

# MACCARES BULLETIN

Issue 2, April 2015

MACCARES bulletin is published by the Accident Prevention and Investigation Group (APIG) by using the de-identified information collected from MACCARES. It includes de-identified MACCARES report abstracts and suggestions to the relevant entities. It serves as a platform for sharing aviation safety information in the community, so that the relevant entities can learn from the experience and plan for improvement.

In this issue of MACCARES Bulletin, two cases have been abstracted and shared below.

## ***Fatigue***

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- ➔ The reporter is a flight crew and expressed concern about the stress of the pilots in the cockpit after a recent accident happened in Europe. The reporter reported the excess amount of hours that the pilots of his/her airline are working, especially the duty time and constant change in schedule, which he/she considers very stressful for pilots. The reporter mentioned that in many occasions the airline made its pilots work the maximum duty hours permitted by aviation regulations and the pilots were exhausted and stressed. The situation had been reported to management but nothing changed.

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Since the official launch of MACCARES in May 2013, a number of MACCARES reports related to pilot fatigue have been received. In the first issue of MACCARES bulletin, two report abstracts related to pilot fatigue due to crew rostering and flight schedule were shared. In addition to the suggestions made to the air operators and pilots in the first issue of MACCARES bulletin,

## ***APIG suggests...***

AACM:

- Ensure the effectiveness of the mechanism executed by operators to assess flight crew fatigue. Base on the situation, if necessary, consider to implement new policies such as to promulgate a Fatigue Management Training requirement. Such training should be aimed to increase the awareness of fatigue, the effect of fatigue on pilots and fatigue countermeasures.



#### Operators:

- Ensure working hours, shift rosters and shift cycles are structured and managed to avoid or minimize fatigue; take human factors into consideration when prepare crew rosters.
- Monitor and assess the impact of deviation from the original planned schedule.
- Keep monitoring and manage fatigue related safety risks.
- Conduct a risk assessment on each route and duty period, taking into account the risk factors associated with fatigue.

#### Flight crews:

- Manage their personal time to ensure they are rested and fit for duty.
- Inform the operator of factors that may mean they are not fit for duty.

### ***Operations under Typhoon Conditions***

→ The reporter is a ground staff of an airline. He/she needs to work in the office and sometimes in the apron. He/she reported that when typhoon no. 8 was hoisted it was very dangerous traveling to work as well as working in the apron.

When typhoon no. 8 is hoisted, one of the most restrictive areas is operations on the airfields. Safety of staff working on ramps is of primary concern.

#### ***APIG suggests...***

##### Airline ground staff and airport staff working on ramps:

- Be familiar with the operational procedure for adverse weather condition.
- Be aware and strictly follow the operational limitations under strong winds or typhoon.
- Use proper personal protective equipment.

##### Operators, airport operator and other aviation service providers:

- Ensure related staff is aware of the operational procedure for adverse weather condition and the operational limitations under strong winds or typhoon.
- Provide proper personal protective equipment to staff.
- Consider providing proper transport arrangement to staff when public transportation service is not available.