



Flight Time Limitations Relationship with Civil Aviation Working Time Regulations

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What's the CAA got to do with Health and Safety and Working Time?

- In place since April 2004
- Civil Aviation (Working Time) Regulations
- Amended 2010

- From EU Directive
 - Social legislation to protect the individual
 - Not related directly to flight safety

- Was new role for the CAA not HSE

The Regulations

- Regulations cover:
 - Annual Leave entitlement
 - Health Assessments
 - Health and Safety protection at work
 - Pattern of work
 - Provision of information
 - Maximum annual working time
 - Rest days
- Limitations:
 - For UK undertakings only
 - Civil aircraft for public transport and Commercial Air Transport
 - Crew members = Flight and cabin
 - Inside the aircraft?

What do the CAA Regulate?

- Annual Leave entitlement
 - No
 - No (Except disclosure)
- Health Assessments
 - Yes
- Health and Safety protection at work
 - Yes (part adequate rest breaks)
- Pattern of work
 - Yes
- Provision of information
 - Yes
- Maximum annual working time
 - Yes
- Rest days
 - Yes

A little detail

- Working time
 - Pattern of work – rest breaks to protect health and safety
 - Maximums – 900 hours block flying time and 2000 hours annual (including stand-by in full mostly)
 - Rest Days – 7 days a month, 96 days a year (rest days are not leave days, 4 weeks)
- Health and Safety
 - General duty at all times to provide health and safety protection, prevention and facilities
 - N.B.
It is not the Health and Safety at Work Act or associated legislation

Before Enforcement

- Duty is on the operator

- DfT Guidance / CAA Guidance
 - Line management
 - Union representation
 - CAA

CAA and Regulation

- Flight safety takes primacy
- Directed ‘light touch’ approach
- Expect to intervene when other routes exhausted
 - Full enforcement powers (well nearly)!

■ Questions?