



**HSAC – RP –
2012 -1
Fatigue
Management**

Background

Aviation maintenance personnel face a particular risk of fatigue due to night shift work, the potential for long and unregulated duty times, and the sleep disruption that can result from these working conditions. Most countries do not have regulations or policies that address duty limits for maintenance personnel.

Aviation companies should develop a fatigue management plan that addresses duty time for maintenance personnel. This plan should be part of a comprehensive Safety Management System (SMS) model, through which hazards are identified and risk is managed.

**Recommended
Practices**

- 1. The following examples address areas which may be considered when developing a pro- active fatigue management program.**
 - Total work periods should not exceed 12 hours in any 24-hour period.
 - No shift should be extended beyond 13 hours by overtime
 - A break of at least 11 hours should occur between shifts
 - There should be a work break every four hours
 - Each full working shift should be followed by a minimum 8-hour rest period.

Detailed guidance can be found on the FAA web site:

<http://www.faa.gov/library/reports/medical/oamtechreports/2010s/media/201110.pdf>