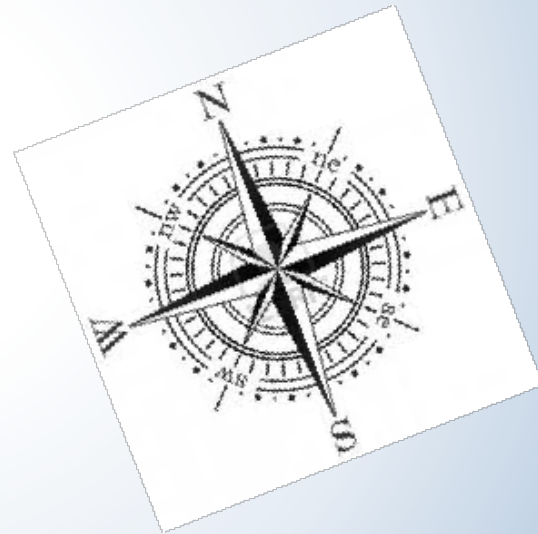


EASA FTL & Fatigue Risk Management



Introduction

3 new regulations will change the way we manage the safety of our operations.

(1) Safety Management System [SMS] (Oct 2014)

Commission Reg. 965/2012, especially ORO.GEN.200 (Safety Management Systems, SMS) and related AMC & GM



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(1) Safety Management System [SMS] (Oct 2014)

(2) Occurrence Reporting [ORR] (Nov 2015)

EU Occurrence Reporting Regulation 376/2014



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(1) Safety Management System [SMS] (Oct 2014)

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(3) EASA Flight Time Limitations [FTL] (Feb 2016)



Paradigm in Safety Management

SMS and FRM have to be seen as the premises of a future *EASA Performance-Based environment*



The implementation of SMS and FRM are more than another compliance issue, they are also a performance issue that will be oversight differently by the NAA.

“A regulatory approach that focuses on desired, measurable outcomes.”

SMS in a Nutshell

A safety management system is a series of defined, organization-wide processes that provide for effective risk-based decision-making related to our daily business.



SMS focuses on maximizing opportunities to continuously improve the overall safety of the aviation system.



Fatigue Risk Management?

Fatigue must be considered as a **safety risk** like any other operational risk.



A risk assessment of fatigue has to be performed for the FDP according SMS procedures.



FRM and SMS

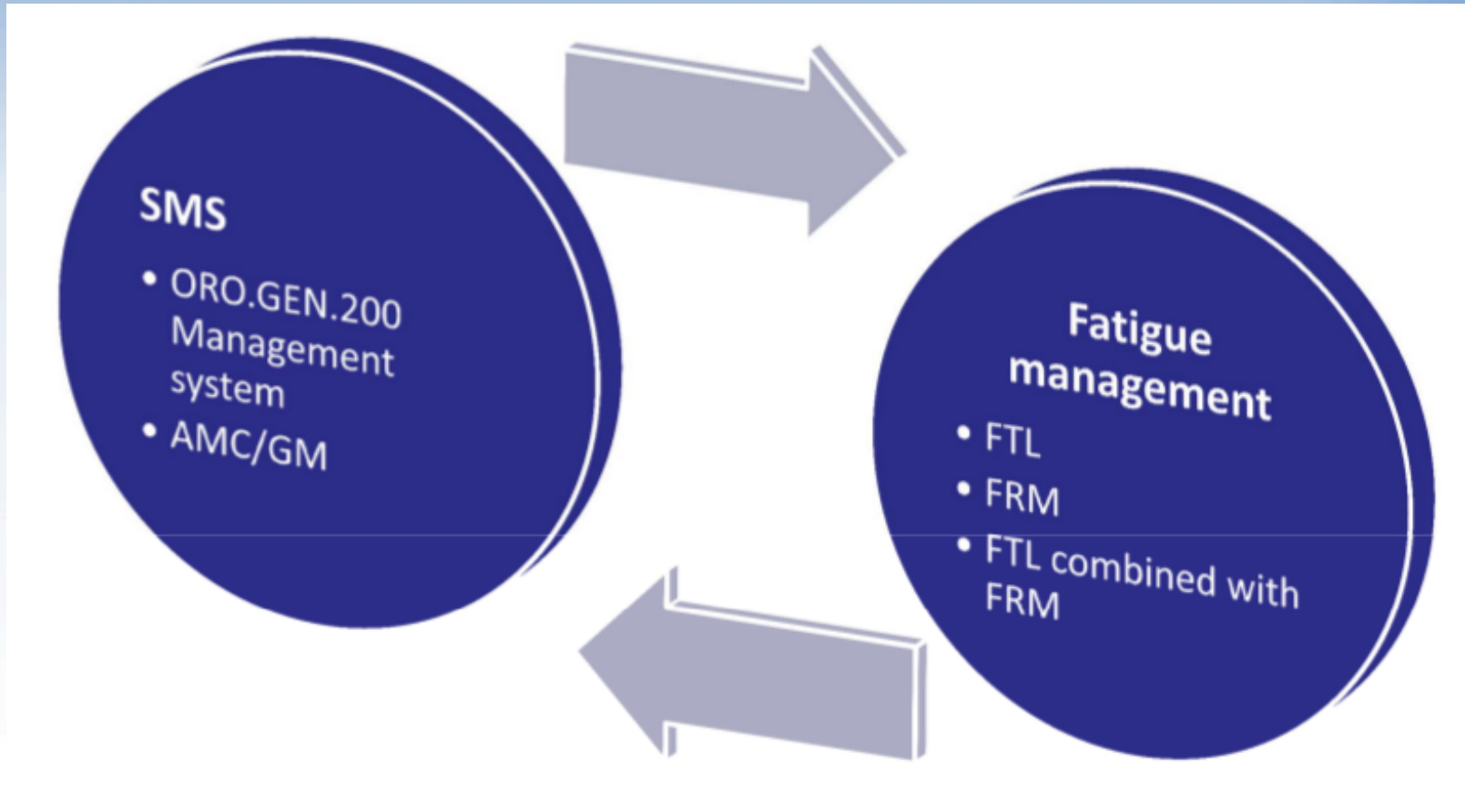


Image source: EASA



FRM SMS vs FRM EASA FTL

- EASA FTL will be applicable from 18 February 2016.
- FRM principles have to be implemented with SMS.
- FRM approval will be possible with the EASA FTL.
- FRM will be required for any variation or derogation.
- Specific FRM principles are required by EASA FTL:
 - ✓ For Night flights above 10hrs
 - ✓ For rotations involving multiple time zones crossing



Examples of Data Sources for FRM

Self-reporting of fatigue risk

Surveys

Scientific Studies

Roster metrics

Fatigue reports

Audits

Incidents investigations



(Fatigue) Safety Action Group

- FRM is a new and challenging objective.
- FRM will impact several departments (crewing, rostering, OCC, training, ...).
- (F)SAG should be set up to assist the Safety Review Board.
- ToR should describe the composition, the responsibilities and duties of the (F)SAG.
- All members should share a common knowledge on fatigue hazard (initial training required).
- No decision-maker should be member of the (F)SAG.

Impact of FRM on your business?

- Increases our risk knowledge and enables enhanced management of safety.
- It's not a stand alone department.
- “Easy” to implement, much more challenging to keep it running on the long term.
- EASA view: *Benefits include reduced safety events, informed strategic decisions, increased operational flexibility, reduced insurance premiums, [...] and improved relations with the unions.*



How to fail?

✈ Multiple indicators can reveal a dysfunctional FRM:

- Lack of data or poor quality
- Non-functional Just Safety Culture
- Lack of trust
- FRM not customized
- FRM built to justify an operation



Are we ready?

Some questions expected during an audit:

- ✈ The Operator can demonstrate how fatigue risks are identified and assessed, monitored, controlled
- ✈ The Operator has developed their own fatigue management rostering rules to manage the risks associated with their type of operation(s)
- ✈ Roster stability/disruption metrics have been established to demonstrate the level of disruption
- ✈ ...

