



ECA

European Cockpit Association

EASA FRM/FTL Workshop

24/5/2018

2nd PANEL

INDIVIDUAL FLIGHT TIME SPECIFICATION SCHEME ('IFTSS)

Crews' Perspective

Approach...



Crews fully support...

...the flexibility gained through
IFTSS



Impression...



IFTSS

...seems to be ***misunderstood***
or its
potential not seen
by Crews, Airlines and NAAs



Intention...



Optimization Tool

... to increase ***productivity*** of...



- ***Crews***
- ***Aircraft***



Flexibility...



...away from “prescriptive”

***National / EU
prescriptive
regulation***

(10-20 year turnover time)

***Operator driven
evolution***

(1/4 year turnover time)

...under

Regulatory oversight



Optimization...



interest

Crew...

- ***Free time (rest)***
- ***Flight time***



Operator...

- ***Working time***
- ***Operating time***

Works in any “win <> no loss”

=

“Win Win”



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Application...



Must Have

- *Knowledge* of the individual limiting factors
- *Inspiration* and flexibility in thinking
- *Sincereness* and willingness to trust

trustful cooperation

Motivation...

... driven by economics

...anonymized quote from a request for an IFTSS:



“In the end ... lead to a €XX M annual increase in ... operating costs ... which the ... XX ... would be unable to bear.”

***... but based on flight
safety***



New understanding...



NAA's role



national rulemaking

+

***detailed
implementation
oversight***



***Detailed FTL
implementation
FRM oversight***

Individual variation
Individual variation
Individual variation
Individual variation
Individual variation
Individual variation
Individual variation
Individual variation



Set the Environment for Teamwork...

IFTSS needs ...

EASA + NAAS

- *Improved proactive guidance*
- *improved standardisation*
- *Improved staffing*

