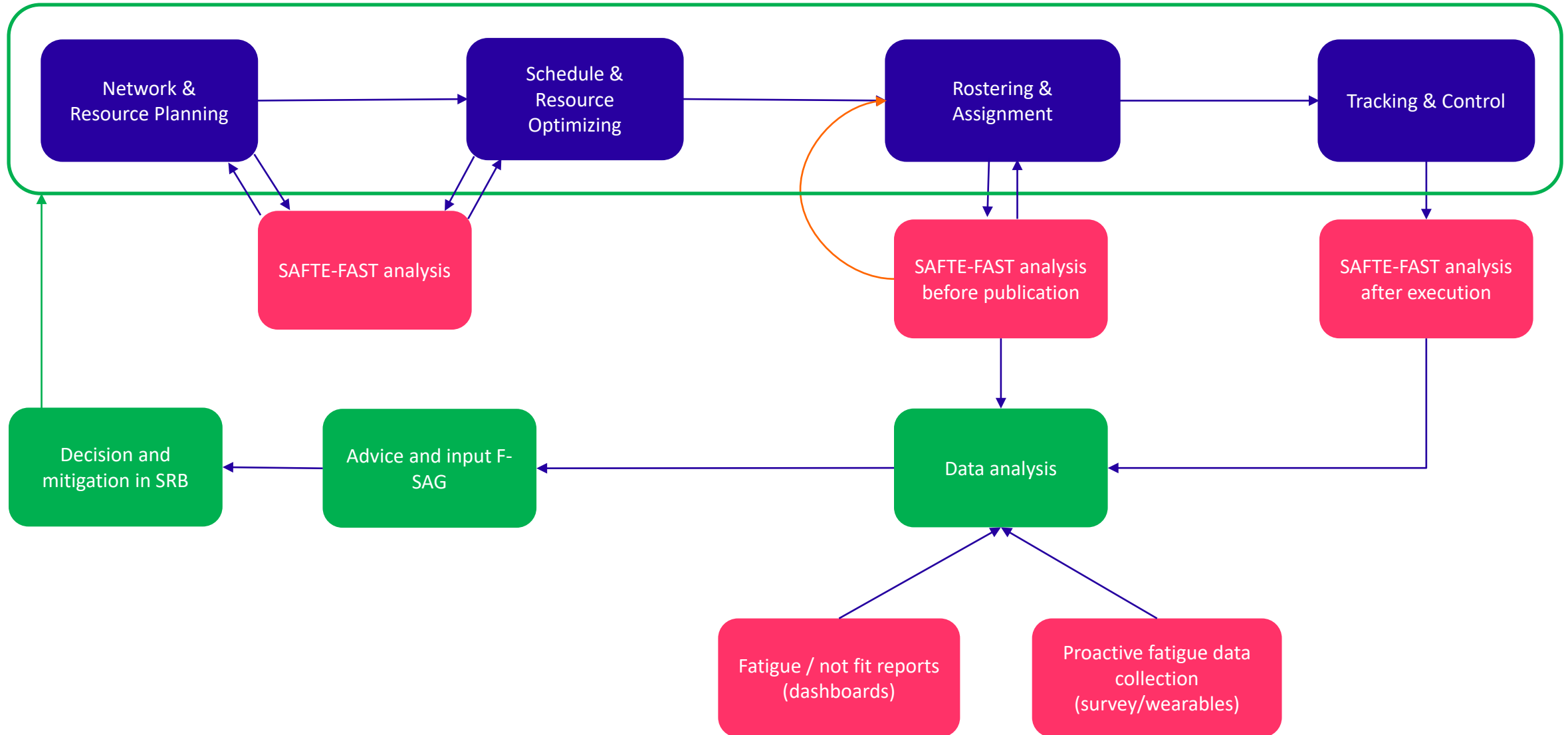
Maintenance

Fatigue Risk Management

FRM @ Transavia



FRM cycle

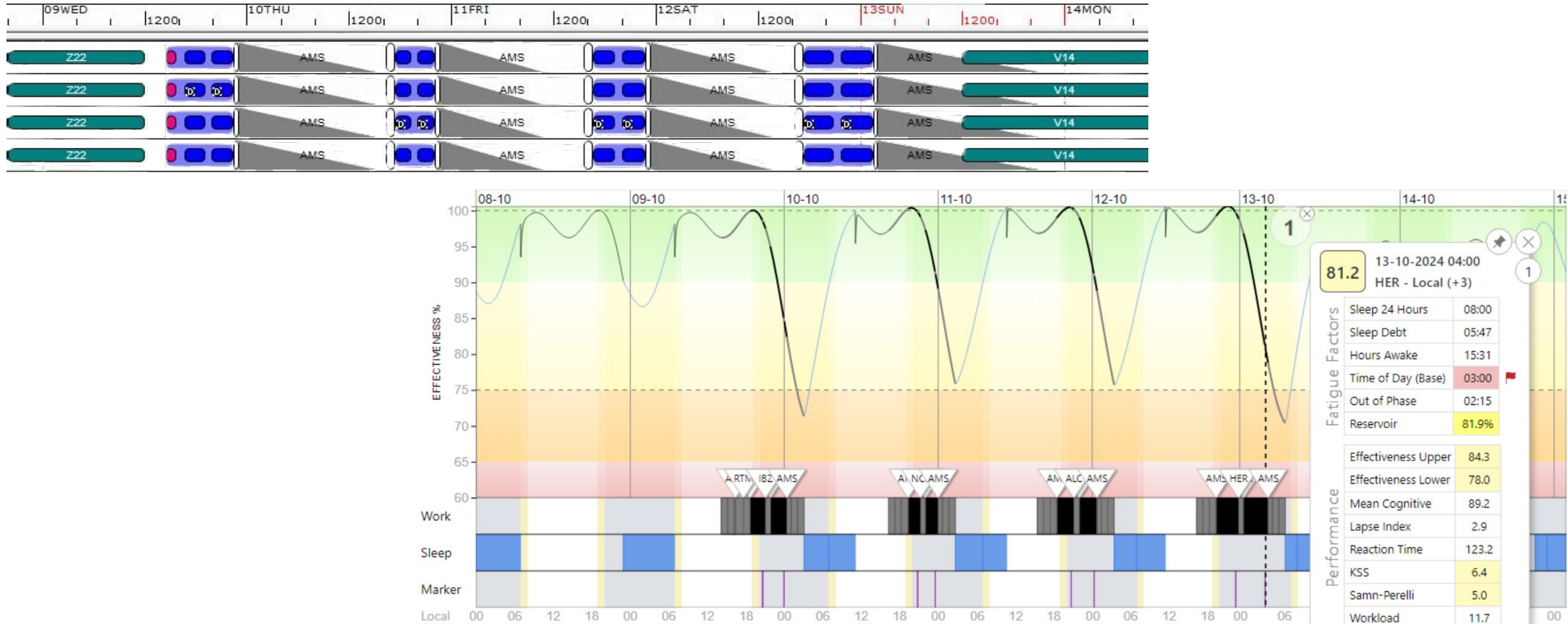


SAFTE-FAST analysis

- Threshold = 75% effectiveness
- Automarker TOD30 (measurement on top of descent, 30 min before landing)
 - 75-70% analyse whether mitigation is necessary, decision made by Fatigue Specialist
 - <70% publication not allowed
- Standard aviation template settings are used in SF

First learnings

- Advise planning department to improve roster patterns, example:



- Continuous improvement cycle

How do we achieve this?

- A working group is formed
- Members from all departments are involved
- A feedback loop and continuous improvement is created
- Meetings are organized on a weekly basis
- A Steering committee (managers) will be formed



Future ambitions

- Real time scheduler for Tracking & Control
- Continuously improve so that the avoidance of fatigue is fully embedded in the planning chain and the risk of fatigue is reduced



Any questions?

Thank you!

Grazie!

Danke schön!

Dank je wel!

Merci!

Hvala ti!

Gracias!

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