

Main Challenges when Overseeing FRM and FTL Schemes

An EASA Standardisation Perspective

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EASA 2nd FRM Conference – Madrid 2025

Your safety is our mission.

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)



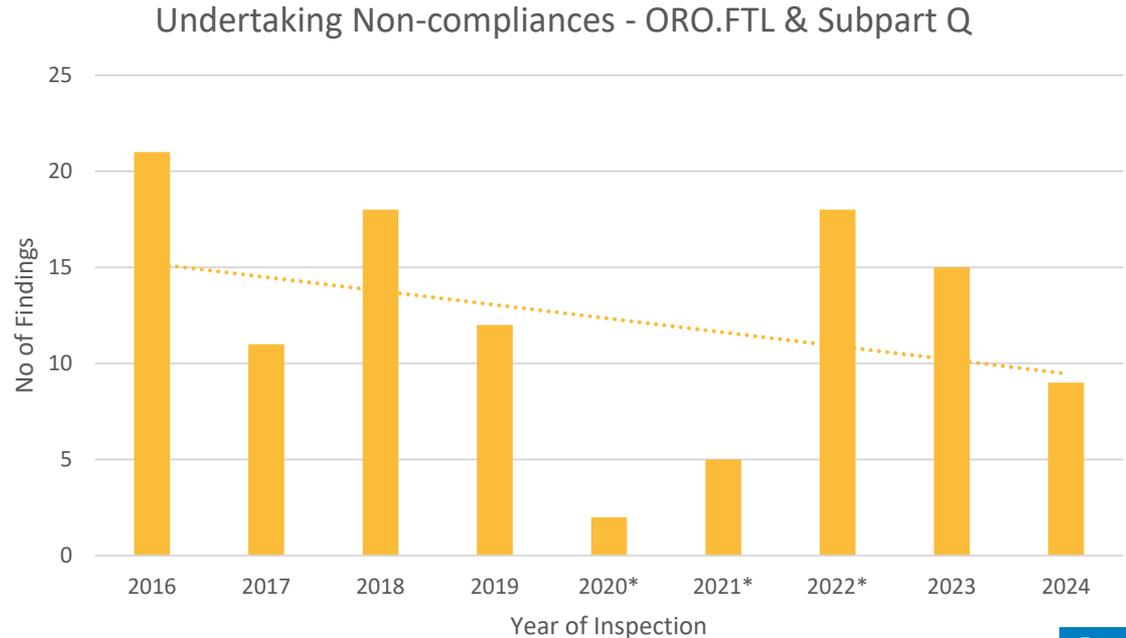
Non-compliances detected at visited operators

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

→ Ca. 110 relate to FTL*

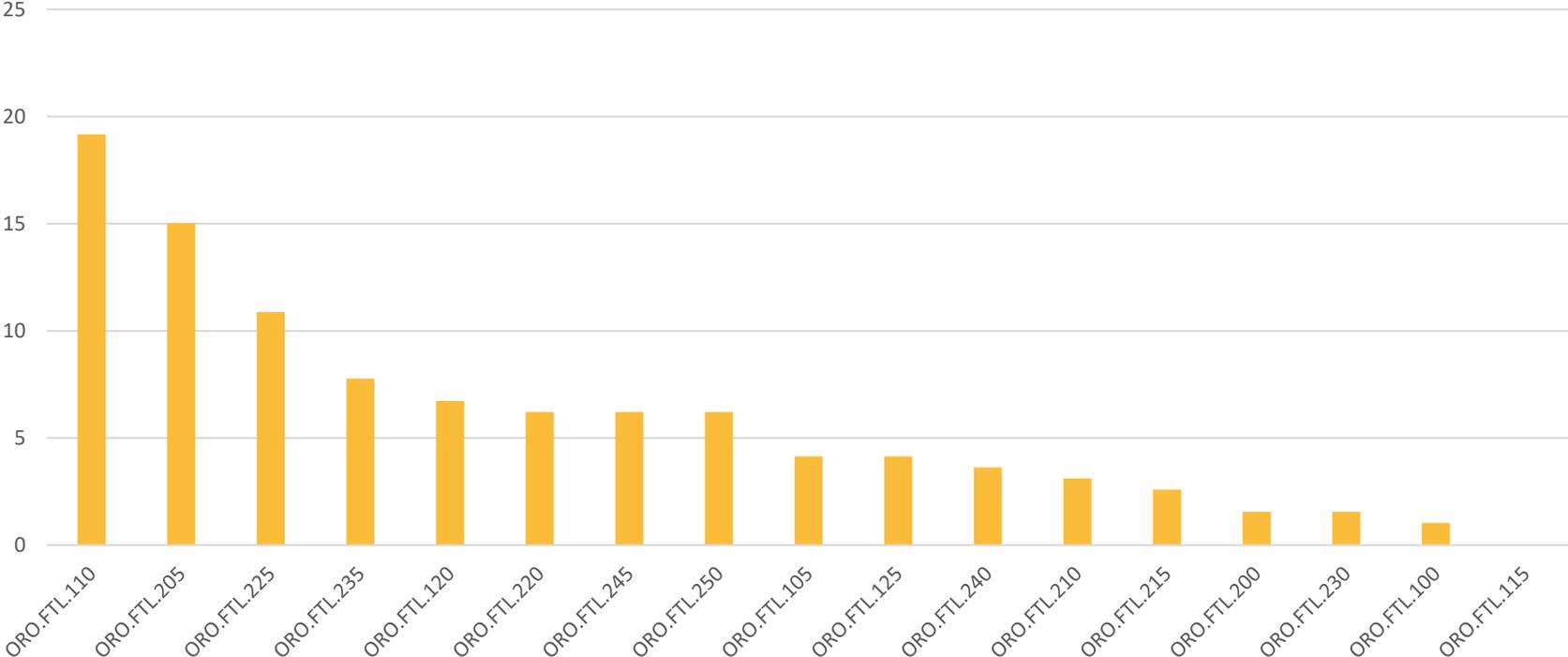
**Caution:*

- 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- Guidance (outdated / lack of depth of checklists)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



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An EASA Standardisation Initiative

Questions?

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