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AIR NAVIGATION ACT
(CHAPTER 6)

AIR NAVIGATION
(135 — COMMERCIAL AIR TRANSPORT
BY HELICOPTERS AND SMALL 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 (135 — Commercial Air Transport by Helicopters and Small Aeroplanes) (Amendment) Regulations 2020 and come into operation on 1 April 2020.

Amendment of First Schedule

2. The First Schedule to the Air Navigation (135 — Commercial Air Transport by Helicopters and Small Aeroplanes) Regulations 2018 (G.N. No. S 445/2018) (called in these Regulations the principal Regulations) is amended —

- (a) by deleting the words “a time zone which is 2 hours wide, and which state will continue until a duty period finishes at a place where local time differs by more than 2 hours from the time 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”;

(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

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

Amendment of Third Schedule

4. 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

5. 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 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 —
- (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 “(Multi-crew aeroplane with 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;” in paragraph 14(1)(b) and substituting the words “in any other case.”;
- (f) by deleting the words “(Multi-crew aeroplane with pilots not acclimated to local time)” in the heading of Table B in paragraph 14(1)(b);
- (g) by deleting sub-paragraphs (c) and (d) of paragraph 14(1) (including Tables C and D); and
- (h) by inserting, immediately after sub-paragraph (1) of paragraph 14, the following sub-paragraphs:

“(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

Local time of start	Total sectors to be flown				
	Up to 4	5	6	7	8 or more
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

(1B) An AOC holder must ensure that every person who may be assigned duty as a flight crew member on a helicopter does not exceed the maximum permitted flight duty period specified in Table D.

Table D: Maximum permitted flight duty period for flight crew

Local time of start	Single Pilot		2 Pilots	
	Maximum Flight Duty Period	Maximum Flying	Maximum Flight Duty Period	Maximum Flying
0600 – 0759	9	6	11	8
0800 – 1459	10	7	12	9
1500 – 2159	9	6	11	8
2200 – 0559	8	5	10	7

[G.N. Nos. S 681/2018; S 771/2018; S 181/2019]

Made on 27 March 2020.

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

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