

## Occupational Health and Safety Steering Group – Objective, Principles and Business Boundaries

## Objective:

- To provide a focus through which to build an industry partnership within which the Steering Group membership may:
  - Share the experiences and concerns of OH&S practitioners and employee interest bodies within the aviation flying operations community
  - Identify key occupational health and safety issues
  - Conduct reviews of occupational health and Safety issues using dis-identified data provided by operators to better inform the Group's opinion on how best these issues may be managed
  - Where necessary, develop guidance material that complements extant HSE OH&S guidance
  - o Disseminate and keep under review such agreed OH&S good practice

## **Principles:**

- Encourage industry leadership in the development of a common understanding of good practice, consistent with the regulations requiring employers to provide 'adequate health and safety protections' within the cabin and flight deck environment.
- Promote a partnership approach founded on active employer and employee representative contributions on the basis of their specialist experience in the application of OH&S on board aircraft.

## **Steering Group Business Boundaries:**

- The Steering Group recognises the uniqueness of the aircraft environment and acknowledges that OH&S proposals which may have an impact upon the aircraft design would invariably have an associated impact on broader flight safety considerations. Such change proposals would, invariably, be outside national control and be subject to the approval of the European Aviation Safety Agency on the basis of its safety standards and regulations.
- Steering Group business will not include resolution of specific OH&S cases where matters of contention exist between employers and employees or their representatives. Where case specific issues exist these should be referred

directly to the CAA Health, Safety and Environmental Adviser who leads on these matters for the CAA, the enforcement authority.

- Some elements of the Civil Aviation Working Time Regulations 2004 appear in a different format in the UK Flight Time Limitations safety scheme. The work of the Steering Group will not extend into discussions on UK Flight Limitations requirements. Thus the Steering Group's area of interest is defined as follows:
  - Working time issues that are related to those termed as 'relevant requirements' under the Regulations, namely:
    - Regulation 7(2)(a) Pattern of work to ensure adequate rest breaks to protect health and safety
    - Regulation 8 Provision of information on working patterns
    - Regulation 9 Maximum annual working time, total and block flying time
    - o Regulation 10 Rest days entitlement
  - o Working Time Topics outside steering group remit include:
    - Specific individual cases unless related to a wider principle of the Regulations
    - Subjects relating to Flight Time Limitations covered under the Air Navigation Order
    - Working time issues related to non crew members
    - o Industrial Relations between one organisation and another.