



Scandinavian Supplementary FTL compared with EASA FTL

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Break on ground (Split duty)

Break on ground 1 (4) (Split Duty)

Scand: A room with a bed

1) EASA: Accommodation ORO.FTL.105 (3)

- a quiet and comfortable place not open to the public
- with the ability to control light and temperature,
- equipped with adequate furniture that provides a crew member with the possibility to sleep,
- with enough capacity to accommodate all crew members present at the same time and
- with access to food and drink.

Break on ground 2 (4) (Split Duty)

Scand: A room with a bed

2) EASA: Suitable Accommodation ORO.FTL.105 (4)

- a separate room for each crew member
- located in a quiet environment
- equipped with a bed
- sufficiently ventilated
- a device for regulating temperature and light intensity, and
- access to food and drink.

Break on ground 3 (4) (Split Duty)

Scand: Max FDP increased with 50% of the break

EASA: Split duty CS FTL.1.220 (a) – (e)

- A minimum duration of 3 consecutive hours
- Post and pre-flight duties and travelling are not included in the break and min time is 30 min for these duties. Operator shall specify the actual times in the Operations Manual
- Max FDP may be increased by 50% of the break
- Suitable accommodation is only required for a break of 6 hours or more or when the break encroaches WOCL

Break on ground 4 (4) (Split Duty)

Scand: If break >4 hours, No FDP is charged.
(But full DP is charged for the break time).

EASA: Has no such rule

Break during flight

In-flight rest CS FTL.1.205 (c)

Break during flight 1 (5) (In-flight rest)

Scand: The rest area shall be a crew bunk, a comfortable horizontal arrangement of passenger seats or a comfortable reclining seat

EASA: In-flight rest facilities

- **Class 1** rest facility is a Crew bunk
- **Class 2** rest facility is a seat reclineable to 45 degrees, with a seat pitch of 55 inches, width of 20 inches (50 cm) with a foot and leg support and at least a curtain
- **Class 3** rest facility is a seat reclineable to 40 degrees with a foot and leg support and at least a curtain

Break during flight 2 (5) (In-flight rest)

Scand: At least 1 hour break

EASA: Extension of FDP due to in-flight rest

(1)(i) The FDP is limited to 3 sectors.

(1)(ii) The minimum in-flight rest period is a consecutive 90-minute period for each crew member and 2 consecutive hours for those flight crew members at control during landing.

Break during flight 3 (5) (In-flight rest)

Scand: Max FDP increased with 50% of the break

EASA: Extension of FDP due to in-flight rest

(2) The maximum daily FDP may be extended due to in-flight rest for flight crew:

(i) with one additional flight crew member:

(i) up to 14 hours with class 3 rest facilities

(ii) up to 15 hours with class 2 rest facilities

(iii) up to 16 hours with class 1 rest facilities

Increased by 1 hour for FDPs with a sector of more than 9 hours flight time (FDP max 2 sectors).

Break during flight 4 (5) (In-flight rest)

(3) Min in-flight rest for each cabin crew member
(CC check-in before flight crew may be added to Ext FDP)

Extended FDP	Class 1	Class 2	Class 3
up to 14:30 hrs	1:30	1:30	1:30
14:31 – 15:00	1:45	2:00	2:20
15:01 – 15:30	2:00	2:20	2:40
15:31 – 16:00	2:15	2:40	3:00
16:01 – 16:30	2:35	3:00	Not allowed
16:31 – 17:00	3:00	3:25	Not allowed
17:01 – 17:30	3:25	Not allowed	Not allowed
17:31 – 18:00	3:50	Not allowed	Not allowed

Break during flight 5 (5) (In-flight rest)

REMARK

- The extended FDP due to in-flight rest is not dependent on whether the crew is acclimatised or not.
- WOCL is not affecting the FDP.

(Is not written explicitly in the Regulation or CS)

Airport standby

Airport standby

Scand: For airport standby followed by a flight duty, the max FDP shall be charged with 100% of the standby period.

EASA: ORO.FTL.225 (a - f)

(a) Standby at the airport shall be in the roster and start and end time of standby shall be notified in advance

CS FTL.1.225 (a)

(a) If an assigned FDP starts during the airport standby

(1) the FDP counts from the start of the FDP. The max FDP is reduced by any time on standby in excess of 4 hours.

(2) the max combined time for airport standby and assigned FDP is 16 hours.

REMARK

The extended FDP due to in-flight rest is not restricted by the 16 hours limit for Airport standby combined with flight duty.

But the reduction of max FDP with the airport standby time in excess of 4 hours is still valid.

(Is not written explicitly in the Regulation or CS)

Home & hotel standby

Home & hotel standby

CS FTL.1.225 (1) – (10)

Scand: Standby at home or hotel is max14 hours

EASA: (b) Standby other than airport standby

(1) the maximum duration of standby is 16 hours

(2) The combination of standby and FDP do not lead to more than 18 hours
awake time

Home & hotel standby

CS FTL.1.225 (1) – (10)

Scand: Standby at home or hotel is counted as 50% vs both FDP and DP

EASA: 25% of standby time counts as duty time vs weekly/monthly duty

Home & hotel standby

CS FTL.1.225 (1) – (10)

Scand: Should standby be preceded by a rest period, the maximum daily flight duty period and cumulative duty hours shall not be charged with the first 4 hours of the standby period.

EASA:

- (6) if standby ceases within the first 6 hours, the maximum FDP counts from reporting.
- (7) if standby ceases after the first 6 hours, the maximum FDP is reduced by the amount of standby time exceeding 6 hours.

Home & hotel standby

CS FTL.1.225 (1) – (10)

Scand: If no call out for flight duty or other duty during the period 22.00 to 06.00, max FDP and cumulative duty hours are not affected.

EASA: (9) if standby starts between 23 and 07, the time between 23 and 07 does not count towards the reduction of the FDP under (6) and (7) until the crew member is contacted by the operator.

Home & hotel standby cont'd

ORO.FTL.105 (20)

Scand: Has no such rule

EASA: Reserve

- A period of time during which a crew member is required by the operator to be available to receive an assignment for an FDP, positioning or other duty notified at least 10 hours in advance.

Home & hotel standby cont'd

CS FTL.1.230

Reserve

- (a) An assigned FDP counts from the reporting time
- (b) Reserve times do not count as duty period vs max week/month and rest
- (c) The operator defines the max number of consecutive reserve days within the limits of weekly rest and extended weekly rest of 2 local days twice every month
- (d) To protect an 8-hour sleep opportunity, the operator rosters a period of 8 hours, taking into account fatigue management principles, for each reserve day during which a crew member on reserve is not contacted by the operator.



Time Zone Crossing Acclimatisation

Acclimatisation

Scand: When a rest period contains at least 3 consecutive local nights, calculation of the subsequent flight duty periods, after the last of these nights, shall be based on the new local time.

If not 3 local nights, max FDP is 11:30

(Sweden: Flight Crew, max FDP 11.30
Cabin Crew, max FDP 12:15)

EASA: See following pages!

Acclimatisation

ORO.FTL.105 (1)

Acclimatised table 1

Time difference (h) between reference time and LT where next duty starts

Time elapsed since reporting at reference time

	<48	48-71:59	72-96	96-120	≥120
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<4	B	D	D	D	D
≤6	B	X	D	D	D
≤9	B	X	X	D	D
≤12	B	X	X	X	D

B[ase] = acclimatised to departure LT

D[estination] = acclimatised to destination LT (where next duty starts)

X = unknown acclimatisation

Acclimatisation cont'd

ORO.FTL.205 (b) (1 - 3)

Max FDP for acclimatised crew (B or D):

- Max FDP 9 – 13 hours according to table 2 depending on number of sectors and check-in time. Influence of WOCL is included in table 2 (FDP for max 13 hours)

Unknown time zone acclimatisation (X) *table 3:*

Maximum daily FDP according to sectors

1 -2	3	4	5	6	7	8
11:00	10:30	10:00	09:30	09:00	09:00	09:00

- With FRM, max FDP can be increased with 1 hour (except for 7 and 8 sectors according to table 4).

Acclimatisation

Example 1

Max FDP for acclimatised crew (B or D)

(Influence of WOCL is included in the table 2)

<u>Check-in</u>	<u>Max FDP (1 - 2 sectors)</u>
0600 – 1329	13:00
1500 – 1529	12:00
1700 – 0459	10:00 (with FRM 11:00)

B: Check-in in Asia 06-08 LT = 24-02 LT in Scandinavia, which gives max 10 hours FDP (11 hours with FRM)

D: Check-in in Asia 06-08 LT gives 13 hours FDP

Acclimatisation

Example 2

Max extended FDP for acclimatised crew (B or D)

(Influence of WOCL is included in the Extension table)

<u>Check-in</u>	<u>Max FDP (1 - 2 sectors)</u>
0615 – 0659	13:15 – 13:45
0700 – 1329	14:00
1330 – 1859	13:45 – 11.15 (if FRM, otherwise 10:00)
1900 – 0614	Not allowed

B: Check-in in Asia 05-09 LT = 23-03 LT in Scand. => N/A

D: Check-in in Asia 07-1329 LT gives 14 hours FDP



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