



## European FTL – at a Glance

The purpose of Flight Time Limitations (FTL) is to ensure that pilot fatigue does not endanger flight safety.

*“The State of the Operator shall establish regulations specifying the limitations applicable to the flight time and flight duty periods for flight crew members. These regulations shall also make provision for adequate rest periods and shall be such as to ensure that fatigue occurring either in a flight or successive flights or accumulated over a period of time due to these and other tasks, does not endanger the safety of a flight.”<sup>1</sup>*

### **Key Elements of proposed EU-OPS provisions on FTL<sup>2</sup>**

#### **Duty:**

- Maximum Basic Flight Duty Period (FDP) – without extensions – is 13 hours for up to 2 sectors<sup>3</sup> (minus 30 mins per additional sector from the third sector).
- If FDP starts between 02:00 and 05:59 (WOCL<sup>4</sup>) the flight duty is reduced by amount of time that falls within this period (with a maximum 2hr reduction).
- If FDP ends between 02:00 and 05:59, FDP is reduced by 50% of the time that falls into this period.
- Extensions: FDP may be extended 1 hour by the operator, maximum 2 times a week.
- Limited to 6 sectors (4 sectors if WOCL encroached less than 2hrs, 2 sectors if more).
- Increased rest: 2 extra rest hours before and after FDP, or 4hrs after FDP.
- If FDP starts between 22:00– 04:59, the max. FDP with extensions is 11:45h.

---

<sup>1</sup> 1944, Chicago Convention, Annex 6, chapter. 9.6. “Flight time, flight duty periods and rest periods”.

<sup>2</sup> Reference text: Council of Ministers’ partial political agreement, 10 Dec. 2004.

<sup>3</sup> “Sector” means an uninterrupted flight from A to B (i.e. without stop-over in between).

<sup>4</sup> WOCL (Window of Circadian Low) is the period in which the human body clock is “programmed” for *sleep* and psycho/physical performance levels are at their lowest.

**Rest:**

- Daily at home: as long as preceding Duty Period or 12 hrs (whichever is greater).
- Daily away from home: as long as preceding Duty Period or 10hrs (whichever is greater).
- Weekly rest: 36hrs with 2 local nights<sup>5</sup> in 7 consecutive days (with no more than 7 days between 2 successive weekly rest periods).

**Standby**

- Only *airport* standby counts in full for cumulative duty.<sup>6</sup>
- Other types of standby (e.g. standby at home), and the extent to which standby is taken into account when calculating a pilot's Duty Period and subsequent rest, will be defined nationally; Member States are free to disregard these other types of standby when calculating duty (=> no EU-wide harmonisation).

**Selected Other Elements**

- 100 block<sup>7</sup> hours in any 28 consecutive days, with a maximum of 900 block hours in a calendar year;
- 60 duty<sup>8</sup> hours in any 7 consecutive days, with a maximum of 190 duty hours in any 28 consecutive days;
- "Positioning": The transferring of a non-operating pilot from one place to another place, at the behest of the operator, but excluding traveling time. Traveling time is defined as:
  - time from home to a designated reporting place and vice versa;
  - time for local transfer from a place of rest to the commencement of duty and vice versa.

\* \* \*

08.11.2005

<sup>5</sup> "Local night" means at least 8 consecutive hours rest between 22:00 and 8:00 local time, not necessarily at home.

<sup>6</sup> Standby is the time during which a pilot is required by the operator to be available to receive an assignment for a flight, positioning or other duty without an intervening rest period.

<sup>7</sup> "Block hours": the actual hours calculated when an aircraft is moving on the ground/in the air.

<sup>8</sup> "Duty hours" may include operations with "block" time but also when air crew have to do additional ground duties such as ground training and periodic simulator training.