

# Schedule 15

## Prescriptive Fatigue Management

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**SUBPART A: GENERAL****15.001 APPLICABILITY**

- (a) This Schedule prescribes the maximum duty periods, maximum flight time and minimum rest periods to ensure that key crew and operations personnel do not experience fatigue during AOC-related duties.
- (b) This Schedule is applicable to the persons and entities engaged in commercial air transport operations where the Bahamas has granted the Air Operator Certificate
- (c) This Schedule is also applicable to the persons performing duties on behalf of Bahamas AOC holders.

**15.005 DEFINITIONS**

- (a) For the purpose of this Schedule, the following definitions shall apply—

**Calendar day.** The period of elapsed time, using Coordinated Universal Time or local time, that begins at midnight and ends 24 hours later in the next midnight.

**Deadhead Transportation.** Time spent in transportation on an aircraft (at the insistence of the AOC holder) to or from a crew member's home station.

**Duty.** Any task that flight or cabin crew members are required by the operator to perform, including, for example, flight duty, administrative work, training, positioning and standby when it is likely to induce fatigue.

**Duty period.** As related to an air operator, a period which starts when flight or cabin crew personnel are required by an operator to report for or to commence a duty and ends when that person is free from all duties.

**Duty time.** The total time from the moment a person identified in these regulations begins, immediately after a rest period, any work on behalf of the certificate holder until that person is free from all restraint associated with that work.

**Fatigue Risk Management System (FRMS).** A data-driven means of continuously monitoring and managing fatigue-related safety risks, based upon scientific principles and knowledge as well as operational experience that aims to ensure relevant personnel are performing at adequate levels of alertness

**Fatigue.** A physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness and/or physical activity that can impair a crew member's alertness and ability to safely operate an aircraft or perform safety related duties.

**Flight.** The period from takeoff to landing, sometimes referred to as "sectors."

**Flight Duty Period.** A period which commences when a flight or cabin crew member is required to report for duty that includes a flight or a series of flights and which finishes when the aeroplane finally comes to rest and the engines are shut down at the end of the last flight on which he/she is a crew member

**Flight time.** The period of time that the aircraft moves under its own power for the purpose of flight and ends when the aircraft comes to rest after it is parked, with engine(s) shut down if applicable. Flight time as here defined is synonymous with the term "block-to-block" time or "chock-to-chock" time in general usage, which is measured from the time an aircraft moves from the loading point until it stops at the unloading point.

**Flight time–aeroplanes.** The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.

**Flight time–helicopters.** The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.

**Rest period.** A continuous and defined period of time, subsequent to and/or prior to duty, during which flight or cabin crew members, maintenance personnel and flight dispatchers are free of all duties.

**Series of flights.** Series of flights are consecutive flights that—

- (i) Begin and end within a period of 24 hours; and
- (ii) Are all conducted by the same pilot-in-command.

#### **15.010 ACRONYMS & ABBREVIATIONS**

- (a) The following acronyms and abbreviations are used in this Schedule—

AOC – Air Operator Certificate

FE – Flight Engineer

#### **15.015 KNOWLEDGE OR SUSPICION OF CREW FATIGUE**

- (a) No person may act as a crew member of an aircraft in commercial air transport if he knows or suspects that he is suffering from such fatigue as may endanger the safety of the flight.
- (b) No person may cause or permit a crew member to fly in commercial air transport if that person knows or suspects that the crew member is suffering from such fatigue as may endanger the safety of the flight.

#### **15.017 FATIGUE MANAGEMENT SYSTEMS**

- (a) The Authority may approve a fatigue risk management system for an AOC holder if the scheme can be shown to be in the public interest and sufficient limitations exist to achieve an equivalent level of safety and risk.
- (b) An AOC holder may elect to apply the flight crew member flight duty and rest requirements to the cabin crew members without the necessity of a special fatigue risk management scheme.

### **SUBPART B: FLIGHT TIME**

#### **15.020 MAXIMUM NUMBER OF FLIGHT TIME HOURS**

- (a) No person may schedule any flight crew member and no person may accept an assignment for flight time in commercial air transport, if that flight crew member's total flight time will exceed 8 hours in any 24 consecutive hours.
- (b) No person may schedule any flight crew member and no flight crew member may accept an assignment in commercial air transport as a required crew member for more than 10 flights during a 10-hour duty period
- (c) No person may schedule any flight crew member and no flight crew member may accept an assignment for flight time in commercial air transport, if that crew member's total flight time, total flights or duty aloft in commercial flying will exceed the limitations prescribed by the Authority.

#### **15.025 EXCEEDING FLIGHT TIME**

- (a) The Authority will consider a person in compliance with prescribed standards if he or she exceeds the prescribed flight time limitations when—
  - (1) The flight is scheduled and normally terminates within the prescribed limitations; but
  - (2) Due to circumstances beyond the control of the AOC holder (such as adverse weather conditions) are not expected at the time of departure to reach the destination within the scheduled time.

### **SUBPART C: DUTY PERIODS**

#### **15.030 SCHEDULED DUTY PERIODS**

- (a) With respect to duty periods, no person may schedule a crew member or flight dispatcher for more than 10 consecutive hours of duty within a 24 consecutive hour period, unless he or she is given an intervening rest period.
- (b) A person is considered to be on duty if they are performing any tasks on behalf of the AOC holder, whether scheduled, requested or self initiated.

**15.035 COMPLIANCE WITH DUTY REQUIREMENTS**

- (a) The Authority will consider a person in compliance with prescribed duty limitations, if he or she exceeds those limitations during an emergency or adverse situations beyond the control of the AOC holder.

**15.040 DEADHEAD TRANSPORTATION**

- (a) If a person requires a flight crew member to engage in deadhead transportation for more than 4 hours, one half of that time shall be treated as duty time, unless they are given 10 hours of rest on the ground before being assigned to flight duty.

**15.045 DUTY ALOFT**

- (a) The Authority will consider all time spent on an aircraft as an assigned or relief flight crew member, whether resting or performing tasks to be duty aloft.
- (b) The Authority will consider a flight crew member to be on continuous duty aloft unless he or she receives a rest period of 8 consecutive hours on the ground.
- (c) Each AOC holder shall provide adequate sleeping quarters approved by the Authority on the aeroplane whenever a flight crew member is scheduled to be in duty aloft for more than 12 hours during any 24 consecutive hours.

**SUBPART D: REST PERIODS****15.050 MINIMUM REST PERIOD**

- (a) The minimum rest period is considered to be 8 consecutive hours.
- (b) The minimum rest period for flight crew members shall be 9 consecutive hours, unless otherwise prescribed by the Authority.
- (c) With respect to rest periods, no person holder may assign, nor may any person—
- (1) Perform duties in commercial air transport unless that person has had at least the minimum rest period applicable to those duties as prescribed by the Authority; or
  - (2) Accept an assignment to any duty with the AOC holder during any required rest period.
- (d) The AOC holder may exercise the option to reduce a crew member's rest period within the limitations prescribed by the Authority.

*See Appendix 1 to 15.050 for the acceptable methods for reducing rest periods*

- (e) Time spent in local transportation in excess of 30 minutes will not be considered a part of a crew member's rest period.
- (f) Time spent in transportation, not local in character, that is required by the AOC holder to position crew members to or from flights is not considered part of a rest period.
- (g) Time spent in transportation on aircraft (at the insistence of the AOC holder) to or from a crew member's home station is not considered part of a rest period.

**15.055 MINIMUM REST PERIOD EACH SEVEN CONSECUTIVE DAY PERIOD**

- (a) The AOC holder shall relieve the flight crew member, flight dispatcher or cabin crew member from all duties for 24 consecutive hours during any 7 consecutive day period.

*End of BASR Schedule 15 - Appendix Follows*

## APPENDICES

Each AOC holder, scheduling official, and crew member shall use the following tables to consolidate all scheduling and actual event requirements with respect to flight crew member flight time, duty and rest periods for commercial air transport operations.

### APPENDIX 1 TO 15.050 ACCEPTABLE REST PERIOD VARIATIONS

TABLE 15-A Acceptable Flight Crew Scheduled Initial Rest Period Reduction by Lengthening the Subsequent Rest Period			
Flight Deck Duty Period (Hours)	Rest Period (Hours)	Authorised Reduced Rest Period (Hours)	Next Rest Period if Reduction Taken
Less than 8	9	8	10
8-9	10	8	11
9 or more	11	9	12

TABLE 15-B Acceptable Situations for Reducing Initial Cabin Attendant Rest Period Through the Addition of Extra Attendants on the Flights				
Scheduled Duty Period (Hours)	Extra Attendants Required	Rest Period (Hours)	Authorised Reduced Rest Period (Hours)	Next Rest Period if Reduction Taken
14 or less	0	9	8	10
14-16	1	12	10	14
16-18	2	12	10	14
18-20	3	12	10	14

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