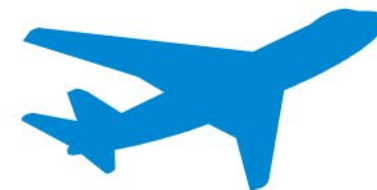


APPROPRIATE FATIGUE RISK MANAGEMENT (FRM) measures

CREW MEMBERS RESPONSABILITIES



APPROPRIATE FRM MEASURES

In 2017, EASA launched research task RES.006 to review the effectiveness of the rules concerning FTL contained in Commission Regulation (EU) No 965/2012.

The first phase of RES.006 focused on

- **‘duties of more than 10 hours at the less favourable time of the day’**
and
- **‘disruptive schedules’.**

The final report was published on 28 February 2019.

ED Decision 2023/023/R since December 2023

APPROPRIATE FRM MEASURES

ED Decision 2023/023/R since December 2023



European Union Aviation Safety Agency

Explanatory Note to ED Decision 2023/023/R

in accordance with Article 4(2) of MB Decision 01-2022

Flight and duty time limitations and rest requirements for
commercial air transport with aeroplanes —

night duties and late finish duties

RMT.0492, SUBTASK 2

APPROPRIATE FATIGUE RISK MANAGEMENT (FRM)

CS FTL.1.205

Before Decision 2023/023/R

The operator applies appropriate fatigue risk management to actively manage the fatiguing effect of night duties of more than 10 hours in relation to the surrounding duties and rest periods.

CS FTL.1.205

After Decision 2023/023/R

*The operator applies appropriate fatigue risk management (**appropriate FRM**) to actively manage the fatiguing effect of **night duties** ~~of more than 10 hours~~ **and late finish duties** in relation to the surrounding duties and rest periods.*

APPROPRIATE FATIGUE RISK MANAGEMENT (FRM)

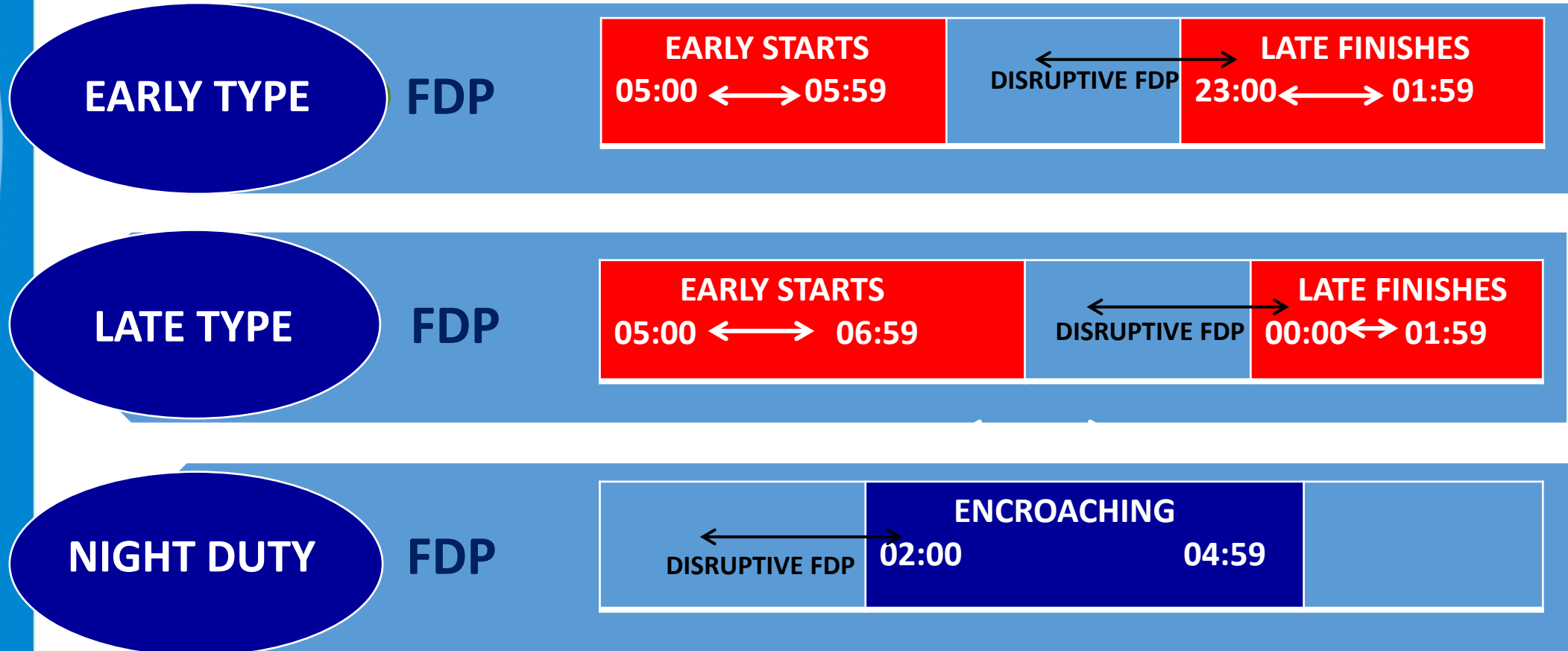
Why is a crew duty schedule “DISRUPTIVE”?

crew duty schedules are ‘disruptive’ if they comprise an FDP, or a combination of FDPs, starting, finishing during, or encroaching on any portion of the day/night which disrupts the sleep opportunity during the optimal sleep time window.

Disruptive schedules are compensated for by additional rest.

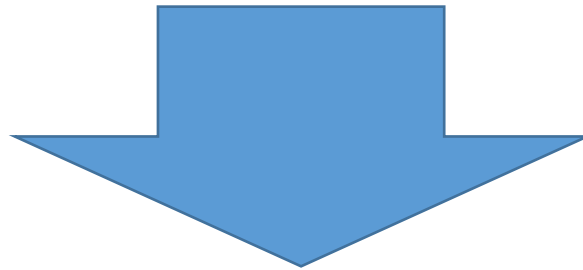
APPROPRIATE FATIGUE RISK MANAGEMENT (FRM)

ARO.OPS.230 Determination of disruptive schedules



APPROPRIATE FATIGUE RISK MANAGEMENT (FRM)

*“...set **of principles** and **tools** that support the **operator** and their **operational personnel** in managing **particular fatigue hazards and associated risks** through the safety risk management (SRM) process within the operator’s management system, ...”(GM1CS FTL.1.205(a)(2))*



APPROPRIATE FATIGUE RISK MANAGEMENT (FRM)

- Under ORO.GEN.200, fatigue still needs to be managed as part of an operator's management system and safety risk management (SRM) process (SMS).
- The need to focus on the management of fatigue risks has been **reinforced** in the regulatory material. In these cases, the expressions '*appropriate fatigue risk management*' and '*fatigue risk management principles*' are used.
- Fatigue risk management is a **shared responsibility** between the management personnel and crew members

APPROPRIATE FATIGUE RISK MANAGEMENT (FRM)

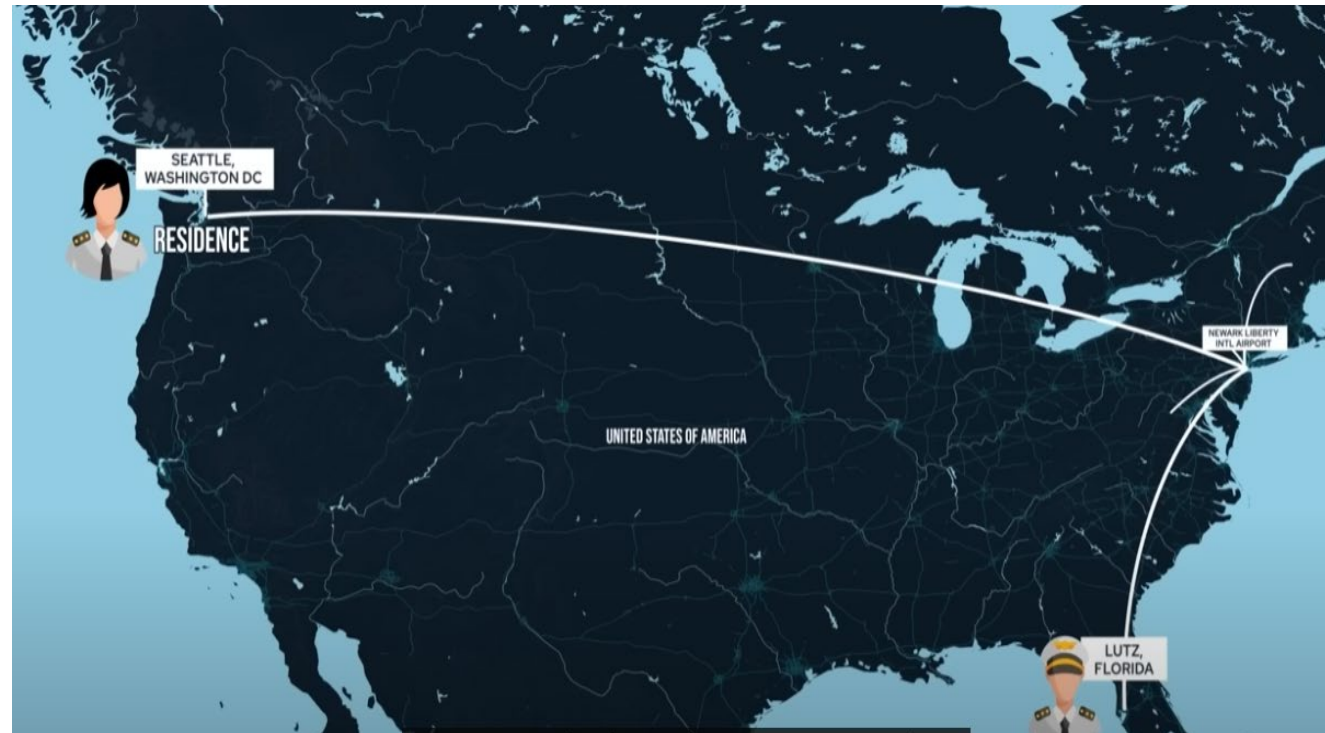
Crew Member responsibility

- Obtain sleep as close as possible to the start of the FDP to optimise alertness during night duties
- Obtain sufficient sleep before duties when adapted to being awake during daytime hours at the local time where acclimatised.
- Manage personal free time before duties

APPROPRIATE FATIGUE RISK MANAGEMENT (FRM)

Crew Member responsibility

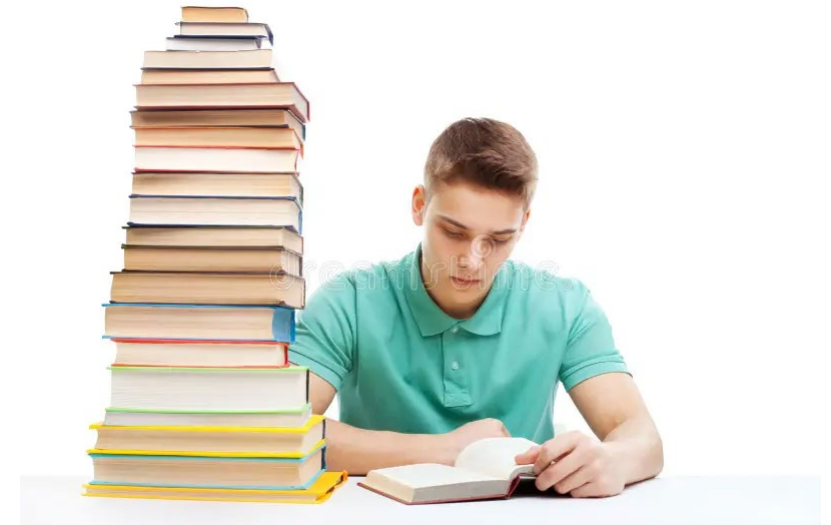
- Avoid commuting from home to departure aerodrome before duty



APPROPRIATE FATIGUE RISK MANAGEMENT (FRM)

Crew Member responsibility

- Acquire greater personal awareness on rules and operator's procedure on FTL by self training.
- Know your right and your obligation
- Be aware of the procedures reported in the operations manual Chp.7



APPROPRIATE FATIGUE RISK MANAGEMENT (FRM)

Crew Member responsibility

- FTL Reporting culture well established among crew members



APPROPRIATE FATIGUE RISK MANAGEMENT (FRM)

Crew Member responsibility

- Not performing duties on an aircraft when unfit due to fatigue or if suffering from fatigue;
- Be well aware of Operator's unfit-to-fly procedure



Thank you for the attention

Any question?

www.enac.gov.it

