
First published in the *Government Gazette*, Electronic Edition, on 30 April 2020 at 5 pm.

No. S 347

**AIR NAVIGATION ACT
(CHAPTER 6)**

**AIR NAVIGATION
(FLIGHT CREW RECENCY — EXEMPTION)
ORDER 2020**

ARRANGEMENT OF PARAGRAPHS

Paragraph

1. Citation and commencement
 2. Definitions
 3. Exemption for AOC holder
 4. Condition precedent for exemption
-

In exercise of the powers conferred by section 29E of the Air Navigation Act, the Minister for Transport makes the following Order:

Citation and commencement

1. This Order is the Air Navigation (Flight Crew Recency — Exemption) Order 2020 and comes into operation on 1 May 2020.

Definitions

2.—(1) In this Order, unless the context otherwise requires —

“AOC holder” means the holder of an air operator certificate granted under the Air Navigation (119 — Air Operator Certification) Regulations 2018 (G.N. No. S 443/2018);

“exemption period” means the period starting 1 May 2020 and ending (and including) 31 December 2020;

“large aeroplane” has the meaning given by regulation 3(1) of the Air Navigation (121 — Commercial Air Transport by Large Aeroplanes) Regulations 2018 (G.N. No. S 444/2018);

“reduced recency pilot”, in relation to a flight of a large aeroplane, means an individual who has not carried out at least one take-off and one landing in the period of 35 days immediately before that flight, using —

- (a) a large aeroplane of the same aeroplane type or a variant of the type to be used for the flight; or
- (b) an approved flight simulation training device that is representative of that aeroplane type or variant;

“relevant flight” means a flight of a large aeroplane operated by an AOC holder in the course of the AOC holder’s operations for the purpose of commercial air transport;

“safety management system” means the safety management system that is required to be kept and maintained by an AOC holder under regulation 16 of the Air Navigation (119 — Air Operator Certification) Regulations 2018.

(2) Unless expressly provided otherwise in sub-paragraph (1), any word or expression in this Order that is defined in the First Schedule to the Air Navigation (91 — General Operating Rules) Regulations 2018 (G.N. No. S 441/2018) has the meaning given to it by that Schedule to those Regulations.

Exemption for AOC holder

3. Subject to satisfying the conditions in paragraph 4, an AOC holder is, in respect of any relevant flight operated by the AOC holder during the exemption period, exempt from —

- (a) regulation 132(a) of the Air Navigation (121 — Commercial Air Transport by Large Aeroplanes) Regulations 2018 but only in relation to a reduced recency pilot assigned as a pilot-in-command of a large aeroplane used for any such relevant flight during the exemption period; and
- (b) regulation 133(2) of the Air Navigation (121 — Commercial Air Transport by Large Aeroplanes) Regulations 2018.

Condition precedent for exemption

4. The exemption of an AOC holder under paragraph 3 is subject to all the following conditions:

- (a) the AOC holder must not assign a reduced recency pilot as a pilot-in-command of a large aeroplane used for any relevant flight operated by the AOC holder during the exemption period if he or she did not, in a period of 45 days immediately before that relevant flight, carry out at least one take-off and one landing using —
 - (i) a large aeroplane of the same aeroplane type or a variant of the type to be used for the flight; or
 - (ii) an approved flight simulation training device that is representative of that aeroplane type or variant;
- (b) the AOC holder must complete a risk assessment under its safety management system —
 - (i) to identify and assess the risk to safety that may arise from the assigning of reduced recency pilots as pilots-in-command of large aeroplanes used for relevant flights it operates during the exemption period;
 - (ii) to specify the additional controls to be used by the AOC holder to manage risks to safety and to monitor safety in relation to the operation of relevant flights mentioned in sub-paragraph (i); and
 - (iii) to include additional procedures for monitoring and revising the adequacy of the controls mentioned in sub-paragraph (ii).

Made on 29 April 2020.

LOH NGAI SENG
*Permanent Secretary,
Ministry of Transport,
Singapore.*

[LE/LGN/A1.8; CA.271.10.03.0.15;
AG/LEGIS/SL/6/2020/10 Vol. 1]