

**Fatigue Risk Management System FRMS –
How to Assess your Organisations Status**

For each element identified consider the question and answer with you choice between
5- Strongly Agree 4- Agree 3- Neutral 2- Disagree and 1 – Strongly Disagree

| Legal framework | | | | | | |
|---|---|---|---|---|---|---|
| 1 | The Organisation is able to maintain the integrity of the safety reporting system and ensure reporter confidentiality | 1 | 2 | 3 | 4 | 5 |
| 2 | The organisation has clearly communicated and understands the legal consequences of reporting different types of fatigue hazards | 1 | 2 | 3 | 4 | 5 |
| Commercial Pressures | | | | | | |
| 4 | Operational decisions based on business imperatives do not impact the safety system in a negative way. | 1 | 2 | 3 | 4 | 5 |
| 5 | Different agreements and different attitudes to fatigue management responsibilities does not impact our organisation | 1 | 2 | 3 | 4 | 5 |
| 6 | We have a stable organisation with no concerns regarding Job Safety | 1 | 2 | 3 | 4 | 5 |
| Manpower & Staffing Arrangements | | | | | | |
| 7 | The Organisation has the ability to offer adequate recovery opportunities to avoid cumulative fatigue | 1 | 2 | 3 | 4 | 5 |
| 8 | The Organisation has Sufficient resources to cover sickness and other absences | 1 | 2 | 3 | 4 | 5 |
| 9 | In our Organisation we have a stable career environment | 1 | 2 | 3 | 4 | 5 |
| 10 | We do not have any issues driven by the use of contractors and other contractual obligations and constraints | 1 | 2 | 3 | 4 | 5 |
| 11 | Sufficient staff are available to cover the specific operational demands | 1 | 2 | 3 | 4 | 5 |
| Staff Demographics | | | | | | |
| 12 | Age is not an issue related to fatigue in our Organisation | 1 | 2 | 3 | 4 | 5 |
| 13 | Gender is not an issue related to fatigue in our Organisation | 1 | 2 | 3 | 4 | 5 |
| 14 | Educational levels is not an issue related to fatigue in our Organisation | 1 | 2 | 3 | 4 | 5 |
| 15 | Cultural background is not an issue related to fatigue in our Organisation | 1 | 2 | 3 | 4 | 5 |
| 16 | Health standards are not an issue related to fatigue in our Organisation | 1 | 2 | 3 | 4 | 5 |
| Acceptance of Shared Responsibilities for Fatigue Management | | | | | | |
| 17 | Design of schedules always take into account Fatigue Risk Management Principle | 1 | 2 | 3 | 4 | 5 |
| 18 | The Organisation is proactive in the development of fatigue management policies | 1 | 2 | 3 | 4 | 5 |
| 19 | The Organisation is Able to detect hazards and assess fatigue risk | 1 | 2 | 3 | 4 | 5 |
| 20 | Personnel are able to remove themselves from any safety relevant task if they consider themselves to be a safety risk without any management issues | 1 | 2 | 3 | 4 | 5 |
| Fatigue Management Structure | | | | | | |
| 21 | Fatigue is managed consistently using standard processes across the organization | 1 | 2 | 3 | 4 | 5 |
| Geographical location | | | | | | |
| 22 | Topography is not a Factor when considering our FRMS System | 1 | 2 | 3 | 4 | 5 |
| 23 | Remoteness is not a Factor when considering our FRMS System | 1 | 2 | 3 | 4 | 5 |
| 24 | Weather is not a Factor when considering our FRMS System | 1 | 2 | 3 | 4 | 5 |

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|---|--|---|---|---|---|---|
| 25 | Time spent in commuting is not a Factor when considering our FRMS System | 1 | 2 | 3 | 4 | 5 |
| Level of isolation of aviation professional during a duty period | | | | | | |
| 26 | Pressures (commercial and personal) to complete the "mission" | 1 | 2 | 3 | 4 | 5 |
| 27 | Geographic separation from the support team - immediate support and supervision is not always readily available | 1 | 2 | 3 | 4 | 5 |
| Work conditions | | | | | | |
| 28 | We have acceptable rest facilities and policies for their use | 1 | 2 | 3 | 4 | 5 |
| 29 | The Standard of layover accommodation is quite ok | 1 | 2 | 3 | 4 | 5 |
| 30 | The Level of automation does not create Fatigue | 1 | 2 | 3 | 4 | 5 |
| 31 | The Level of authority and responsibility is not an issue related to fatigue | 1 | 2 | 3 | 4 | 5 |
| 32 | There is sufficient Availability of support staff | 1 | 2 | 3 | 4 | 5 |
| 33 | There are no Environmental factors (noise, temperature, lighting) which impact Fatigue | 1 | 2 | 3 | 4 | 5 |
| 34 | There is sufficient Availability of food and water | 1 | 2 | 3 | 4 | 5 |
| Irregular Operations | | | | | | |
| 35 | The Frequency of the need to use discretionary extensions to prescribed limits does not cause concern related to FRMS | 1 | 2 | 3 | 4 | 5 |
| 36 | Frequency of disruption to schedules and the assignment of unscheduled duties does not cause concern related to FRMS | 1 | 2 | 3 | 4 | 5 |
| Workload | | | | | | |
| 37 | Airport traffic density does not cause concern related to FRMS | 1 | 2 | 3 | 4 | 5 |
| 38 | Task intensity does not cause concern related to FRMS | 1 | 2 | 3 | 4 | 5 |
| Interactions with other aviation professionals | | | | | | |
| 40 | Use of standard phraseology does not cause concern related to FRMS | 1 | 2 | 3 | 4 | 5 |
| 41 | The need to communicate in multiple languages does not cause concern related to FRMS | 1 | 2 | 3 | 4 | 5 |
| Experience levels | | | | | | |
| 42 | There are no issues regarding operational demands related to inexperienced aviation professionals | 1 | 2 | 3 | 4 | 5 |
| 43 | Experienced aviation professionals are required to support and oversee inexperienced personnel which increases workload. | 1 | 2 | 3 | 4 | 5 |
| Lifestyle Influences | | | | | | |
| 44 | Social opportunities within our organisation do not impact Fatigue Risk | 1 | 2 | 3 | 4 | 5 |
| 45 | Cultural differences within our organisation do not impact Fatigue Risk | 1 | 2 | 3 | 4 | 5 |
| Combine the aggregate score | | | | | | |
| Maximum Score is 45 x 5 = 225 | | | | | | |
| Minimum score 45 x 1 = 45 | | | | | | |