Operators Large and Small: Is FRMS for Everybody?

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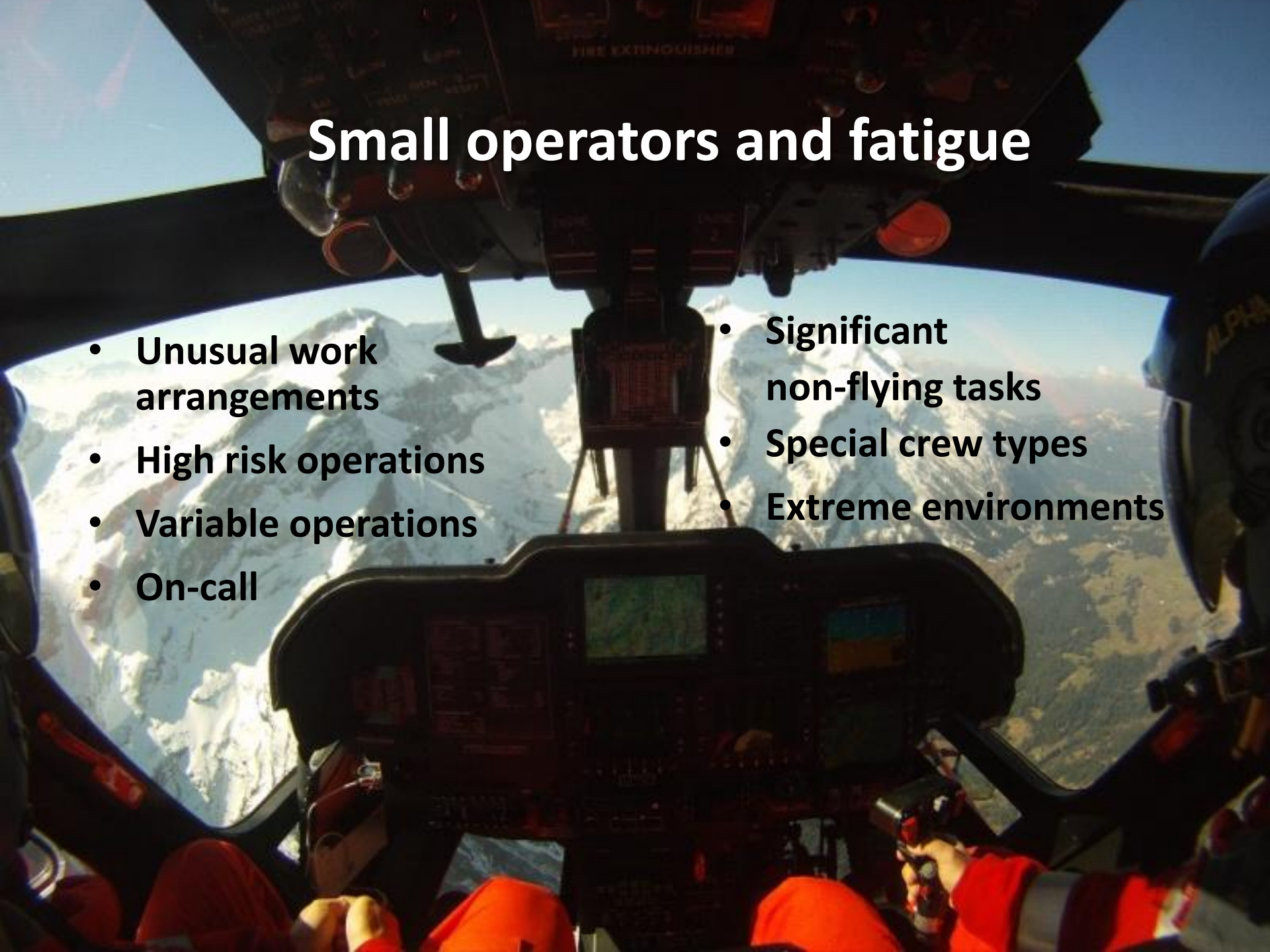
Is FRMS for everybody?

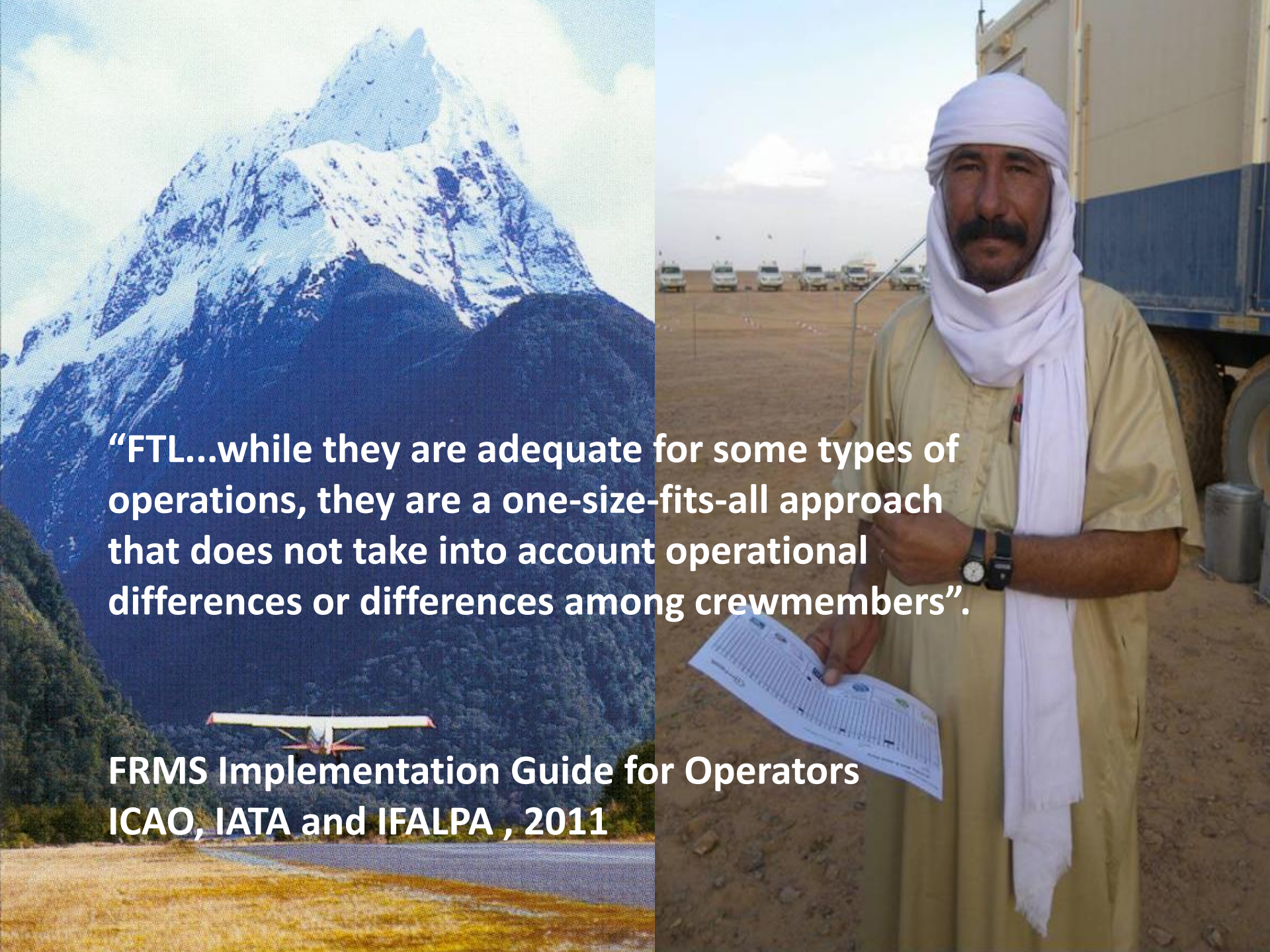
FRMS is for operators with a proactive safety culture, and ideally:

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



Small operators and fatigue

- 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

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'

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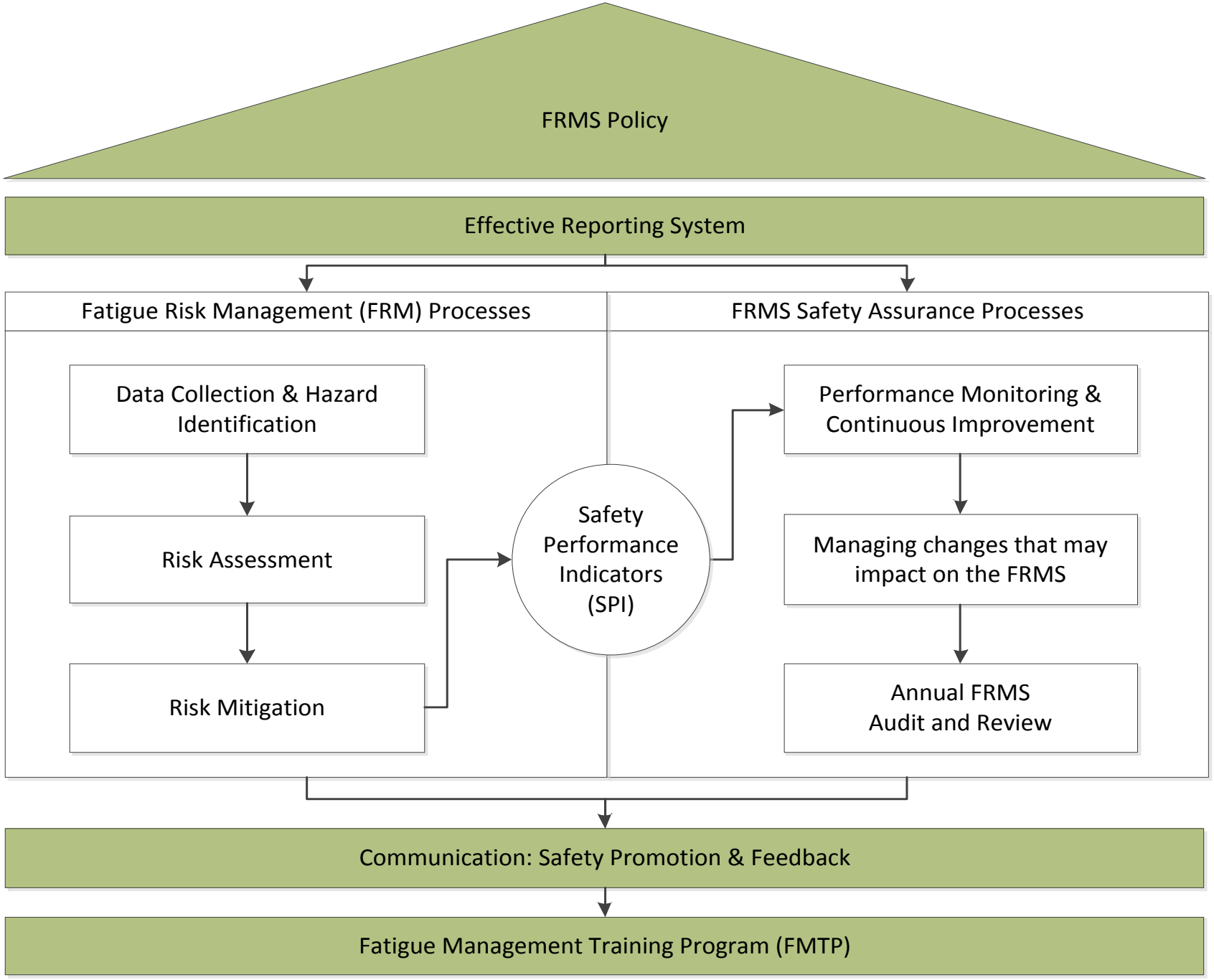
Cost : benefit

- 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

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