

No. R. 285

8 March 2002

AVIATION ACT 1962**PROPOSED AMENDMENT TO THE CIVIL AVIATION
REGULATIONS, 1997**

Under regulation 11.03.2(1)(a) of the Civil Aviation Regulations, the Chairperson of the Civil Aviation Regulations Committee (CARCOM) hereby publishes for comment the proposed amendments to the Civil Aviation Regulations, 1997, as set out in the schedules. Any comments or representations on the proposed amendments should be lodged in writing with the Chairperson of the Regulations Committee, for attention Mr. Kim Gorringer or Mr. Herman Wildenboer, Private Bag X08, Waterkloof, 0145, fax: (012) 346-5979, or e-mail at gorringerk@caa.co.za or wildenboerh@caa.co.za, before or on 8 April 2002.

SCHEDULE 3**Proposal to amend Part 91 of the Civil Aviation Regulations of 1997****Proposer**

Civil Aviation Authority
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Explanation of interest of the Proposer

The Proposer administers the Aviation Act of 1962 (Act No. 74/1962) and the regulations and technical standards issued in terms thereof.

1 Proposed Amendment of Regulation 91.02.3

It is proposed to replace sub-regulation(3)(e)(i) with the following sub-regulation:

"Flight crew member responsibilities

91.02.3 (1) No person shall act as a flight crew member of an aircraft –

(2) ...

(3) ... if ... the flight time exceeds, or is likely to exceed, the permissible aggregate of –

(a) ...

- ...
- (e) in the case of an operation carried out in terms of Part 121, Part 127, or Part 135 –
 - (i) eight hours **during any flight time period;**”

2 Motivation

In the case of commercial air transport operators, the flight and duty times of air crew are regulated by means of an approved Flight and Duty Times Scheme. An anomaly exists in that under the current regulation a crew member may qualify for a full new duty period, but during that period may carry out flight duty for a limited number of hours only, as these hours are dictated by the number of hours flown during the previous flight and duty period, less than 24 hours ago. E.g., a pilot commencing duty at noon and accumulating 6 hours of flight time while flying three sectors, going off duty at, say 20h00, having a full prescribed rest period before commencing duty again the next day, at say 08h00, may fly only 2 hours before noon. Of course, this provides for a very inefficient rostering of available manpower.

The proposed amendment will ensure that the 8 hours flight time restriction is related to a particular flight and duty time period, rather than a revolving 24 hour period. Other restrictions in place will ensure that the prescribed rest and off-duty periods are adhered to, as well as flight time accumulation over longer periods.

3 Current Regulation

“Flight crew member responsibilities

91.02.3 (1) No person shall act as a flight crew member of an aircraft –

- (2) ...
 - (3) ... if ... the flight time exceeds, or is likely to exceed, the permissible aggregate of –
 - (a) ...
 - ...
 - (e) in the case of an operation carried out in terms of Part 121, Part 127, or Part 135 –
 - (i) eight hours, **during the preceding 24 hours;**”
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