

## Recommendation Report

Monday, May 18, 2009

MODE:AVIATION ISSUE DATE:1/1/2008 - 12/31/2008 KEYWORD 1:fatigue

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Kirksville MO

10/19/2004

On October 19, 2004, about 1937 central daylight time, a BAE Systems BAE-J3201, Corporate Airlines flight 5966, struck trees on final approach and crashed short of the airport in Kirksville, Missouri. Both pilots and 11 passengers were killed, and 2 passengers received serious injuries. The pilots had been executing a nonprecision approach at night in instrument conditions at the end of a 14.5-hour-long duty day for which they reported to duty early and during which they had conducted five previous landings in poor visibility. The National Transportation Safety Board determined that the probable cause of the accident was the pilots' failure to follow established procedures and properly conduct the approach and to adhere to established division of duties. The Safety Board also determined that the pilots' fatigue likely contributed to their degraded performance.

Recommendation # A-08-044

Overall Status  
OAA

Priority  
CLASS II

The National Transportation Safety Board recommends that the Federal Aviation Administration: Develop guidance, based on empirical and scientific evidence, for operators to establish fatigue management systems, including information about the content and implementation of these systems. (A-08-44) (This safety recommendation supersedes Safety Recommendation A-06-11)

FAA

Open - Acceptable Response

8/11/2008 Addressee Letter Mail Controlled 8/22/2008 8:34:53 AM MC# 2080510: Robert A. Sturgell, Acting Administrator, FAA, 8/11/08 The Federal Aviation Administration hosted an International symposium on the subject of fatigue in aviation operations June 17 through 19, 2008. The purpose of the symposium was to gather and make public the best available knowledge on fatigue and fatigue mitigations. Staff members from the Board were key presenters at the symposium and Vice Chairman Sunwait was a keynote speaker. The Board's contribution to the symposium was a direct and valuable part of its overall success.

This symposium was part of an overall "systems" approach that the FAA is taking regarding fatigue in aviation operations. We agree with the safety intent of these recommendations and seek to educate the industry on the reality of fatigue and ways to effectively mitigate its dangers.

As part of our planned approach to fatigue we have established the following priorities:

- We are consolidating into proceedings the information derived from the fatigue symposium. We expect the proceedings of the symposium to be distributed by September 30, 2008;
- We are developing operations specification guidance for fatigue management in ultra long range (ULR) flight operations -flights greater than 16 hours in duration. This is our immediate focus since there is no existing guidance for this flight regime. We believe that lessons learned from this action likely can be applied to other flight profiles; and
- Parallel and related to the ULR fatigue management effort is a scientific data gathering effort that will collect data on fatigue aspects of ULR and other flight operations. This data effort will form the basis for improved fatigue guidance documents and will lead to standardized protocols for such data gathering. These standardized protocols will provide us with reliable tools to validate air operators' fatigue management actions and also will give solid basis for policy guidance to the industry.