

CLUB SMS – CONTINUING IMPROVEMENT PACK 1

MODULE 5 – HUMAN FACTORS - FATIGUE RISK MANAGEMENT SYSTEM (FRMS)

BRIEFING NOTES

WHY are we introducing a FRMS?

- Bad decision making and lack of awareness, caused partly by fatigue or stress, are a major causal factor in a significant number of aviation incidents, accidents and fatalities including parachuting.
- Our ongoing need for improved efficiency in our operations and having fit-for-duty personnel in all our activities requires a system based approach to manage human related risks.
- Our binding agreement with CASA requires us to have and implement a SMS which includes a FRMS.

WHO is involved in this process?

- Any member of the club could be affected by fatigue or stress which could impact on other members and therefore everyone is encouraged to educate themselves on this matter and be alert to fatigue or stress in themselves and others.
- Initially, the focus is on members who could present a hazard to clients or property if affected by fatigue or stress. We are calling these personnel Operational Crew Members (OCM) and initially will be Tandem Instructors and Pilots.

WHEN is this process being introduced?

- The first phase of system introduction commenced in July 2017. This introductory phase is designed to continue for 12 months.

WHAT is involved?

- The aim at the end of the three phase introduction is to have a specific to club based FRMS where all members have received training and education on human factor hazards, the hazards and accompanying risks are identified and eliminated or mitigated, there is a system to continually evaluate and review fatigue related risk and a level of trust has been established where members are comfortable in reporting concerns about fatigue and stress which may impact on operational safety.
- Phase 1 recommends some prescriptive guidelines to limit the likelihood of fatigue. It is important during this phase that members, particularly OCM, are encouraged to record unusual fatigue levels and start the open communication with club management on which the following two phases are based. The emphasis is on 'why' rather than 'who' so that the club can take remedial action.
- These guidelines will limit Tandem Instructors and Pilots to duty time of 11/12 hour days and to only working a 6 day week.
- During Phase 1, it is recommended that the club commence a risk register (similar to the standard SMS risk register) dedicated to human factor hazards and risks so that a record can be kept of risk mitigation actions and they can be reviewed to ensure any changes are effective.
- The APF will gradually introduce education on the SMS and FRMS in the curriculum for instructors and pilots during Phases 1 and 2 and assessments will reflect this change.

HOW can we learn more on this topic?

- CASA has some good material on their web site. At a minimum, members, especially OCM, should complete the four self-learning modules located in the 'education', 'eLearning catalogue' on the CASA web site; <https://www.casa.gov.au/education/landing-page/elearning-catalogue> (scroll down to 'Human Factors in Sport, Recreation and General Aviation'.