EASA
European Aviation Safety Agency

General overview Regulation 83/2014

ENAC FTL Workshop
Rome, 12 June 2015

Your safety is our mission.

An agency of the European Union

daniel.coutelier@easa.europa.eu

Overview

- Background
- Operator responsibilities
- Elements of customisation

European Aviation Safety Agency

European regulatory framework

Basic Regulation

Essential Requirements

EUROPEAN PARLIAMENT

Legislator

IR

European Commission

EC

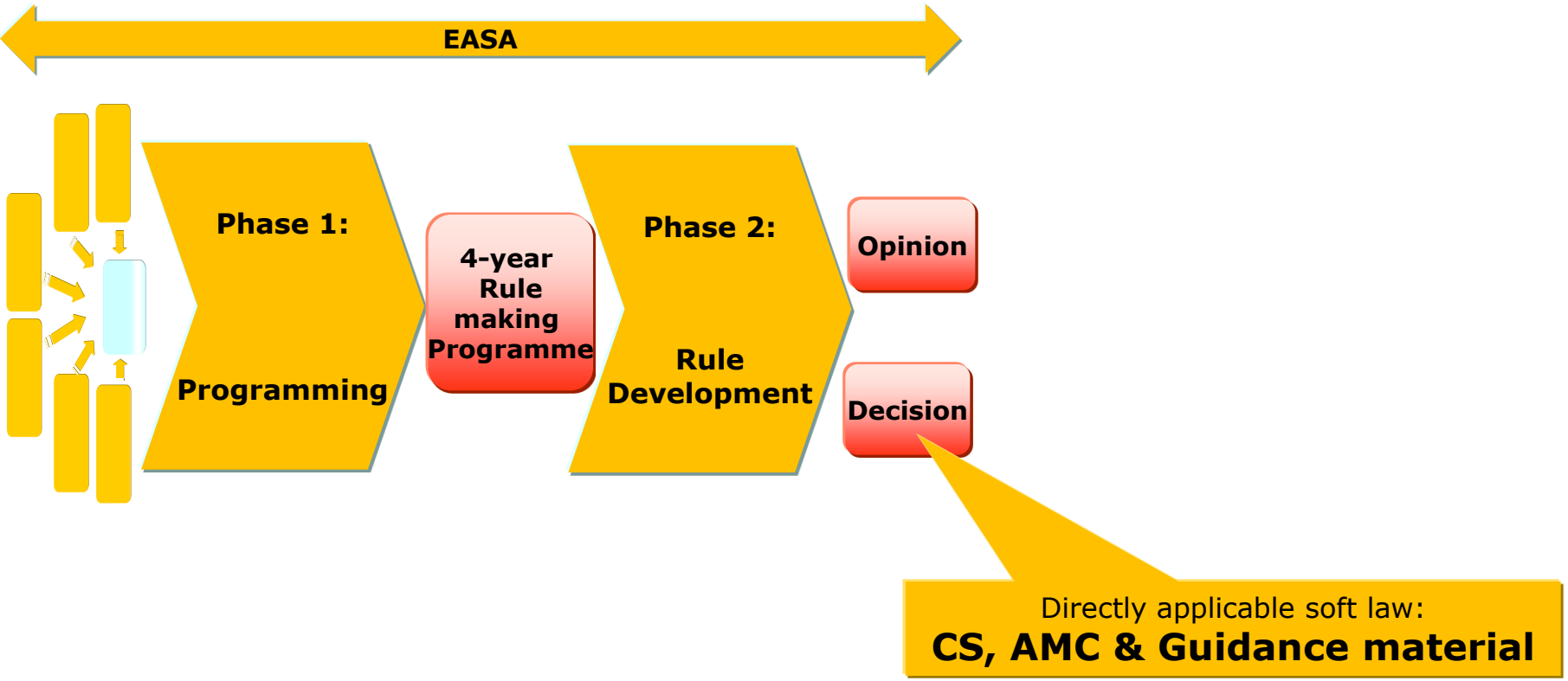
CS

AMC

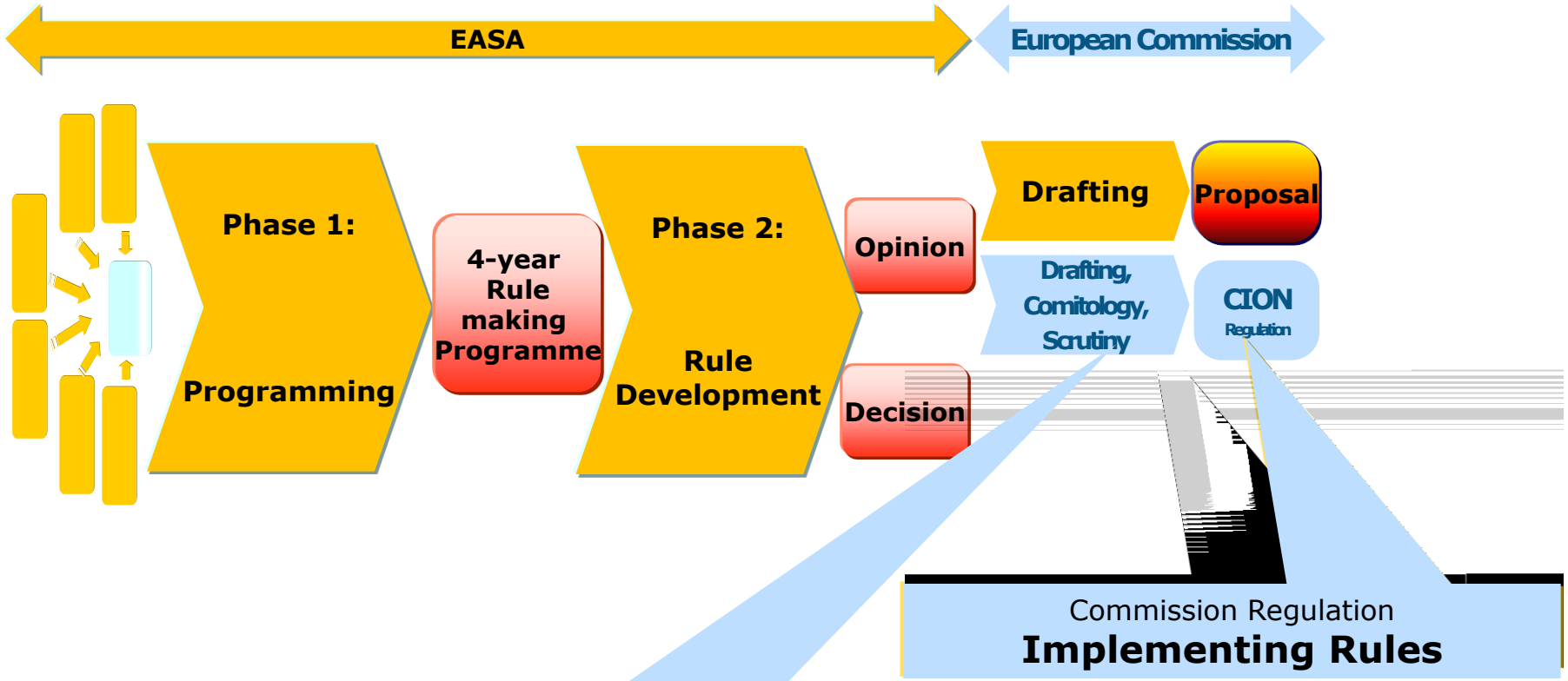
GM

EASA

Rulemaking Procedure - Outline

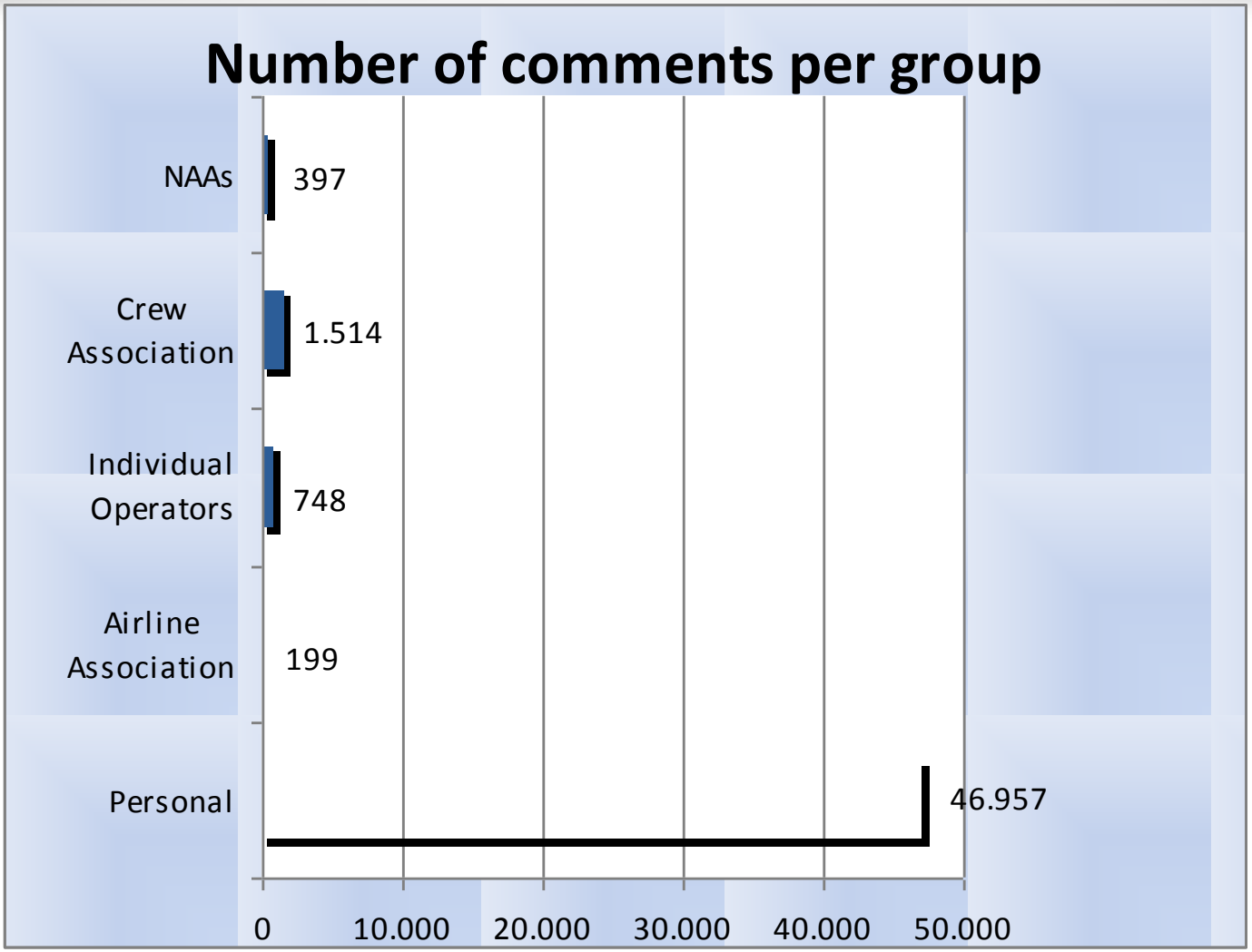


Rulemaking Procedure - Outline



Regulatory with scrutiny ±
Parliament or Council may oppose the proposal

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 extensio
- In-flight rest y of in-flight rest facilities

Standby

- ‘Cap’ on con dby and FDP
- Other standl uced after 8 hours
- Minimum re duty

FRM

- Mandatory f
- Operator res

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

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[1]) 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[2].

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.

[1] 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).

[2] 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).

Page 1 of 14

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?

Does it really work?

What do you do if it doesn’t?

CA must be convinced