

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

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National Policy

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8/12/10

Cancellation Date:  
8/12/11

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**SUBJ:** Fatigue Risk Management Plans (FRMP)—Upcoming Actions

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**1. Purpose of This Notice.** This notice introduces the upcoming requirement for Title 14 of the Code of Federal Regulations (14 CFR) part 121 air carriers to develop Fatigue Risk Management Plans (FRMP).

**2. Audience.** The primary audience for this notice is Flight Standards District Office (FSDO) and certificate management office (CMO) aviation safety inspectors (ASI) who are responsible for oversight and surveillance of air carriers conducting operations under part 121. The secondary audience includes Flight Standards branches and divisions in the regions and in headquarters.

**3. Where You Can Find This Notice.** You can find this notice on the MyFAA employee Web site at [https://employees.faa.gov/tool\\_resources/orders\\_notices](https://employees.faa.gov/tool_resources/orders_notices). Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators may find this information on the Federal Aviation Administration's (FAA) Web site at <http://fsims.faa.gov>.

**4. Background.** Congress, reflecting high public interest in the subject of fatigue in air carrier operations, has passed the Airline Safety and Federal Aviation Administration Extension Act of 2010. Section 212(b) of the Act requires that each air carrier conducting operations under part 121 must submit an FRMP to the Administrator for review and acceptance no later than October 31, 2010. In addition, the FAA will complete a review and either accept or reject the air carrier's FRMP no later than August 2, 2011.

**5. Discussion.** Detailed guidance to air carriers on FRMP content will soon be published. In the meantime, this notice will provide the basic concept to ASIs so that they can understand how this FRMP effort fits into the overall management of air carriers. Information for Operators (InFO) 10013, Fatigue Risk Management Plans (FRMP) for Part 121 Air Carriers—Part One, which contains much of the same information as this notice, is being distributed to the industry concurrently. The intent is to make the industry aware that the detailed guidance will soon be published.

**a. Policies and Procedures.** An air carrier's FRMP is a management plan outlining specific policies and procedures for reducing the risks of flightcrew member fatigue and improving flightcrew member alertness. The FRMP policies and procedures should focus on the air carrier's

specific kind of operations (e.g., domestic, flag, and supplemental) and the type of operations (e.g., continuous duty overnights, night versus day operations, cargo versus passenger operations, short-haul versus long-haul, etc.). Note that there are distinct differences between a FRMP and an overall Fatigue Risk Management System (FRMS). Most importantly, a FRMP is a requirement for each part 121 air carrier, while an FRMS is a separate, optional system based upon scientific principles and data application that an air carrier would use for fatigue mitigation and enhancing flightcrew alertness during operations that are specifically conducive to fatigue.

**b. Guidance.** The Air Transportation Division, AFS-200, will issue guidance on FRMPs in the immediate future through FSIMS and an additional InFO. The guidance will outline the structure and elements of an FRMP, the submittal process, and the review and acceptance process. For review, each part 121 air carrier will electronically submit their draft FRMP to FAA HQ, AFS-200, via e-mail at 9-AWA-AVS-AFS-200-Air-Transportation-Division@faa.gov and provide their principal operations inspector (POI) with a copy.

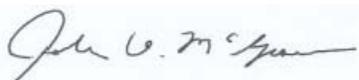
**6. FRMP Updates.** Each air carrier must submit updates to their FRMP to the FAA for acceptance. At a minimum, an air carrier's updated FRMP must be submitted for FAA review and acceptance every 24 calendar-months. If an air carrier's FRMP is rejected, the FAA must provide the air carrier with suggested modifications for resubmission of the FRMP.

**7. FRMP Acceptance.** Once the air carrier's FRMP has been reviewed by AFS-200 and found to meet the minimum requirements, AFS-200 will authorize the POI to issue operations specification (OpSpec) A317 to the air carrier, signifying acceptance of the FRMP. AFS-200 will issue the POI specific nonstandard text to be inserted into the OpSpec. The maximum duration of this OpSpec will be 24 calendar-months from the date of issuance. The air carrier may amend, or the FAA may determine that an amendment to the air carrier's FRMP is necessary, which will require reissuance of OpSpec A317, signifying acceptance of the amended FRMP.

**8. References (current editions).** The following reference materials provide useful information relative to FRMPs:

- Advisory Circular (AC) 120-100, Basics of Aviation Fatigue.
- AC 120-103, Fatigue Risk Management Systems for Aviation Safety.
- InFO 10013, Fatigue Risk Management Plans (FRMP) for Part 121 Air Carriers—Part One.
- Safety Alerts for Operators (SAFO) 09014, Concepts for Fatigue Countermeasures in Part 121 and 135 Short-Haul Operations.

**9. Disposition.** We will permanently incorporate the information in this notice into FSIMS before the notice expires. Direct questions regarding this notice to Dale E. Roberts, Air Carrier Operations Branch, AFS-220, at (202) 267-8166 or dale.e.roberts@faa.gov.



for

John M. Allen,  
Director, Flight Standards Service