

Swedish Civil Aviation Authority

Statute Book



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Translation

In the event of disagreement concerning the interpretation and content of this text, the printed Swedish version has priority.

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Swedish Civil Aviation Authority regulations on amendment of Swedish Civil Aviation Authority regulations (LFS 2008:21) on Supplementary flight and duty time requirements;

adopted on 19 June 2008.

Supported by §§ 51 and 92 of the Swedish Aviation Ordinance (1986:171), Regulation (EEC) No. 3922/91 of the European Parliament and Council on the harmonisation of technical requirements and administrative procedures in the field of civil aviation¹ and § 2 of the Swedish ordinance on competent authorities in the field of civil aviation (1994:1808), the Swedish Civil Aviation Authority has prescribed the following.

The regulation will therefore read as follows from the day when this regulation enters into force.

Introductory rules

Area of application

§ 1 These provisions shall be applied by any operator in possession of a Swedish Air Operator Certificate (AOC) in accordance with Regulation (EEC) No. 3922/91 Annex III (EU-OPS) for commercial air transportation by aeroplane with respect to the planning and calculation of time for flight duty, duty and rest for the operator's crew members.

As an alternative, these provisions and Subpart Q of the Regulation may be applied by an operator who has a Swedish Air Operator Certificate (AOC) in accordance with JAR-OPS 1 instead of the rules in BCL-D 1.15 Part I of Duty limitations for crew members (LFS 1980:6). Such an alternative application shall be included in the operator's Operations Manual and be approved by the Swedish Civil Aviation Authority.

§ 2 The basic rules for these regulations are stipulated in Regulation (EEC) No. 3922/91 Annex III, on the harmonisation of technical requirements and administrative procedures in the field of civil aviation, Annex III Subpart Q Flight and duty time limitations and rest requirements. These regulations shall be applied in conjunction with the basic rules.

¹ EGT L 373, 31.12.1991 p. 4-8, Celex 31991R3922, most recently amended by Regulation (EC) No. 1899/2006 of the European Parliament and Council EUT L 377, 27.12.2006, p. 1-175, Celex 32006R1899 and Regulation (EC) No. 1900/2006 of the European Parliament and Council EUT L 377, 27.12.2006, p. 176-177 Celex 32006R1900

Definitions

§ 3 For the purposes of these regulations, the following definitions shall apply

<i>Emergency Medical Service, EMS:</i>	Emergency medical transport in connection with – flight to pick-up location, – flying of a seriously ill or injured person with relatives and medical personnel to a location with emergency medical facilities, – flying of medical personnel with the skills required to provide emergency care, – flying of medical equipment, blood, organs and drugs for emergency care or transplantation
<i>Crew member:</i>	A person assigned by an operator to perform duties on an aircraft during flying time and who is a member of the flight crew or cabin crew
<i>Flight crew member:</i>	A licensed crew member charged with duties essential to the operation of an aircraft during flying time
<i>Check-in for flight duty or other duty:</i>	The time at which crew members are to report to a specified location to begin flight duty or any other duty
<i>Cabin crew member:</i>	A crew member who performs duties in the interest of safety of passengers during flying time, but who shall not act as a flight crew member.

Additional definitions can be found in Subpart Q, OPS 1.1095 Regulation (EEC) No. 3922/91 Annex III.

Extension of flight duty period

Break on ground

§ 4 Should crew members have access to a room with a bed during a break on the ground, the maximum daily flight duty period shall be charged with 50% of the break time in accordance with OPS 1.1105 Regulation (EEC) No. 3922/91 Annex III.

§ 5 Should the break in § 4 exceed four hours and the length of the break is determined at its start, the maximum daily flight duty period shall not be charged with the break time.

In OPS 1.1095 point 1.3 of Regulation (EEC) No. 3922/91 Annex III it is stipulated that the break's length is shorter than a rest period. In OPS 1.1110 it is stipulated that the minimum length of a rest period at the home base is 12 hours and that the minimum length of a rest period at a location other than the home base is 10 hours.

Break during flight

§ 6 Flight crew members who are part of an augmented flight crew and cabin crew members in addition to the required minimum cabin crew who take a break in flight duty on board during at least one hour and who have access to a rest area for break on board, the maximum daily flight duty period shall be charged with 50% of the break time. The rest area shall be a crew bunk, a comfortable horizontal arrangement of passenger seats or a comfortable reclining seat. The seats may not be located in the cockpit and shall be screened off from passengers.

Additional rules can be found in Subpart Q, OPS 1.1115, point 1 of Regulation (EEC) No. 3922/91 Annex III.

Airport standby

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§ 7 Should airport standby as per OPS 1.1125 point 1.3 of Regulation (EEC) No. 3922/91 Annex III be immediately followed by a flight duty, the maximum daily flight duty period shall be charged with 100% of the standby period.

§ 8 Should airport standby as per OPS 1.1125 point 1.4 of Regulation (EEC) No. 3922/91 Annex III not immediately lead to a flight duty or other duty assignment, the standby period shall be followed by at least a rest period as per OPS 1.1110 Rest periods Regulation (EEC) No. 3922/91 Annex III.

Standby outside an airport (including at hotel)

§ 9 Standby including start and finish times shall be scheduled and/or notified in advance.

§ 10 During standby outside an airport (including at hotel), crew members shall have access to a bed on ground.

§ 11 A standby period outside an airport (including at hotel) shall not exceed 14 hours.

§ 12 The maximum daily flight duty period and the cumulative duty hours shall be charged with 50% of the standby period of a crew member on standby outside an airport (including at hotel) with the following additions:

1. Should the crew member be called out for flight duty or any other duty, the maximum daily flight duty period and cumulative duty hours shall be charged with 50% of the period until the crew member report for flight duty or other duty.
2. Should standby be preceded by a rest period, the maximum daily flight duty period and cumulative duty hours shall not be charged with the first four hours of the standby period. Should the crew member be called out for duty during these four hours, the maximum daily flight duty period and cumulative duty hours shall be charged with 50% of the period from the point of time at which they are called out until they report for flight duty or other duty.
3. Should the crew member not be called out for flight duty or other duty during the period 22.00 to 06.00, the maximum daily flight duty period and cumulative duty hours shall not be charged with the standby time during this period.
4. Should the crew member be called out between 06.00 and 22.00 and at least five hours before reporting for flight duty or other duty, the maximum daily flight duty period and cumulative duty hours shall not be charged with the time from the call out until reporting for flight duty or other duty.

Additional rules can be found in Subpart Q, OPS 1.1105, OPS 1.1100, point 1.1 and OPS 1.1125, point 2 of Regulation (EEC) No. 3922/91 Annex III.

Effects of flying between different time zones

§ 13 The following rules shall be applied to a flight duty period terminating at a location which has a local time with a time zone difference of three hours or more compared with the location where the calculation of duty was last based on local time:

1. When a rest period contains at least three consecutive local nights, calculation of the subsequent flight duty periods, as per OPS 1.1105 Regulation (EEC) No. 3922/91 Annex III, after the last of these nights, shall be based on the new local time.
2. Should the condition stipulated in point 1 not be fulfilled, the subsequent flight duty periods shall be calculated as follows:
 - a) The maximum flight duty period for a flight crew member shall be limited to 11 hours and 30 minutes and for a cabin crew member to 12 hours and 15 minutes.

- b) For each sector, calculated from the second sector onwards, the period in a) is reduced by 30 minutes per sector.
3. Should the flight duty period in point 2 be planned to exceed 4 hours and 30 minutes, the rest period preceding this flight duty period shall be equivalent at least to that specified in OPS 1.1110 Rest periods point 1 of Regulation (EEC) no 3922/91 Annex III, with the addition of the difference in time zones from the location of the previous rest period. This extended rest period does not need to exceed 15 hours.
 4. On return to the home base, the crew member shall receive a rest period equivalent to at least 4.5 times the difference in local times between the home base and the location with the greatest local time difference where a rest period has taken place. Subsequently, a minimum time for rest shall be assigned as per OPS 1.1110 point 2.1 of Regulation (EEC) No. 3922/91 Annex III.

Additional rules which may limit the maximum flight duty period can be found in Subpart Q, OPS 1.1105 of Regulation (EEC) No. 3922/91 Annex III.

Single pilot operations

§ 14 For single pilot operations, the maximum daily flight duty period, including other duty, standby and previous duty, is calculated in accordance with OPS 1.1105 with the exception of point 1.1 of Regulation (EEC) No. 3922/91 Annex III as well as §§ 15 and 16 below.

§ 15 The maximum daily flight duty period for flight duty as part of single pilot operations shall be reduced by three hours.

§ 16 Should a flight crew member change from single pilot operations to multicrew operations within a flight duty period, the reduction specified in § 15 above may be limited to one hour.

Emergency Medical Service (EMS)

§ 17 The maximum daily flight period during emergency medical service is calculated in accordance with OPS 1.1105, with the exception of point 1.1 of Regulation (EEC) No. 3922/91 Annex III and § 18 below.

§ 18 For emergency medical flights, the maximum daily flight duty period in accordance with OPS 1.1105 point 1.3 of Regulation (EEC) No. 3922/91 Annex III may be extended by two hours. The extension may be combined with other extensions in accordance with OPS 1.1105. The extension with 2 hours shall not be combined with any other subsequent flight duty.

Crew transport

§ 19 The maximum daily flight duty period and cumulative duty hours shall be counted as positioning and be charged with 100% for all forms of crew transport from the home base to an airport where flight duty is to begin.

Reduction of maximum daily flight duty period

§ 20 Regulation (EEC) No. 3922/91 Annex III OPS 1.1105 point 1.4 stipulates that the maximum daily flight duty period shall be reduced by 30 minutes for each sector from the third sector onwards. The maximum reduction rule with a limitation of 2 hours shall not be applied except for commercial A to A flights operated in accordance with VFR rules.

Exemptions

§ 21 The Swedish Civil Aviation Authority may grant exemptions to these provisions.

**Translation of
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Entry into force and transitional regulations

1. This regulation² shall enter into force on 1 March 2008.
 2. The Swedish Civil Aviation Administration Statute Book (LFS 1980:6) Civil Aviation Regulations (BCL) Operations Regulations shall cease to be valid on 16 July 2008.
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1. This regulation³ shall enter into force on 1 July 2008.
2. The requirements need not be applied until 16 July 2008.

On behalf of the Swedish Civil Aviation Authority

LENA BYSTRÖM MÖLLER

Christer Ullvetter

² LFS 2008:21

³ LFS 2008:33