Using a Fatigue Safety Action Group to Identify Fatigue Risks

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The Fatigue Safety Action Group

"IT'S NOT JUST FOR BREAKFAST ANYMORE"

The Fatigue Safety Action Group and you—Is it just for FRMS?

➢The principle functions of the FSAG are to:

➢oversee the development of the FRMS;

➢assist in FRMS implementation;

➢oversee the ongoing operation of the FRM processes;

➢contribute as appropriate to the FRMS safety assurance processes;

➢maintain the FRMS documentation; and be responsible for ongoing FRMS training and promotion.

The FSAG and Hazard Identification

5.2.2.   HAZARD IDENTIFICATION

The ICAO SARPs (Annex 6 Part 1, Appendix 7) require three types of hazard identification:

1. Predictive

- fatigue hazards identified by examining planned work schedules (rosters), taking into account factors known to affect sleep and fatigue.

2. Proactive (monitored during operations)

- fatigue hazards identified by measuring fatigue levels in current operations.

3. Reactive (gathered after an event or incident)

- fatigue hazards identified by assessing the contribution of fatigue to safety reports and events that have occurred.

Fatigue Risk

Methods to deal with fatigue risk

◦ Reactive- e.g. 'fix' a rotation after publishing

◦ Proactive - e.g. 'fix' a rotation in the pre-month building process

◦ Predictive- e.g. set a process where potential risk mitigations are built into pre-month solution

Fatigue Risk examples

◦ Hotel drive time to short layover

◦ Hotels quality before and after a redeye or international flight

◦ Flying scheduled before and after a redeye, including more than one redeye on a pairing