



*International Civil Aviation Organization*  
**Fourth Meeting of the Regional Aviation Safety Group**  
**– Pan America (RASG-PA/04)**  
Miami, United States, 19 - 21 October 2011



**Agenda Item 3: RASG-PA Working Groups**  
**3.1.6 ICAO Fatigue Risk Management System (FRMS)**

**ICAO FATIGUE RISK MANAGEMENT SYSTEM (FRMS)**

(Presented by the Secretariat)

<b>SUMMARY</b>	
The goal of the ICAO Fatigue Risk Management System (FRMS) is to ensure that a satisfactory level of operational performance and safety is maintained in both normal and abnormal flight situations in order to continuously improve aviation safety at a global level.	
<b>References:</b>	
<ul style="list-style-type: none"><li>• ICAO, IATA, IFALPA, Fatigue Risk Management Systems (FRMS) – Implementation Guide for Operators, 1<sup>st</sup> Edition, July 2011</li></ul>	
<b>Strategic Objective(s)</b>	<i>This working paper is related to Strategic Objective(s) A – Safety</i>

**1. Introduction**

1.1 The traditional approach for managing flight crews fatigue has been through flight and duty time regulations.

1.2 This prescriptive solution does not consider all aspects of fatigue on flight crews. Scientific studies have shown that fatigue has multiple sources and that it requires multi-layered defenses to address the range of fatigue-related hazards associated with different operational contexts.

1.3 A number of operators around the world have been testing and adopting Fatigue Risk Management Systems (FRMS) and have found that FRMS could provide better safety outcomes than flight and duty regulations alone and allow for greater operational flexibility.

1.4 There was an absence of a regulatory framework governing FRMS. There was no consistent and global understanding of what was meant by FRMS, how it should be implemented by operators, or how regulators could ensure effective oversight.

## **2. Discussion**

2.1 On 13 June 2011, the ICAO Council adopted international standards for FRMS. The new standards will become applicable on 15 December 2011, and are supplemented with two guidance documents, one for regulators and another for operators.

2.2 The FRMS implementation guide for operators was jointly produced by ICAO, the International Air Transport Association (IATA) and the International Federation of Air Line Pilots' Associations (IFALPA). For downloading the ICAO, IATA, IFALPA Fatigue Risk Management System (FRMS) – Implementation Guide for Operators, 1<sup>st</sup> Edition, July 2011, visit: [www.mexico.icao.int/RASGPANonICAOTraining.html](http://www.mexico.icao.int/RASGPANonICAOTraining.html)

2.3 The fact that regulators, airlines and pilots associations came together and agreed on this document ensures that all of the technical, operational and economic issues were considered.

## **3. Conclusion**

3.1 The standards and guidance material together provide the clarity and direction that will allow States to take full advantage of the safety and operational benefits afforded by FRMS.

3.2 The new standards will promote the uniform implementation of the systems and will lay the basis for an effective oversight infrastructure.

3.3 The implementation of FRMS will ensure that a satisfactory level of operational performance and safety is maintained in both normal and abnormal flight situations in order to continuously improve aviation safety at a global level.

## **4. Suggested Action**

4.1 The RASG-PA is invited to support and promote the implementation of the ICAO Fatigue Risk Management System (FRMS).

— END —