Industry Notice (IN)
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To Operators and Flight Crew of Isle of Man registered ‘large and turbojet aircraft’

SCOPE OF APPLICABILITY FOR FATIGUE RISK MANAGEMENT PROGRAMMES

1. INTRODUCTION

1.1 Article 99E-(1) of the Air Navigation (Isle of Man) Order 2015\(^1\) requires that operators of ‘large and turbojet aircraft’ (see Note 1):

- ‘must establish and implement a fatigue risk management programme that ensures that personnel involved in the operation and maintenance of aircraft do not carry out their duties when fatigued’.

NOTE 1: ‘Large and turbojet aircraft’ are aeroplanes or helicopters that have any of the following characteristics:

- A maximum total mass authorised exceeding 5,700kg;
- One or more turbojet engines;
- A seating configuration of more than 9 passenger seats.

1.2 The purpose of this Industry Notice is to clarify the scope of the term: ‘personnel involved in the operation and maintenance’ and the applicability of this requirement with regard to contracted services.

2. POLICY

2.1 Isle of Man Aircraft Registry policy is that: ‘personnel involved in the operation and maintenance of aircraft’:

- includes:
  - flight crew\(^2\) and cabin crew; and,
  - aircraft maintenance engineers who are directly employed by the operator;

- excludes personnel:
  - directly employed by the operator to conduct other functions; and,
  - contracted by the operator to perform ground based operational and maintenance functions.

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\(^1\) SI 2015/No.870 as amended by SI 2016/No.155

\(^2\) Pilots, flight engineers, flight navigators, flight radiotelephony operators
2.2 Operators are responsible for managing risks to their operations and may address the issue of fatigue of employees and personnel not included in the direct scope of a FRMP as part of their normal SMS activities.

2.2 The above policy is consistent with the ICAO Annex 6 Part II requirements and the ICAO/IBAC/FSF Fatigue Management Guide for General Aviation Operators of Large and Turbojet Aeroplanes.

***End***