

Fatigue Safety Action Group

Roles and Responsibilities

Building a FSAG

Setting Common Goals and Objectives

- Captain Don Wykoff, Chairman, Flight Time/Duty Time Committee, Air Line Pilots Association, Int'l
- Captain Jim Mangie, Director, Delta Air Lines Pilot Fatigue Program
- Captain Patrick Bradshaw, Member, Flight Time/Duty Time Committee, Air Line Pilots Association, Int'l
- First Officer Christine Daniel, Allied Pilots Association
- James Cacciaccarro, United Airlines, Risk Management Manager

Delta's Fatigue Risk Management Team

Fatigue Safety Action Group



Delta's Fatigue Risk Management Team

Primaries

Chair
Program Director

2 ALPA
Reps

Mgr Crew Planning

Specialist

Secondaries (As needed)

Pilot Support
Center

Crew
Resources

Crew
Scheduling

Dispatchers

Chief Pilot

Safety

Training

Crew
Tracking

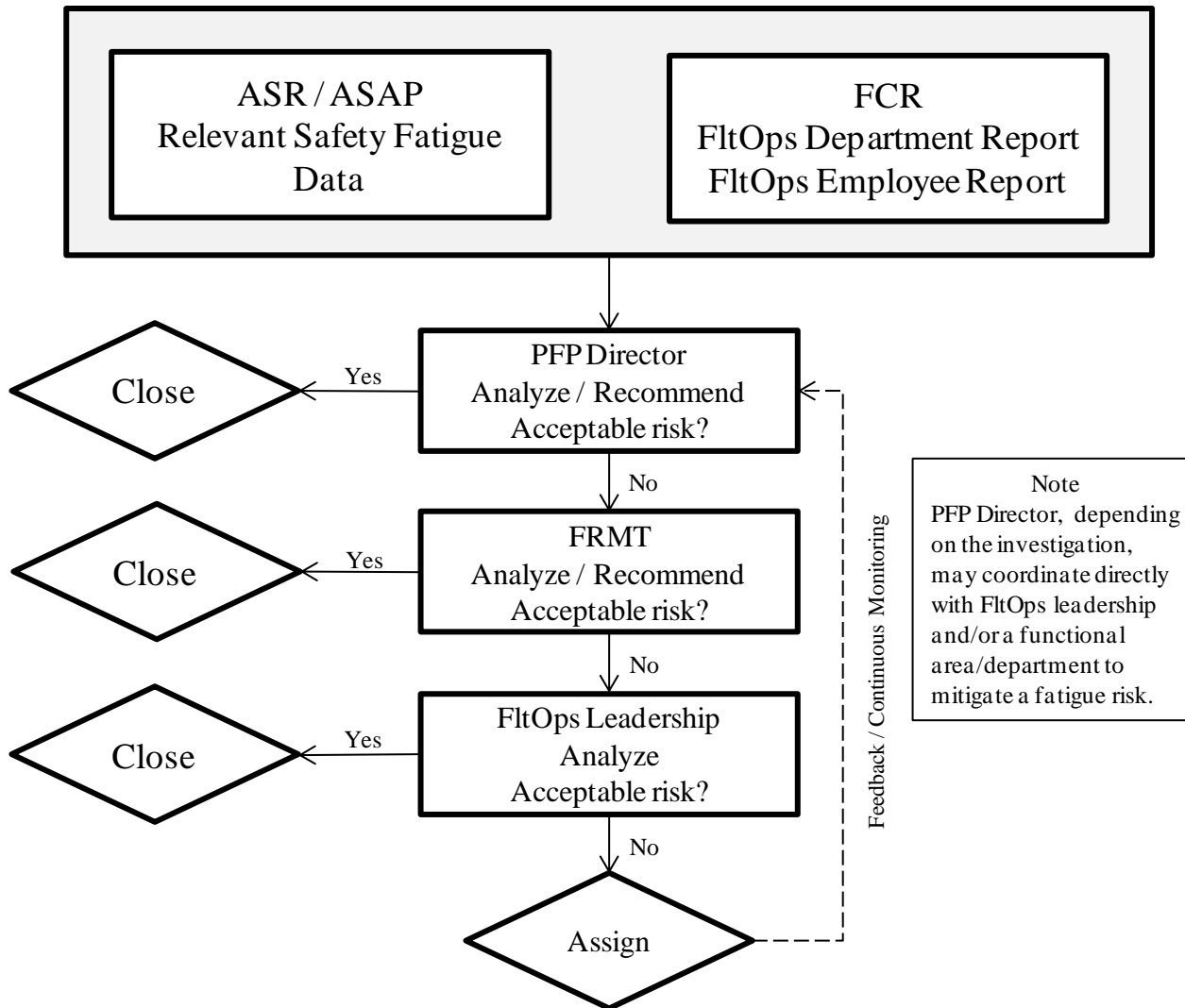
QA

IT

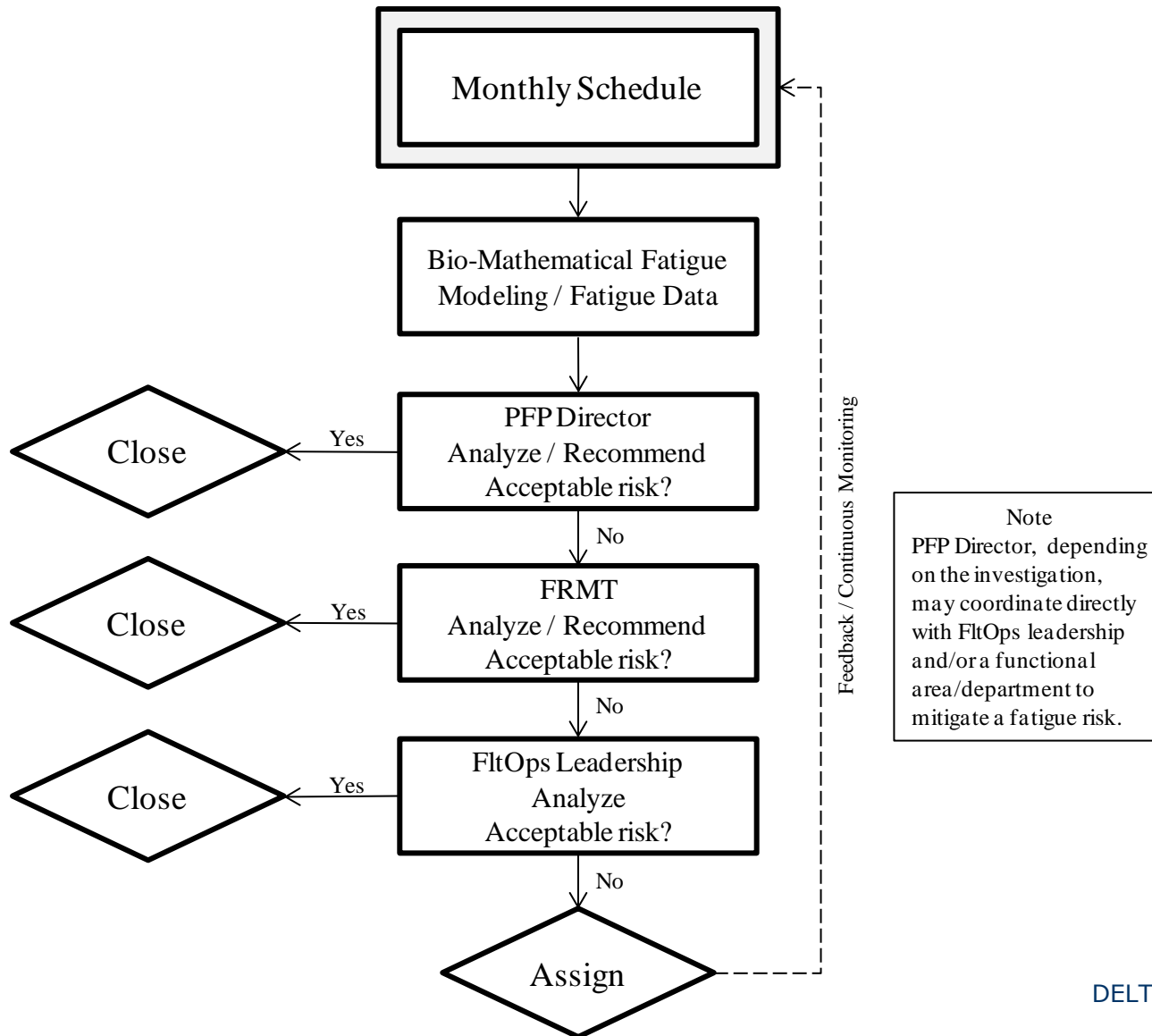
Project Pilot

Duty Pilot

Reactive Fatigue Risk Mitigation Process



Proactive - Predictive Fatigue Risk Mitigation Process



Recurrent Training Module 2016

Fatigue Risk Management



Developed with assistance from Professor Philippa Gander
Sleep/Wake Research Centre, Massey University
Wellington, New Zealand



The Importance of Delta's FRMT

- A successful pilot fatigue program relies on effective pilot fatigue reporting. Without pilot reports, we have no way to fix frontline issues in the system.
- One of the many important tasks of the Delta FRMT is to review fatigue reports and communicate fatigue risks to senior management.
- The FRMT continues to monitor the operation, mitigate fatigue-related risk, and investigate safety related occurrences through monthly bid packages and pilot reporting tools. Support is provided by senior management to find solutions to mitigate elevated fatigue risk.

Example:

- The FRMT found an increase in fatigue reports for scenarios with multiple duty periods in the same day.
- After reviewing the fatigue reports and pilot schedules, the FRMT determined that these trips can cause an increased level of fatigue.
- The decision was made to remove these trips from the bid packages and to eliminate the creation of this scenario.

#3327	TU	EFFECTIVE MAY 31 ONLY						CHECK-IN AT 4.08			
DAY	FLIGHT T	DEPARTS	ARRIVES	C	BLK.	TURN	BLK/MAX	FDP/MAX	PWA	FDP/MAX	
A	1634	SEA 0508	SLC 0818	2.10		738	3.10/10.00	3.10/	9.30		
	SLC 12.17/RADISSON	SLC DTWN				2.10/	8.00	.00CRD	2.10TL		
	1557	SLC 2205	SEA 2314	2.09			3.09/12.00	3.09/11.30			
						2.09/	8.00	.00CRD	2.09TL		
							1.17TRP	.00DPA	.00ADG		
TOTALS---	5.36TL	4.19BL	1.17CR	6.19FDP					TAFB	19.36	

The Fatigue Safety Action Group

The Fatigue Safety Action Group (FSAG)

Although not required by the SARPs, it is recommended that operators establish a Fatigue Safety Action Group (FSAG) with responsibility for coordinating FRMS activities. Since fatigue management must be based on shared responsibility and requires an effective safety reporting culture, it is strongly recommended that the FSAG includes representatives of all stakeholder groups (management, scheduling staff, and crew member representatives) with input from other individuals as needed to ensure that it has appropriate access to scientific, statistical, and medical expertise. Inclusion of all stakeholders is an important strategy for promoting engagement in the FRMS

The Fatigue Safety Action Group (FSAG)

The size and composition of the FSAG will vary for different operators, but should be appropriate to the size and complexity of the operations covered by the FRMS, and to the level of fatigue risk in those operations. In small operators, a single individual may represent more than one stakeholder group, for example the chief pilot may also be the primary scheduler. Larger airlines will have specialized departments that interact with the FSAG. The regulator needs to be confident that the operator has considered its operational and organizational profile in deciding the composition of the FSAG.

The Fatigue Safety Action Group

- The principle functions of the FSAG are to:
 - oversee the development of the FRMS;
 - assist in FRMS implementation;
 - oversee the ongoing operation of the FRM processes;
 - contribute as appropriate to the FRMS safety assurance processes;
 - maintain the FRMS documentation; and be responsible for ongoing FRMS training and promotion.