

Main Challenges when Overseeing FRM and FTL Schemes

An EASA Standardisation Perspective

Daan Dousi – Manager Air Operations implementation section

EASA 2nd FRM Conference – Madrid 2025

Your safety is our mission.

An Agency of the European Union 

What is EASA OPS Standardisation?

→ Regulation (EU) 628/2013

→ EASA:

→ Monitors EU/EAA competent authorities

→ Conducts inspections to said authorities and operators under their oversight

→ Verifies that said authorities are issuing and overseeing certificates in accordance with EU Regulations

→ Reports to European Commission



Continuous Monitoring

- Information sources
 - Standardisation inspections
 - Reporting by competent authorities
 - Confidential safety reports (CSR)
 - Exemptions and AltMoCs received
 - Reported occurrences
 - RAMP inspection reports
 - Other



Inspections 2016 to 2024

- 120 inspections
- 219 visited operators
- Every operator visit lasts 3-4 hours
- FTL/FRM is a focus area

(amongst other safety-relevant ones, e.g. CTC, flight prep, performance, SMS)



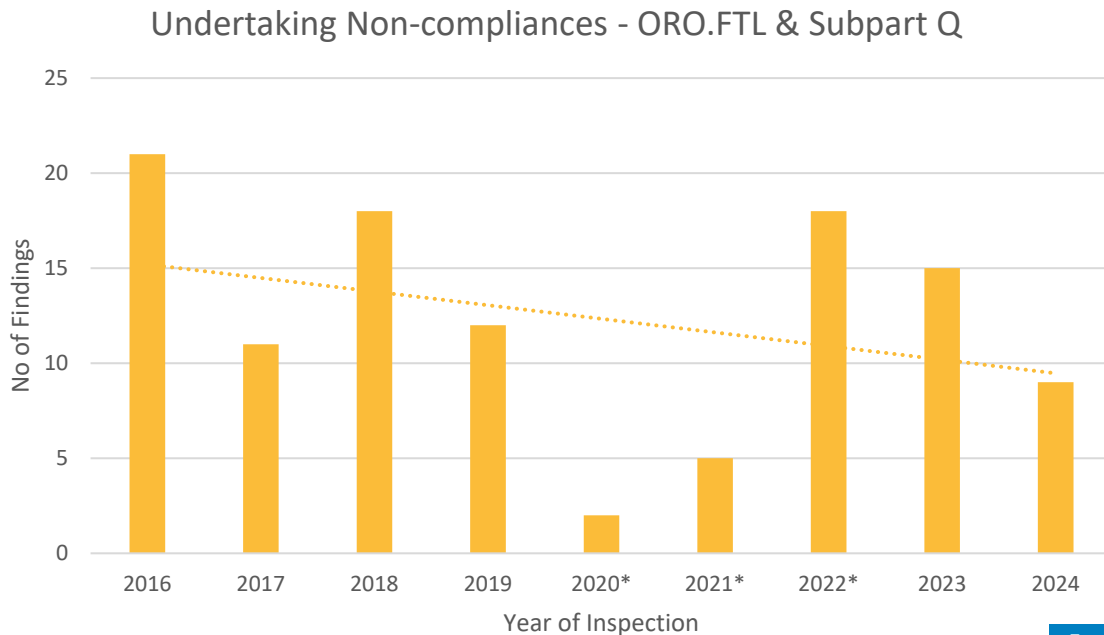
Non-compliances detected at visited operators

→ Overall ca. 1200 undertakings non-compliances (UNCs)

→ Ca. 110 relate to FTL*

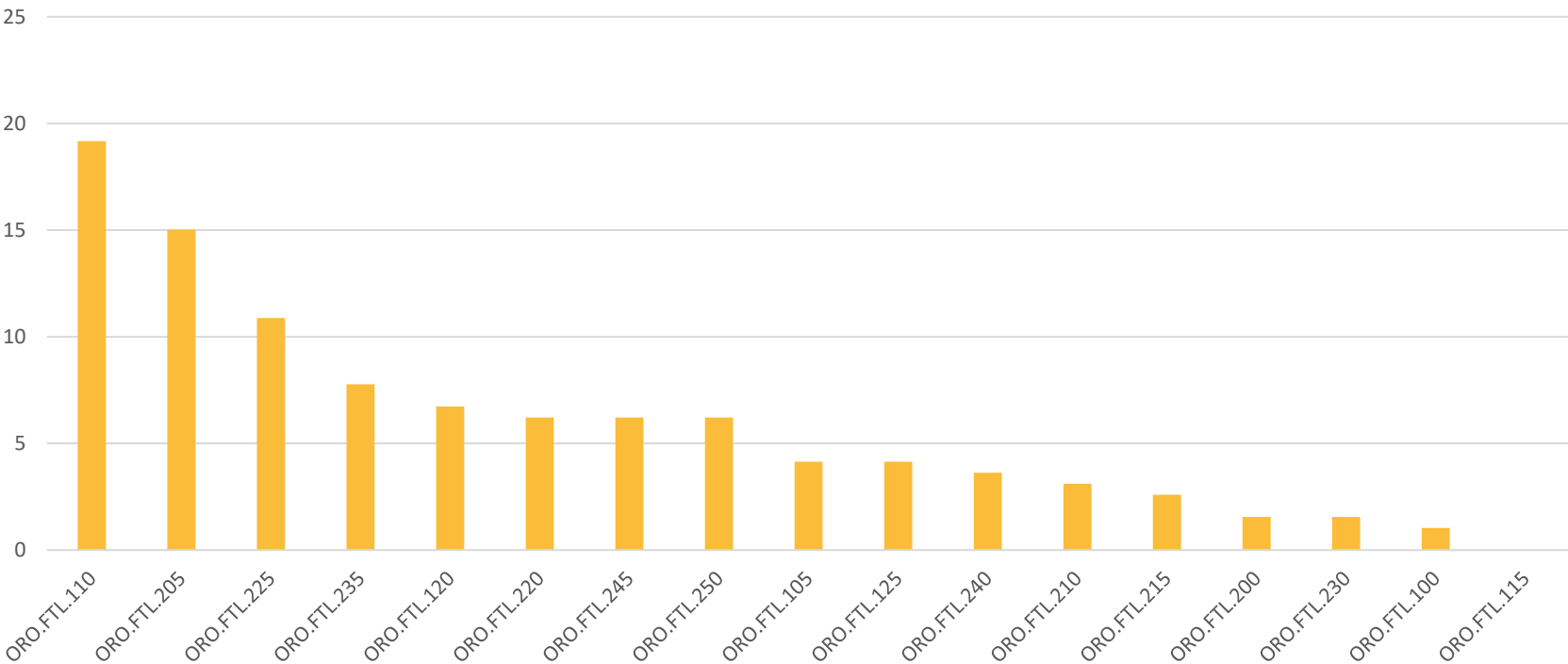
**Caution:*

- 1 UNC can entail several NCs
- Scope / depth of visit varies
- Limited sampling on-site
- Helicopter operators (no EU FTL)



Non-compliance by requirements

% per requirement (ORO.FTL only)



Authority Findings – FTL context

4 areas:

- Management system (inspector qualifications / training)
- Guidance (outdated / lack of depth of checklists)
- Approval of flight time specification schemes*
- Oversight of FTL/FRM requirements (non-detection)*

**Normally supported by UNC's detected at the visited operators / sampled operations manuals*

Confidential Safety Reports



- EASA system for CSR → enables voluntary reporting of alleged malpractices and irregularities
- EASA investigates allegations, where possible, BUT the operator's competent authority should be first point of call for reporting
- Increasing amount of CSRs being received by EASA → growing confidence in system
- Relative large amount of CSRs in 2024 in the context of FTL, in particular on commander discretion

EASA OPS Standardisation

- The effective implementation of FTL is an EASA OPS Standardisation focus area (as per EPAS)
- Various data sources are actively monitored and analysed on a continuous basis
- Standardisation process has limitations
- EASA would like to get better visibility on FTL performance across states and operators to support and enhance the CA oversight as well as tackle hotspots



Continuous Monitoring – Standardised Metrics on FTL

- EASA would like to collect standardised metrics from competent authorities on the operators' under their oversight to:
 - Establish EU wide averages (Number of fatigue reports, % of flights CMD, % flight CMD <1 hour)
 - Allow state and clustered operator comparisons
 - Establish informed and acceptable EU wide % and rates
 - Support CAs to focus their oversight on the outliers
 - Support identification of common hotspots (ATC, Airports, routes) where EASA could further investigate and engage to mitigate



Main Challenges when Overseeing FRM and FTL Schemes

An EASA Standardisation Initiative

Questions?

Daan Doust – Air Operations implementation section

EASA 2nd FRM Conference – Madrid 2025

Your safety is our mission.