



FRMS Regulation Brazil - II

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Brazilian Civil Aviation: An overview

- **Statistics** as of ANAC 2013 yearbook

Aviation industry	
Number of pilots Employed in airlines	Around 6 thousands
Number of cabin crew employed in airlines	Around 11 thousands
Million flights	1,09
Growth last 10 years	81%

- ❑ Statistics as of may 2015 (in operation)
 - Airlines > 11 (BRA) 68 (FOREIGN)
 - On demand > 167
 - Agricultural > 411
 - General > 75



Brazil's current FM

Federal Law (7.183/1984)

- Applies for:
 - **Flight crew**
 - **Cabin crew**
 - Flight engineer
 - Special equipment operator

- Defines limitations to:
 - Duty time
 - Flight duty time
 - Flight time
 - Rest period
 - Cumulative flight time (month/quarter/year)



Brazil's current FTL

❖ Duty time:

- Unaugmented: **11h/day** (at night: 10h/day)
- Augmented: 14 h/day - 20h/day

• Maximum for all:

- **60 h/week**
- **176 h/month**



Brazil's current FTL

❖ Flight time

Crew type	Flight time	Number of landings
Minimum and basic (unaugmented)	9h30min	5 / 6
Augmented (one pilot +)	12	6 / 7
Augmented (two pilots +)	15	4 / 5
Helicopters	8	-



Brazil's current FTL

❖ Cumulative flight time

Flight time/ aircraft	Monthly	Quarterly	Yearly
Piston	100	270	1000
Turboprop	100	255	935
Jet	85	230	850
Helicop.	90	260	960



Brazil's current FTL

❖ Rest period:

- 12 h → after ≤ 12 h time on duty
- 16 h → after 12h-15h time on duty;
- 24 h → after ≥ 15 h time on duty.
- Three time zones crossed → +2 hours rest for every time zone crossed

• Off-duty: 24 h consec.

- 8 times / month
- two consecutive times - must include Saturday or Sunday



FRMS – Brazil's proposal

- Scenario
 - Brazilian current fatigue regulation: Prescriptive (Law)
 - Law does not permit variations (\neq from ICAO's FRMS)

- Proposal
 - Insert FRM in Civil Aviation Regulation (RBAC) 121 within SMS, as a Program (121.1225 – Domestic, Flag and Supplemental Op)
 - FRMP as a part of SMS of the certificate holder



Proposal halted

- **Considering Law Proposal 434/2011**
- To be deeper evaluated according to IN 61/2012 (ANAC):
 - Conceptual adherence to DOC 9966
 - Data related to fatigue impairment in operations
 - Redundancy to SMS
 - Cost/benefit impact
 - Inspectors need for training



In the middle of the process

❖ Senate

- PLS 434/2011:

- Original - 02 Ago 2011
- Substitute 1 - 04 Jun 2013
- Substitute 2 - 04 Jun 2014
- Substitute 3 - 05 Dec 2014

>>> Sent to Chamber of Deputies 12 Dec 2014

❖ Chamber of Deputies

- PL 8255/2014

- Transport and Road Commission > Under analysis
- Labor, Administration and Public Service Commission
- Constitution, Justice and Citizenship Commission



Fatigue Management Process

- ❖ Collaborative work of Aircrew Union and Airlines Association representatives, together with AAC and legislative house
- ❖ *Prescriptive limitations: Law or RBAC?*

- LAW (proposed)
 - FRMS as a possibility for operators included
 - Suitable resting and sleeping accommodation defined

- Brazilian Civil Aviation Regulation (RBAC) nº XX (to be proposed)
 - FRMS conditions and processes established
 - Crew rest facilities on board detailed



Obrigada!

Thank you!

¡Gracias!

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