



FRMS - The crew point of view

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United in the Interests of British Airline Pilots

Scope

- FRMS – The pilots perspective.
- Essential elements for a successful FRMS.
- What a pilot can expect from the system.
- Summary.

Pilots and Fatigue

- Pilots are at the frontline of fatigue management and are very aware of the risks of fatigue on performance.
- As limits become targets and workloads increase, in ever more crowded skies, there needs to be a more conscious and proactive approach to managing pilots' fatigue levels. A Fatigue Risk Management System can achieve this.

Pilots – part of the solution

- Tripartite approach – Regulator, Operator and Pilots.
- FRMS can only work within a “Just Culture” and there has to be a continuous review process. If either of these aspects are missing the system will not succeed.
- Safety – Sustainability balance.

Essentials to make FRMS work

- True partnership approach.
- Joint Steering Group.
- Confidentiality agreement.
- Data sharing.
- Open reporting system and non-punitive working environment.
- Good communication and industrial relations.
- Training for all employees.
(Crew/Management/Crewing/Rostering staff)

Planned versus Actual

- Computer models are a good general prediction tool but it's only part of the picture.
- A duty, or roster, can only be fully assessed when put into a "live" environment, without this FRMS fails.
- FRMS can only give part of the story, there is still a need for prescriptive systems as their boundaries and limits are still required.

So what's in it for the Pilot?

- Rostering the individual rather than the individual duty.
- Allowing the flow of work to match the pilots circadian rhythm and fatigue levels.
- A process for crew to report their fatigue concerns without the fear of reprisal from the operator.
- Productive working patterns, that allow for quality time off to include time for recovery, relaxation and preparation for the next duty.

Reservations and Development

- FRMS is not the easy option.
- It has to be a dynamic system and needs “buy-in” from all parties.
- Requires ongoing education for all involved.
- An understanding and direct responsibility is required from the Operator.
- Correct resourcing.

Summary

- Essential requirements
 - *Just Culture*
 - *Good communication*
 - *Pilot involvement*
 - *Ongoing review process*

- When used in the correct way, FRMS can empower all work groups to produce better rosters, minimise fatigue, improve sustainability and promote safety.