



EUROPEAN AVIATION SAFETY AGENCY  
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE  
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

# Experiences on the road to Fatigue Risk Management Regulation

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# European Aviation Safety Agency





# What does EASA do?

- 31 Member States (27 + 4)
- **Expert advice to the EU for drafting new legislation**
- implement and monitor safety rules, including inspections in the Member States
- type-certification of aircraft and components, as well as the approval of organisations involved in the design, manufacture and maintenance of aeronautical products
- authorization of third-country (non EU) operators
- safety analysis and research

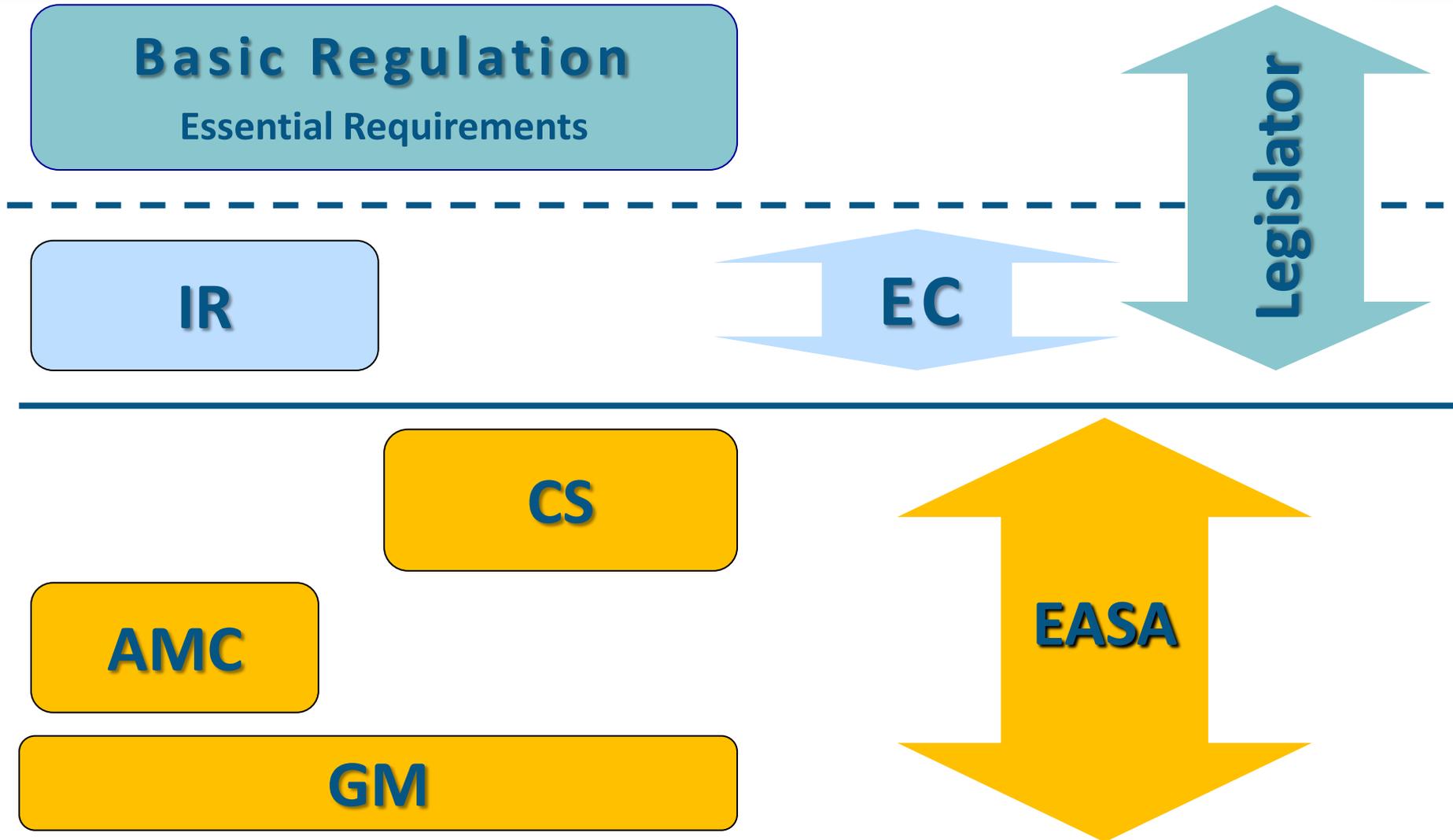


# EASA objectives

- **Establish and maintain a high uniform level of civil aviation safety in Europe**
- **Provide a level playing field for all actors in the internal aviation market**
- Ensure a high uniform level of environmental protection
- Facilitate the free movement of goods, persons and services
- Promote cost-efficiency in the regulatory and certification processes
- Assist Member States in fulfilling their obligations under the Chicago Convention
- Promote Community views regarding civil aviation safety standards and rules



# European regulatory framework





# European regulatory framework

Flight time limitation (FTL) requirements are addressed through:

- ▶ General safety objectives set out in the Basic Regulation, which will be complemented by:
- ▶ Implementing Rules, IR, containing prescriptive FTL requirements (NPA 2010-14) **and** providing proportionality and flexibility:

‘One size does not fit all’



# European regulatory framework

## ► Proportionality:

- Rules should be proportionate to the nature and complexity of the operations, as well as to the level of risks involved

## ► Flexibility:

- Rules should allow operators to use FTL schemes adapted to their operational needs



# Proportionality in NPA 2010-14 on FTL

- Proportionality will be ensured by different sets of rules for:
  - **Commercial Air Transport (CAT)**
  - Commercial Operations other than CAT
  - Non Commercial Operations
- ...and, within CAT, by specific provisions for:
  - **Scheduled and Charter Operations**
  - Ultra Long Range Operations
  - Sole Night Operations
  - Air Taxi Operations
  - Emergency Medical Service
  - Single Pilot Operations
  - Helicopter Operations



# Flexibility in NPA 2010-14 on FTL

- Flexibility is provided by Articles 14.4 (exemptions) and 14.6 (derogations) of the Basic Regulation



## Article 14.4

4. Member States may grant exemptions from the substantive requirements laid down in this Regulation and its implementing rules in the event of unforeseen urgent operational circumstances or operational needs of a limited duration, provided the level of safety is not adversely affected. The Agency, the Commission and the other Member States shall be notified of any such exemptions as soon as they become repetitive or where they are granted for periods of more than two months.



## Article 14.6

6. Where an equivalent level of protection to that attained by the application of the rules implementing this Regulation can be achieved by other means, Member States may, without discrimination on grounds of nationality, grant an approval derogating from those implementing rules.

In such cases, the Member State concerned shall notify the Agency and the Commission that it intends to grant such an approval, and shall give reasons demonstrating the need to derogate from the rule concerned, as well as the conditions laid down to ensure that an equivalent level of protection is achieved.



# FRM in NPA 2010-14 on FTL

- ▶ FRM not mandatory, except in the “special” cases:
  - Reduced rest provision
  - FDP extensions starting between 18:00–21:59
  - Consecutive night operations of more than 4 sectors
  - Eastward-Westward or Westward-Eastward transitions (to bypass additional rest between alternating rotations)
- ▶ FRM should be integrated in Safety Management System
- ▶ Fatigue management training mandatory



# EASA vision on FRM

- Safety Management Systems (SMS) should manage all risks, including the risk of flight and cabin crew being fatigued.
- FRM may complement, not replace, prescriptive FTL requirements
- FRM should be fully integrated in the organisation's safety management system (SMS)
- In case of derogations, FRM should be used to demonstrate that an equivalent level of safety is maintained



# State of play

- NPA comments are being reviewed.
- Implementation of FRM in future European FTL regulations is still under discussion.
- EASA opinion to be published in mid-2012.
- Following the EASA opinion, the European Commission will decide on the way forward. In doing so the Commission will consider the views of the EU legislators and the stakeholders.



## **EASA promotes a conservative approach:**

- Prescriptive Rules as a safety net.
- FRM required to those using certain special provisions or derogating from the prescriptive rules.

Thank you for your attention.