

## Appendix B. Procedures for controlled rest on the flight deck

Controlled rest on the flight deck is an effective fatigue mitigation for flight crews. It should not be used as a scheduling tool. It is not a substitute for proper pre-flight sleep or for normal crew augmentation, but is intended as a response to unexpected fatigue experienced during operations. Some basic principles:

- It should be considered a safety net.
- The Fatigue Safety Action Group should be able to monitor the use of controlled rest on the flight deck to evaluate whether existing mitigation strategies are adequate. Crew reports are encouraged.
- It should only be used on flights of sufficient length that it does not interfere with required operational duties.
- It should only be used during low workload phases of flight (for example, during cruise flight).
- It should not be used as a method for extending crew duty periods.
- Procedures for controlled rest on the flight deck should be published and included in the Operations Manual.

### Recommended procedures for controlled rest on the flight deck

The following recommended procedures are based on a survey of major air carriers. They represent considerable experience in many regions of the globe and include options reflecting variations between different types of operations.

*Note.— This is not intended to be an all-inclusive list, nor are all of these procedures necessarily required. Each operator should work with its regulator to define appropriate procedures.*

#### *Planning*

- One pilot only may take controlled rest at a time in his seat. The harness should be used and the seat positioned to minimize unintentional interference with the controls.
- The autopilot and auto-thrust systems (if available) should be operational.
- Any routine system or operational intervention which would normally require a cross check should be planned to occur outside controlled rest periods.
- Controlled rest on the flight deck may be used at the discretion of the captain to manage both unexpected fatigue and to reduce the risk of fatigue during higher workload periods later in the flight.
- It should be clearly established who will take rest and when it will be taken. If the pilot-in-command requires, the rest may be terminated at any time.
- The pilot-in-command should define criteria for when his rest should be interrupted.
- Hand-over of duties and wake-up arrangements should be reviewed.
- Flight crews should use controlled rest only if they are familiar with the published procedures.

- Some operators involve a third crew member (not necessarily a pilot) to monitor controlled flight deck rest. This may include a planned wake-up call, a visit to be scheduled just after the planned rest period ends, or a third crew member on the flight deck throughout controlled rest.
  - The controlled rest period should be no longer than 40 minutes, to minimize the risk of sleep inertia on awakening.
  - Controlled rest should be used only during the cruise period from the top of climb to 20 minutes before the planned top of descent. This is to minimize the risk of sleep inertia.
  - A short period of time should be allowed for rest preparation. This should include an operational briefing, completion of tasks in progress, and attention to any physiological needs of either crew member.
  - During controlled rest, the non-resting pilot must perform the duties of the pilot flying and the pilot monitoring, be able to exercise control of the aircraft at all times, and maintain situational awareness. The non-resting pilot cannot leave his seat for any reason, including physiological breaks.
  - Aids such as eye shades, neck supports, ear plugs, etc., should be permitted for the resting pilot.
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