


Irish Aviation Authority The Times Building 11–12 D'Olier Street Dublin 2, Ireland www.iaa.ie	Údarás Eitlíochta na hÉireann Foirgneamh na hAmanna 11–12 Sráid D'Olier Baile Átha Cliath 2, Éire	AERONAUTICAL NOTICE No. O.81 ISSUE I DATE 18.10.17	
Safety Regulation Division	Rannán na Rialachán Sábháilteachta		

Irish National Flight Time Limitations applicable to Non-Commercial Operations, including Non-Commercial Specialised Operations with Complex Motor-Powered Aeroplanes, and Commercial Specialised Operations with Aeroplanes, Air Taxi, Emergency Medical Services and Single Pilot Commercial Air Transport

The Irish Aviation Authority, in pursuance of Articles 4, 7 and 28 of the Irish Aviation Authority (Operations) Order (S.I. No. 61 of 2006), (hereinafter referred to as “the Order”), hereby directs as follows: -

1. Personnel or operators, as appropriate to the relevant circumstances, when declaring their operation in Ireland and when required by the relevant technical requirements of Commission Regulation (EU) No. 965/2012 (as amended) to comply with the “*applicable national flight time limitation legislation*” or when operating directly under the provisions of the Order, shall comply with the following requirements:

- (a) “Subpart Q” of COMMISSION REGULATION (EC) No 859/2008 of 20 August 2008 amending Council Regulation (EEC) No 3922/91 as regards common technical requirements and administrative procedures applicable to commercial transportation by aeroplane
- (b) Any variation, amendment or exemption from “Subpart Q” when such variation, amendment or exemption is directed by an Aeronautical Notice issued under the Order.

2. The requirements of this Direction or parts thereof shall be superseded by the related implementing rules of Commission Regulation (EU) No. 965/2012 (as amended) when they become applicable.

3. This Direction shall not apply to operations in a helicopter, balloon, or a sailplane.

**Chief Executive
Irish Aviation Authority**

Explanatory Note

(This Note does not purport to be part of the legal Direction)

The European Air Operations Regulation, Regulation (EU) 965/2012 on air operations, specifically Article 8, (Flight Time Limitations) provides that: “Non-commercial operations, including non-commercial specialised operations, with complex motor-powered aeroplanes and helicopters, as well as commercial specialised operations with aeroplanes, helicopters, balloons, and sailplanes shall continue to be conducted in accordance with applicable national flight time limitation legislation until the related implementing rules are adopted and apply.” This Direction provides the means for such Flight Time Limitations in accordance with “[Subpart Q](#)” or any subsequent variation, amendment or exemption from “Subpart Q” as may become necessary. The specific requirements for helicopters are dealt with separately in IAA Aeronautical Notice O.58.

Note: “air taxi operation” means, for the purpose of flight time and duty time limitations, a non-scheduled on demand commercial air transport operation with an aeroplane with a maximum operational passenger seating configuration (“MOPSC”) of 19 or less.;

Appendix to O.81 Issue 1

This Appendix to O.81 provides a link to EC 859/2008 and details the additional requirements applicable in an Irish National Flight Time Limitation scheme.

“[Subpart Q](#)” of COMMISSION REGULATION (EC) No 859/2008 of 20 August 2008 amending Council Regulation (EEC) No 3922/91 can be found [here](#).

Additional Irish National Flight Time Limitation Requirements

For the purposes of Irish National Flight Time Limitations, the provisions of EC No. 859/2008 are supplemented by the Irish Aviation Authority’s requirements for Subpart Q sections OPS 1.1105 (6), OPS 1.1110 (1.3) and (1.4.1), OPS 1.1115, and OPS 1.1125 (2.1), which are detailed below.

OPS 1.1105 (6) Extended FDP including a break (Split-Duty)

When an 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 rest period shall not include the time allowed for immediate post-flight duties and pre-flight duties which is a combined minimum total of 30 minutes.

When the rest period is less than 6 hours, adequate facilities must be provided e.g. day room or a quiet comfortable place, which is not open to the public, airport/airline activity or other disturbance. When the rest period is 6 hours or more, suitable accommodation must be provided.

If the combined total travel time to and from a hotel or place of rest is more than one hour, the additional travel time shall count as duty time.

For the purpose of calculating duty time and subsequent minimum rest the following shall apply.

- When a break provided is less than 6 hours, the length of the break will count in full towards the calculation of total duty time.
- When a break provided is 6 hours or more, half of the length of the break will count towards the calculation of total duty time.

Maximum flight duty before or after a break is 10 hours.

OPS 1.1110 (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 hour
8 time zones or more	3 hours

OPS 1.1110 (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.

Minimum rest at base following a FDP of 10 hours or less and prior to a rostered standby duty period may be reduced by up to two hours. If a crew member is required to report for a FDP in the subsequent standby duty period, the maximum allowed FDP shall be 8 hours.

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 flight duty period due to in-flight rest

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

- Maximum FDP with rest taken in a seat shall be 16 hours.
- Maximum FDP with rest taken in a bunk shall be 18 hours.

In cases when a complete additional flight crew and additional cabin crew are carried for the purpose of facilitating in-flight rest for operating crew the following shall apply:

- Maximum FDP with rest taken in a bunk shall be 20 hours.

When in-flight rest is facilitated, there must be for the crew members resting a comfortable reclining seat, or bunk, 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 (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 total cumulative duty time.

Standby at home or hotel

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 the length of time on standby in excess of 6 hours.

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, duty time is calculated as follows:

- Standby duty time less than 6 hours, one quarter of the time spent on standby will count towards the 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.

In all cases standby duty shall be maximum 12 hours.