

Fatigue Management Information update



Background

The purpose of this briefing leaflet is to advise Member Associations of the guidance material available concerning procedures for controlled rest on the flight deck. This guidance material has been developed jointly by IFALPA, ICAO and IATA and was published recently as *Fatigue Risk Management Systems Implementation Guide for Operators* (click [here](#) to access). The information contained in this manual as well as that contained in *ICAO Doc 9966 FRMS Manual for Regulators 2011* (click [here](#) to access) provides valuable information for Member Associations should their regulatory authority develop their own procedures and or regulations for the use of controlled rest procedures.

Points of note

Appendix C of *Fatigue Risk Management Systems Implementation Guide for Operators* (click [here](#) to access) details the ICAO guidance concerning controlled rest on the flight deck procedures. The following points are of particular interest:

- Crewmembers have a responsibility to be appropriately rested before flight.
- Although ICAO have developed controlled rest procedures as part of guidance material for the implementation of FRMS, fatigue countermeasures to counter unexpected tiredness / reduced alertness, may be used effectively to increase operational safety on any flight, and not just for those operations that use FRMS to manage fatigue.
- The use of controlled rest is regarded as a safety net. Therefore its use should be exceptional rather than routine. If operations require routine use of controlled rest procedures, an underlying fatigue issue exists which needs to be mitigated.
- The effects of fatigue are insidious. Crewmembers should be aware of signs indicating the onset of fatigue in themselves and others so that appropriate countermeasures can be utilised in a timely manner when required. In particular it is important to guard against the unacceptable situation of one or both pilots succumbing to uncontrolled sleep.
- It is important that crew members should be at an appropriate level of alertness for all phases of flight and especially for the critical descent, approach and landing phases of flight.

- Use of controlled rest procedures should be reported to enable frequency of use in operations to be monitored and enable fatigue risk to be appropriately assessed and mitigated. A culture which encourages effective reporting of fatigue hazards and reporting of incidents is critical to achieving this goal.
- The Fatigue Safety Action Group (FSAG) referred to in the ICAO FRMS Implementation Manual is responsible for coordinating the fatigue management processes within a company's Fatigue Risk Management System. In the absence of a FRMS the responsibility for fatigue would rest with the equivalent Safety Action Group that should be established as part of a company's Safety Management System (SMS).
- IFALPA considers the termination of controlled rest procedures 20 minutes prior to top of descent to be an absolute minimum. Adequate time should also be allowed for operational matters such as receipt of ATC clearance, operational briefings etc. in addition to the time necessary to minimise the risk of sleep inertia.

IFALPA fatigue counter measure policy

Current IFALPA policy for fatigue counter measures on the Flight Deck acknowledges "short naps" as one of several counter-measures that may be utilised if **unexpected** tiredness or decreased alertness is experienced. The IFALPA policy states:

"It is the responsibility of all crew members to be appropriately rested before flight. During all phases of flight each crew member required to be on flight deck duty shall remain alert. However, if unexpected tiredness or decreased alertness is experienced, appropriate fatigue counter measures may be used. Such counter measures include physical exercise, bright cockpit illumination, intellectual exercise, and when possible, short naps at the normal crew stations at the discretion of the commander. Such counter measures on the flight deck cannot be planned before flight and may never be used to extend duty limits, as an alternative to crew augmentation or be considered as part of a rest period for the purposes of calculating flight time limitations."

However it should be noted that this policy is under review as a result of the guidance material published in the FRMS Guidance for operators. In reviewing present policy it was noted that there are no specific procedures or guidance regarding the use of naps or, as ICAO refers them, controlled rest as a fatigue countermeasure. The current intention is to retain the existing policy and change the wording to align the terminology with the ICAO guidance material i.e. "short naps" will be changed to "controlled rest" and a note added referencing the ICAO guidance and procedures.

Additional Information

Click [here](#) for 12HUPBL04 - FRMS Checklist

Click [here](#) for 12HUPBL05 - 10 things you should know about FRMS

Click [here](#) for The CASA Fatigue Modelling Report

Click [here](#) for the paper *Fatigue Risk Management - Organisational factors at the regulatory and industry. company level* by Gander, Hartley, Powell, Cabon, Hitchcock, Mills and Popkin

Click [here](#) for the paper *Modelling fatigue and the use of fatigue models in work settings* by Dawson, Noy, Harma, Akerstedt and Belenky