

Diferențe între cerințele menționate în Subpartea Q a Anexei III la Regulamentul (CEE) nr. 3922/91 (EU-OPS) și Subpartea FTL a Regulamentului (UE) nr. 965/2012, amendat prin Regulamentul (UE) nr. 83/2014

Pentru a identifica mai ușor diferențele rezultate, s-a utilizat următoarea legendă:

	- element nou introdus față de cerințele Subpărții Q
	- modificare adusă cerințelor Subpărții Q
	- nicio modificare față de cerințele Subpărții Q

1. Definiții

Au fost identificate următoarele:

- Subpartea FTL conține 13 noi definiții față de Subpartea Q;
- în Subpartea FTL au fost modificate 7 definiții din Subpartea Q;
- 7 definiții nu au suferit nicio modificare.

No.	Item	OPS 1.1095	ORO.FTL.105	Comment
1	acclimatised		means a state in which a crew member's circadian biological clock is synchronised to the time zone where the crew member is. A crew member is considered to be acclimatised to a 2-hour wide time zone surrounding the local time at the point of departure. When the local time at the place where a duty commences differs by more than 2 hours from the local time at the place where the next duty starts, the crew member, for the calculation of the maximum daily flight duty period, is considered to be acclimatised in accordance with the values in the Table 1. (*)	new definition
2	reference time		means the local time at the reporting point situated in a 2-hour wide time zone band around the local time where a crew member is acclimatised	new definition related to acclimatisation
3	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	new definition

			accommodate all crew members present at the same time and with access to food and drink	
4	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	new definition
5	augmented flight crew	A flight crew which comprises more than the minimum number required for the operation of the aeroplane and in which each flight crew member can leave his/her post and be replaced by another appropriately qualified flight crew member	means a flight crew which comprises more than the minimum number required to operate the aircraft, allowing each flight crew member to leave the assigned post, for the purpose of in-flight rest, and to be replaced by another appropriately qualified flight crew member	improved definition, explicitly referring to in-flight rest
6	block time (Subpart Q) flight time (new EU FTL)	The time between an aeroplane first moving from its parking place for the purpose of taking off until it comes to rest on the designated parking position and all engines or propellers are stopped.	means, for aeroplanes and touring motor gliders, the time between an aircraft first moving from its parking place for the purpose of taking off until it comes to rest on the designated parking position and all engines or propellers are shut down	rephrased
7	break	A period free of all duties, which counts as duty, being less than a rest period.	means a period of time within a flight duty period, shorter than a rest period, counting as duty and during which a crew member is free of all tasks	improved definition, referring to „a period of time within a flight duty period“
8	delayed reporting		means the postponement of a scheduled FDP by the operator before a crew member has left the place of rest	new definition
9	disruptive schedule (early/late type)		means a crew member’s roster which disrupts the sleep opportunity during the optimal sleep time window by comprising an FDP or a combination of FDPs which encroach, start or finish during any portion of the day or of the night where a crew member is acclimatised. A schedule may be disruptive due to early starts, late finishes or night duties ARO.OPS.230 Determination of disruptive schedules. <i>For the purpose of flight time</i>	new definition Analyzing the needs of romanian air operators, RoCAA decided that all CAT operators shall apply “early type” disruptive schedules

			<i>limitations, the competent authority shall determine, in accordance with the definitions of “early type” and “late type” of disruptive schedules in point ORO.FTL.105 of Annex III, which of those two types of disruptive schedules shall apply to all CAT operators under its oversight.</i>	
10	night duty		means a duty period encroaching any portion of the period between 02:00 and 04:59 in the time zone to which the crew is acclimatised	new definition
11	duty	Any task that a crew member is required to carry out associated with the business of an AOC holder. Unless where specific rules are provided for by this Regulation, the Authority shall define whether and to what extent standby is to be accounted for as duty.	means any task that a crew member performs for the operator, including flight duty, administrative work, giving or receiving training and checking, positioning, and some elements of standby	rephrased
12	duty period	A period which starts when a crew member is required by an operator to commence a duty and ends when the crew member is free from all duties.	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	improved definition, referring explicitly to „post-flight duties“
13	flight duty period	A flight duty period (FDP) is any time during which a person operates in an aircraft as a member of its crew. The FDP starts when the crew member is required by an operator to report for a flight or a series of flights; it finishes at the end of the last flight on which he/she is an operating crew member.	means a period that commences when a crew member is required to report for duty, which includes a sector or a series of sectors, and finishes when the aircraft finally comes to rest and the engines are shut down, at the end of the last sector on which the crew member acts as an operating crew member	rephrased
14	home base	The location nominated by the operator to the crew member from where the crew member normally starts and ends a duty period or	means the location, assigned by the operator to the crew member, from where the crew member normally starts and ends a duty period or a series of duty periods and where, under normal circumstances, the	Improved definition (taking into account the CS and AMC); extended recovery period increased in case of change of home base

		a series of duty periods and where, under normal conditions, the operator is not responsible for the accommodation of the crew member concerned.	operator is not responsible for the accommodation of the crew member concerned CS FTL.1.200 Home base <i>(a) The home base is a single airport location assigned with a high degree of permanence.</i> <i>(b) In the case of a change of home base, the first recurrent extended recovery rest period prior to starting duty at the new home base is increased to 72 hours, including 3 local nights. Travelling time between the former home base and the new home base is positioning.</i>	
15	local day	A 24 hour period commencing at 00.00 local time.	means a 24-hour period commencing at 00:00 local time	same
16	local night	A period of eight hours falling between 22.00 and 08.00 local time.	means a period of 8 hours falling between 22:00 and 08:00 local time	same
17	operating crew member	A crew member who carries out his/her duties in an aircraft during a flight or during any part of a flight.	means a crew member carrying out duties in an aircraft during a sector	rephrased
18	positioning	The transferring of a non-operating crew member from place to place, at the behest of the operator, excluding travelling time. Travelling time is defined as: - time 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.	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 local transfer from a place of rest to the commencement of duty and vice versa;	rephrased
19	rest facility		means a bunk or seat with leg and foot support suitable for crew members' sleeping on board an aircraft	new definition
20	reserve		means a period of time during which a crew member is required by the operator to be available to receive an assignment for an FDP, positioning or other duty notified at least 10 hours in advance	new definition
21	rest period	An uninterrupted and defined period of time during which a crew	means a continuous, uninterrupted and defined period of time, following duty or prior to	improved definition, referring to „continuous“

		member is free from all duties and airport standby.	duty, during which a crew member is free of all duties, standby and reserve	
22	rotation		is a duty or a series of duties, including at least one flight duty, and rest periods out of home base, starting at home base and ending when returning to home base for a rest period where the operator is no longer responsible for the accommodation of the crew member	new definition
23	single day free of duty	single day free of duty shall include two local nights. A rest period may be included as part of the day off.	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	improved definition, referring to notification in advance, complying with provisions of Council Directive 2000/79/EC
24	sector		means the segment of an FDP between an aircraft first moving for the purpose of taking off until it comes to rest after landing on the designated parking position	new definition
25	standby	A defined period of time during which a crew member is required by the operator to be available to receive an assignment for a flight, positioning or other duty without an intervening rest period.	means a pre-notified and defined period of time during which a crew member is required by the operator to be available to receive an assignment for a flight, positioning or other duty without an intervening rest period	improved definition, must be pre-notified
26	airport standby		means a standby performed at the airport	new definition
27	other standby		means a standby either at home or in a suitable accommodation	new definition
28	window of circadian low (WOCL)	The Window of Circadian Low (WOCL) is the period between 02.00 and 05.59. Within a band of three time zones the WOCL refers to home base time. Beyond these three timezones the WOCL refers to home base time for the first 48 hours after departure from home base time zone, and to local time thereafter.	means the period between 02:00 and 05:59 hours in the time zone to which a crew member is acclimatised	rephrased

2. Cerințe FTL

No.	Item	Subpart Q	IR	CS
1	Fatigue risk management (FRM)	(new element)	ORO.FTL.120 – operator shall establish, implement and maintain a FRM as an integral part of its management system whenever required by the IR or CS	
2	Flight time specification schemes	(new element)	ORO.FTL.125 – flight time specification schemes have to comply with Regulation (EC) No 216/2008, the IR and other applicable legislation, including Directive 21000/79/EC	
3	Maximum daily FDP	OPS 1.1105 1.3. - 13 hours	ORO.FTL.205 (b)(1) – maximum daily FDP remains unchanged (13 hrs), but there is a detailed table (avoiding misinterpretation) – in the period 17:00 – 04:59, the maximum daily FDP will be 11 hrs as opposed to 11:45 in EU-OPS for the period 22:00 – 04:59 – detailed rules for crew members in an unknown state of acclimatisation	CS FTL.1205 (a) – maximum of 4 sectors per duty in case of consecutive night duties – appropriate FRMS to be applied in case of night duties of more than 10 hours
4	Extensions without in-flight rest	OPS 1.1105 2.1. – by 1 hr – not allowed for 6 sectors or more (4 sectors when encroaching WOCL, if more than 2 hrs WOCL encroachment limited to 2 sectors) – twice in any 7 consecutive days – pre/post flight rest increased – when FDP starts between 22:00 and 04:59, max. FDP is 11.45 hrs	ORO.FTL.205(d) – same as EU-OPS – not to be combined with extensions due to in-flight rest or split duty	CS FTL 1.205 (b) – detailed table – not allowed for flights between 19:00 – 06:14 (1 – 2 sectors), 15:30 – 06:14 (3 - 4sectors) and 13:30 – 06:15 (5 sectors)
5	Extensions due to in-flight rest	OPS 1.1115 – left up to national aviation authorities	ORO.FTL.205 (e) – referring to CS	CS FTL 1.205 (c) – rest facilities ➤ class 1 – at least 80° recline, located separately from both the flight crew compartment and the passenger cabin

				<p>(bunk)</p> <ul style="list-style-type: none"> ➤ class 2 – at least 45° recline, pitch 55 inches or more, seat width at least 20 inches, leg and foot support; separated from PAX by at least a curtain ➤ class 3 – at least 40° recline, leg and foot support, separated from PAX by at least a curtain <p>– maximum length with 1 additional flight crew member</p> <ul style="list-style-type: none"> ➤ up to 14 hrs with class 3 ➤ up to 15 hrs with class 2 ➤ up to 16 hrs with class 1 <p>– maximum length with 2 additional flight crew members</p> <ul style="list-style-type: none"> ➤ up to 15 hrs with class 3 ➤ up to 16 hrs with class 2 ➤ up to 17 hrs with class 1 <p>– minimum rest for cabin crew:</p> <table border="1"> <thead> <tr> <th rowspan="2">Maximum extended FDP</th> <th colspan="3">Minimum in-flight rest (in hours)</th> </tr> <tr> <th>Class 1</th> <th>Class 2</th> <th>Class 3</th> </tr> </thead> <tbody> <tr> <td>up to 14:30 hrs</td> <td>1:30</td> <td>1:30</td> <td>1:30</td> </tr> <tr> <td>14:31 – 15:00 hrs</td> <td>1:45</td> <td>2:00</td> <td>2:20</td> </tr> <tr> <td>15:01 – 15:30 hrs</td> <td>2:00</td> <td>2:20</td> <td>2:40</td> </tr> <tr> <td>15:31 – 16:00 hrs</td> <td>2:15</td> <td>2:40</td> <td>3:00</td> </tr> <tr> <td>16:01 – 16:30 hrs</td> <td>2:35</td> <td>3:00</td> <td>Not allowed</td> </tr> <tr> <td>16:31 – 17:00 hrs</td> <td>3:00</td> <td>3:25</td> <td>Not allowed</td> </tr> <tr> <td>17:01 – 17:30 hrs</td> <td>3:25</td> <td>Not allowed</td> <td>Not allowed</td> </tr> <tr> <td>17:31 – 18:00 hrs</td> <td>3:50</td> <td>Not allowed</td> <td>Not allowed</td> </tr> </tbody> </table> <p>– all time spent in the rest facility is counted as FDP</p>	Maximum extended FDP	Minimum in-flight rest (in hours)			Class 1	Class 2	Class 3	up to 14:30 hrs	1:30	1:30	1:30	14:31 – 15:00 hrs	1:45	2:00	2:20	15:01 – 15:30 hrs	2:00	2:20	2:40	15:31 – 16:00 hrs	2:15	2:40	3:00	16:01 – 16:30 hrs	2:35	3:00	Not allowed	16:31 – 17:00 hrs	3:00	3:25	Not allowed	17:01 – 17:30 hrs	3:25	Not allowed	Not allowed	17:31 – 18:00 hrs	3:50	Not allowed	Not allowed
Maximum extended FDP	Minimum in-flight rest (in hours)																																										
	Class 1	Class 2	Class 3																																								
up to 14:30 hrs	1:30	1:30	1:30																																								
14:31 – 15:00 hrs	1:45	2:00	2:20																																								
15:01 – 15:30 hrs	2:00	2:20	2:40																																								
15:31 – 16:00 hrs	2:15	2:40	3:00																																								
16:01 – 16:30 hrs	2:35	3:00	Not allowed																																								
16:31 – 17:00 hrs	3:00	3:25	Not allowed																																								
17:01 – 17:30 hrs	3:25	Not allowed	Not allowed																																								
17:31 – 18:00 hrs	3:50	Not allowed	Not allowed																																								
6	Commanders' discretion	<p>OPS 1.1120</p> <ul style="list-style-type: none"> –by 2 hrs if flight crew not augmented –by 3 hrs if flight crew augmented 	<p>ORO.FTL.205 (f)</p> <ul style="list-style-type: none"> – limits remain the same – non-punitive process for the use of the discretion – more explicit consultation of all crew members on their alertness 																																								
7	Delayed reporting		<p>ORO.FTL.205 (f)</p> <ul style="list-style-type: none"> – new concept introduced – referring to CS 	<p>CS FTL 1.205 (d)</p> <ul style="list-style-type: none"> – when the delay is less than 4 hours, the maximum FDP is calculated based on the original reporting time and the FDP starts counting at the delayed reporting time – when the delay is 4 hrs or more, the maximum FDP is calculated based on the more limiting (original or the delayed reporting time) and the FDP starts at the delayed reporting time – in case of delay of 10 hrs or more, the delay counts as rest if crew member is not further disturbed by the operator 																																							
8	Flight times and duty	<p>OPS 1.1100</p> <p>1.1. cumulative</p>	<p>ORO.FTL.210</p> <p>– cumulative duty hours</p>																																								

	periods	duty hours –190 hrs in 28 consecutive days –60 duty hours in 7 consecutive days 1.2. block times	not changed –current limits 60 duty hrs/7 consecutive days, 190 duty days/28 consecutive days, 100 block hrs/28 consecutive days and 900 block hrs/12 months maintained –new limits: 110 duty hrs in 14 consecutive days and 1000 flight hrs in 12 consecutive months (rolling limit)	
9	Positioning	OPS 1.1105 (5) –counted as duty –prior to operating: part of the FDP, but not counting as a sector –immediately following operating: taken into account for the calculation of minimum rest	ORO.FTL.215 –unchanged	
10	Split duty	OPS 1.1105 (6) –left up to discretion of the national authorities	ORO.FTL.220 –fully counted as FDP –not to be followed by a reduced rest –referring to CS	CS FTL 1.220 –minimum duration of 3 consecutive hrs excluding post/pre-flight duties and travelling (min. 30 mins) –maximum FDP can be increased by up to Q50% of the break –suitable accommodation for a break of 6 hrs or more or when encroaching the WOCL (in other cases accommodation and any time exceeding 6 hrs does not count for the extension of the FDP) –cannot be combined with in-flight rest
11	Standby	OPS 1.1125 Airport standby (1) –airport standby counts in full for the purposes of cumulative duty hours –relation between airport standby and assigned flight duty shall be defined by the authority –if not assigned, rest period defined by the authority has to	ORO.FTL.225 –rephrased, more detailed provisions –referring to CS, but stating main principles (standby must be rostered to give opportunity to plan adequate rest, counting in full as duty period, operator shall provide accommodation in case of airport standby)	CS FTL 1.225 –airport standby ➤ if not assigned, airport standby is followed by a rest period as specified in ORO.FTL.235 ➤ if assigned, the FDP counts from the start of the FDP and is reduced by any time spent on standby in excess of 4 hrs ➤ maximum combined duration of airport standby and assigned FDP is 16 hrs –other than airport standby ➤ maximum duration 16 hrs ➤ combination of standby and

		<p>follow Other standby (2) – shall be regulated by the Authority – must be rostered and/or notified in advance</p>		<p>FDP must not exceed 18 hrs awake time ➤ 25% of time spend on standby counts as duty ➤ if standby ceases within the first 6 hrs, the maximum FDP counts from reporting – if standby ceases after the first 6 hrs, the maximum FDP is reduced by the amount exceeding 6 hours</p>
12	Reserve		<p>ORO.FTL.230 – new concept (notification at least 10 hrs in advance), referring to CS</p>	<p>CS FTL. 1.230 – assigned FDP counts from the reporting time, reserve times do not count as duty periods – operator defines max. number of consecutive reserve days – protection of 8-hours sleep opportunity (operator rosters a period of 8 hrs for each reserve day during which a crew member is not contacted by the operator)</p>
13	Rest periods	<p>OPS 1.110 Minimum rest (1) – 12 hrs at homebase or the length of preceding duty (whichever is greater) – 10 hrs away from homebase or the length of rpeceeding duty (whichever is greater) – Time zone differences compensation regulated by the Authority – reduced rest arrangements to be defined by the Authority</p> <p>Rest periods (2) – 36 hrs incl. 2 local nights after max. 168 hrs</p>	<p>ORO.FTL.235 – reduced rest referring to CS – improvement: recurrent extended recovery rest periods (currently 36 hrs incl. 2 local nights at least every 168 hrs/7 days shall be increased to 2 local days twice every month) – additional rest to compensate time zone differences, extensions of the FDP, disruptive schedules and change of home base – referring to CS</p>	<p>CS FTL 1.235 – disruptive schedules ➤ transition from a late finish/night duty to an early start = rest period must include 1 local night ➤ in case of 4 or more night duties, early starts or late finishes between 2 extended recovery rest periods, the second extended recovery rest period is extended to 60 hrs – time-zone crossing ➤ if a rotation involves a 4 hour time difference or more, the minimum rest at homebase is extended to 2 – 5 local nights depending on the time elapsed since reporting and the maximum time difference ➤ in a rotation involves a 4 hour time difference or more, the minimum rest outside the home base is 14 hours or the length of preceding duty, whichever is greater ➤ East-West or v. v. – at least 3 local nights of rest at home base – reduced rest ➤ min. 10 hrs out of base and 12 hours at home base ➤ must be used under fatigue risk management ➤ the following rest period is extended by the difference</p>

				<p>between the minimum rest and the reduced rest</p> <ul style="list-style-type: none"> ➤ FDP following the reduced rest is reduced by the difference between the minimum rest and the reduced rest ➤ max. 2 reduced rest periods between 2 recurrent extended recovery rest periods
14	Nutrition	<p>OPS 1.1130</p> <p>–meal and drink opportunity, especially when the FDP exceeds 6 hrs</p>	<p>ORO.FTL.240</p> <p>–the operator is obliged to specify in the operations manual how the crew member's nutrition during FDP is ensured</p>	
15	Records	<p>OPS 1.1135</p> <p>–must be preserved at least 15 calendar months</p>	<p>ORO.FTL.245</p> <p>–records shall be maintained for a period of 24 months (currently 15 months)</p>	
16	Fatigue management training		<p>ORO.FTL.250</p> <p>–to be included in the initial and recurrent training</p>	