



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

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Attachment 17 – Air Canada’s Controlled Rest on the Flight Deck Procedure

OPERATIONAL FACTORS/HUMAN PERFORMANCE

DCA17IA148

CONTROLLED REST ON THE FLIGHT DECK

- Controlled Rest Periods are a maximum length of 40 minutes and shall be completed 30 minutes prior to planned Top of Descent
- More than one rest period may be taken if required

BRIEFING (may be completed prior to flight or during the flight)

- Include requirements for Controlled Rest and choice of rest period sequence
- Advise In Charge Flight Attendant that Controlled Rest may take place during the flight

PRIOR TO REST PERIOD

- Advise applicable Flight Attendant that Controlled Rest will be taking place and have them call the Flight Deck 45 minutes after time of briefing
- Flight Crew briefing
 - ♦ Fuel check
 - ♦ Review Fuel System status
 - ♦ Aircraft deviations
 - ♦ Anticipated conditions
 - ♦ Fatigue level of the non-resting flight crew member
 - ♦ Time of planned awakening
 - ♦ Requirements for Interruption of Rest
 - Any abnormal or emergency situation
 - Any circumstances not characterized as low workload
 - Thunderstorm activity
 - Re-clearance in Oceanic or non-radar environment

DURING REST PERIOD

- The non-resting flight crew member shall complete the resting flight crew members duties
- The non-resting flight crew member shall wake the resting flight crew member when required or at pre-determined time. The use of an alarm device is recommended to ensure rest period does not extend beyond planned time
- Radio Setup;
 - ♦ VHF 1 set to applicable ATC agency and VHF 2 set to 121.5
 - ♦ Volumes should be selected to appropriate levels (ATC shall not be turned down)
- Resting crew members seat full aft to prevent inadvertent contact with Flight Controls

POST REST PERIOD

- Awakened flight crew member should have 15 minutes free of duties to become fully awake
- Upon assuming flight deck duties:
 - ♦ Receive a briefing regarding aircraft position, the waypoint ahead, the next waypoint, ATC communication (confirm volumes of radios are re-set), and any other factors
 - ♦ Complete a fuel check
 - ♦ Complete full cockpit scan