

## FLIGHT AND DUTY TIME LIMITATIONS COMPLEMENTARY TO EUROPEAN COMMUNITY REGULATIONS

This regulation has been issued by virtue of section 60 of the Aviation Act (1242/2005), having regard to Article 8, paragraph 4 of Council Regulation (EEC) No. 3922/91 on the harmonization of technical requirements and administrative procedures in the field of civil aviation, as amended by Regulation (EC) No. 1899/2006 of the European Parliament and of the Council, Article 1, paragraph 10.

### 1 SCOPE OF APPLICATION

This regulation shall be applicable to commercial air transport operations conducted on aeroplanes under a Finnish air operator certificate.

### 2 SINGLE PILOT OPERATIONS

In operations conducted with a flight crew of only one pilot, the daily flight duty period shall not exceed 10 hours, unless otherwise provided for in this regulation.

Operations conducted with a flight crew of only one pilot shall otherwise comply with those requirements for maximum daily flight duty periods which, in accordance with European Community regulations and this regulation, are applicable to members of a multi-pilot crew. The daily flight duty period used in calculations when applying the limitations shall be 10 hours. The required reductions and allowed extensions shall be of the same length as when operating as a member of a multi-pilot crew.

### 3 EMERGENCY MEDICAL SERVICE (EMS)

#### 3.1 Definition of Emergency Medical Service

In this regulation, an Emergency Medical Service flight means a flight with the purpose of facilitating emergency medical assistance where rapid transportation is essential, by carrying

- (i) medical personnel;
- (ii) medical supplies (equipment, blood, organs, drugs); or
- (iii) ill or injured persons and other persons directly involved.

#### 3.2 Single pilot operations

On Emergency Medical Service flights using a flight crew of only one pilot, the requirements contained in paragraph 2 of this regulation shall be complied with. The planned maximum daily flight duty period may, however, be extended by not more than 2 hours. Notwithstanding the provisions above, flights referred to in paragraph 3.1 and connected with an already commenced Emergency Medical Service mission can be performed to accomplish the Emergency Medical Service mission in question.

#### 3.3 Multi-pilot operations

On Emergency Medical Service flights using a flight crew of more than one pilot, the same requirements for maximum daily flight duty periods which are applicable to other commercial air transport using multi-pilot crew shall be complied with. The planned maximum daily flight duty period may, however, be extended by not more than 2 hours. Notwithstanding the provisions above, flights referred to in paragraph 3.1 and connected with an already commenced Emergency Medical Service mission can be performed to accomplish the Emergency Medical Service mission in question.

### 4 SPLIT DUTY

(a) When duties within a flight duty period are separated by a pre-determined continuous break, an operator may increase the flight duty period in accordance with the table below, subject to the conditions prescribed in sub-paragraphs (b), (c) and (d) below. The requirements contained in EU-OPS 1.1105, items 1.4 and 1.5, shall be complied with.

Consecutive hours break (a)	Increase in FDP (b)
0 h - 3 h 59 min	NIL
4 h - 6 h 59 min	2 h
7 h - 9 h 59 min	6 h

(b) The operator shall ensure that the part of the flight duty period before the break does not exceed 12 hours and the part of the flight duty period after the break does not exceed 8 hours, and the total flight duty period, as increased in accordance with the table above, does not exceed 20 hours.

(c) The operator shall ensure that the flight duty period is not increased based on split duty when it has already been increased based on augmented flight crew or, for cabin crew, the allowable flight duty period has been extended.

(d) The operator shall ensure that:

- (1) If the break is 6 hours or more, or covers 3 hours or more of the period 2200 - 0600 local time at the place where it occurs, suitable accommodation is provided. In all other circumstances adequate rest facilities must be provided;
- (2) If the break is less than 8 hours, the full period of the break is included in the cumulative duty periods. If the break is 8 hours or more, 50% of the period of the break shall be included in the cumulative duty periods referred to above;
- (3) Only one break is used within one flight duty period as the basis for increasing the flight duty period;
- (4) If the total travelling time in both directions between the place of duty and the adequate rest facilities or suitable accommodation exceeds one hour, any travelling time in excess of the 1 hour total is deducted from the break for the purposes of calculating the increased flight duty period;
- (5) The time difference between the place of the beginning of the duty and the place at which the break is taken is not greater than two hours; and
- (6) Split duties which, in total or in part, fall between 0100 and 0659 local time, are not used successively or more often than two times within any 7 consecutive 24-hour periods. The 7-day period referred to above shall be calculated to begin from the next local time 00:00 following the reporting time.

## 5 DEFINITION OF LOCAL NIGHT FOR DETERMINING MINIMUM WEEKLY REST PERIOD

When the duration of a weekly rest period is at least 40 hours, the second local night (a period of 8 hours) required for the weekly rest period may begin at 20.00.

## 6 IN-FLIGHT REST

### 6.1 Flight crew

The operator shall ensure that:

- (1) Irrespective of the reporting time:
  - (i) When a flight crew comprising at least 2 pilots is doubled in order to increase the flight duty period, the flight duty period does not exceed 18 hours; or
  - (ii) When flight crew augmentation is less than referred to above, the flight duty period does not exceed 16 hours;
- (2) An augmented flight crew is scheduled to carry out no more than 2 landings within a flight duty period. The scheduled number of landings may, however, be no more than 3 provided that the following conditions are met:
  - (i) The block time for one sector is 2 hours or less;
  - (ii) The rest period immediately following this flight duty period is increased by 6 hours; and
- (3) Rest facilities are available on board for resting flight crew members.

### 6.2 Cabin crew

The operator may extend the allowable flight duty periods for cabin crew. In this case, it shall ensure that:

- (1) Irrespective of the reporting time, the flight duty period does not exceed 18 hours, and
  - (i) Rest facilities are available on board for resting cabin crew members; and
  - (ii) Each cabin crew member is relieved of all tasks during a part of the flight; the duration of each individual rest period shall be at least one hour;
- (2) No more than 3 landings are carried out within a flight duty period.

## 7 STANDBY

- (a) If the operator requires crew members to be on standby, it shall:

- (1) Apply the following limits on standby periods for crew members:

Notification time (a)	Maximum standby (b)
0 h - 5 h 59 min	12 h
6 h or more	18 h

- (2) Ensure that 50% of each crew member's time on standby (excluding the first 4 hours of any standby undertaken at home) is counted towards the total duty periods; and
- (3) Ensure that when a crew member is assigned standby immediately after a duty period and without intervening rest, the duty and the subsequent time on standby are totalled and included in:
- (i) Any immediately subsequent flight duty period; or
  - (ii) Any immediately subsequent duty period; and
- (4) Ensure that any crew member who has completed standby without being called for duty has a rest period of at least 10 hours before commencing a subsequent duty or standby period.
- (b) When the flight is delayed and a crew member is informed of this within the same 24-hour period during which the flight was originally scheduled to commence, and before the crew member leaves his/her place of rest, the crew

member is considered to be on standby from the originally scheduled reporting time. In such an event, the operator must specify a notification time.

## 8 CONSIDERATION OF TIME ZONE DIFFERENCES

When the time difference between the places where a duty period begins and ends is 4 hours or more, the operator shall take into account the effects of time difference on crew members by specifying increased rest.

## 9 EXEMPTIONS

Any possibilities for exemptions from flight and duty time limitations are provided for in European Community legislation. The operator shall, in an application submitted to the Finnish Civil Aviation Authority, demonstrate that the requested exemption would lead to the required level of safety.

## 10 ENTRY INTO FORCE AND TRANSITIONAL PROVISIONS

This aviation regulation shall enter into force on 16 July 2008.

An operator already holding an approval at the time of entry into force of this regulation may, however, continue to operate as specified in the earlier approval until 31 October 2008.