

Libyan Civil Aviation Authority
SAFETY NOTICE



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Information regarding FTL Exemptions during Covid-19 outbreak

This Safety Notice contains recommendations regarding operational safety.

Recipients must ensure that this Notice is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted organizations and relevant outside contractors).

Approved by



28.6.20
Capt / Nasereddin Shaebelain
Director General

Published by Libyan Civil Aviation Authority (LYCAA)

1 **APPLICABILITY:** All Air Operators

2 **INTRODUCTION**

The purpose of this document is to outline the process for operators who seek a temporary exemption from some flight and duty time limitations due to constraints imposed by the Covid-19 outbreak.

3 **SCOPE OF EXEMPTIONS**

LYCAA will consider the granting of exemptions in accordance with the flexibility provisions set out by LYCARs-Part .RMK Subpart E, from certain requirements of Part-FTL of LYCARs. The basis of exemptions will be limited to the following:

- a) The period of exemption: the period should refer to the duration of the COVID-19 outbreak, but in any case will be less than 8 months.
- b) The scope of exemption: as applicable.
- c) The exempted provisions should be limited to:
 - ORO.FTL.205
 - ORO.FTL.235(b) and (c);
 - ORO.FTL.110(j)

The exemption should allow, on a temporary basis and as applicable or necessary:

- a) An extension of the maximum daily Flight Duty Period (FDP) which does not comply with ORO.FTL.205 (b), (d), (e) and (f);
- b) A rest period at outstation (away from home base) to be taken in the in-flight rest facility on board and not in suitable accommodation;
- c) A reduced rest period without fatigue risk management (FRM) under ORO.FTL.120.

Exemptions from FTL requirements will be granted for specific flights only when no other solutions are available. The operator shall demonstrate in such cases.

4 **RISK ASSESSMENT**

Operators shall develop and provide the LYCAA with a risk assessment to determine the probability and potential severity of fatigue-related risks. Including the below elements:

- a) The risk assessment should identify the hazards related to crew fatigue depending on the potential scenario or combination thereof and provide appropriate mitigations measures to reduce the consequences of the identified hazards as far as possible .

The operator should identify and implement other mitigations, when not listed, following its operation specific risk assessment.

- b) The risk assessment should also consider the cumulative effect of other relevant exemptions/alleviations, if any.

c) The operator should carry out enhanced monitoring and analysis of FDM, ASR/MORs and crew fatigue reports generated during exempted operations, in order to have a better understanding of the impact on crew fatigue. Action has to be taken to address any issues identified by this exercise without delay.

The LYCAA flight operations section will assess each safety risk assessment and may suggest other if options to be reviewed additional scenarios as deemed appropriate.

5 LYCAA FLIGHT OPERATIONS SECTION AREA(S) OF FOCUS

Operators are being provided the below guidelines to ensure all submissions are commensurate and include the following elements;

- a) Extended FDP without augmented crew should be avoided as much as practicable.
- b) Priority will be given to aircraft with Class 1 resting facilities for the purpose of extended FDPs. For aircraft that are not equipped with in-flight rest facilities Class 1, the operator must ensure that Class 2 or Class 3 in-flight rest facilities are isolated from passengers by at least a curtain and are not adjacent to seats occupied by passengers.
- c) For augmented crew operations with double crew, one of which is positioning, the LYCAA flight operations section will assess whether the minimum rest of the relieving crew is commensurate to the duration of the following active duty.
- d) The operator must ensure an adequate rest period at home base prior to and after a rotation involving extended FDPs and/or minimum rest periods of 10 hours at outstation.
- e) In particular, for any extended FDP of up to 24 hours (including or not an in-flight rest period) – the minimum pre-flight rest at home base should be at least 48 hours and the minimum rest at outstation should be not less than 8 hours. The post flight rest period at home base should be minimum 72 hours.
- f) For aircraft equipped with in-flight rest facilities Class 1, the minimum rest period at outstation, which may be taken in the on-board in-flight rest facility, should not be less than 6 hours.
- g) Whenever the rest period at outstation is taken in the in-flight facility on board of the aircraft, a means to provide electrical supply and temperature control to the aircraft must be ensured.
- h) For the reduced rest arrangements the operator will be exempted from the requirement to have an FRM, and priority will be given to the risk assessment outline on page 2 and fatigue mitigation measures related to reduce rest.

- i) Operators must ensure as a minimum that:
- the crew are acclimatised to the time zone of departure (home base);
 - the crew have been provided with suitable meals and drinks for the entire rotation and appropriate time of day;
 - if the flight is performed with an augmented crew, the in-flight rest period must be taken during the cruise phase of the flight by each flight crew member.
- j) Operators should avoid the use of commander's discretion to further extend an FDP and/or further reduce a rest period at outstation, beyond the exemption request. The operator's risk assessment under point 4 of this SN should account for all possible delays and plan contingency measures in order to minimize the need for further extensions and/or reductions.

6 ACTION BY OPERATORS

Any operators wishing to apply for an exemption is to contact the flight operations inspectorate in writing and provide the following:

- Description and scope of exemption being requested;
- Clear evidence, that the operator has exhausted all other possibilities;
- Adequate risk assessments, including mitigation to minimize risk of contagion;
- Documentary evidence to show that the requirements set out in this SN are fully met.

The notification shall make clear references to provisions in the regulation for which an exemption is being requested.

7 EXEMPTION GRANT

The LYCAA flight operations section will grant the exemption in writing. The prevailing conditions leading to the requirement will need to demonstrate by the operator upon request. The inspectorate reserves the right of access to all pertaining documentation for the purpose of oversight of granted exemptions. Such documentation is expected to be available in a timely manner. Failure to provide evidence and/or need, may lead to revocation or refusal to grant FTL exemptions.

8 QUERIES

Any queries as a result of this Safety Notice should be addressed to Head of Flight Operations Section at the following e-mail address:
ops@flightsafety.caa.gov.ly

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