Fatigue Safety Action Group
Roles and Responsibilities
Building a FSAG
Setting Common Goals and Objectives

• Captain Don Wykoff, Chairman, Flight Time/Duty Time Committee, Air Line Pilots Association, Int’l
• Captain Jim Mangie, Director, Delta Air Lines Pilot Fatigue Program
• Captain Patrick Bradshaw, Member, Flight Time/Duty Time Committee, Air Line Pilots Association, Int’l
• First Officer Christine Daniel, Allied Pilots Association
• James Cacciacarro, United Airlines, Risk Management Manager
Delta’s Fatigue Risk Management Team

Fatigue Safety Action Group
Reactive Fatigue Risk Mitigation Process

ASR / ASAP
Relevant Safety Fatigue Data

FCR
FltOps Department Report
FltOps Employee Report

PFP Director
Analyze / Recommend
Acceptable risk?

FRMT
Analyze / Recommend
Acceptable risk?

FltOps Leadership
Analyze
Acceptable risk?

Close

Yes

No

Assign

Yes

Yes

Yes

Note
PFP Director, depending on the investigation, may coordinate directly with FltOps leadership and/or a functional area/department to mitigate a fatigue risk.

Feedback / Continuous Monitoring
Proactive - Predictive Fatigue Risk Mitigation Process

1. Monthly Schedule
   - Bio-Mathematical Fatigue Modeling / Fatigue Data
     - PFP Director
       - Analyze / Recommend
         - Acceptable risk?
           - Yes
             - Close
           - No
             - FRMT
               - Analyze / Recommend
                 - Acceptable risk?
                   - Yes
                     - Close
                   - No
                     - FltOps Leadership
                       - Analyze
                         - Acceptable risk?
                           - Yes
                             - Close
                           - No
                             - Assign

Note: PFP Director, depending on the investigation, may coordinate directly with FltOps leadership and/or a functional area/department to mitigate a fatigue risk.
Fatigue Risk Management

Developed with assistance from Professor Philippa Gander
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The Importance of Delta’s FRMT

- A successful pilot fatigue program relies on effective pilot fatigue reporting. Without pilot reports, we have no way to fix frontline issues in the system.

- One of the many important tasks of the Delta FRMT is to review fatigue reports and communicate fatigue risks to senior management.

- The FRMT continues to monitor the operation, mitigate fatigue-related risk, and investigate safety related occurrences through monthly bid packages and pilot reporting tools. Support id provided by senior management to find solutions to mitigate elevated fatigue risk.

Example:

- The FRMT found an increase in fatigue reports for scenarios with multiple duty periods in the same day.

- After reviewing the fatigue reports and pilot schedules, the FRMT determined that these trips can cause an increased level of fatigue.

- The decision was made to remove these trips from the bid packages and to eliminate the creation of this scenario.

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EFFECTIVE MAY 31 ONLY

CHECK-IN AT 4.08

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TOTALS--- 5.36TL 4.19BL 1.17CR 6.19FDP TAFB 19.36
The Fatigue Safety Action Group
The Fatigue Safety Action Group (FSAG)

Although not required by the SARPs, it is recommended that operators establish a Fatigue Safety Action Group (FSAG) with responsibility for coordinating FRMS activities. Since fatigue management must be based on shared responsibility and requires an effective safety reporting culture, it is strongly recommended that the FSAG includes representatives of all stakeholder groups (management, scheduling staff, and crew member representatives) with input from other individuals as needed to ensure that it has appropriate access to scientific, statistical, and medical expertise. Inclusion of all stakeholders is an important strategy for promoting engagement in the FRMS.
The Fatigue Safety Action Group (FSAG)

The size and composition of the FSAG will vary for different operators, but should be appropriate to the size and complexity of the operations covered by the FRMS, and to the level of fatigue risk in those operations. In small operators, a single individual may represent more than one stakeholder group, for example the chief pilot may also be the primary scheduler. Larger airlines will have specialized departments that interact with the FSAG. The regulator needs to be confident that the operator has considered its operational and organizational profile in deciding the composition of the FSAG.
The Fatigue Safety Action Group

- 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.