



# EASA

European Aviation Safety Agency

# General overview Regulation 83/2014

**ENAC FTL Workshop**  
**Rome, 12 June 2015**

**Your safety is our mission.**



# Overview



Background

Operator responsibilities

Elements of customisation



# European Aviation Safety Agency





# European regulatory framework

## Basic Regulation

Essential Requirements



Legislator

IR



EC

CS

AMC

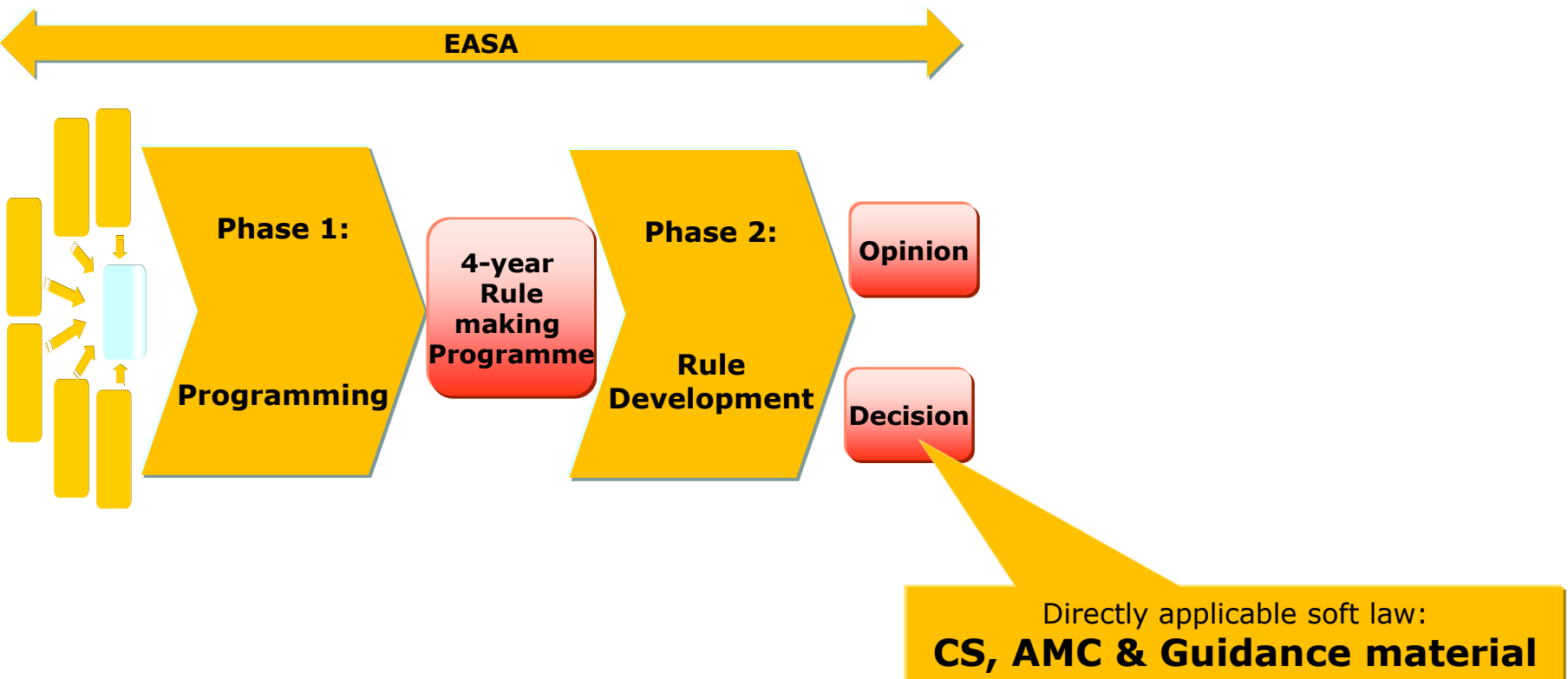
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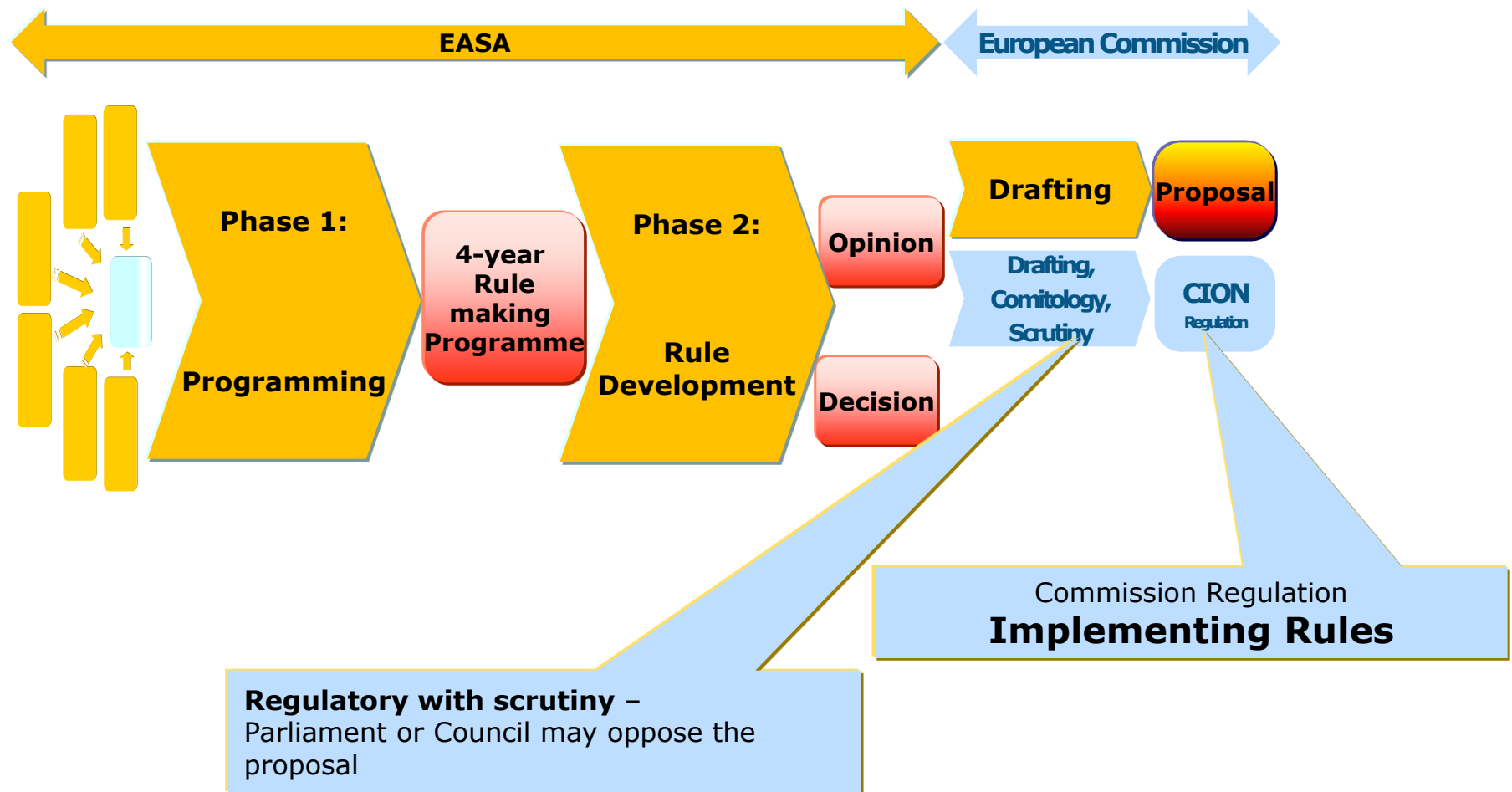


# Rulemaking Procedure - Outline



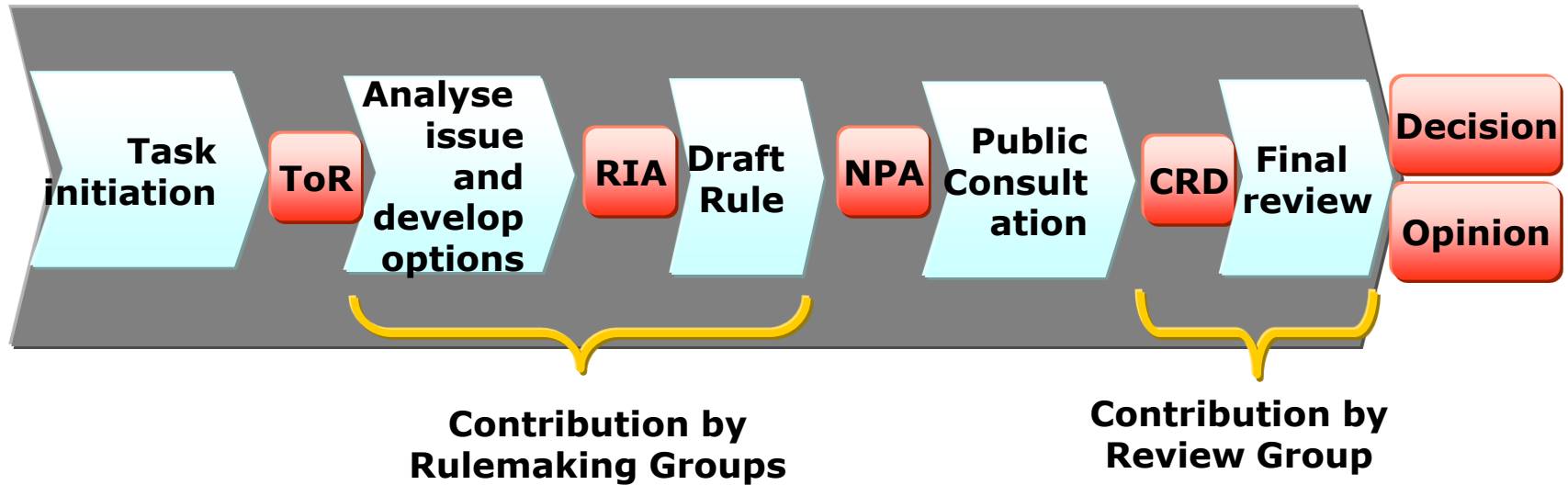


# Rulemaking Procedure - Outline



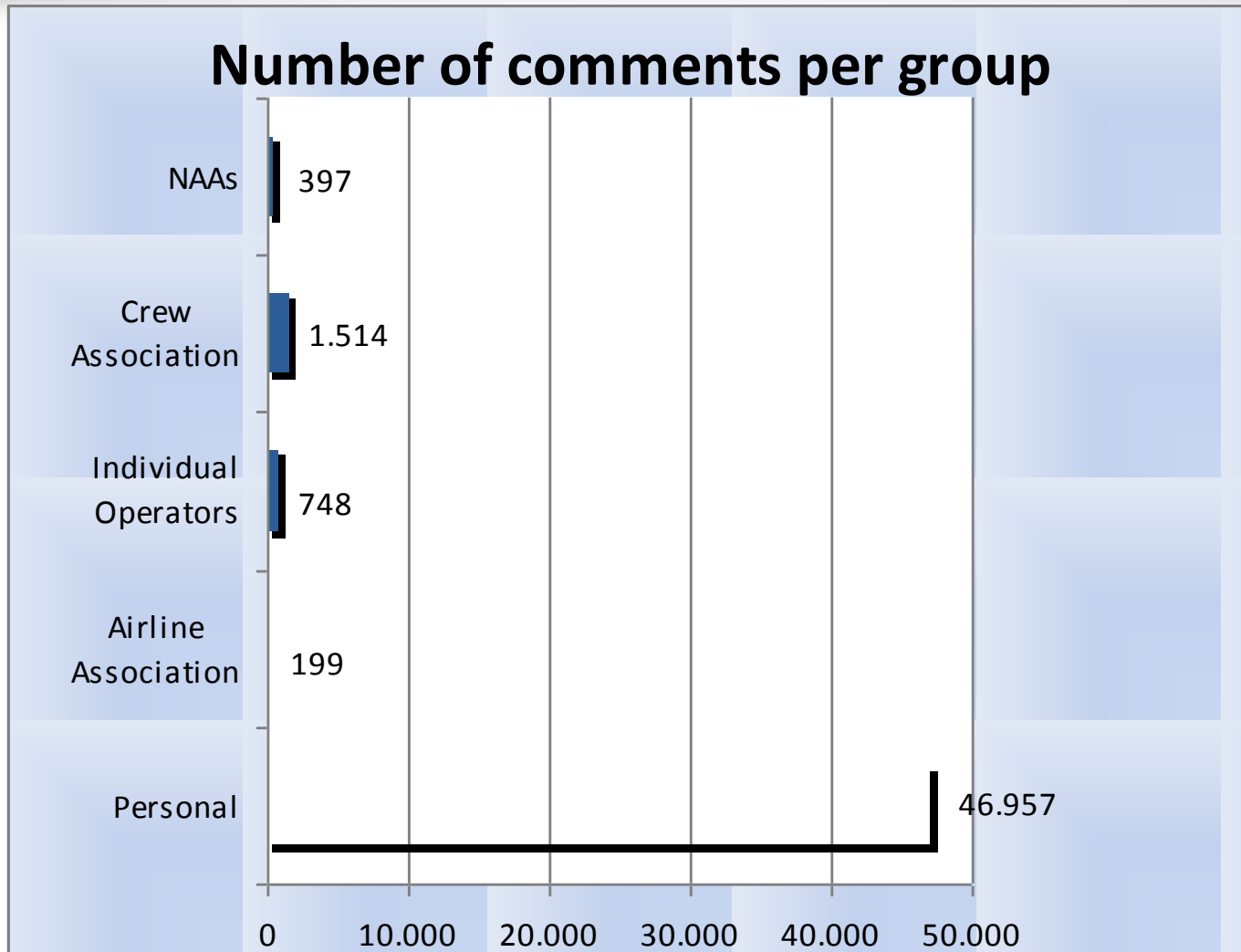


# Rulemaking Procedure – Rule development





# Public consultation – NPA comments







# Key safety improvements (1)

## General

- Harmonised standards

## Home base

- Single airport location
- Additional rest upon change of home base

## Cumulative fatigue

- Improved extended recovery rest
- Compensation for disruptive schedules



# Key safety improvements (2)

## FDP

- Extended time window for night restrictions
- No extension
- In-flight rest

Questions and Answers  
on EASA's Opinion 04/2012 on flight and duty time  
limitations and rest requirements  
for commercial air transport (CAT) with aeroplanes

of in-flight rest facilities

## Standby

- 'Cap' on con
- Other stand
- Minimum re

by and FDP  
uced after 8 hours  
duty

## FRM

- Mandatory f
- Operator res

Question 1. Why is EASA issuing an opinion with respect to Flight Time  
Limitations (FTL)?

The European Aviation Safety Agency's (EASA) role is to promote the establishment and maintain of a high uniform level of air safety in Europe within a liberalised aviation market. Among its tasks, EASA assists the European Commission in the preparation of EU air safety legislation.

The International Civil Aviation Organisation (ICAO) mandates its Members to establish regulations for the purpose of managing fatigue. These regulations shall be based upon scientific principles and knowledge, with the aim of ensuring that flight and cabin crew members are performing at an adequate level of alertness.

Regulation 1899/2006 (EU-OPS<sup>1</sup>) established the first mandatory EU flight and duty limitations and rest requirements aimed at addressing safety considerations. These safety rules complement the existing EU social legislation contained in the aviation working time Directive<sup>2</sup>.

EU-OPS (Article 8a) mandates EASA to assist the European Commission in the preparation of proposals to modify/revise the current applicable FTL requirements laid down in Subpart Q of EU-OPS. Regulation 216/2008 (EASA's Basic Regulation) (Article 22(2)(a)) also instructs EASA to prepare revised rules including substantive Subpart Q provisions.

EASA is presenting to the European Commission its Opinion concerning how the revised FTL requirements should look like. Based on this Opinion, the Commission should prepare and adopt a Regulation. Such Regulation would be complemented by technical certification and guidance material to be adopted by EASA.

<sup>1</sup> Commission Regulation (EC) No 1899/2006 of 12 December 2006 amending Council Regulation (EEC) No 3922/91 as regards common technical requirements and administrative procedures applicable to commercial transportation by aeroplane (Annex III - hereafter referred to as EU OPS).

<sup>2</sup> Council Directive 2000/79/EC of 27 November 2000 concerning the European Agreement on the Organisation of Working Time of Mobile Workers in Civil Aviation concluded by the Association of European Airlines (AEA), the European Transport Workers' Federation (ETF), the European Cockpit Association (ECA), the European Regions Airline Association (ERA) and the International Air Carrier Association (IACA).



# Flight time specification schemes

**ORO.FTL.125**

## **Flight Time Specification Schemes**

Operators shall establish, implement and maintain flight time specification schemes that are appropriate for the type(s) of operation performed and that comply with Regulation (EC) No. 216/2008, this Subpart and other applicable legislation, including Directive 2000/79/EC.

Before being implemented, flight time specification schemes, including any related FRM where required, shall be approved by the competent authority.



# Operator responsibilities (1)

## ORO.FTL.110 Operator Responsibilities

10 specific areas that require the operator to demonstrate the fatigue management performance of crew members' rosters

The use of FRM is encouraged and FRM might also be a useful tool to demonstrate compliance with the responsibilities established in ORO.FTL.110, ... (EN to Opinion 04/2012)



## Operator responsibilities (2)

### ORO.FTL.110 Operator Responsibilities

(b) ensure that flight duty periods are planned in a way that enables crew members to remain sufficiently free from fatigue so that they can operate to a satisfactory level of safety under all circumstances

(d) take into account the relationship between the frequency and the pattern of flight duty periods and rest periods and give consideration to the cumulative effects of working long duty hours combined with minimum rest periods



# Operator responsibilities (3)

## ORO.FTL.110 Operator Responsibilities

e) allocate duty patterns which avoid practices that cause a serious disruption of an established sleep/work pattern, such as alternating day/night duties

(g) provide rest periods of sufficient time to enable crew members to overcome the effects of the previous duties and to be rested by the start of the following flight duty period



# Elements of customisation (1)

**Subpart FTL requires a number of operator specific processes and procedures to be included in the OM**

**ORO.FTL.205 (a)**

- (1) define reporting appropriate to each individual operation...**
- (2) establish procedures specifying how the commander shall, [...] reduce the actual FDP and/or increase the rest....**

**ORO.FTL.205 (g)**

**Delayed reporting – establish procedures / notification time allowing crew members to remain in their place of rest**



# Elements of customisation (2)

## **CS FTL.1.205 (a)**

**(2) The operator applies appropriate fatigue risk management to actively manage the fatiguing effect of night duties of more than 10 hours in relation to the surrounding duties and rest periods**

## **ORO.FTL.205 (f)**

**(6) The operator shall implement a non-punitive process for the use of the discretion described under this provision and shall describe it in the operations manual.**

## **ORO.FTL.205 (g)**

**The operator shall establish procedures, in the operations manual, for delayed reporting in the event of unforeseen circumstances, in accordance with the certification specifications applicable to the type of operation.**





# Elements of customisation (3)

## **ORO.FTL.210 (c)**

**Post-flight duty shall count as duty period. The operator shall specify in its operations manual the minimum time period for post-flight duties.**

## **CS FTL.1.220**

**(b) The break excludes the time allowed for post and pre-flight duties and travelling. The minimum total time for post and pre-flight duties and travelling is 30 minutes. The operator specifies the actual times in its operations manual.**

## **CS FTL.1.225 (b)**

**(2) The operator's standby procedures are designed to ensure that the combination of standby and FDP do not lead to more than 18 hours awake time**



# Elements of customisation (4)

## **CS FTL.1.225 (b)**

**(10) the response time between call and reporting time established by the operator allows the crew member to arrive from his/her place of rest to the designated reporting point within a reasonable time.**

## **CS FTL.1.230 (c)**

**The operator defines the maximum number of consecutive reserve days within the limits of ORO.FTL.235(d).**

## **ORO.FTL.240 (b)**

**An operator shall specify in its operations manual how the crew member's nutrition during FDP is ensured.**



# EASA

European Aviation Safety Agency

## Summary

How is the objective achieved?

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Does it really work?

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What do you do if it doesn't?

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CA must be convinced

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**Your safety is our mission.**