

# TIRED? KNOW YOUR LIMITS

Posted on 13.07.2023 by Jennifer Curran



Category: [Cabin Crew](#)

Edition CCFB 80

Editorial

## All crew members should be aware of their maximum flight time limitations (Max FTLs) and check their rosters are compliant

This summer the volume of flights is returning to 2019 levels, but staffing issues and industrial action could cause another period of disruption. Cabin crew frequently report to CHIRP that they are approaching their maximum hours which leaves little flexibility in a busy roster. **UK Retained Regulations (EU) AMC1 ORO.FTL.110** states:

*'Scheduling has an important impact on a crew member's ability to sleep and to maintain a proper level of alertness. When developing a workable roster, the operator should strike a fair balance between the commercial needs and the capacity of individual crew members to work effectively'.*

All crew members should be aware of their maximum flight time limitations (Max FTLs) and should check that their rosters are compliant. Each crew member is responsible for ensuring that these Max FTLs are not exceeded and for alerting their operator if they think this is likely to happen.

It is equally important that crew plan and utilise their rest periods at home and down route effectively. **UK Retained Regulations (EU) ORO.FTL.115 Crew member Responsibilities** states:

*'(b) make optimum use of the opportunities and facilities for rest provided and use rest periods properly'.*

It can be challenging to maintain healthy sleep habits when working shifts, studies by NASA have found that short power naps can increase performance, vitality, and productivity. For information and advice on sleep please click on this link [How to fall asleep faster and sleep better – Every Mind Matters – NHS \(www.nhs.uk\)](https://www.nhs.uk/health/How_to_fall_asleep_faster_and_sleep_better_-_Every_Mind_Matters)

## Who are CHIRP?

In light of the recent inflow of crew into the cabin crew community, I thought it would be useful to remind our readers who we are and why it is important to report to CHIRP.

CHIRP (Confidential Human-factors Incident Reporting Programme) provides confidential reporting for individuals in the aviation and maritime sectors. The CHIRP Aviation Programme team is made up of a small group of specialists with professional and technical expertise in aviation operations and Human Factors. More information can be found in the 'About Us' area of our website [Aviation Programme – CHIRP](#)

CHIRP is recognised by the [UK State Safety Programme](#) as the UK's independent, confidential, voluntary reporting programme that provides an essential safety net for gathering reports that would otherwise have gone unwritten with associated safety problems not being reported, and for providing another way to promote change if necessary.

In order to promote the resolution of safety-related issues raised, we draw on the assistance and counsel of a wide range of independent experts and specialist bodies from across the spectrum of aviation through the Advisory Boards. There are four CHIRP Aviation Advisory Boards: Air Transport, Cabin Crew, Drones/UAS (Unmanned Aerial Systems) and General Aviation.

The majority of the Cabin Crew Advisory Board (CCAB) members work for airlines in safety / operational roles, but they participate in meetings as independent members largely to share their personal knowledge and expertise (not as representatives of their sponsoring organisations or employers). Information is provided to the Advisory Boards on a confidential basis, and all means of identifying the individual reporter are removed from reports prior to any discussion. The Board's purpose is to provide guidance to the Cabin Crew Programme Manager on cabin crew reports that have been received through the programme and provide advice and information to be used in the CHIRP comments that are published in Cabin Crew FEEDBACK. Additionally, CCAB members can share generic learnings from CHIRP with their own operators for continuous improvement and to overall benefit safety in the UK commercial aviation sector.

The CHIRP CCAB, also includes independent operational flight crew, the UK Civil Aviation Authority

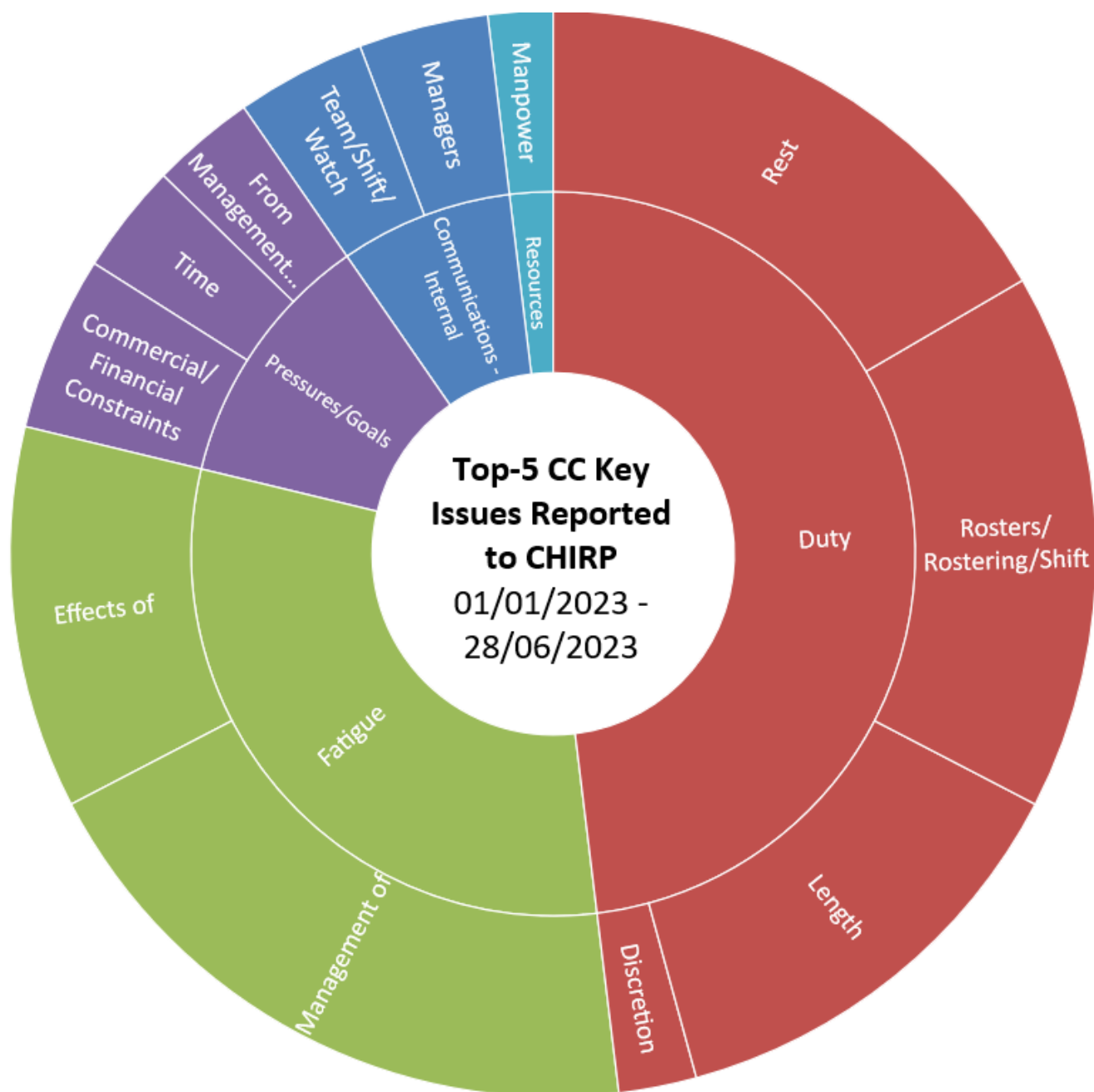
(CAA), the UK Flight Safety Committee (UKFSC) and the trade union Unite. Details of the Cabin Crew Advisory Board can be found on the CHIRP website at [Aviation Advisory Board Members – CHIRP](#)

## Why Report?

Things are unlikely to change unless reported (and the company is aware of it) – grumbles and moans during a chat in the galley rarely result in change so operators need to be advised of any safety issues in order to analyse, track trends and, if necessary, take appropriate action. Operator's safety management systems (SMS) recognise a 'Just Culture' – A 'Just Culture' aims to encourage employees to openly and freely disclose crucial safety-related information and to encourage ongoing learning from past mistakes. Reporters are therefore always urged to voice their concerns to their operator in the first instance if they feel able to since this frequently leads to the quickest resolution. We can engage with operators and the regulator on your behalf if you wish to remain anonymous to them but always consider using the formal company reporting processes first.

## CHIRP reports update

Cabin crew, primarily from UK operators, submit confidential **safety-related** reports on a variety of topics to CHIRP; key issues so far this year have been related to duty periods, fatigue and commercial pressure. CHIRP received 190 reports from cabin crew in the first half of 2023. The top-5 key issues from these reports are shown in the graphic (Duty, Fatigue, Pressures/Goals, Internal Communications and Resources/Manpower). These high-level Key Issues were further sub-classified into detailed factors as shown in the outer ring of the illustration.



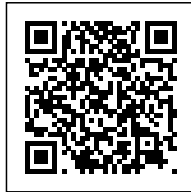
**Comments on previous FEEDBACKS**

Here at CHIRP we very much value your inputs and comments, positive or otherwise. We recognise that there is always room for improvement, and we want to ensure that we are giving you valuable content to support and enhance safety. Please do get in touch at [mail@chirp.co.uk](mailto:mail@chirp.co.uk) and let us

know what you think about this edition, or anything else (that's safety related).

## **BHDV**

The CHIRP Aviation Programme also provides a facility for confidential reporting of Bullying, Harassment, Discrimination and Victimisation (BHDV) where there is an identifiable safety-related concern. CHIRP has no specific expertise or resources to investigate BHDV reports. CHIRP's role is to aggregate data to build a picture of the prevalence of BHDV in the aviation sector. See our BHDV page on the CHIRP website for further information. [CHIRP's role in reporting Bullying, Harassment, Discrimination and Victimisation \(BHDV\)](#)



**There are no comments yet.**