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First published in the Government Gazette, Electronic Edition, on 31 March 2020 at 5 pm.

**No. S 212**

AIR NAVIGATION ACT  
(CHAPTER 6)

AIR NAVIGATION  
(121 — COMMERCIAL AIR  
TRANSPORT BY LARGE AEROPLANES)  
(AMENDMENT) REGULATIONS 2020

In exercise of the powers conferred by section 3A of the Air Navigation Act, the Civil Aviation Authority of Singapore, with the approval of the Minister for Transport, makes the following Regulations:

**Citation and commencement**

1. These Regulations are the Air Navigation (121 — Commercial Air Transport by Large Aeroplanes) (Amendment) Regulations 2020 and come into operation on 1 April 2020.

**Amendment of regulation 102**

2. Regulation 102 of the Air Navigation (121 — Commercial Air Transport by Large Aeroplanes) Regulations 2018 (G.N. No. S 444/2018) (called in these Regulations the principal Regulations) is amended —

- (a) by deleting the words “a medical kit” in paragraph (3)(c) and substituting the words “at least one medical kit”; and
- (b) by deleting Table 4 in paragraph (7)(b) and substituting the following table:

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Table 4: Megaphones

<i>MAPSC (per deck)</i>	<i>Distribution of megaphones (per deck)</i>		
	<i>Forward end</i>	<i>Mid section</i>	<i>Most rearward location</i>
61 to 99	-	-	1
100 to 199	1	-	1
200 or more	1	1	1

”.

### **Amendment of regulation 105**

3. Regulation 105(1) of the principal Regulations is amended by deleting the words “application for type certification is submitted to the appropriate authority of a State of Design” and substituting the words “aeroplane’s Certificate of Airworthiness is first issued”.

### **Amendment of First Schedule**

4. The First Schedule to the principal Regulations is amended —

- (a) by deleting the words “a time zone which is 2 hours wide and which will continue until a duty period finishes at a place where local time differs by more than 2 hours from that at the point of departure” in the definition of “Acclimated” and substituting the words “a particular time zone”;
- (b) by inserting, immediately after the definition of “Acclimated”, the following definition:
- ““Acclimated time”, in relation to a crew member, means the local time in the time zone to which the crew member is acclimated.”;
- (c) by deleting the words “local time” in the definition of “Early start” and substituting the words “acclimated time”;

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- (d) by deleting the words “local time” in the definition of “Late finish” and substituting the words “acclimated time”; and
  - (e) by deleting the words “local time at the departure or arrival airport respectively” in the definition of “Window of circadian low” and substituting the words “acclimated time”.

### **Amendment of Second Schedule**

5. The Second Schedule to the principal Regulations is amended by deleting items 9 and 15.

### **Amendment of Third Schedule**

6. The Third Schedule to the principal Regulations is amended —
- (a) by deleting the words “paddles or, if the life raft has a capacity of 6 or less,” in paragraph 1(2)(d) and substituting the words “if the life raft has a capacity of 6 or less, paddles or”;
  - (b) by deleting sub-paragraph (i) of paragraph 1(2);
  - (c) by deleting the words “having at least 2 ‘D’ cells or equivalent” in paragraph 2(a); and
  - (d) by deleting sub-paragraph (i) of paragraph 2.

### **Amendment of Fifth Schedule**

7. The Fifth Schedule to the principal Regulations is amended —
- (a) by deleting paragraph 4 and substituting the following paragraph:

**“Duty with take-off or landing within the window of circadian low**

4.—(1) An AOC holder who has assigned a person to crew member duty on a relevant aircraft for a series of flight duty periods that encompass an early start, a late finish, or a take-off or landing in the window of circadian low must provide that person with —

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- (a) a rest period of 24 hours (inclusive of a local night) prior to the person commencing duty for the first flight duty period in the series; and
  - (b) except as provided in sub-paragraph (2), the appropriate minimum rest period specified in paragraph 3 between and after each flight duty period in the series of flight duty periods.

(2) Where a crew member completes 2 consecutive flight duty periods that each includes an early start, a late finish, or a take-off or landing in the window of circadian low, the AOC holder must provide the crew member with a rest period of 24 hours (inclusive of a local night) prior to the person commencing the next flight duty period that encompasses an early start, a late finish, or a take-off or landing in the window of circadian low.”;

- (b) by inserting, immediately after the words “flight crew member” in paragraph 14(1), the words “on an aeroplane that is operated with a normal flight crew complement of 2 pilots,”;
- (c) by deleting the words “when the person is acclimatised to the local time before commencing the person’s flight duty on an aeroplane with a normal flight crew complement of 2 pilots;” in paragraph 14(1)(a) and substituting the words “where the time difference (if any) between the person’s acclimated time and the local time at the place of commencement of the person’s flight duty period does not exceed 2 hours; or”;
- (d) by deleting the words “(pilots acclimated to local time)” in the heading of Table A in paragraph 14(1)(a);
- (e) by deleting the words “when the person is not acclimatised to the local time before commencing the person’s flight duty on an aeroplane with a normal flight crew complement of 2 pilots; or” in paragraph 14(1)(b) and substituting the words “in any other case.”;
- (f) by deleting the words “(pilots not acclimated to local time)” in the heading of Table B in paragraph 14(1)(b);

- (g) by deleting sub-paragraph (c) of paragraph 14(1) (including Table C); and
- (h) by inserting, immediately after sub-paragraph (1) of paragraph 14, the following sub-paragraph:

“(1A) An AOC holder must ensure that every person who may be assigned duty as a flight crew member on a single pilot aeroplane does not exceed the maximum permitted flight duty period specified in Table C.

Table C: Maximum permitted flight duty period for flight crew

<i>Local time of start</i>	<i>Total sectors to be flown</i>				
	<i>Up to 4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8 or more</i>
0600 – 0759	10	9 ¼	8 ½	8	8
0800 – 1459	11	10 ¼	9 ½	8 ¾	8
1500 – 2159	10	9 ¼	8 ½	8	8
2200 – 0559	9	8 ¼	8	8	8

[G.N. Nos. S 679/2018; S 769/2018; S 180/2019]

Made on 27 March 2020.

EDMUND CHENG WAI WING  
*Chairman,*  
*Civil Aviation Authority of*  
*Singapore.*

[LE/LGN/A1.8; AG/LEGIS/SL/6/2020/2 Vol. 1]

(To be presented to Parliament under section 3A(8) of the Air Navigation Act).