



<b>MALTA DEPARTMENT OF CIVIL AVIATION</b>	<b>OPERATING STANDARDS CIRCULAR (OSC)</b>	<b>OSC</b> No: 08/08 Issue Date: 1 <sup>st</sup> December 2008
<b>Title</b>	<b>EU-OPS, Subpart Q – Flight Time Limitations</b>	

## **Introduction**

EU-OPS Subpart Q requires an operator engaged in Commercial Air Transport to establish a scheme for the regulation of flight time for all crew members. This scheme which the operator publishes in Part A of the Operations Manual, must be approved by the DCA.

Subpart Q contains limits on duty hours, flying hours, rest time etc. which must be reflected in the operator's FTL scheme and the operator must ensure that the limits are not exceeded.

Certain elements of an FTL scheme dealing with e.g. Split duty, Augmented crew, Reduced rest, Time zone crossing and Standby duty, which an operator may wish to use, need to be developed by the operator and approved by the DCA.

Requests from an operator to the DCA for approval should be accompanied by a submission whereby an equivalent level of safety can be demonstrated using operational experience and taking into account other relevant factors such as current scientific knowledge.

It is understood that, due to a wide variety in the type of operations the 'one size fits all' concept may be difficult to achieve and that some of the provisions may be inappropriate in some cases.

## **DCA Guidelines**

The following material dealing with Split duty, Augmented crew, Time zone crossing, Standby duty and Reduced rest is presented for guidance of operators.

The Malta DCA's guidance for OPS 1.1105 point 6, OPS 1.1110 points 1.3 and 1.4.1, OPS 1.1115 and OPS 1.1125 point 2.1 are as follows:

### OPS 1.1105 point 6

#### Extended FDP including a break (Split Duty)

When a FDP consists of two or more sectors but separated by less than a minimum rest period, the FDP may be extended by amounts indicated below.

<u>Consecutive hours rest</u>	<u>Maximum extension of FDP</u>
Less than 3 hours	NIL
3 – 10 hours	A period equal to half of the consecutive rest taken.

The break shall not include the time allowed for immediate post-flight duties and pre-flight duties. When the break is 6 hours or less, adequate facilities must be provided e.g. day room or a quiet comfortable place not accessible to the public, or rest taken on the aircraft. In this case the aggregate of the times allocated for post flight duty after a sector before the start of the break and the time allocated for the pre-flight duty after the end of the break before operating a subsequent sector shall be a combined minimum total of 30 minutes.

When the break is taken on the aircraft, perceptible levels of noise, temperature, light and ventilation must be acceptable to the crew. A break on board the aircraft is only permissible if the crew have adequate control of the temperature and ventilation, and passengers are not on board.

When the break is of more than 6 hours, suitable accommodation shall be provided. In this case the time allocated for post flight duty after a sector before the start of the break is 30 minutes and the time allocated for the pre flight duty after the end of the break before operating another sector shall be 1 hour.

Extension of FDP by split duty shall not apply in case of augmented crew.

The number of extensions shall be limited to two between any period of seven consecutive days for any crew member.

After a split duty only one sector shall be operated.

For rest purposes the entire break period shall be included in the total duty.

#### OPS 1.1110 point 1.3

##### Additional rest due to the effects of time zone differences

When the location of rest is 3 time zones or more from where the FDP commenced, minimum rest following a FDP shall be increased as follows:

<u>Time Zone Difference</u>	<u>Minimum rest increased by</u>
0 – 2 time zones	NIL
3 – 5 time zones	1 hour
6 – 7 time zones	2 hours
8 time zones or more	3 hours

#### OPS 1.1110 point 1.4.1

##### Reduced rest arrangements

Minimum rest may be reduced by up to one hour but shall not be less than the preceding flight duty period or 10 hours whichever is the greater.

In exceptional or unforeseen circumstances, minimum rest may be reduced by up to 2 hours but shall not be less than the preceding flight duty period or 10 hours whichever is the greater.

When minimum rest periods are reduced, the subsequent rest period shall be increased by an amount equal to double the reduction in rest.

The maximum number of reductions in rest is two in any seven consecutive days.

#### OPS 1.1115

##### Extension of FDP due to in-flight rest (Augmented Crew)

When augmented crew is carried for the purpose of facilitating in-flight rest for operating crew with the intent of extending a FDP the following shall apply:

3 Pilots: The applicable FDP may be increased by two hours up to a maximum of 16 hours.

4 Pilots: The applicable FDP may be increased by four hours up to a maximum of 18 hours.

Maximum FDP for augmented cabin crew as follows:

Uninterrupted rest of at least 25% of total block time = 16 hours

Uninterrupted rest of at least 30% of total block time = 18 hours.

When in-flight rest is facilitated, there must be a comfortable reclining seat or bunk for the crew members resting that is separated from the flight deck and passengers.

To take advantage of in-flight rest the division of duty and rest between crew members must be kept in balance.

When a FDP is extended due to in-flight rest, the maximum number of landings is 3.

#### OPS 1.1125 point 2.1

##### Standby duty

##### Airport Standby

When on airport standby, if a crew member is required to report for a flight duty, the allowable FDP is calculated using the start time of the standby duty.

If a crew member is not required to report for a flight duty, airport standby duty will count in full towards cumulative duty time and the rest period as per OPS 1.1110 shall apply.

##### Standby at home or hotel

The maximum length of standby undertaken at any place other than at the airport (at home or in suitable accommodation provided by the Operator) shall be a maximum of 12 hours.

When a crew member is required to report for a flight duty when on standby at home or a hotel, the standby duty will cease when the crew member reports at the designated reporting point to commence a FDP.

The maximum allowable FDP when required to report for a flight duty when on standby at home or a hotel is as follows:

- If a crew member is required to report for a flight duty before completing 6 hours standby duty, the maximum allowed FDP is as prescribed in OPS 1.1105.
- If a crew member is required to report for a flight duty after completing 6 hours or more standby duty, the maximum allowed FDP is that prescribed in OPS 1.1105 minus 50% of the length of time on standby in excess of 6 hours, except that if the period of standby accomplished includes at least a 4 hour period between 2200 and 0800 then the maximum allowed FDP is as prescribed in OPS 1.1105.

For the purpose of calculating duty time when a crew is required to report for a flight duty when on standby at home or a hotel, half of the length of time spent on standby will count towards the calculation of total duty time.

For the purpose of calculating duty time when on standby duty at home or a hotel and the crew member is not required to report for a flight duty, total duty time is calculated as follows:

- Standby duty time less than 6 hours - one quarter of the time spent on standby will count towards total duty time.
- Standby duty time of 6 hours or more – one quarter of the first 6 hours of standby time plus one half of standby time in excess of 6 hours will count towards total duty time.

These guidelines have been forwarded to the Commission as required by Council Regulation (EEC) 3992/91 Article 8.4.

It is worth noting that the Commission may ultimately require changes to these guidelines and consequential amendments may become necessary. It is also worth noting that, with the introduction of EASA Part OPS, further changes to this complex subject are also likely.

## **Flight Operations Inspectorate**

For further review by not later than 01 November, 2009.