

# - Panel #1 - Crews' perspective

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# Safe & efficient rosters

- ❖ Building safe rosters is **complex** !
  - ... and oversight, too (70% of NAAs show deficits in overseeing FTL rules, as per EASA's standardisation visits)
- ❖ Accident reports show that **basic compliance** with FTL **does not ensure automatically Safety**:
  - In CAT, about 70% of fatal accidents are related to human error;
  - **Pilot fatigue** contributes to **15-20% of fatal aviation accidents caused by human error**;
- ❖ In 2016, the [London School of Economics \(LSE\) study](#) concluded that “*Half of airline pilots report fatigue which could jeopardise passenger safety*”:
  - Fatigue strikes 6 out of 10 European pilots;
  - **Only 2 out of 10 pilots** think that fatigue is taken seriously by their airline.

# Problematic Issues in EASA FTL

## Daily max FDP are too heavy

- ❖ Reporting at 07:00 for a **14:00 FDP** (+ 1hr in case of Commander's discretion)
  - Wake up at 05:00, back at home at 23:30 !

## Consecutive nighttime operations are too heavy

- ❖ Up to 11 hrs FDP despite scientific recommendation to limit at 10 hrs
- ❖ Pilots sleep **less than 5 hrs** during day time
  - No requirement to allow a break during a night FDP
  - Quick accumulation of sleep debt !!
  - Up to 7 night in a row



**ECA**

European Cockpit Association

# Problematic Issues in EASA FTL

## Augmented crew FDP are too heavy

- ❖ Up to 16 hrs FDP for a 3-men cockpit
  - whatever the reporting time(!)
  - +1 hr if one sector over 9 hrs,
  - (+3 hrs Commander's discretion)
- ❖ Virtually no-limit for cargo operation!!



# Problematic Issues in EASA FTL

## Consecutive disruptive schedules are too heavy

- ❖ More than 3 consecutive disruptive schedules is really though !!
  - EASA FTL allow up to 7 in a row

## Standby regulation is inapplicable

- ❖ 18 hrs awake time is a smokescreen !!
  - Impossibility for an operator to safeguard this requirement in a policy
- ❖ A crew called in standby is less rested
- ❖ Any interpretation to allow reporting after the end of the standby period would worsen the problem!

# Conclusions

- ❖ **Basic compliance** with the EASA FTL **alone** does not guarantee **safe rosters**.
  - It is actually prone to build unsafe rosters
  - **ORO.FTL.110** (Operator responsibilities) is the 1<sup>st</sup> safeguard to safe rosters
- ❖ **NAA's oversight ability** for FTLs must be strengthened significantly.
- ❖ EASA FTL should better reflect the **scientific and medical knowledge**.
  - + be updated swiftly with results from current EASA study (night & disruptive schedules)

Building safe and efficient rosters should be the **very essence of any FRM**, but only **genuine FRM** will be a **bridge to safer rosters**.