



Fatigue management for crew members

Responsibilities and reporting

Ahead of the application of the new EASA Flight Time Limitation regulations and the new EU Regulations on Safety Occurrence Reporting, this document highlights the responsibility of crew members outlined in the regulations around fatigue, and the methods available to report it.

Responsibilities

Responsibility for the control of flight and duty time does not rest solely with the airline. It is the crew member's responsibility to make best use of opportunities and facilities provided for rest. It is also their responsibility to plan and use rest periods properly to minimise fatigue.

A crew member should not work if they know, or suspect, that their personal state renders them unfit to operate, to the extent that the flight may be endangered. They must not fly if they know that they are, or are likely to be, in breach of their Flight Time Limitation scheme.

Regulation

CAT.GEN.MPA.100 (which came into force on 28 October 2014) **states:**

- (b) The crew member shall:
 - (4) Comply with all flight and duty time limitations (FTL) and rest requirements applicable to their activities.
 - (5) When undertaking duties for more than one operator:
 - (i) Maintain his/her individual records regarding flight and duty times and rest periods as referred to in applicable FTL requirements; and
 - (ii) Provide each operator with the date needed to schedule activities in accordance with the applicable FTL requirements.
- (c) The crew member shall not perform duties on an aircraft:
 - (5) If he/she knows or suspects that he/she is suffering from fatigue as referred to in 7.f of Annex IV to Regulation (EC) No 216/2008 or feels otherwise unfit, to the extent that the flight may be endangered.

ORO.FTL.115 (which comes into force on 18 February 2016) **states:**

Crew members shall:

- (b) Make optimum use of the opportunities and facilities for rest provided and plan and use their rest periods properly.

Basic regulation 216/2008 Annex IV 7(f) & (g)

- 7(f)** No crew member must allow their task achievement/decision making to deteriorate to the extent that flight safety is endangered because of the effects of fatigue, taking into account, inter alia, fatigue accumulation, sleep deprivation, number of sectors flown, night duties or time zone changes. Rest periods must provide sufficient time to enable crew members to overcome the effects of the previous duties and to be well rested by the start of the following flight duty period.
- 7(g)** A crew member must not perform allocated duties on board an aircraft when under the influence of psychoactive substances or alcohol or when unfit due to injury, fatigue, medication, sickness or other similar causes.

Reporting

To ensure that a crew member complies with their legal responsibilities, there are a number of ways to report issues of fatigue within the operation, fatigue related incidents, or if they are too fatigued to undertake a duty.

Operator internal reporting system

The first point for reporting any incident is through the internal reporting process of the airline. Even if the crew feel that the feedback from submitting a report is lacking, it is essential that any safety related report is filed with their airline. This may be through a specific fatigue report form or as part of an air safety report.

CAA Mandatory Occurrence Reporting (MOR)

The CAA's Mandatory Occurrence Reporting Scheme is a way of capturing and sharing safety information and data across the UK aviation industry.

It is a legal requirement to report safety occurrences to the CAA through the MOR scheme. Any crew member can complete an MOR report and send it to the CAA.

Guidance on reporting is set out in CAP 382 which can be found at www.caa.co.uk/CAP382

Just culture

From 15 November 2015 EU regulation [376/2014](#) will come into effect. These regulations set out that safety occurrence reports, including MORs are to be used strictly for the purpose of preventing accidents and incidents and not to attribute blame or liability, and should advance the principle of a 'just culture'.

CAA whistleblowing

The CAA has a whistleblowing policy, details of which can be found at www.caa.co.uk/whistleblowing

There are options to complete a whistleblowing report form or to call the CAA whistleblowing focal point on 01293 573190.

Alternatively an e-mail can be sent with full details of the incident to whistleblowers@caa.co.uk

Other reporting routes

Confidential Reporting Programme for aviation crew CHIRP

The aim of CHIRP is to contribute to the enhancement of aviation safety in the UK by providing a totally independent confidential (not anonymous) reporting system for all individuals employed in or associated with commercial and private aviation.

CHIRP always protects the identity of reporters. They are a confidential programme and only keep reporters personal details for as long as they need to keep in contact with them.

Reports can be made by post, e-mail or telephone, for more information visit www.chirp.co.uk

Further information about EASA FTL regulations can be found at www.caa.co.uk/FTL