Council of the European Union

**Brussels, 11 November 2026**
**(OR. en)**

**12992/26**
**COR 2**

**AVIATION 130**
**DELACT 141**

**COVER NOTE**

| | |
|---|---|
| From: | Secretary-General of the European Commission, signed by Ms Martine DEPREZ, Director |
| date of receipt: | 11 September 2026 |
| To: | Ms Thérèse BLANCHET, Secretary-General of the Council of the European Union |
| No. Cion doc.: | C(2026) 8125 final |
| Subject: | CORRIGENDUM to Commission Delegated Regulation of 8 September 2026 amending Regulation (EU) No 965/2012 as regards the flight and duty time limitations and rest requirements for air taxi, emergency medical services and single-pilot operations (C(2026) 6142) |

Delegations will find attached document C(2026) 8125 final.

Encl.: C(2026) 8125 final

EUROPEAN
COMMISSION

Brussels, 10.11.2026
C(2026) 8125 final

**CORRIGENDUM**

**of 10.11.2026**

**to Commission Delegated Regulation of 8 September 2026 amending Regulation (EU) No 965/2012 as regards the flight and duty time limitations and rest requirements for air taxi, emergency medical services and single-pilot operations**

***(C(2026) 6142)***

**CORRIGENDUM**

**to Commission Delegated Regulation of 8 September 2026 amending Regulation (EU) No 965/2012 as regards the flight and duty time limitations and rest requirements for air taxi, emergency medical services and single-pilot operations**

***(C(2026) 6142)***

In point (10) of Annex II, in the amendment concerning point ORO.FTL.111 of Annex III to Regulation (EU) No 965/2012:

*for:*

'The operator shall:

(b) publish duty rosters in advance to provide the opportunity for aircrew members to plan adequate rest;
(c) establish a procedure and method for communication with aircrew members through which changes to duty rosters and rest periods are notified;
(d) ensure that flight duty periods are planned in a way that enables aircrew members to remain free from fatigue so that they can operate to a satisfactory level of safety under all circumstances;
(e) establish and publish reporting and release times, taking into account the nature and complexity of the operation, to ensure that aircrew have sufficient time to complete all required pre-flight and post-flight duties and to record the actual reporting and release times;
(f) take into account the relationship between the frequency and pattern of flight duty periods and rest periods and give consideration to the cumulative effects of undertaking long duty hours combined with minimum rest periods;
(g) allocate duty patterns which avoid practices that cause a serious disruption of an established sleep/work pattern, such as alternating day/night duties;
(h) comply with the provisions concerning disruptive schedules in accordance with point ARO.OPS.230 of Annex II (Part-ARO);
(i) provide rest periods of sufficient time to enable aircrew members to overcome the effects of the previous duties and to be rested by the start of the following flight duty period;
(j) plan recurrent extended recovery rest periods and notify aircrew members in advance;
(k) plan flight duties in order to be completed within the allowable flight duty period taking into account the time necessary for pre-flight duties, the sector and turnaround times;
(l) monitor the operational robustness of rosters and adapt aircrew arrangements as necessary;
(m) implement fatigue risk management, supported either by the management system in accordance with point ORO.GEN.200, including appropriate FRM where required, or by an FRMS in accordance with point ORO.FTL.120, where required.',

*read:*

'The operator shall:

(a) publish duty rosters in advance to provide the opportunity for aircrew members to plan adequate rest;
(b) establish a procedure and method for communication with aircrew members through which changes to duty rosters and rest periods are notified;

(c) ensure that flight duty periods are planned in a way that enables aircrew members to remain free from fatigue so that they can operate to a satisfactory level of safety under all circumstances;
(d) establish and publish reporting and release times, taking into account the nature and complexity of the operation, to ensure that aircrew have sufficient time to complete all required pre-flight and post-flight duties and to record the actual reporting and release times;
(e) take into account the relationship between the frequency and pattern of flight duty periods and rest periods and give consideration to the cumulative effects of undertaking long duty hours combined with minimum rest periods;
(f) allocate duty patterns which avoid practices that cause a serious disruption of an established sleep/work pattern, such as alternating day/night duties;
(g) comply with the provisions concerning disruptive schedules in accordance with point ARO.OPS.230 of Annex II (Part-ARO);
(h) provide rest periods of sufficient time to enable aircrew members to overcome the effects of the previous duties and to be rested by the start of the following flight duty period;
(i) plan recurrent extended recovery rest periods and notify aircrew members in advance;
(j) plan flight duties in order to be completed within the allowable flight duty period taking into account the time necessary for pre-flight duties, the sector and turnaround times;
(k) monitor the operational robustness of rosters and adapt aircrew arrangements as necessary;
(l) implement fatigue risk management, supported either by the management system in accordance with point ORO.GEN.200, including appropriate FRM where required, or by an FRMS in accordance with point ORO.FTL.120, where required.'.