



OFFICE OF THE
DIRECTOR GENERAL OF CIVIL AVIATION
OPP. SAFDARJUNG AIRPORT, NEW DELHI – 110 003

TELEPHONE: 091-011-4635261
4644768

FAX: 091-011-4644764

TELEX: 31-74127
TELEGRAMS: AIRCIVIL

भारत सरकार
नागर विमानन विभाग
महानिदेशक नागर विमानन का कार्यालय
सफदरजंग एयरपोर्ट के सामने
नई दिल्ली - ११० ००३

Reference: No.: संख्या : AV.22024/5/2013-FID
Dated: दिनांक : 14th August 2013

OPERATIONS CIRCULAR 8 OF 2013

Subject: CONTROLLED REST ON FLIGHT DECK

1. Background

Controlled rest on the flight deck is an effective fatigue mitigation tool for flight crews and is a way of managing unavoidable excessive tiredness in-flight. This involves the use of short sleep periods (naps) by one pilot, during low workload phase of the cruise segment, whilst seated at the controls of the aircraft, and the other pilot performing duties of PF and PM. Controlled rest is not a substitute for proper pre-flight sleep or for normal crew augmentation, but intended as a response to unexpected fatigue experienced during operations. Controlled rest is one more element in a fatigue management program and another line of defense to manage fatigue risks. It is observed that short sleep periods of only 25 minutes can improve performance for hours afterwards.

2. Procedures for Controlled Rest

- 2.1 Controlled rest shall be used on a flight sector with a minimum duration of 3 hours.
- 2.2 Controlled Rest shall not be used as a scheduling tool or a means of deferring duty or extending a flight duty period
- 2.3 Only one flight crew must take controlled rest at the discretion of the PIC and at a time in his/her operating seat.
- 2.4 Controlled rest must be used during periods of low workload in cruise flight when weather conditions are benign and weather-related deviation is not required or expected.

- 2.5 Controlled rest shall commence after reaching Top of Climb (TOC) and will terminate 30 minutes before planned Top of Descent.
- 2.6 Controlled rest shall not be longer than 40 minutes with another 20 minutes for operational orientation before resuming flight deck duties; these 20 minutes may be part of 30 minutes prior to TOD as mentioned in 2.5 above.
- 2.7 Controlled rest shall not be used over the flight segments that require the use of decompression escape routes, while manual fuel transfer/fuel balancing is taking place or any other operational requirement wherein a pilot crosscheck is required.
- 2.8 The PIC should brief on criteria under which rest is to be terminated. Any flight crew depending on the circumstances may terminate the rest at any time.
- 2.9 Prior to undertaking controlled rest, a short period of time shall be allowed for rest preparation (approximately 5 minutes). This should include an operational briefing, completion of tasks in progress, and attention to any physiological needs of either crew member.
- 2.10 The resting pilot shall keep his seat belt and harnesses fastened and move the seat aft to such a position that unintentional interference with the controls is minimized.
- 2.11 The non-resting pilot must not leave his seat for any reason, including physiological breaks.
- 2.12 During controlled rest, the non-resting pilot shall keep his seat belt and harness fastened; wear a headset with the cockpit audio speaker adjusted to normal volume.
- 2.13 The resting pilot may use equipment such as eyeshades, earplugs and neck support.
- 2.14 On flight sectors longer than 3 hours, subject to the conditions above, flight crew may take more than one rest period.

3. Flight Path Management

- 3.1 During controlled rest, the non-resting pilot must perform the duties of the PF and the PM, be able to exercise control of the aircraft at all times and maintain full situational awareness of his surroundings.
- 3.2 The autopilot and auto-thrust systems shall be operational.
- 3.3 LNAV / NAV is the preferred lateral mode during controlled rest.
- 3.4 FMS / FMGS manipulations must be kept to a minimum.
- 3.5 Altitude changes are not permitted during controlled rest.
- 3.6 In the event of any abnormal condition, the non-resting pilot shall wake the resting pilot.
- 3.7 Any system intervention which would normally require a cross check according to multi crew principles must be avoided until the resting crew member resumes his duties

4. Flight Deck – Cabin Communication

The operator must establish procedures to monitor alertness of non-resting flight crew members during controlled rest. The PIC shall inform the CCIC of the intention of the flight crew member to take controlled rest, and of the time of the end of that rest. The CCIC must establish a frequent check on the flight crew by means of the interphone system. Preferably, and in order not to disturb the resting crew member, the non-resting flight crew member should call the cabin crew approximately every 20 minutes (night) or 30 minutes (day). The CCIC shall call the non-resting flight crew member or shall make a physical check if no communication has been established in the given time.

5. Post Rest Period Management

At the end of a controlled rest period, the non-resting crew member shall conduct a full operational briefing to the flight crew member that was resting which should include at least the following:

- 5.1 Route progress, ETAs, estimated and actual FOB figures.
- 5.2 Aircraft status.
- 5.3 En-route and terminal weather.
- 5.4 Operational occurrences during the rest period.

Sd/-
Capt Rajeev Gupta
Flight Operations Inspector (In- Charge)
For Director General of Civil Aviation

To: All Scheduled and Non-Scheduled Operators