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REVISED FATIGUE MANAGEMENT REQUIREMENTS FOR AIR TRAFFIC SERVICES

1 INTRODUCTION

- 1.1 This Civil Aviation Circular (CAC) is issued by the Chief Executive Officer (CEO) of the Civil Aviation Authority of Malaysia, as CAC 07/2021, in exercise of the powers conferred by section 240 of the Civil Aviation Act 1969 [Act 3].
- 1.2 A CAC is a legally binding document that supersedes current published standards, requirements, procedures, or guidelines in the CADs/CAGMs.
- 1.3 The standards, requirements, procedures, or guidelines stated in this CAC will be incorporated into the relevant CADs/CAGMs in the next planned revision cycle.
- 1.4 Without prejudice, any revisions(s) in this CAC is only applicable to the aforementioned chapter or paragraph of the CAD or CAGM related herewith thereto.

2 CAD 11 – Air Traffic Services

- 2.1 Para 2.28.1 shall read as follows:

For the purpose of managing fatigue in the provision of air traffic control services, the ATS provider shall comply with the following:

- a) prescriptive fatigue management regulations in accordance with CAD 11 Appendix 5; and/or
- b) fatigue risk management system (FRMS) requirements to manage fatigue in accordance with CAD 11 Appendix 6.

- 2.2 Para 2.28.2 shall read as follows:

For the purpose of managing fatigue-related safety risk, the ATS provider shall establish a fatigue-related safety risks management, by either:

- a) air traffic controller schedules to commensurate with the service(s) provided and in compliance with the prescriptive limitation regulations established in accordance with 2.28.1 a); or



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- b) an FRMS, in compliance with requirements in accordance with 2.28.1 b) for the provision of all air traffic control services; or
- c) an FRMS, in compliance with requirements in accordance with 2.28.1 b) for a defined part of its air traffic control services in conjunction with schedules in compliance with the prescriptive limitation regulations in accordance with 2.28.1 a), for the remainder of its air traffic control services.

2.3 Para 2.28.3 shall read as follows:

Where the ATS provider complies with prescriptive fatigue management regulations in the provision of part or all of its air traffic control services in accordance with 2.28.2 a), the ATS provider shall:

- a) ensure that the limitations are not exceeded and that non-duty period requirements are met;
- b) familiarise its personnel with the principles of fatigue management and its policies with regard to fatigue management;
- c) establish a process to allow variations from the prescriptive limitation regulations to address any additional risks associated with sudden, unforeseen operational circumstances in MATS Vol. 2; and
- d) ensure the variations to these regulations using an established process in order to address strategic operational needs in exceptional circumstances, based on the air traffic services provider demonstrating that any associated risk is being managed to a level of safety equivalent to, or better than, that achieved through the prescriptive fatigue management regulations. These may be achieved through the implementation of safety risk assessment (SRA).

Note. – Complying with the prescriptive limitations regulations does not relieve the ATS provider of the responsibility to manage its risks, including fatigue-related risks, using its SMS in accordance with the provisions of CAD 19.

2.4 Appendix 5 – Prescriptive Fatigue Management Regulations, para 3 shall read as follows

Duty Limitation Parameters


- a) Duty Period
 - i) The duty period may not exceed 12 hours.
 - ii) The aggregate of duty period hours may not exceed 200 hours within a defined period of 720 consecutive hours or 30 consecutive days.



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- iii) There must be at least 12 hours between the end of one duty period and the beginning of the next.
 - iv) No more than 6 consecutive days of duty shall be worked.
 - v) If the maximum number of 6 consecutive days of duty is rostered, there shall be a minimum interval of 60 hours between the end of one consecutive period of duty days and the next.
- b) Operational Duty
- i) No period of operational duty shall exceed 2 hours.
 - ii) No operational duty shall exceed 2 hours without there being a break taken during or at the end of that period.
 - iii) A break should not be less than 30 minutes.
- c) Night Duties
- i) A period of night duty shall be defined as starting at 0001 local time and ending at 0600 local time.
 - ii) A duty which covers all or part of the period of night duty shall not exceed 10 hours.
 - iii) No more than 3 consecutive duties shall be worked which cover all or part of the period of night duty.
 - iv) If the maximum number of 3 consecutive night duties is rostered, a minimum period of 54 hours shall occur between the end of duties which cover all or part of the period of night duty and the commencement of the next period of duty.
- d) On Call Duties
- i) No more than 3 on-call duties shall be worked in a 7-day period.
 - ii) The maximum length of on call period of duty where the ATCO does not attend the place of work shall be 20 hours.


(Captain Chester Voo Chee Soon)
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