
Guidance Material

GM002EN

Subject:

EU-OPS: Subpart Q – regulation 1043/2008

Málsnúmer / code: FMS09010266

Applicable legislation: Regulation No. 1043 30 October 2008 Flight and duty time limitations and rest requirements.
Regulation EEC 3922/91 Annex III (EU-OPS) with later amendments

Target Group: Icelandic operators licensed to provide commercial air transport for passengers, freight or mail
Icelandic operators licensed for aerial work
Icelandic training organisations
Emergency Medical Service

Version: Entry into effect of this version: 3 April 2009
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Date of approval / Approved by: 3.4.2009 ICAA – PSP

Implementation of regulation no. 1043/2008 – Flight and duty time limitations and rest requirements

Introduction

February 1st, 2009 (Icelandic) Regulation No. 1043/2008 – Flight and duty time limitation and rest requirements came into force. From that date all organisations in commercial aviation and training organisations must comply with the regulation^{*1}.

The regulation is mainly based on Subpart Q of regulation (EC) No. 3922/91 Annex III (EU-OPS) on Common technical requirements and administrative procedures applicable to commercial transportation by aircraft.

Operators may comply with regulation 1043/2008 by establishing other methods or procedures than specified in this guidance material subject to approval of the ICAA. The ICAA will examine whether the method or procedure comply with the safety objectives of the regulation.

Purpose:

This guidance material is published in accordance with art. 3 (guidance material) of regulation 1043/2008 and art. 2.1(b) of appendix 1 of the same regulation, published on Icelandic CAA's website. This guidance material specifies the interpretation and application of the regulation as defined by ICAA. The purpose is to assist operators in establishing their company own flight duty time regulation as required.

^{*1}Regulation No. 1043/2008 Flight and duty time limitations and rest requirements, art 1.

2.3 Duty Rosters

A duty roster normally covers one calendar month.

It should be published latest on the 25th of the previous calendar month;

or

Duty rosters should cover at least 28 days and shall be published 10 days in advance.

An operator may use other methods for preparation and publication of duty rosters subject to ICAA approval.

An operator shall stipulate the operator defined roster period and its publication date in OM-A Chapter 7.

3.1 Home base

The home base nominated by operator should not be changed for the purpose of extending the FDP or reducing the rest period. If operational necessities require the change of home base, it should not be changed more than 4 times in any given period of 12 calendar months.

4 Crew member's responsibilities

If a crew member is flying for a third party, all block hours shall be notified to the operator to ensure that no block hour limitations are being exceeded.

OPS 1.1095 Definitions

1.4 'Duty'

Duty means any task that a crew member is required by the operator to perform including for example, flight duty, administrative work, training, positioning and standby.

1.6 'Flight Duty Period (FDP)'

Flight Duty Period finishes when the aircraft finally comes to rest and the engines are shut down or the rotor blades are stopped at the end of the last flight on which they are an operating crew member.

1.12 'Positioning'

All time spent on positioning at the behest of an operator counts as duty, but positioning does not count as sector when calculating the FDP. In these circumstances the FDP commences not later than the time at which the crew member reports for the positioning journey.

1.17 'On board rest facilities'

Comfortable fully reclining seat (e.g. business class layout) other than a jump seat or working station, specially reserved for crew members, having approximately 120° reclining, provided with the possibility of light control located in a ventilated area and isolated from the passengers, cargo, patients and noise, by at least an appropriate separator or heavy duty curtain.

‘Reporting time’

Time at which flight and cabin crew starts the preparation of a flight or series of flights. All duty performed after reporting time and before flight are considered flight duty period.

The length of the Reporting Time (minutes) and location (aircraft or airport or elsewhere) should be defined in the OM-A Chapter 7 and should reflect a realistic time for safety related ground duties.

OPS 1.1105 Maximum daily flight duty period

1.2 Operator shall specify the minimum required time allocated for flight preparation on board aircraft.

1.3/1.4/1.5 The maximum basic daily FDP is 13 hours. These 13 hours will be reduced by 30 minutes for each sector onwards with maximum total reduction of two hours.

When the FDP starts in the WOCL, the maximum FDP as calculated above will be reduced by 100% of its encroachment up to a maximum of two hours. When the FDP ends in or fully encompasses the WOCL, the maximum calculated FDP will be reduced by 50% of its encroachment.

Number of sectors	Max daily FDP (Flight Duty Period) in hours	If flight duty period starts during WOCL	If flight duty period ends or fully encompasses WOCL
1 or 2	13	Max flight duty period as stated in left column under FDP shall be reduced by 100% of WOCL encroachment (max reduction 2 hours)	Max flight duty period as stated in left column under FDP shall be reduced by 50% of WOCL encroachment.
3	12.5		
4	12		
5	11.5		
6 or more	11		

2.6 The aim of the second sentence of OPS 1.1105 2.6 is to ensure that the increased post flight minimum rest of the first extended FDP and the increased pre flight minimum rest of the second extended FDP are not counted simultaneously but are added. As a consequence, the pre and post flight minimum rest in case of consecutive extended FDP can be arranged as follows:

Minimum rest + 2 hours	First extended FDP	Minimum rest + 2 hours	+ 2 hours of additional rest	Second extended FDP	Minimum rest + 2 hours
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or

Minimum rest	First extended FDP	Minimum rest + 4 hours	+ 2 hours of additional rest	Second extended FDP	Minimum rest + 2 hours
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4.1 Operational robustness.

Planned schedules must allow for flights to be completed within the maximum permitted flight duty period. To assist in achieving this, the operator will take action to change a schedule or crewing arrangements at the latest where the actual operation exceeds the maximum FDP on more than 33% of the flights in that schedule during a scheduled seasonal period. If no seasonal period is scheduled, first respectively second half of calendar year shall be taken instead.

The operator should define how and by whom these flights are monitored.

6.1 (c)(5) The time difference between the place where duty begins and the place at which the duty ends shall not be greater than two hours. Operators are authorised to use three hours during summer season, defined by operator.

1.1110 Rest

1.3 Time difference

Minimum rest including local nights will be given, according to the table below, when returning to home base, to any crew member who has been away from the home base in such a way that the WOCL had to be modified

Max Time zone difference	Hours of rest	Local night
1-3	Min rest	
4	Min rest + time zone difference	
5-7	36	2
8 and more	72	3

„Time zone difference“ means the greatest time difference at which the duties began and ended

The hours of rest may be combined with the rest requirements defined in OPS 1.1110 art 2.1.

1.1115 Extension of flight duty period due to in-flight rest

1.2 Cabin Crew

The table shown in 1.1115 art. 1.2(1)(ii) is unclear and does not correctly reflect the increased rest requirements.

Correct version of table in art. 1.2 (1)(ii):

Flight Duty Period	Rest
Up to 13.59 hours	At least 1 hour
14.00-15.59 hours	At least $\frac{1}{4}$ of extension of flight duty period (from originally scheduled FDP) plus 1 hour
16.00-17.59	At least $\frac{1}{3}$ of extension of extension of flight duty period (from originally scheduled FDP) plus 1 hour

OPS 1.1115 Extension of flight duty period due to in-flight rest

1.1 If augmented flight crew is used and provided that rest facilities are available on board according to EU OPS 1.095 – 1.17 (Crew bunk/seperate rest seat) for resting crew members and provided that rest could be evenly distributed among the respective crewmembers, the flight duty may be extended as follows:

Augmented Crew com-position 3 landings	With Crew Bunk Acc. EU-OPS 1.1095 1.17(a)	With a Rest Seat Acc. EU-OPS 1.1095 1.17(b)
3 Pilots	n/a	16 hours
4 Pilots – note 1	18 hours	16 hours

Note 1:

Rest facilities shall be available for both pilots not on active duty