

AltMOC (AMC1) ORO.FTL.215 Positioning 12-04-2018

Where an operator permits, or requires, a crew member to self position by the means of personally arranged transport directly to another location without initially reporting to home base, this may be permitted as part of a procedure within their approved flight time specification scheme that includes the following conditions:

- (a) The notional positioning duty times between home base and alternative reporting location(s) are listed in the operations manual, demonstrating realistic journey times which take account of traffic conditions;
- (b) Facilities are provided to enable the crew to report at the alternative reporting location
- (c) All notional time is recorded in full as duty and used to calculate the rest period;
- (d) The FDP is deemed to have commenced at the report time of the notional positioning duty;
- (e) Where self positioning is followed by a rest period prior to an FDP the operator should have a method to demonstrate that the crew member rests in the suitable accommodation provided by the operator at the alternative location in accordance with ORO.FTL.235;
- (f) The process for assessing suitable combinations of home bases and alternative locations should demonstrate consideration of the known fatiguing effect of long periods of driving or other forms of positioning transportation on the Flight Duty Period.

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Suitable training and guidance material should be provided by the operator with regard to driving while on duty. This should consider the following:

- (a) The importance of taking breaks and / or naps and set a maximum length of driving period without a break, both pre and post an FDP;
- (b) consideration of the fatiguing impact of factors, such as heavy traffic, train delays or using multiple forms of transportation, etc.;

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Operators could consider limiting the time spent driving to a maximum of 2 hours and count the positioning duty as a sector when calculating the FDP.

GM AltMOC (AMC) ORO.FTL.215 (b)

Supporting facilities to enable crew to report directly to another location could be: multi-access airport ID; car parking facilities; crew reporting facilities comparable to home base.