

TERMINOLOGY

Block time:

- The time between an airplane first moving from its parking place for the purpose of taking off until it comes to rest on the designated parking position and all engines or propellers are stopped.

Complex aircraft:

- An aeroplane with a maximum certificated take-off mass exceeding 5700 kg or certificated for a maximum passenger seating configuration of more than nineteen or certificated for operation with a minimum crew of at least two pilots or equipped with turbojet engine/s or more than one turboprop engine; or
- a helicopter with a maximum certificated take-off mass exceeding 3175 kg or certificated for a maximum passenger seating configuration of more than nine or certificated for operation with a minimum crew of at least two pilots; or
- a tilt rotor aircraft.

Break:

- A period free of all duties, which counts as duty, being less than a rest period.

Flying Sector:

- A sector in which an aeroplane moves from its parking place for the purpose of a flight which includes a take-off and landing.
- A sector in which a helicopter moves from its parking position which includes a lift off and landing.

Flight time:

- For aeroplanes, touring motor gliders and powered-lift aircraft, it is the total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight;
- For helicopters, it is the total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped;

Touch & Go Sector:

- A sector which includes at least four touch and go's and/or missed approaches below 400'.

A single day free of duty:

- A single day free of duty shall include two local nights. A rest period may be included as part of the day off.

Duty:

- Any task that an instructor or student pilot is required to carry out by the training organisation.

Duty Period (DP):

- A period which starts when an instructor or student pilot is required by the organisation to commence a duty and ends when they are free from all duties.

Flight Duty Period (FDP):

- Any time during which any pilot, instructor or student pilot operates in an aircraft. The FDP starts when they are required by the organisation to report for a flight or a series of flights and finishes at the end of the last flight. The organisation shall define the minimum reporting time before starting the aircraft and this shall include pre-flight preparation and aircraft inspection.

Local Day:

- A 24-hour period commencing at 00.00hr local time.

Local Night:

- A period of eight hours between 2200LT and 0800LT.

Night:

- The period between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise as may be prescribed by the appropriate authority.

CIVIL AVIATION DIRECTORATE

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Rest period:

- An uninterrupted and defined period of time during which a crew member is free from all duties and airport standby.

Reporting Time:

- The time at which an instructor or student pilot is required by the training organisation to report for any duty.

Sortie:

- A training flight originating and ending at home base.

Flight and duty limitations

LIMITATIONS – Applicable to all

Cumulative duty hours

- a) A maximum of 60 duty hours in any 7 consecutive days.
- b) A maximum of 190 duty hours in any 28 consecutive days.
- c) A maximum of 2000 duty hours annually*.

Limit on total block times:

An operator shall ensure that the total block times of the flights on which an individual crew member is assigned as an operating crew member does not exceed:

(a) 900 block hours annually*;

b) 100 block hours in any 28 consecutive days.

*As stipulated by COUNCIL DIRECTIVE 2000/79/EC clause 8

Limit on ground school – Applicable to all students:

Ground school will not normally exceed 8 hours of duty (which does not include breaks) during ground school sessions which may be extended under exceptional circumstances to 10 hours in a duty period (DP).

REST PERIODS

Rest Period Between Flights – Applicable to all students

- Training sorties of more than 1.5 hours shall be followed by a rest period of at least one hour.

Rest period – Applicable to all

- An FDP shall be preceded by a minimum rest period of at least as long as the preceding duty period, or 12 hours, whichever is the greater in compliance with TM-CAD requirements.
- Each crew member must be scheduled for a minimum rest period of 36 hours including 2 local nights or a period of not less than 48 hours, within any consecutive period of 7 days.

LIMITATIONS FOR FLYING INSTRUCTORS on non-complex aircraft

The following flight time limitations shall apply to instructors:

- a) A maximum DP/FDP of 10 hours which must not include more than 8hrs of block time and include at least 30 minutes uninterrupted rest.
- b) The maximum DP may be increased to 12 hours if **all** the following conditions are met:
 - A maximum of 3 touch and go sectors;
 - Total time of rest of not less than 2 hours (of which at least 1 hour must be uninterrupted);
 - It includes not more than 10 hrs of block time;
 - It must be preceded by a day free of duty;
 - No flying to be done between 00:00AM and 4:59AM LT
- c) A duty period that follows a duty period that ended on the same local day, must be preceded by a minimum rest period of 14hrs.
- d) During the same FDP, a maximum of 3 touch & go sectors which may be extended to 4 if it includes a minimum of 2hr uninterrupted (i.e. not split) period free from any duty included within the DP.

EXTENSION OF DUTY PERIOD

- e) In unforeseen circumstances, a FI may use his discretion (with the approval of CFI or HT) to extend his continuous DP by a maximum of one hour. Should that discretion be exercised, then the FI is to inform the HT or CFI of the reasons in writing. The extension can be increased up to three hours if returning to home base.

LIMITATIONS FOR STUDENTS_on non-complex aircraft

The following flight time limitations shall apply to students:

- a) Student pilots flying solo shall not fly more than 4 hours in any one FDP which can be extended to 5 hrs in case of a flight beyond territorial waters.
- b) Student pilots shall not fly more than three solo flying sectors in any one FDP.
- c) Student pilots under instruction shall not exceed 6 hours of combined DP/FDP in any one FDP which can be extended to 7 hours in case of a flight beyond territorial waters
- d) Student pilots flying solo shall not exceed 8 touch & go's and/or approaches in any one sector.
- e) Student pilots flying solo are allowed a maximum of 2 touch & go sectors per FDP and the maximum number of touch & go's / approaches reduced to a total of 12 unless sectors are separated by a minimum of 2 hr rest.
- f) Student pilots flying dual under instruction shall not exceed 10 touch & go's / approaches in any one sector.

LIMITATIONS FOR INSTRUCTORS (synthetic instruction)

The following flight time limitations shall apply to instructors:

- a) A maximum DP of 12 hours.
- b) Within a period of 168 hrs, not more than 3 duty periods consisting of more than 10 hours of which a maximum of 2 occurring on consecutive days.

LIMITATIONS FOR STUDENTS (synthetic flying)

The following flight time limitations shall apply to students:

- a) A maximum planned DP of 6 hours which can be extended to 8 hours in case of delays due to unforeseen circumstances.

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LIMITATIONS FOR FLYING INSTRUCTORS on complex aircraft

The following flight time limitations shall apply to instructors:

- a) A maximum DP of 10 hours and FDP of 6 hours.
- b) A maximum of 3 touch and go's sectors in any one FDP.
- c) A duty period that follows a duty period that ended on the same local day, must be preceded by a minimum rest period of 14hrs.
- d) A maximum split DP of 12 hours, provided that the rest period that splits the DP is of at least 4 hours duration.

Extension of duty period

- In case of unforeseen circumstances, a TRI may use his discretion (with the approval of CFI or HT) to extend his continuous DP by a maximum of one hour. Should that discretion be exercised, then the TRI is to inform the HT or CFI of the reasons in writing.

LIMITATIONS FOR STUDENTS on complex aircraft

The following flight time limitations shall apply to students undergoing landing (base) training:

- a) A maximum DP of 6 hours and FDP of 2 hours.
- b) A maximum of 8 touch & go's and/or missed approaches.

This notice is applicable as from January 2022

Personnel Licencing Section

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