

## **“The Evolution of NTSB Fatigue Related Recommendations”**

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### ***Abstract***

The National Transportation Safety Board has a long history of advocating changes that would reduce the likelihood of fatigue-induced aviation accidents. The NTSB has made well over 100 recommendations concerning operator fatigue since the 1970s, including more than 30 recommendations in the aviation environment. The majority of these recommendations have been directed towards air carrier flight crews; however, the NTSB has also made recommendations targeting general aviation pilots, aircraft mechanics, and air traffic controllers.

Many fatigue-related safety recommendations in aviation, and particularly those on the NTSB List of Most Wanted Transportation Safety Improvements, concern hours of service regulations, which provide a necessary set of basic scheduling limits for transportation workers. For more than a decade, the NTSB has urged the Federal Aviation Administration to modify the aviation hours of service regulations so they are scientifically based and take into consideration such factors as circadian rhythms and human sleep requirements.

In addition to its focus on hours of service changes, the NTSB has also recognized that other risk factors can contribute to fatigue such as sleep disorders, workload, and company attendance policies that discourage employees from calling in fatigued. The NTSB has made a variety of recommendations over the years to

address these risk factors by calling for training and education, health screening, and the institution of organizational policies that will address human fatigue.

### ***Main Points***

- The National Transportation Safety Board has a long history of pushing for changes that would reduce the likelihood of fatigue-induced accidents.
- Many NTSB recommendations concern hours of service regulations, which provide a necessary set of not-to-exceed limits as the foundation for fatigue management efforts.
- As more becomes known about human fatigue, and the risk factors associated with fatigue impairment, NTSB recommendations have evolved to advocate additional countermeasures that can reduce the likelihood of fatigue-related accidents.

A copy of Dr. Jana Price’s biographical information and presentation slides are provided in Appendix B.