**evaluation checklist**

**FTL EXEMPTIONS UNDER Article 71(1) of Regulation 2018/1139 (the Basic Regulation)**

Name of the Operator: ­­­­­­­­­­­­­­­\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Aircraft type: ­­­­­­­­­­­­­­­­­\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

| **Evaluation criteria for FTL exemptions** | **In place Yes (Y), No (N) or N/A** | **Document reference** | **How is it achieved (in case additional comment is required)?** | **LT CAD inspector’s assessment remarks** |
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| 1. **Scope of exemptions** |  |  |  |  |
| * 1. The exemption should allow, on a temporary basis and as applicable or necessary: |  |  |  |  |
| 1. An extension of the maximum daily Flight Duty Period (FDP) which does not comply with ORO.FTL.205 (b), (d), (e) and (f), and associated CS (specify as applicable); |  |  |  |  |
| 1. 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; |  |  |  |  |
| 1. A reduced rest period without fatigue risk management (FRM) under ORO.FTL.120. |  |  |  |  |
| * 1. Exemptions from FTL requirements should be granted for specific flights only when no other solutions are available. Reasons for the exemption and documented evidences shall be provided. |  |  |  |  |
| 1. **Risk assessment** |  |  |  |  |
| * 1. The Operator should develop a risk assessment to determine the probability and potential severity of fatigue-related to the planned flight. |  |  |  |  |
| * 1. The risk assessment should identify hazards related to crew fatigue for each exempted requirement and provide appropriate mitigations measures to reduce the risks identified as far as possible. |  |  |  |  |
| * 1. The risk assessment should also consider the cumulative effective of other relevant exemptions/alleviations, if any. |  |  |  |  |
| 1. **Mitigations** |  |  |  |  |
| * 1. Extended FDP mentioned under 1.1. (a) above, without augmented crew should be avoided as much as possible (provide details as applicable). |  |  |  |  |
| * 1. Priority should be given to aircraft with Class 1 resting facilities for the purpose of extended FDPs. For aircraft not equipped with in-flight rest facilities Class 1, the operator should 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. |  |  |  |  |
| * 1. For augmented crew operations with double crew, one of which positioning, the operator should assess whether the minimum rest of the relieving crew is commensurate to the duration of the following active duty. |  |  |  |  |
| * 1. The operator should 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. |  |  |  |  |
| * 1. In particular, for any extended FDP of up to 24 hours (including or not 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. |  |  |  |  |
| * 1. 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. |  |  |  |  |
| * 1. 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 should be ensured. |  |  |  |  |
| * 1. For the reduced rest arrangements the operator should apply for exemption from the requirement to have an FRM. For the risk assessment under p.2 fatigue mitigation measures related to reduced rest shall be provided. |  |  |  |  |
| * 1. The operators should ensure as a minimum that: |  |  |  |  |
| a) the crew is acclimatised to the time zone of departure (home base); |  |  |  |  |
| b) the crew has been provided with meals and drinks for the entire rotation; |  |  |  |  |
| c) the in-flight rest period while in flight is taken during cruise phase of the flight by each flight crew member if the flight is performed with augmented crew. |  |  |  |  |
| * 1. The operator should ensure that the reporting time is adequate for the completion of ground duties, taking into account the type of flight, the aircraft type and the reporting airport conditions. |  |  |  |  |
| * 1. Ground duties include: * pre-flight duties (briefings; provision of documentation; commuting to the aircraft parking) and * pre-departure duties (on-board security checks; boarding; fuelling; loadsheet; aircrew briefing; pre-departure checklists). |  |  |  |  |

Any additional comments by the Operator (if required):

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| Operator’s representative(s): | Name/Signature: | Date: |

The undersigned certifies that the information provided by the Operator in this form is correct and true to permit the TKA to review the applicant’s documents with supporting evidence to satisfy conditions for issuing an exemption for FTL requirements under article 71(1) of regulation 2018/1139 (the Basic Regulation).