

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.346

National Policy

Effective Date:
3/2/16

Cancellation Date:
3/2/17

SUBJ: OpSpec A318, Approval of a Fatigue Risk Management System (FRMS)

- 1. Purpose of This Notice.** This notice provides guidance on the issuance of Operations Specification (OpSpec) A318, Approval of a Fatigue Risk Management System (FRMS), to Title 14 of the Code of Federal Regulations (14 CFR) part 121 certificate holders.
- 2. Audience.** The primary audience for this notice is Federal Aviation Administration (FAA) certificate-holding district offices (CHDO) and principal operations inspectors (POI) assigned to oversight of part 121 certificate holders. The secondary audience includes Flight Standards divisions and branches in the regions and in headquarters (HQ).
- 3. Where You Can Find This Notice.** You can find this notice on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators can find this notice on the FAA's Web site at <http://fsims.faa.gov>. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.
- 4. Applicability.** This notice applies to POIs of part 121 certificate holders conducting passenger-carrying operations, and any part 121 certificate holder that applies the limits of 14 CFR part 117 to its all-cargo operations.
- 5. Background.** An FRMS is used by a certificate holder to manage, monitor, and mitigate the effects of fatigue to improve flightcrew member alertness and reduce performance errors in its operation. It is a data-driven system, based largely upon scientific principles and operational knowledge, which allows for continuous monitoring and management of safety risks associated with fatigue-related error. An FRMS is also:
 - A fatigue mitigation tool that minimizes the acute and chronic sources of fatigue and manages the potential risks associated with fatigue.
 - Part of a repetitive performance improvement process that leads to continuous safety enhancements by identifying and addressing fatigue factors across time and changing physiological and operational circumstances.
- 6. Discussion.** The issuance of and revisions to OpSpec A318 require HQ approval. OpSpec A318 is issued to each part 121 certificate holder with an FAA-approved FRMS for

part 117 operations. OpSpec A318 will identify each FAA-approved FRMS by the FRMS authorization number, FRMS title, the applicable Code of Federal Regulations (CFR) sections, the revision number, and the approval date.

a. Review and Approval of an FRMS. The Air Transportation Division (AFS-200) is responsible for reviewing and approving a certificate holder's FRMS and subsequent revisions to their FAA-approved FRMS. For specific procedures on the FRMS review and approval process, refer to the current edition of Advisory Circular (AC) 120-103, Fatigue Risk Management Systems for Aviation Safety.

b. OpSpec A318 Issuance. The POI will be responsible for issuing OpSpec A318 upon receiving an approval memo from AFS-200. The memo will specify the applicable text to be incorporated into OpSpec A318.

7. Action. POIs should review the new guidance in FAA Order 8900.1, Flight Standards Information Management System (FSIMS), Volume 3, Chapter 18, Section 3, OpSpec A318, Approval of a Fatigue Risk Management System (FRMS).

8. Disposition. We will incorporate the information in this notice into Order 8900.1 before this notice expires. Direct questions concerning the information in this notice to the Part 121 Air Carrier Operations Branch (AFS-220) at 202-267-8166.

ORIGINAL SIGNED by

/s/ John Barbagallo
Deputy Director, Flight Standards Service

Appendix A. Sample OpSpec A318, Approval of Fatigue Risk Management System

The Operator/Company, authorized to conduct operations in accordance with the Letter of Deviation.

- a. The certificate holder is authorized to conduct flight operations under 14 CFR part 117 using its FAA-approved Fatigue Risk Management System (FRMS) specifically applicable to the sections outlined in Table 1 of this operations specification and corresponding to the FRMS authorization number, the FRMS title, revision number, and approval date, as outlined in Table 1.
- b. An FRMS is an alternative method of compliance (AMOC) to a specific limitation in part 117. Unless specifically authorized under its FAA-approved FRMS, the certificate holder must comply with the provisions of part 117.
- c. The certificate holder must comply with the following required reporting intervals for each FRMS starting from the corresponding approval date listed in Table 1:
 - (1) First year: quarterly.
 - (2) Second year: quarterly.
 - (3) Third year: semi-annually.
 - (4) Fourth year and beyond: annually.

Table 1 – FAA-Approved FRMS

FRMS Authorization No.	FRMS Title	Applicable CFR Sections	Revision No.	Approval Date

d. Conditions and Limitations.

(1) This operations specification must be available to all flightcrew members conducting operations under this FRMS authorization. The certificate holder must provide a copy of its FAA-approved FRMS to the flightcrew members when conducting operations under an FAA-approved FRMS.

(2) When conducting operations under an FAA-approved FRMS, the certificate holder must reflect the FRMS number on its dispatch/flight release under which the operation is being conducted for that flight or series of flights.

(3) The certificate holder must provide the CHDO and AFS-200 with all fatigue-related data analysis associated with any FAA-approved FRMS operation for each reporting interval or upon request. Data collected, and associated analysis, must be maintained by the certificate holder for a minimum period of 24 calendar-months.

(4) The certificate holder may not apply the conditions and limitations of an FAA-approved FRMS to any other operation other than an operation explicitly approved.

(5) The certificate holder may not exceed the conditions and limitations outlined in their FAA-approved FRMS or operations specification A318. In the event the certificate holder exceeds any aforementioned condition or limitation, the certificate holder must immediately notify its CHDO and AFS-200 at 9-AFS-200-FRMP-FRMS@faa.gov detailing the extent of exceedance and provide specific details as to the circumstance(s) of that exceedance.

(6) Any revision to the certificate holder's FAA-approved FRMS must be reviewed and approved by AFS-200 prior to implementation. Revisions to the certificate holder's FAA-approved FRMS must be based on fatigue-related data, fatigue analysis methods, identification and management of fatigue drivers, and application of fatigue mitigation procedures.

(7) The certificate holder must provide the CHDO and AFS-200 with contact information for its manager accountable for the FRMS. In the event the manager's position becomes vacant, the certificate holder must identify who is accountable for the FRMS within 30 days of the vacancy and provide the CHDO and AFS-200 with new contact information.