Global Prescriptive Fatigue Management Regulations

To learn more, visit:
https://www.iata.org/en/programs/safety/operational-safety/fatigue-risk/
https://ic.iata.org/sih_public

The aviation industry provides one of the safest modes of transportation in the world. Nevertheless, a safety-critical industry must actively manage hazards with the potential to impact safety. Fatigue is now acknowledged as a hazard that degrades various types of human performance, and can contribute to aviation accidents or incidents. Fatigue is inevitable in a 24/7 industry because the human brain and body function optimally with unrestricted sleep at night. Therefore, as fatigue cannot be eliminated, it must be managed.
Fatigue management refers to the methods by which service providers and operational personnel address the safety implications of fatigue. In general, ICAO Standards and Recommended Practices (SARPs) in various Annexes support two distinct methods for managing fatigue:

1. a prescriptive approach that requires the service provider to comply with duty time limits defined by the State, while identifying and managing fatigue hazards through the safety management system (SMS) processes; and
2. a performance-based approach that allows service providers an option to develop and implement a fatigue risk management system (FRMS) that is approved by the State.

These approaches share two important basic features. First, they are based on scientific principles and knowledge and
operational experience that should take into account:
•the need for adequate sleep (not just resting while awake) to restore and maintain all aspects of waking function (including alertness, physical and mental performance, and mood);
•the circadian rhythms that drive changes in the ability to perform mental and physical work, and in sleep propensity (the ability to fall asleep and stay asleep), across the 24-hour day;
•interactions between fatigue and workload in their effects on physical and mental performance; and
•the operational context and the safety risk that a fatigue-impaired individual represents in that context.
Second, because fatigue is affected by all waking activities (not only work demands), fatigue management has to be a shared responsibility between the State, service providers and individuals:
•the State is responsible for providing a regulatory framework that enables fatigue management and ensuring that the service provider is managing fatigue-related risks to achieve an acceptable level of safety performance. The State is required to establish prescriptive limitation regulations for specified safety-critical personnel. However, the establishment of FRMS regulations is optional, depending on the experience level and resources of the State, and necessary only where the intention is to allow service providers to move outside of prescriptive fatigue management regulations .
•service providers are responsible for providing fatigue-management education, implementing work schedules that enable individuals to perform their duties safely, and having processes for monitoring and managing fatigue hazards; and
•individuals are responsible for arriving fit for duty, including making appropriate use of non-work periods to obtain sleep, and for reporting fatigue hazards
We are excited to share our summary of Prescriptive Fatigue Management Regulations from various countries around the globe! This valuable resource is the result of a collaborative effort by experts from the IATA Safety Group and the IATA Human Factors Task Force.

We understand that our readers come from diverse regions, and there may be information that is missing or needs correction. We invite you to share your feedback and comments with us.

Additionally, we would love to hear your thoughts on how we can enhance this information. What else would you like to see included? Your input is crucial to the success of this important initiative.

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Regulations	Part 117	Part 121 Subpart Q, R, & S	EASA FTL (Flight Time Limitations)	CAO 48.1 Instrument 2019	Canadian Aviation Regulations (CARs) Subpart 700, Division III	LAR 121	CIVIL AVIATION REQUIREMENT SECTION 7 – FLIGHT CREW STANDARDS TRAINING AND LICENSING SERIES J PART III ISSUE III, DATED 24TH APRIL 2019 - **PRESENT ENFORCED CAR**	CIVIL AVIATION REQUIREMENT SECTION 7 – FLIGHT CREW STANDARDS TRAINING AND LICENSING SERIES J PART III ISSUE III, DATED 24TH APRIL 2019 - **PROPOSED CAR**	Annex 6, Part I	Part 121 Reg 178 (duty) and Part 91 Reg 107 (flight time)	Law 13.475; RBAC117; IS 117-001; 002; 003 and 004.	Part ORO, subpart FTL for 2 pilot fixed wing CAP371 for Air Taxi, single pilot and Helicopters	The provisions of Chapter 2, 5-1-1 of the Detailed Regulations for Examination of Operation Manual (Regulation No: KU-KO-78)	CAD 371 (2nd Edition) THE AVOIDANCE OF FATIGUE IN AIRCREWS	The Rules are developed in accordance with subparagraph 41-30) of paragraph 1, Article 14 of the Law of the Republic of Kazakhstan "On the use of airspace of the Republic of Kazakhstan and aviation activities," the Labor Code of the Republic of Kazakhstan, and in consideration of the standards and recommended practices of the International Civil Aviation Organization (ICAO) and international aviation regulations.
URL	https://www.ecfr.gov/current/title-14/chapter-I/subchapter-G/part-121#121.471	eCFR :: 14 CFR Part 121 -- Operating Requirements: Domestic, Flag, and Supplemental Operations (FAR Part 121)	https://www.easa.europa.eu/en/document-library/easy-access-rules/online-publications/easy-access-rules-air	Federal Register of Legislation - Civil Aviation Order 48.1 Instrument 2019	https://laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/FullText.html#s-700.19			https://www.dgca.gov.in/digigov-portal/?dynamicPage=dynamicPdf/L9H5swpjrIPPIVu9QR7XQg%3D%3D&mainCivilAviationRequirement		https://sso.agc.gov.sg/SL/ANA1966-S441-2018?ProvIds=P12-#pr107-, https://sso.agc.gov.sg/SL/ANA1966-S444	https://www.planalto.gov.br/ccivil_03/_ato2015-2018/2017/lei/L13475.htm https://www.anac.gov.br/assuntos/legislacao/legislacao-1/rbha-e-rbac	Flight time limitations guidance and resources | Civil Aviation Authority	https://www.mlit.go.jp/notice/noticedata/pdf/20210915/koku1.pdf	https://www.cad.gov.hk/english/pdf/CAD371.pdf	https://zan.gov.kz/en/
Key Features	Limits on flight duty periods based on the time of day and number of flight segments. Daily flight time limits depending on time of day and crew compliment. Minimum rest periods between duty periods. Cumulative duty and flight time limits over 7 and 28 days.	Min rest according to scheduled flight time. 24h off every 7 days. Reduced rest provisions allowable with limitations.	Maximum daily flight duty periods vary depending on start time and number of sectors. Minimum rest requirements between duties. Cumulative duty limits over 7, 14, and 28 days.	Prescriptive limits on flight and duty times. Requirements for rest periods and cumulative limits. (Appendix 2 for Options for operators to implement a Fatigue Risk Management System (FRMS) for more flexibility: Appendix 7	Maximum flight duty periods and minimum rest periods. Cumulative duty limits over 7 and 28 days. Provisions for FRMS to allow deviations from prescriptive limits.	Standardized flight and duty time limitations across member states. Minimum rest requirements. Cumulative duty limits and provisions for FRMS.	Prescriptive regulations/ limits on flight and duty times. Requirements for rest periods and cumulative limits. Options for operators to implement a Fatigue Risk Management System (FRMS) for more flexibility.	Prescriptive regulations/ limits on flight and duty times. Requirements for rest periods and cumulative limits. Options for operators to implement a Fatigue Risk Management System (FRMS) for more flexibility.	States must establish prescriptive fatigue management regulations based on scientific principles. Encourages the implementation of FRMS for more tailored fatigue management. These regulations aim to ensure that flight crew members are adequately rested and fit for duty, thereby enhancing aviation safety. Each regulatory body has its own specific requirements, but they all share the common goal of managing fatigue effectively.	Prescriptive flight and cabin crew limits for duty. Flight time limits for flight crew.	Prescriptive limits on flight and duty times for both flight and cabin crew. Minimum rest periods; cumulative limits of flight and duty time; Supplementary Instruction for operators implement a Fatigue Risk Management System (FRMS).	Two pilot fixed wing currently follows regulations from EASA but do not include the Dec 2023 changes on night duties.	Limits on flight duty time and flight time based on start time and number of segments. Minimum rest period. Cumulative flight time limits over 7days, 28 days and 365 days.	Prescriptive flight, duty and rest period limits for flight and cabin crew.	Key elements of the laws or regulations regarding maximum flight time, rest periods, working hours, and limitations for aviation personnel.

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Flight Time	Maximum of 100 hours in any 672 consecutive hours. Maximum of 1000 hours in any 365 consecutive days.	Limits by year, month,& day domestically Limits by pilot crew count internationally	Maximum of 900 hours in a calendar year, max 100 hours in any 28 consecutive days, 1000 hours in any 12 consecutive months	Maximum of 100 hours in any 28 consecutive days.	Maximum of 112 hours in any 28 consecutive days, 300 in 90 days, 1000 in 365 Days.	Typically aligned with ICAO standards, around 100 hours in any 28 consecutive days	Maximum of 100 hours in any 28 consecutive days, 300 in 90 consecutive days, 1000 in 365 consecutive days.	Maximum of 100 hours in any 28 consecutive days, 300 in 90 consecutive days, 1000 in 365 consecutive days.	States must establish limits based on scientific principles.	Maximum of 100 hours in any 28 consecutive days.	Maximum of 90 hours in any period of 28 consecutive days; 900 hours during any period of 365 consecutive days.	Maximum of 900 hours in a calendar year, max 100 hours in any 28 consecutive days, 1000 hours in any 12 consecutive months	Maximum of 1000 hours in any 365 consecutive days and max 100 hours in any 28 consecutive days.	Maximum of 100 hours in any period of 28 consecutive days; 900 hours during any period of 12 months.	Flight Time — The total time a crew member spends in the air, from takeoff to the full stop of the aircraft after landing. 100 hours — Maximum flight time within 28 consecutive days. 800 hours — Maximum flight time within 365 consecutive days. 900 hours: Possible extension to 900 hours for 365 consecutive daysr with crew member consent.
Flight Duty Period	Varies based on the start time and number of flight segments, ranging from 9 to 14 hours unaugmented, or 13 to 19 hours augmented, depending on time of day, number of pilots and quality of rest facility. Limited provision to extend up to two hours FDP with PIC concurrence. Cumulative limits 60 hours FDP in any consecutive 168 hours, 190 hours FDP in any consecutive 672 hours	Addresses only crew of three or more pilots in supplemental operations.	Maximum of 13 hours, reduced based on the number of sectors and start time	Varies based on start time and acclimatization, and number of sectors generally up to 13 hours.	Varies based on start time and number of sectors, from 9 to 13 hours maximum. Provision to extend by 2 hours for unforseen operational circumstances	Varies by country but generally follows ICAO guidelines.	Varies based on start time , number of sectors and type of operations (includes augmented crew operations) ranging from 8 hours up to 22 hours	Varies based on start time , number of sectors and type of operations (includes augmented crew operations) ranging from 8 hours up to 21 hours, depending on the type of rest facility	States must establish limits based on scientific principles.	Varies based on local start, state of acclimatisation and sectors: 9-14 hours	Maximum of 13 hours, depends on the number of sectors and start time. If the operator wants to exceed 12h, it needs to have a collective labour agreement (with Union).	Maximum of 13 hours, reduced based on the number of sectors and start time	Varies based on the start time and number of flight segments, ranging from 9 to 18 hours.Maximum of 60 hours in any 7 consecutive days and max 190 hours in any 28 consecutive days.	Flight Duty Period (FDP) varies based on local time of start, number of sectors, state of acclimatisation and length of preceding rest period: 9-14 hours. Flight Crew FDP can be extened using augmented crew and in-flight rest to 15-18h.	The maximum planned standard FDP is 13 hours, reduced according to the reporting time and number of sectors. The Flight Duty Period (FDP) starts when a crew member reports for duty and ends when the aircraft comes to a full stop after the last flight. It includes: Pre-flight Preparation: At least 1 hour. Flight Time: Time spent flying. Standby Time at Airports: Time spent at airports, excluding breaks of up to 2 hours. Wait Time for Delays: Time spent waiting for departure due to delays. Crew Travel Time: Time spent traveling to the duty location for a flight.
Duty Period	Includes all time from reporting for duty until being released from duty.	Addresses only crew of three or more pilots in supplemental operations.	Includes all duties from reporting to release.	Includes all time from reporting to release from duty.	Includes all time from reporting to release from duty	Includes all time from reporting to release from duty.	Includes all time from reporting to release from duty.	Includes all time from reporting to release from duty.	Includes all time from reporting to release from duty.	Includes all time from reporting to release from duty.	Includes all time from reporting (up to 60 minutes before departure time)to release (30 minutes after engines' shutdown) from duty.	Duty is any task that a crew member performans for the operator including flight duty, admin, giving or receiving training and checking, positioning and standby (standby accountablity is 25% at home and 100% at the airport)	Includes all time from reporting for duty until being released from duty.	Any continuous period during which a crew member is required to carry out any task associated with the business of an aircraft operator.	Duty Time refers to the period during which crew members perform their official duties. It consists of flight duty time and ground work time not directly related to flight operations. Duty time (per day): 10 hours Duty time (per month): 190 hours Duty time (per year): 1,470 hours
Rest Period Limitations	Minimum of 10 consecutive hours of rest between duty periods, including 8 hours of uninterrupted sleep opportunity.	Min rest according to scheduled flight time, reducible with restrictions and never less than 8h of rest.	Minimum of 12 hours or the preceding duty period length, whichever is longer.	Depends on whether at home base / away: Minimum of 12 hours rest at home base / minumum 10 hours rest away, including 8 hours of sleep opportunity	Minimum of 10 consecutive hours of rest in suitable accomodations, or option of 12 hours or 11hrs + Travel Time at Home Base. Increased after operating across multiple timezones.	Minimum rest periods typically align with ICAO recommendations.	Minimum of the preceding duty period length or 12 hours (18 hours for crossing more than 3 upto 7 time zones and 36 hours for crossing more than 7 time zones)whichever is longer.	Minimum of the preceding duty period length or 12 hours (18 hours for crossing more than 3 upto 7 time zones and 36 hours for crossing more than 7 time zones)whichever is longer.	States must establish minimum rest periods based on scientific principles.	10 hours if it includes a local night - otherwise 12 hours	Minimum of 12 hours, and in some defined cases the rest can be reduced to 10h (standby done without a call; flight cancellation in the hotel..).	At home base, minimum of 12 hours or the preceding duty period length, whichever is longer. Away from base can be 10 hours or the length of preceding duty if longer. Additional time required pre and post depending on type of FDP.	Minimum of 10 consecutive hours of rest between duty periods, including 8 hours of uninterrupted sleep opportunity.	Normal: At least as long as the preceding duty period or 12 hours, whichever is the greater. Can be reduced to 11h, but provided room must be available for occupation for a minimum of 10h. Physiological: >6h time difference - a sleep opportunity of 8h within 2200-0800 home base time, or as long as th previous duty period or 14h, whichever is greater.	Crew Rest Time consists of: - Pre-flight, between-flight, and post-flight rest time; - Time allocated for a day off; - Time for annual paid leave. Minimum Pre-flight Rest Time at Base Airport: It must be at least as long as the previous working time or 12 hours, whichever is longer. Minimum Pre-flight Rest Time Outside Base Airport: It must be at least as long as the previous working time or 10 hours, whichever is longer. During pre-flight rest outside the base airport, the operator must ensure that crew members have the

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Pre-flight Rest	Minimum of 10 hours	Flying more than 8h duirng any 24 consecutive hours at least 16h rest before assigned to any duty.	Minimum of 12 hours.	Minimum of 10 hours	Rest is provided following a Flight Duty period not in advance.	Minimum of 10 hours.	Minimum of 12 hours.	Minimum of 12 hours.	Minimum of 10 hours.	10 hours if it includes a local night - otherwise 12 hours	Minimum of 12 hours.	Minimum of 12 hours at home.	Minimum of 10 hours	See 'Rest Period Limitaitons' above. Additional requirements prior to a ULR duty.	Minimum Pre-flight Rest Time at Base Airport: It must be at least as long as the previous working time or 12 hours, whichever is longer. Minimum Pre-flight Rest Time Outside Base Airport: It must be at least as long as the previous working time or 10 hours, whichever is longer.
Weekly Rest	At least 30 consecutive hours free from duty every 168 hours (7 days)	At least 24 consecutimve hours once during any seven consecutive days.	At least 36 consecutive hours free from duty every 7 days (plus additional time for disruptive duties, extended duties and time-zone crossing rotations)	At least 36 consecutive hours free from duty every 168 hours (7 days)	1 Single Day Free in any 168 consecutive hours up to 5 local nights in any 504 consective hours.	At least 36 consecutive hours free from duty every 7 days.	At least 36 consecutive hours free from duty including 2 nights every 168 hours	At least 48 consecutive hours free from duty including 2 nights every 168 hours	At least 36 consecutive hours free from duty every 7 days.	Can work 7 consecutive days until a day off(minimum 34 hours free from duty). But requires 2 days off every 2 weeks	The regulatory minimum rest periods must be contained in the 6 (six) consecutive periods of up to 24 (twenty-four) hours provided for in § 1 of this article.	At least 36 consecutive hours free from duty every 7 days (plus additional time for disruptive duties, extended duties and time-zone crossing rotations)	A continuous rest period of at least 36 hours, including 2 nights, is required every 168 hours.If there are more than 4 night and early morning shifts in a 7-day period, the second regular rest period must be at least 60 hours.	Can work 6 consecutive days until a domestic day off (DDO - 34 hours containing 2 local nights). 2 consecutive DDOs in any consecutive 14 days 7 DDOs in any consecutive 28 days 8 DDOs in each consecutive 28 days period, averaged over three such periods	Crew members are provided with one day off per week, which must consist of at least 36 consecutive hours of rest and include 2 nights. Each night must be a period of 8 hours, between 10:00 PM and 8:00 AM local time.
Rest Period Post Leave	Not specifically defined	Defined for flag operations and according to flight time limitations	Non specified	Not specifically defined	Not specifically defined	Minimum of 36 hours.	Not specifically defined	Minimum of 10 hours	Minimum of 36 hours.	Not specifically defined	Not specifically defined	Not specified (leave is not discussed in the regulations as covered in specific working time legislation).	Not specifically defined	Not specifically defined	Not specifically defined
Night Duty Period Restrictions	Flight duty period reduced for night operations	Not Defined	Flight duty period reduced for night operations (tables for FDP based on time of time of day and number of sectors, limited to 4 sectors, appropriate FRM to be applied to any late and night duties (3 types of night duty definitions - new CS requirements Dec 23)	Flight duty period reduced for night operations.	Basic FDP Table covers Night Duty. Rest increased when operating Late or Night Duty.	Flight duty period reduced for night operations	Flight duty period reduced for night operations.	Flight duty period and number of landings reduced for night operations.	Flight duty period reduced for night operations	Flight duty period reduced for night operations	Reduced, limited to 9h.		Flight duty period reduced for night operations (tables for FDP based on time of time of day and number of sectors, limited to 4 sectors,	Flight Duty Period (FDP) varies based on local time of start, number of sectors, state of acclimatisation and length of preceding rest period: 9-14 hours. Shorter FDPs for later start times e.g. 1800-2159 - 9-12h and 2200-0659 - 9-11h. Flight Crew FDP can be extened using augmented crew and in-flight rest to 15-18h.	When the flight duty time starts, ends, or fully overlaps with an adverse period, the maximum duration of the flight duty time is reduced by the amount of time the crew member spends in the adverse period, but by no more than 2 hours. If the flight duty time covers more than 50% of the adverse period over two consecutive nights, the rest time at the base after the second night must be at least 24 hours. Adverse Period: The time between 2:00 AM and 5:59 AM, inclusive.
Transport Time	Not included in duty period	Not considered part of a rest period. 3 or more pilots: if more than fours hours before start of duty 1/2 time must be treated as duty.	Not included in duty period.	Not included in duty period.	Positioning incuded in FDP IF positioning occurs immadiately before the FDP. Positioning after FDP counted towards hours of work for purpsoses of rest caclulation	Not included in duty period.	Not included in duty period	Not included in duty period, however any time beyond 30 min , impacts rest period	Not included in duty period.	Not included in duty period.	Not included in duty period. In the case of a trip that begins/ends at an airport other than that defined as the contractual base, and up to 50km away from the base, the minimum rest period prior/after to the journey will be increased by at least one hour.	Travelling to and from airport (home or downroute) not including in duty period but there are some requirements downroute where minimum rest is provided and when on split duty, that travelling time is a consideration.	Not included in duty period	Not included in duty period.	Crew transportation, as directed by the operator, does not include the travel time. Travel time is defined as the time spent by the crew member traveling from (to) their place of residence (temporary stay, rest) to (from) the place of reporting (duty location).

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Rest Facilities for Augmented Crew	Class 1, 2, or 3 rest facilities required. FDP allowed depends on time of day, number of pilots, and quality of rest facility	Adequate sleeping quarters if schedled more than 12h in 24h.	Class 1, 2, or 3 rest facilities required depending on the length of the flight	Class 1, 2, or 3 rest facilities required depending on the length of the flight.	Class 1, 2, or 3 rest facilities required depending on the length of the flight	Class 1, 2, or 3 rest facilities required depending on the length of the flight.	Appropriate extract from the CAR below : Quote 3.16 Rest Facility Means a bunk or seat with leg and foot support suitable for crew members' sleeping on board an aircraft. Unquote	below : Quote 3.16.1 Bunk A bunk or other surface that allows for a flat or near flat sleeping position. It reclines to at least 80° back angle to the vertical and is located separately from both the flight crew compartment and the passenger cabin in an area that allows the crew member to control light, and provides isolation from noise and disturbance. 3.16.2 Isolated Rest Seat A seat in an aircraft cabin that reclines at least 45° back angle to the vertical, has at least a pitch 55 inches, a seat width of at least 20 inches (50 cm) and provides leg and foot support. It is separated from passengers by at least a curtain to provide darkness and some sound mitigation, and is reasonably free from disturbance by passengers or crew members. 3.16.3 Basic Rest Seat A seat in an aircraft cabin or flight crew compartment that reclines at least 40° from the vertical, provides leg & foot support and is not adjacent to any seat occupied by passengers.	Class 1, 2, or 3 rest facilities required depending on the length of the flight.	appropriate' rest facilities required	Class 1, 2, or 3 rest facilities required depending on the length of the flight, and applicable for flight and cabin.	Class 1, 2, or 3 rest facilities required depending on the length of the flight	Class 1, 2, or 3 rest facilities required depending on the length of the flight.	A bunk or a comfortable reclining seat, separated and screened from the passengers and flight deck.	A resting place on board the aircraft is a comfortable reclining chair or sleeping area that provides the crew member with the opportunity to rest or sleep. Class 1 Resting Place: This is a sleeping area or chair that reclines at an angle of 80 degrees or more from the vertical, allowing the crew member to sleep. It is separated from the crew and passenger cabins by a partition and is equipped with temperature and lighting controls, as well as noise isolation. Class 2 Resting Place: This is a chair that reclines up to 45 degrees from the vertical, with a width of at least 50 cm
Consecutive Night Operations	Limited to 3 consecutive night duties	Not defined	No restriction (See FRM requirements for late / night duties)	Limited to 3 consecutive WOCL-infringing duties	Limited to 3 consecutive night duties	Limited to 2 consecutive night duties	Limited to 2 consecutive night duties	Limited to 2 consecutive night duties	Limited to 2 consecutive night duties	Limited to 2 consecutive WOCL duties	Limits consecutives night operations (m) The maximum limit of 2 (two) consecutive early mornings of work and 4 (four) total early mornings in the period of 168 (one hundred and sixty-eight) consecutive hours, counted from the crew member's presentation, must be observed. (1) The crew member may be scheduled to work on the third consecutive early morning, as long as he is an extra crew member, on a flight returning to the contractual base and ending his/her workday. In this case, the crew member may not be scheduled to work on the	No restriction but additional demonstration of fatigue management consideration required.	no limitations	Late Night Period' (LNP) The period 0100 to 0659 hours home base time zone to which a crew member is acclimatised. Maximum of 3 consecutive LNP duties, and no more than 4 LNP duties in any 6 consecutive LNP's, and the subsequent rostered period free of duty must be of at least 48 hours duration and include two local nights. Except regular 'overnight' duties - a block of 5 consecutive LNP duties with maximum 8h FDPs, 36h rest prior and 63h rest post.	No restrictions