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Flight Time Limitations (FTL) and Rest Requirements for crew members undertaking helicopter Commercial Air Transport (CAT) Operations and declared Commercial Specialised Operations (SPO) and Non-Commercial Operations with Complex Motor-Powered Helicopters (Part-NCC)

The Irish Aviation Authority, in pursuance of and Articles 7 and 28 (1) (b) & (c) of the Irish Aviation Authority (Operations) Order, 2006 (S.I. 61 of 2006), hereinafter referred to as "The Order" hereby directs that:

Where not subject to corresponding and applicable provisions under EU Regulation (EC) No. 216/2008 which are currently effective:

Definitions

In this Direction -

‘**Accommodation**’ means for the purpose of standby and split duty, 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.

‘**Suitable Accommodation**’ means for the purpose of standby, split duty and rest, a separate room for each crew member located in a quiet environment and equipped with a bed, which is sufficiently ventilated, has a device for regulating temperature and light intensity, and access to food and drink.

‘**Break**’ means a period of time within a flight duty period, shorter than a rest period, counting as duty and during which a crewmember is free of all tasks.

‘**Crew Member**’ means a person assigned by an operator to perform duties on board an aircraft.

‘**Delayed Reporting**’ means the postponement of a scheduled flight duty period by the operator before a crewmember has left the place of rest.

‘**Duty**’ means any task that a crewmember performs for the operator, including flight duty, administrative work, giving and receiving training and checking, positioning and some elements of standby

‘**Duty Period**’ means a period which starts when a crew member is required by an operator to report for or to commence a duty and ends when that person is free of all duties, including post-flight duty.

‘**Flight Duty Period**’ (FDP) means a period that commences when a crew member is required to report for duty, which includes a sector or series of sectors and finishes when the aircraft comes to rest and the engines/rotors are shut down, at the end of the last sector on which the crew member acts as an operating crew member.

‘**Flight Time**’ means, for helicopters, save where contrary intention appears, the total time from when the rotor blades start turning until the helicopter finally comes to rest and the rotor blades have been stopped.

‘**Home Base**’ means the location assigned by the operator to the crewmember from where the crewmember normally starts and ends a duty period or a series of duty periods and where, under normal conditions, the operator is not responsible for the accommodation of the crewmember concerned.

‘**Local Day**’ means a 24-hour period commencing at 00:00 local time.

‘**Local Night**’ means a period of 8 hours falling between 22:00 hours and 08:00 hour’s local time.

'A single day free of duty' means for the purpose of complying with the provisions of Council Directive 2000/79/EC, a time free of all duties and standby consisting of one day and two local nights, which is notified in advance. A rest period may be included as part of the single day free of duty.

'Operator' means any legal or natural person, operating or proposing to operate one or more aircraft or one or more aerodromes.

'Positioning' means the transferring of a non-operating crew member from one place to another, at the behest of the operator, excluding the time of travel from a private place of rest to the designated reporting place at home base and vice versa, and the time for the local transfer from a place of rest to the commencement of duty and vice versa:

'Rest Period' means a continuous, uninterrupted and defined period of time, following duty or prior to duty, during which a crewmember is free of all duties, standby and reserve.

'Split Duty' means a flying duty period, which consists of two or more sectors, separated by less than a minimum rest period.

'Standby Duty' means a pre-notified and a defined period of time during which a crewmember is required by the operator to be available to receive an assignment for a flight, positioning or other duty without an intervening rest period.

'Airport Standby' means a standby performed at the airport.

'Other Standby' means a standby either at home or in a suitable accommodation.

'Total Flight Time' (TFT) means the total of all flight time carried out within a defined Flight Duty Period.

'Travelling time' means time taken to travel 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.

1. Operators and Crewmembers of a Helicopter which are subject to Annex III, Annex IV, Annex VI and Annex VIII requirements of Regulation (EU) 965/2012 shall ensure that they comply with an FTL and rest scheme in accordance with:

- a) the requirements of this direction unless otherwise agreed with the Authority, and
- b) the requirements as set out in Directive 2000/79/EC.

2. An operator shall:

- a) prepare duty rosters, published sufficiently in advance to provide the opportunity for the crewmember to plan adequate rest;
- b) assign a home base for each crew member;
- c) plan local days free of duty and notify all crew members in advance;
- d) ensure that rest periods provide sufficient time to enable crew members to overcome the effects of the previous duties and to be well rested by the start of the following flight duty period;
- e) ensure that flight duty periods are planned in a way that enables crew members to remain sufficiently free from fatigue so that they can operate to a satisfactory level of safety under all circumstances;
- f) specify reporting times that allow sufficient time for ground duties;
- g) take in to account the relationship between the frequency and pattern of flight duty periods and rest periods and give consideration to the cumulative effects of undertaking long hours combined with minimum rest periods;

- h) allocate duty patterns which avoid practices that cause a serious disruption of an established sleep/ work pattern, such as alternating day/night duties;
- i) plan recurrent extended recovery rest periods and notify crew members sufficiently in advance;
- j) plan flight duties in order to be completed within the allowable flight duty period taking into account the time necessary for pre-flight duties, the sector and turnaround times;
- k) change a schedule and/or crew arrangements if the actual operation exceeds the maximum flight duty period on more than 33% of the flight duties in that schedule during a scheduled seasonal period; and,
- l) submit their FTL scheme to the Authority for approval if conducting operations in accordance with Annex IV (Part-CAT).

3. Crew members shall:

- a) comply with all FTL and rest requirements applicable to their activities;
- b) make optimum use of the opportunities and facilities for rest provided and plan and use their rest periods properly;
- c) shall not perform duties on an aircraft if he/she knows or suspects that he/she is suffering from fatigue or feels otherwise unfit, to the extent that the flight may be endangered; and,
- d) comply with all FTL and rest requirements applicable to their activities when undertaking duties for more than one operator.

4. The Authority may approve a variation to an Annex IV (Part-CAT) operator's FTL scheme provided the operator can demonstrate:

- a) it can ensure an equivalent level of safety to the existing FTL scheme;
- b) appropriate operational experience;
- c) suitable mitigation measures, including Fatigue Management where appropriate; and,
- d) other relevant factors such as current scientific knowledge.

5. The FTL scheme shall ensure that the Total Flight Time and Duty Periods to which a crew member is assigned do not exceed the following:

- a) 2000 duty hours in a calendar year;
- b) 190 duty hours in any 28 consecutive days, spread as evenly as practicable throughout this period;
- c) 60 duty hours in any seven consecutive days;
- d) 14 duty hours in any single day;
- e) 900 flight hours in a calendar year;
- f) 100 flight hours in any consecutive 28-day period;
- g) 35 flight hours in any consecutive 7-day period; and,
- h) 8 flight hours in any single day (may be limited by maximum allowable FDP).

6. The variation of Maximum FDP/TFT shall not exceed:

Local Start Time	Maximum FDP (Single Pilot)	Maximum TFT (Single Pilot)	Maximum FDP (Multi Pilot)	Maximum TFT (Multi Pilot)
0600- 0659	9 hours	6 hours	10 hours	7 hours
0700- 1259	10 hours	7 hours	12 hours	8 hours
1300- 2359	9 hours	6 hours	10 hours	7 hours
0000- 0559	8 hours	5 hours	9 hours	6 hours

7. The FTL scheme shall also require that:

- a) the maximum TFT in a 7-day period may not exceed 30 hours when 5 consecutive FDPs include any part of the local time period 0200 – 0600;
- b) a FDP shall include a period of pre-flight and post-flight preparation duties specified by the operator of not less than 30 minutes and 15 minutes respectively;

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- c) operating crew on multi sector duties shall be allowed at least one meal break of not less than 60 minutes during a FDP of 6 hours or more;
 - d) where repetitive short sectors are flown, as in off-shore short sector shuttles or pleasure flying operations, operating crew members should have a continuous break of not less than 30 minutes away from the helicopter within any continuous FDP of 3 hours or more;
 - e) a flight crew member wearing a survival suit shall not be required to participate in moving freight or baggage or any other activity requiring excessive physical effort; and,
 - f) schedules, which involve continuous flying in excess of 4 hours and 30 minutes, shall include provision for a break free from all duty of at least 30 minutes, not including a total of 30 minutes for immediate post and pre-flight duties. The break will be scheduled prior to exceeding a total of 6 hours flying.
8. An aircraft commander/pilot-in command may, due to unforeseen circumstances and taking into account the circumstances of other crewmembers, extend a FDP by a period not exceeding 2 hours provided that the TFT and cumulative duty limitations for any crewmember are not exceeded.
 9. The maximum number of extensions permitted to a FDP shall be not more than 2 in any consecutive 7-day period.
 10. Whenever a commander/pilot-in command extends an FDP, it shall be reported to the operator on a Discretion Report Form in a format acceptable to the Authority. If the extension is greater than 2 hours or, when exercised after any reduced rest period, then the operator shall submit the commander's written report, together with the operator's comments, to the Authority within a period of not more than 28 days.
 11. When an FDP consists of two or more sectors, one of which can be a positioning journey counted as a sector, but separated by less than a minimum rest period, and such a split has been notified to the crew member in advance, then the FDP may be extended by the amounts indicated below:

Consecutive Hours Rest	Maximum Extension of FDP
Less than 3 hours	Nil
3-10 hours	A period equal to half the consecutive rest hours taken

Provided:

- a) the rest period shall not include the time allowed for immediate post-flight duties and pre-flight duties, a minimum total of 30 minutes. The actual time allowed shall be specified by the operator;
- b) when the rest period is 6 hours or less it will suffice if a quiet and comfortable place, not open to the public, is available. If the rest period is more than 6 consecutive hours, then suitable accommodation must be provided;
- c) travelling time to and from the rest facility must be deducted from the Split Duty period for the purpose of calculating the permissible increase;
- d) when rest is taken in the aircraft on the ground, the minimum standards of noise, temperature, light and ventilation are to be specified in the Operations Manual. Such arrangements will only be permitted when the crew have adequate control of the temperature and ventilation within the aircraft, and passengers are not on board;
- e) the FDP immediately before or after such a Split Duty must not exceed a period of 10 hours; and,
- f) the full period of the split will be accountable as cumulative duty; however, the 14-hour maximum cumulative duty period in any single day shall not apply to a Split Duty.

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12. An Annex IV (Part-CAT) operator shall demonstrate (Safety Case) to the Authority, using operational experience and taking into account other relevant factors such as current scientific knowledge, that the request to operate an extended FDP, as part of a variation to an FTL scheme, can ensure an equivalent level of safety.
 13. All time spent positioning shall be counted as duty.
 14. Positioning after reporting for duty but prior to operating shall be included as part of the FDP but shall not count as a sector.
 15. A positioning sector immediately following an operating sector will be taken into account for the purpose of calculating the minimum rest period.
 16. The minimum rest period which must be provided before undertaking a FDP starting at a home base shall be at least as long as the preceding duty period or 12 hours, whichever is the greater.
 17. Each crewmember must be scheduled for a minimum rest period, including 2 local nights of 36 hours or a period of not less than 48 hours, in any consecutive period of 7 days.
 18. The Authority may approve reduced rest arrangements when an Annex IV (Part-CAT) operator can demonstrate (Safety Case) to the Authority, using operational experience and taking into account other relevant factors such as current scientific knowledge, that the arrangement to operate a reduced rest period can ensure an equivalent level of safety.
 19. An aircraft commander/pilot-in command may, at his/her discretion, and after taking note of the circumstances of other members of the crew, reduce a Rest Period provided:
 - a) the accommodation allocated to the crew member must be available for occupation for a minimum period of not less than 10 hours;
 - b) the exercise of such discretion shall be considered exceptional and must not be used to reduce successive rest periods;
 - c) if the preceding FDP was extended, the rest period may be reduced, provided that the subsequent allowable FDP is also reduced by the same amount; and,
 - d) it is reported to the operator on a Discretion Report Form, in a format acceptable to the Authority.
 20. If the reduction of a rest period is for a period of more than 1 hour, the operator shall submit the commander's written report, together with the operator's comments, to the Authority within a period of 28 days.
 21. A crewmember is on airport or heliport standby from reporting at the normal report point until the end of the notified standby period.
 22. Airport or heliport standby will count in full for the purpose of calculating cumulative duty.
 23. Where airport or heliport standby is followed by a flight duty the start time for calculating both the FDP and the cumulative duty period shall be the start time of the standby duty.
 24. Where the airport or heliport standby does not lead to assignment on a flight duty, it shall be followed by the minimum rest periods as set out in this direction.
 25. While on airport or heliport standby, the operator shall provide the crewmember with quiet and comfortable accommodation not open to the public.

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26. Other forms of standby (e.g. hotel/home) shall:
- a) be rostered and/or notified in advance;
 - b) notify the start time, end time and location of the standby duty in advance;
 - c) define the maximum length of any standby at a place other than the specified home base;
 - d) take into account the facilities available for a crew member to rest and other relevant factors, the relationship between the standby and any assigned flight duty resulting from the standby shall be defined by the operator;
 - e) allow a crew member who is rostered to complete a stand by duty of 24 hours or more other than at a home base, such a standby should be scheduled to afford the crew member the opportunity to achieve a period of 8 hours un-interrupted sleep in any 24 hour period; and,
 - f) count 25% of standby time taken for the purpose of calculating cumulative duty.
27. When a crewmember is required to report for duty in advance of the stipulated report time for a scheduled flight, to carry out a task at the request of the company, then the time spent on that task shall be part of the subsequent FDP.
28. When a crewmember is engaged in both CAT operations and Declared operations during a single FDP or conducts both helicopter and aeroplane operations during a single FDP, then, the more restrictive FTL scheme limitations and associated rest periods shall apply.
29. If a crew member is scheduled to operate in a simulator, either on a check or training flight, or as a Training Captain or Instructor, and within the same duty period, operates as a crew member on a flight subject to the requirements of this direction, all the time spent in the simulator shall be counted in full towards the subsequent FDP and cumulative duty total. The FDP allowable is calculated from the report time of the simulator detail.
30. A crewmember may be rostered in a single-pilot role up to the point where the total flying and duty hours reach the Single pilot FDP limit. Thereafter the crewmember may extend the same FDP but only in a multi-pilot operation subject to compliance with the multi-pilot total flying and duty hour limit. During this extension of the FDP, the crewmember shall not be the designated commander/pilot-in-command.
31. An Operator, shall maintain for a period of at least 15 months the following individual records for each crew member:
- a) flight times;
 - b) start, duration and end of each duty period and FDP;
 - c) rest periods and days free of all duty;
 - d) assigned home base; and,
 - e) reports on extended FDPs and reduced rest periods.
32. If a crewmember operates for more than one Annex IV (Part-CAT) and/or Annex VII (Part-NCC) and/or Annex VIII (Part-SPO) operator, the crewmember concerned shall also maintain their own individual record as per the requirements in item 31 above and shall make such records available to the operator(s) prior to the commencement of a FDP.
33. Records, a crew member shall
- a) present his or her records on request to any operator who employs his or her services before commencing a FDP;
 - b) when conducting CAT operations comply with CAT.GEN.MPA.100(b)(4) &(5) of Annex IV (Part-CAT);

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- c) when conducting Declared operations comply with NCC.GEN.105 (f) (1) and (2) of Annex VI (Part-NCC) and SPO.GEN.105 (f) (1) and (2) of Annex VIII (Part-SPO) as applicable;
 - d) Upon request, the operator shall provide individual records of flight times, duty periods and rest periods to the crewmembers concerned; and to another operator, in relation to a crewmember who is or becomes a crewmember of the operator concerned; and,
 - e) A crewmember shall maintain these records for 15 months, except in the case of a crewmember undertaking scheduled aeroplane CAT operations that are subject to ORO.FTL requirements, who shall maintain these records for 24 months.

This Aeronautical Notice replaces Aeronautical Notice O.58 at Issue 3.

**Chief Executive
Irish Aviation Authority**

Explanatory Note

This direction sets out the Irish National Flight Time Limitation (FTL) requirements for Commercial Air Transport and Declared operators of helicopters that have their principal place of business in Ireland. These requirements shall remain in force until eventually superseded by EU legislation in this regard.

Article 8 (Flight time limitations) of the Commission Regulation (EU) No 965/2012 as amended, states "Flight and duty time limitations shall be subject to the following: for helicopters operating in accordance with Annex IV (CAT), VI (NCC and VIII (SPO) requirements, national rules apply".