|  |  |
| --- | --- |
| AOC holder: | Aircraft Type: |
| Flight Number/s: | Commander: |
| Date & time of Start of FDP: |

List names and operating capacities of flight crew members and their total flying hours in the last consecutive

28 days on completion of the Flight Duty Period (FDP).

Name/Operating Capacity: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 28Days Flying Hrs \_\_\_\_\_\_\_Hrs:Mins

Name/Operating Capacity: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 28Days Flying Hrs \_\_\_\_\_\_\_\_Hrs:Mins

Name/Operating Capacity: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 28Days Flying Hrs\_\_\_\_\_\_\_\_Hrs:Mins

Name/Operating Capacity: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 28Days Flying Hrs \_\_\_\_\_\_\_\_Hrs:Mins

Horizontal In-flight rest facility (bunk) provided: Yes / No\*

1. **NON-ULR FLIGHT**

 1.1 All crew members acclimated: Yes / No\*

* 1. Maximum Permitted FDP (Commander to circle the relevant FDP in the table below)

|  |  |  |
| --- | --- | --- |
| **Maximum FDP (hours)****for 2 crew complement** | **Acclimated** tolocal time of start | **Total sectors to be flown** |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 or > |
| 0600 – 0759 | 13 | 12 ¼ | 11 ½ | 10 ¾ | 10 | 9 ¼ | 9 | 9 |
| 0800 – 1459 | 14 | 13 ¼ | 12 ½ | 11 ¾ | 11 | 10 ¼ | 9 ½ | 9 |
| 1500 – 2159 | 13 | 12 ¼ | 11 ½ | 10 ¾ | 10 | 9 ¼ | 9 | 9 |
| 2200 – 0559 | 11 | 10 ¼ | 9 ½ | 9 | 9 | 9 | 9 | 9 |
| **Not acclimated** tolocal time | 1 | 2 | 3 | 4 | 5 | 6 or > |
| 12 ½ | 12 | 11 | 10 ½ | 10 | 9 |
| Single sector length (block time)  | **Count as (sectors)** |
| **Acclimated** to local time | **Not acclimated** to local time |
| Over 7 but not over 9 hours | 2 | 3 |
| Over 9 but not over 11 hours | 3 | 4 |
| Over 11 hours | 4 | 5 |
| **Maximum FDP (hours)****for augmented crew complement** | With 1 augmented crew & appropriate rest facilities for 1 crew  | 15 |
| With 2 augmented crew & appropriate rest facilities for 2 crew  | 18 |

* 1. Extended Maximum FDP after discretion by Commander (max 3 Hrs):\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Hrs:Mins

1.4 Voyage Details

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | **Scheduled (Planned)** |  |  | **Actual** |  |  |
|  |  | **Station** | **UTC** | **Local** |  | **Station** | **UTC** | **Local** |
| Start Duty |  |  |  |  | Started Duty |  |  |  |
| Depart |  |  |  |  | Departed |  |  |  |
| Arrive |  |  |  |  | Arrived |  |  |  |
| Depart |  |  |  |  | Departed |  |  |  |
| Arrive |  |  |  |  | Arrived |  |  |  |
| Depart |  |  |  |  | Departed |  |  |  |
| Arrive |  |  |  |  | Arrived |  |  |  |
| Depart |  |  |  |  | Departed |  |  |  |
| Arrive |  |  |  |  | Arrived |  |  |  |
| Off Duty |  |  |  |  | Off Duty |  |  |  |
|  **Total Scheduled FDP** = Hrs:Mins |  **Total Actual FDP =** Hrs:Mins |

* 1. Total Actual FDP exceeded Maximum Permitted FDP (circled in table of para 1.2 above) by: \_\_\_\_\_\_\_\_\_\_\_Hrs:Mins

2 **ULR FLIGHT**

 2.1Voyage Details

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | **Scheduled (Planned)** |  |  | **Actual** |  |  |
|  |  | **Station** | **UTC** | **Local** |  | **Station** | **UTC** | **Local** |
| Start Duty |  |  |  |  | Started Duty |  |  |  |
| Depart |  |  |  |  | Departed |  |  |  |
| Arrive |  |  |  |  | Arrived |  |  |  |
|  |  |  |  |  | Departed |  |  |  |
|  |  |  |  |  | Arrived |  |  |  |
| Off Duty |  |  |  |  | Off Duty |  |  |  |
|  **Scheduled FDP is Maximum FDP=** |  **Total Actual FDP =** |

* 1. Maximum FDP is the FDP based on Scheduled Block Times:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Hrs:Mins
	2. Extended Maximum FDP after discretion by Commander (max 3 Hrs):\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Hrs:Mins
	3. Total Actual FDP exceeded Maximum FDP (para 2.2 above) by: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Hrs:Mins

3 **COMMANDER’S DISCRETION**

3.1 In the event of a flight disruption, the Commander may at his/her discretion and after taking into account the circumstances of the other crew members of the flight, extend the FDP of the flight for up to three hours beyond the Maximum Permitted FDP for non-ULR flight or Maximum FDP for ULR flight.

4 **FATIGUE** **RISK ASSESSMENT**

4.1 The Commander is required to state that the above-mentioned fatigue risk assessment has been carried out and to state below the outcomes of the assessment.

**Commander’s Fatigue Risk Assessment Report:**

 **Commander’s remark:**

Commander’s Signature & Date:

**AOC holder:**

For Non-ULR flight, this form should be submitted to CAAS if the Commander’s discretion was exercised to exceed the Maximum FDP by more than 2 hours for non-ULR flight. For ULR, it should be submitted if the extension beyond the Scheduled/Maximum FDP was 2 hours or more from base, or 1 hour or more from outstation.

(a) If horizontal rest (bunk) is not provided, indicate the type of approved in-flight rest facility.

(b) I agree/disagree\* with the Commander’s discretion to extend the FDP in the above circumstances. (State reason/s for agreeing/disagreeing\*)

 (c) Action taken, if any:

Name:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 Designation:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 Signature & date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

\*Delete as appropriate