



***Fatigue Risk Management
Systems Symposium***
Montreal, Canada

**What about the
Cabin Crew?**

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www.itfglobal.org

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Int'l Transport Workers' Federation

779 unions representing over 4,668,950 transport workers in 155 countries

Civil Aviation Section

650,000 aviation workers

ground staff and air traffic workers

cabin crew in 275 unions in 168 countries

Cabin Crew

We are required to be onboard the aircraft for emergency purposes!

We are first responders

We are trained to handle smoke & fire

We are trained in medical emergencies

We are trained to evacuate passengers quickly and safely

We are security personnel

Cabin Crew Fatigue

**Fatigue for cabin crew is similar to
fatigue for pilots**

“They don’t cause accidents...”

**Things we do can have safety
ramifications**

Cabin Crew Fatigue

Flight attendant fatigue poses a potentially dangerous risk to aviation safety!

- **“I forgot to arm my evacuation slides”**
- **“I was pulled over by the police for drunk driving”**

Yet, just prior to that it was okay for the flight attendant to operate emergency equipment (per the US FAA regulations)

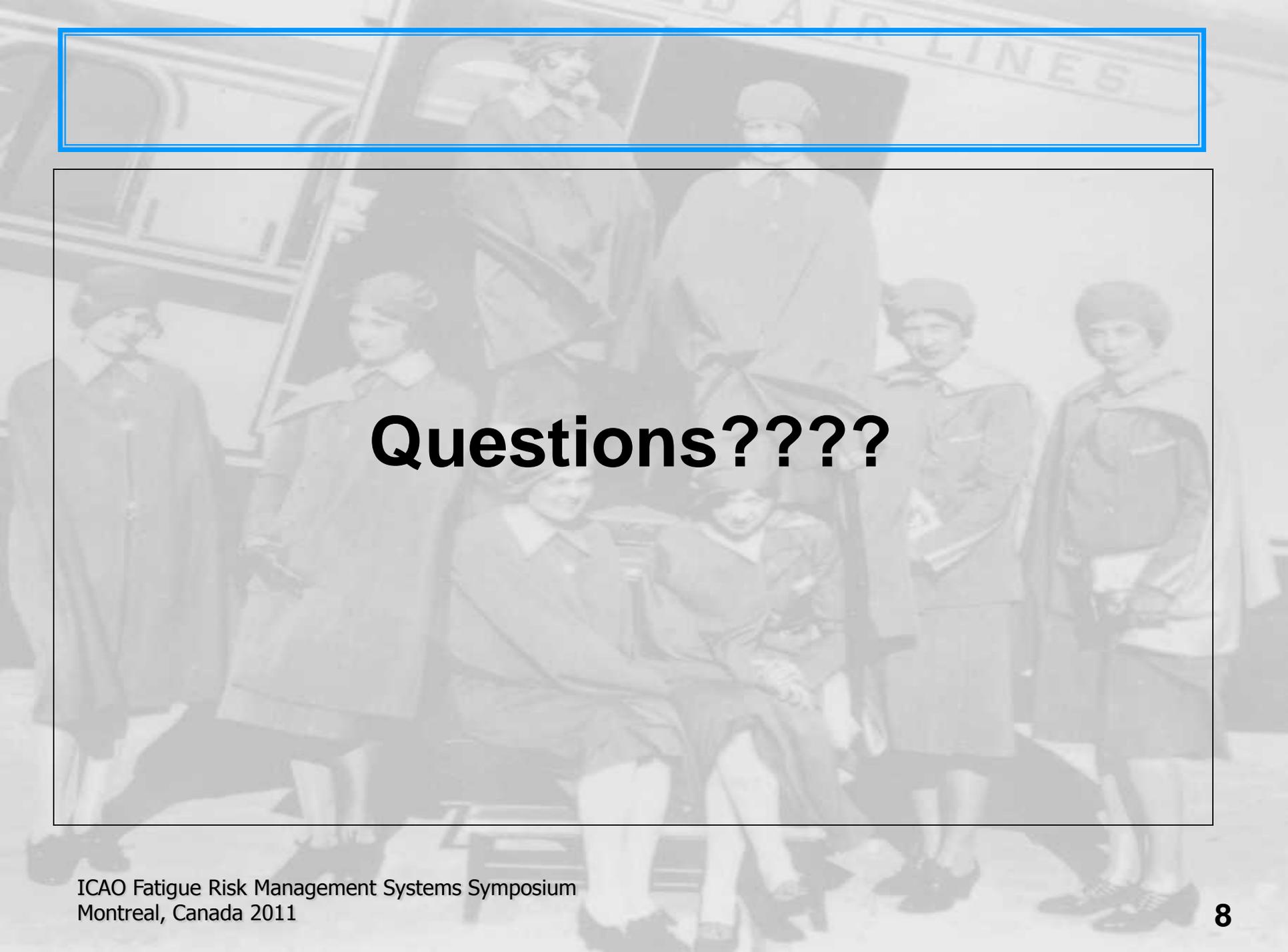
Concerns

Table 4.2d: ICAO Risk Tolerability Matrix

Suggested Criteria	Assessment Risk Index	Suggested Criteria
Intolerable Region	5A, 5B, 5C 4A, 4B, 3A	Unacceptable under the existing circumstances
Tolerable Region	5D, 5E, 4C, 4D, 4E, 3B, 3C, 3D 2A, 2B, 2C	Acceptable based on risk mitigation. May require management decision
Acceptable Region	3E, 2D, 2E, 1A 1B, 1C, 1D, 1E	Acceptable

Conclusion

Science can assist – but it should be in addition to and complement mandatory maximum duty and minimum rest requirements



Questions????