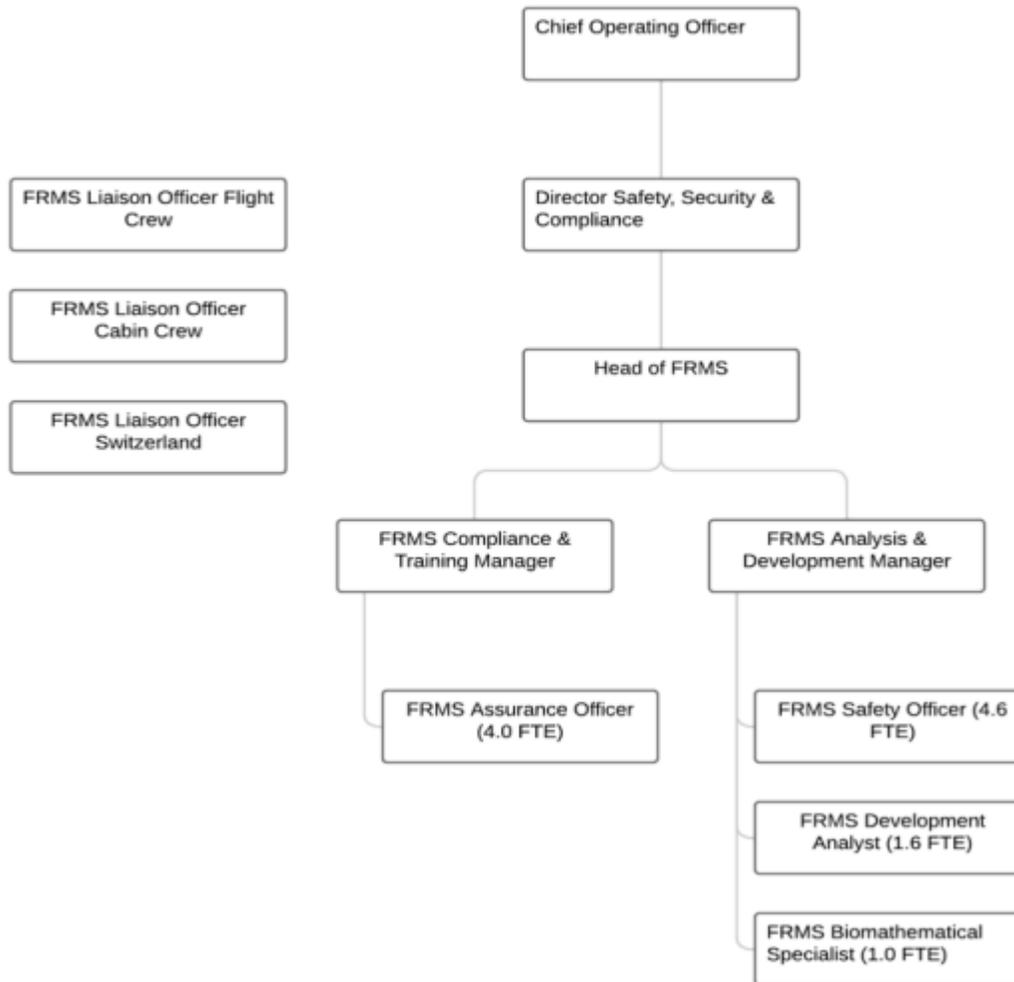


# Implementation of amcs/gms (ed dic 2023)

Operations



# fatigue risk management system (frms)



# Legacy Look and feel of rosters after easa implementation



When easyJet transitioned from CAP371 to EASA we didn't want the look and feel of the rosters to change for the crew, so we kept some pre-EASA rules as company rules.



Late finish prior to two nights not being any later than 2359 local.



Late finish prior to three nights as 2100 local.



Transition rules.



# Training delivery

- > At last years conference I introduced the training that is delivery in respect of Flight Time Limitations and Fatigue Risk Management at easyJet for New FRMS Staff, New Crewing/Planning Staff, New Crew and Promotional crew, together with annual recurrent. Hi lighting the shared responsibility.
- > including (K) the optimum use of sleep opportunities, in particular before crew reporting for night duties or late finish duties and during an FDP with in-flight rest.
- > We offer 'controlled rest' if necessary.

## 2024/5 FTL FRM Compliance Training Feedback Form

Please note that this Feedback is wholly with regard to how this FTL Compliance refresher Course was presented today.





# apex

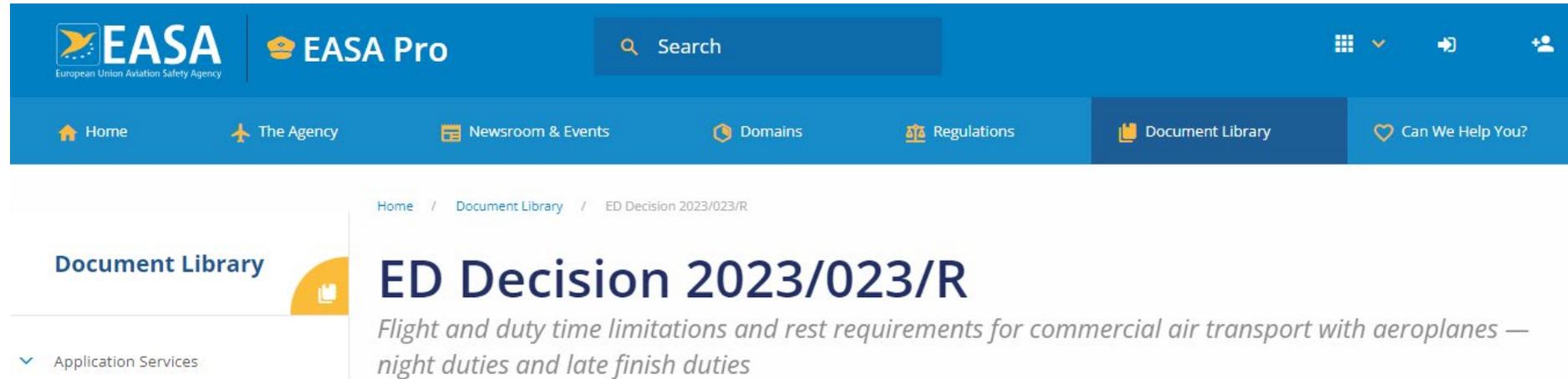


- > Alertness and Performance Examination
- > A biennial analysis of roster related crew performance which utilises a diverse range of objective and subjective methodologies including physiological and psychomotor assessments.
- > APEX entails proactively identifying and studying fatigue precursors and trends across all easyJet demographic profiles thereby complementing the Fatigue Report Form (FRF) process.
- > The most recent studies incorporated melatonin testing and light exposure control to assess their impact on circadian shift. Next one planned in 2025 will look more towards career sustainability.
- > Correlations are performed against Flight Data Monitoring (FDM) data.
- > Utilises advanced data mining techniques.
- > Individuality.



# Fatigue safety action group (fsag)

- > Monthly meeting with key stakeholder.
- > Introduced ED Decision 2023/023R to attendees.
- > ED Decision was circulated with minutes and slides, to check all stakeholders felt we were compliant ahead of any formal audits.
- > Roster Evaluation Group (REG) executive body to FSAG output.



The screenshot displays the EASA Pro website interface. At the top, there is a blue navigation bar with the EASA logo, 'EASA Pro' branding, a search bar, and utility icons. Below this is a secondary navigation bar with links for Home, The Agency, Newsroom & Events, Domains, Regulations, Document Library (highlighted), and Can We Help You?. The main content area shows a breadcrumb trail: Home / Document Library / ED Decision 2023/023/R. The title 'ED Decision 2023/023/R' is prominently displayed, followed by the subtitle 'Flight and duty time limitations and rest requirements for commercial air transport with aeroplanes — night duties and late finish duties'. A sidebar on the left contains 'Document Library' and 'Application Services'.



# Operations planning

- > Reports are run and saved on a monthly basis and form part of the seasonal handover.
- > We have built into the Optimiser a rule that restricts the placement of elongated duties.
- > Together with one that prohibits an EASA early and a night being placed after each other.
- > We have a company rule of no more than 5 consecutive duty days which in real terms means that is you rostered a duty before 2100 then 3 night duties there is no placement on day 5.
- > No night duty on day 1 (D1).
- > D1 no greater than 10 hours duty.



# Quality assurance/oversight

- > In the Fatigue Safety Action Group slides metrics on nights are tracked, and then shared with regulators.
- > Continuing oversight of night and late duties – especially our proactive and predictive initiatives

