



Operators Large and Small: Is FRMS for Everybody?

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Is FRMS for everybody?

A front-facing view of a twin-engine aircraft on a runway. The aircraft is centered in the frame, with its two engines visible on either side of the fuselage. The background shows a sunset sky with orange and red hues, and some greenery and airport infrastructure in the distance. The aircraft's nose and cockpit are prominent in the foreground.

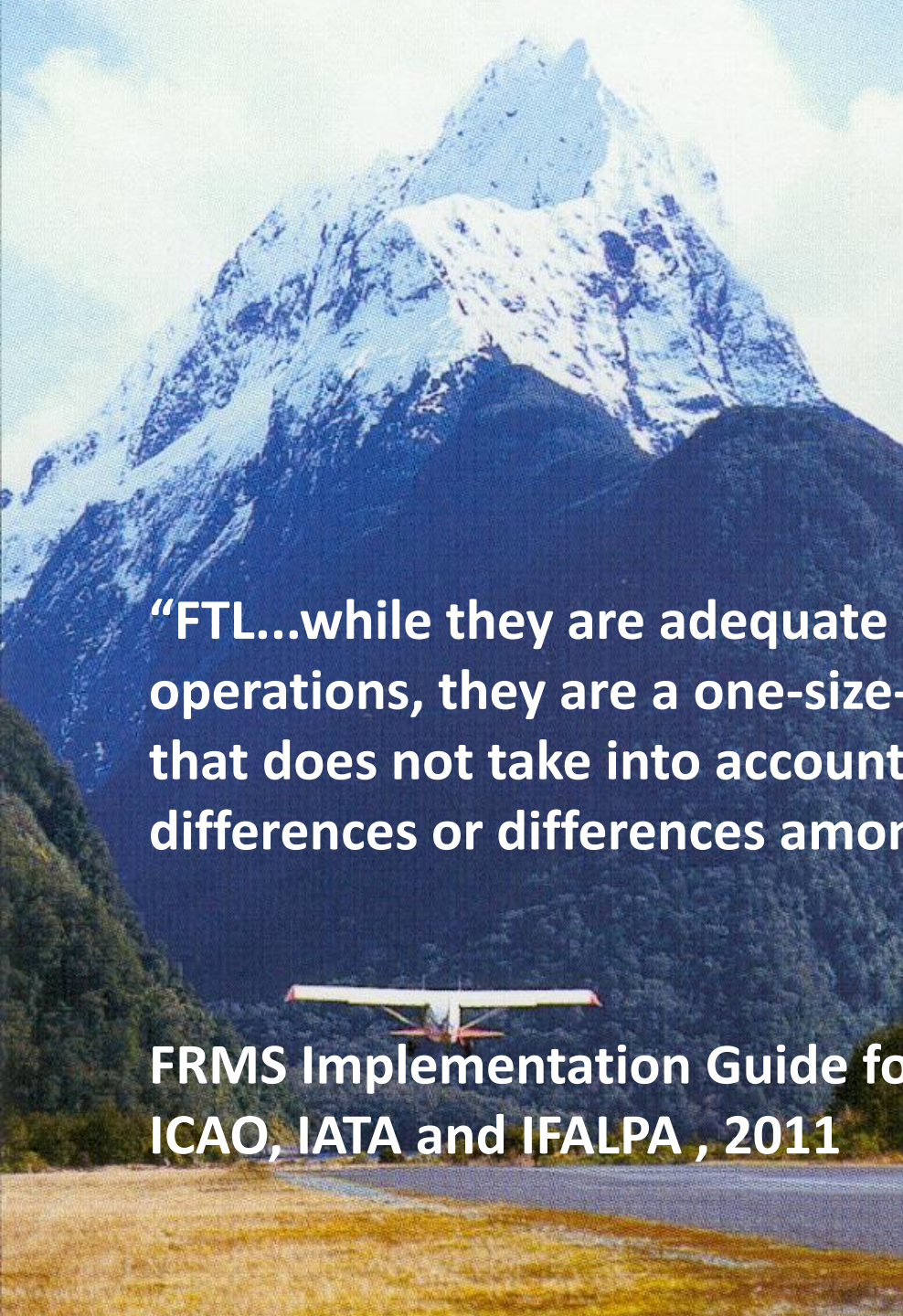
FRMS is for operators with a proactive safety culture, and ideally:

- FRMS regulations
- union support
- strong business case
- budget and resources

Small operators and fatigue

A first-person view from the cockpit of a helicopter. The view is looking out over a vast, snow-covered mountain range under a clear blue sky. The cockpit instruments, including a central display screen and various control panels, are visible in the foreground. The rotor hub and blades are partially visible at the top of the frame. The overall scene conveys a sense of high-altitude, high-risk operations.

- Unusual work arrangements
- High risk operations
- Variable operations
- On-call
- Significant non-flying tasks
- Special crew types
- Extreme environments



“FTL...while they are adequate for some types of operations, they are a one-size-fits-all approach that does not take into account operational differences or differences among crewmembers”.

**FRMS Implementation Guide for Operators
ICAO, IATA and IFALPA , 2011**



Fly-in/fly-out in desert conditions

FTL

Minimum rest between flight duties

Challenge

“There is literally nothing to do other than sleep in the crew tent. Crew spend hours waiting for rest time to finish so they can fly back to the hotel.”

Unintended outcome

Promotes fatigue and operation unnecessarily restricted.

Calibration of navigational aids

A person in a brown jacket is seen from behind, operating a surveying instrument mounted on a tripod. The scene is set in an open field under a cloudy sky. In the foreground, there are yellow equipment cases on the ground.

FTL

Inverse relationship between sectors and duty duration

Challenge

“Crew can decide when to land. We like to stop for lunch and have to stop for toilet breaks.”

Unintended outcome

Crew eat in the air and don't hydrate i.e. controls for fatigue discouraged.

Is FRMS for small operators?

Yes – FTL can't provide adequate protection for this complex, sometimes high risk and variable part of the industry

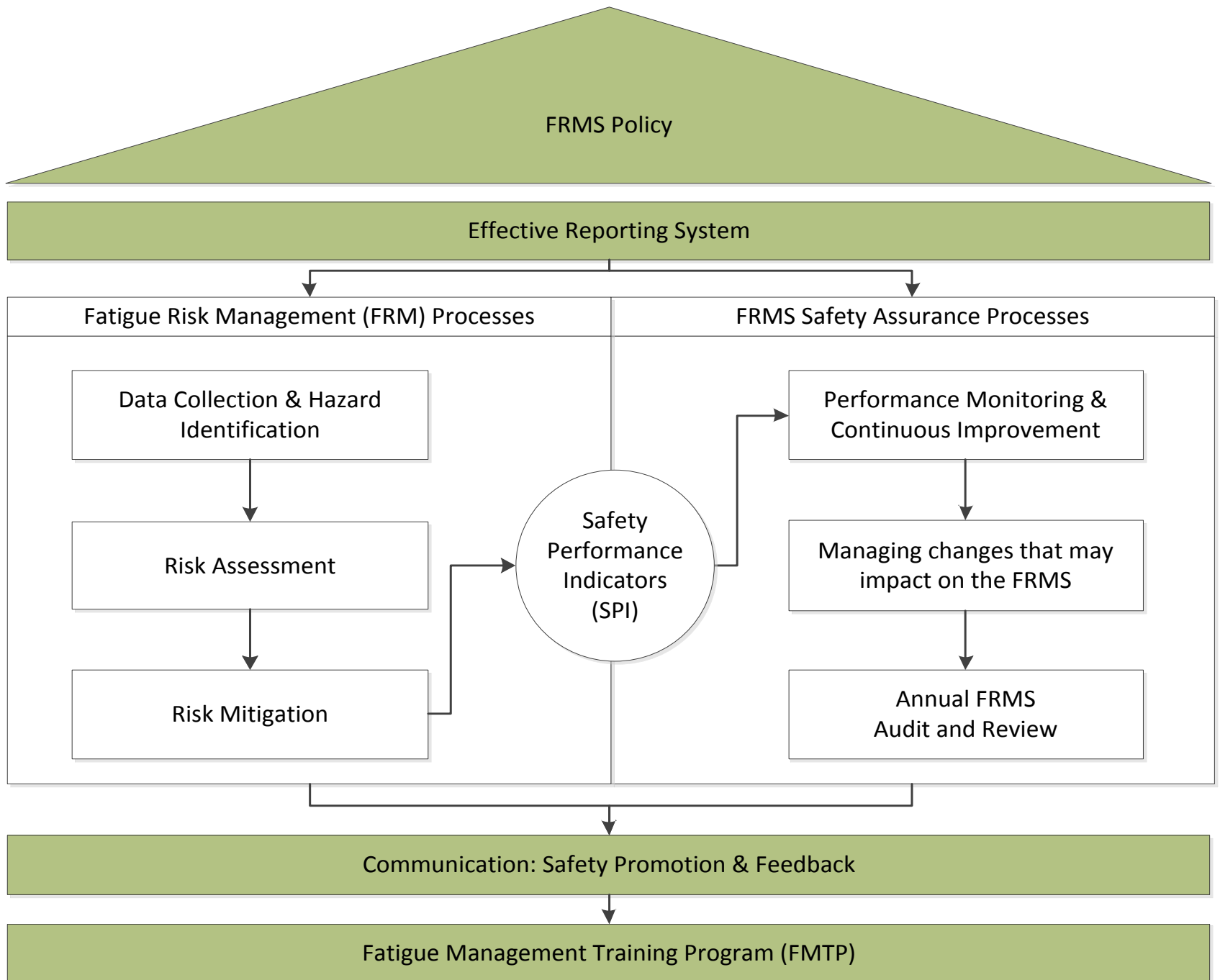
Yes – there already are many small operators with established FRMS'

Cost : benefit

- FRMS should be commensurate
- Free guidance on the web from, for example:
 - ICAO
 - Transport Canada
 - Civil Aviation Authority of Australia (CASA)
 - UK Department for Transport
 - Others



Components of an FRMS



Summary and Conclusions

An aerial photograph of a multi-lane road stretching into the distance, flanked by green fields and a dense forest. In the background, there are rolling hills and a small town or industrial area under a blue sky with scattered clouds.

FRMS is for large and small operators that are highly committed to safety

Small operators are particularly likely to benefit from tailored FTLs

Every FRMS is necessarily unique

Increasingly more guidance material available