

Fatigue Risk Management

Fatigue Regulations Review

Following public consultation in early 2017, below are the main themes from what industry have told the CAA about fatigue in their operations and in the New Zealand aviation system.



Fatigue is a safety issue and needs to be taken seriously

83%

of you think that an option for Fatigue Risk Management Systems will improve aviation safety in New Zealand.

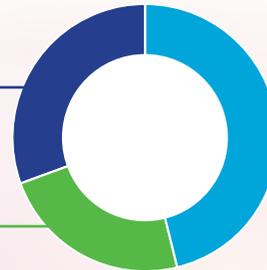
70%

of you believe that the proposed changes will have a positive effect on their operations, mostly improving safety.

The interface between Fatigue Risk Management Systems, Safety Management Systems, and Health and Safety at Work is important

1/3 of you think SMS and HSWA are not sufficient on their own.

Less than 1/4 of you believe that SMS and HSWA are enough.



About half of you are unsure how best to integrate SMS, HSWA and fatigue management.

It is important to have solutions that are proportionate and appropriate for the different aviation sectors

1/3

of you think the current Advisory Circular and guidance material is too limited in scope. It should include augmented crew, night flight, and workload considerations.

International regulatory approaches such as ICAO and other jurisdictions' should be taken into account



"Current rule set is a couple of decades old and pretty much out of date – need international alignment. The current systems don't promote/encourage/assist with identifying, managing fatigue. They also do not take into account the latest scientific information."

A strong and independent regulator is important



A few of you had questions about the role of the CAA in providing guidance and oversight of their fatigue management systems.



Many of you were concerned about just culture and how that affects the reporting of fatigue in aviation.

There is a strong need to define the roles and responsibilities of the CAA, operators, and individuals



Many of you sought clarity about the responsibility of individuals, operators, and the CAA in terms of fatigue management under the Health and Safety at Work Act 2015.

More training and education on fatigue was identified as something that industry wants and needs



1/4 of you said that training around reporting requirements and methods would be beneficial.



3/4 of you said that training in fatigue and the tools to manage it is necessary.

Support for the introduction of prescriptive limits for:

- Cabin Crew
- Air Traffic Controllers



Part 135 and Emergency Medical Services operators need specific consideration when developing solutions due to the unique nature of their work.

It is very important that data and evidence are used to help design any solutions



"I think the additional benefits would be more data able to be shared between the regulator and operator, and eventually the rest of the world. Which would ensure that we are all on the right path of safety."

The unique commercial operating environment needs to be considered



Half of you highlighted that rostering practices within aviation are a major contributor to fatigue. Back of the Clock flying and travel times at the destination were mentioned as being particularly fatiguing.