FLIGHT TIME LIMITATIONS

Copyright

All rights reserved. This publication is provided for training purposes only. All paper or other copies of workshop manuals, exercises and presentation materials are supplied only for the personal use of delegates.

No part of this document shall be reproduced or utilised, in any form, or by any means, including photocopying or recording by any information storage and retrieval system for the commercial benefit of the delegates or any third party unless under separate licence from the Civil Aviation Authority.

The delegates shall be permitted to reproduce or utilise any part of this document to provide cascade training or information briefing, without commercial benefit, within their respective organisation.

The Civil Aviation Authority makes every endeavour to ensure the accuracy of this document but it does not accept liability for any errors or omissions.

All requests for permission to use copyright material, other than as stated above, shall be made in writing in the first instance to: Civil Aviation Authority, Aviation House, Gatwick Airport South, RH6 0YR, UK.

© 2012 Civil Aviation Authority

CAVEAT

The information in these presentations represents the CAA's interpretation of proposed legislation that is not yet final, and is therefore subject to change. Even if there are no further changes, it may be found in the future that EASA has a different interpretation and so the CAA's position may change following discussion and agreement with the Agency and other National Aviation Authorities.

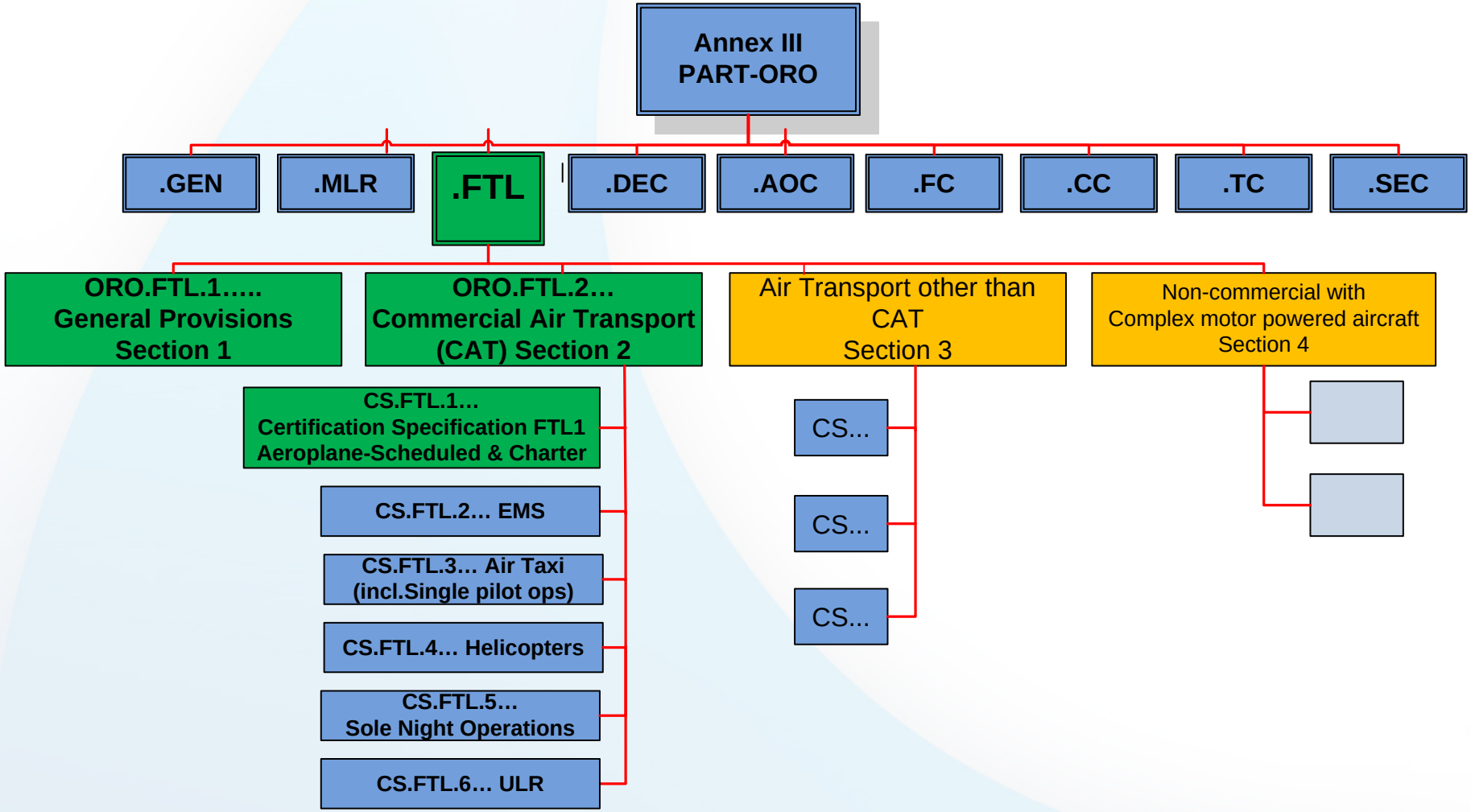
Flight Time Limitations

- EASA rulemaking task OPS.055 on FTL is still in progress
- Article 8 of the cover regulation to EASA Opinion on Air Operations states current EU OPS requirements on FTL remain in force
- **No change to the current requirements**

BUT EASA has stated that:

- Safety Management Systems (SMS) should manage all risks, including the risk of crews being fatigued.

Rule Overview



Civil Aviation Authority

General Provisions – Section One

Commercial Air Transport Operators Section Two

Certification Specification FTL 1
Commercial Air Transport
Scheduled and Charter Operations

Certification Specification FTL 2
Commercial Air Transport
EMS by Aeroplane and Helicopter

Certification Specification FTL 3
Commercial Air Transport
Air Taxi inc. single pilot operations by aeroplane

Certification Specification FTL 4
Commercial Air Transport
Helicopter Operation other than HEMS

EASA FTL Expected Timeline for 2 pilot fixed wing CAT Operations

- EASA due to publish their Opinion to the Commission in June 2012
- Final regulations expected to be known March / April 2013
- There is expected to be a 2 year transition period

CORE ELEMENTS – Section One

- Definitions
- Operator Responsibilities
- Crew Member Responsibilities
- Fatigue Risk Management

EASA Standard Requirements and Future Development

- Separate rulemaking tasks detailing Certification Specifications for Helicopter, Emergency Medical Service, single pilot, ULR, Night Freight, Balloons and Air Taxi FTL's – start between 2012 and 2014.
- Potential impact on Section 1 and Section 2 IR's will be assessed by the relevant rulemaking group.