

By virtue of point 14, subpoint 2 of the Decision on the Establishment of the Civil Aviation Directorate of the State of Serbia and the State of Montenegro (Official Gazette RS, No 102/03), Decision on the exercise of the Rights of Establishment in the Civil Aviation Directorate of the State of Serbia and the State of Montenegro (Official Gazette RS N. 53/06) and the Conclusion on the Conclusion on the change of name to the Civil Aviation Directorate of the State of Serbia and the State of Montenegro (Official Gazette RS, N. 12/07) and Article 152 (4) Law on Air Transport (Official Gazette RS, No 12/98, 44/99, 73/00, 70/01 and Official Gazette RS, No 101/05),

The Council of the Civil Aviation Directorate of the Republic of Serbia hereby adopts

REGULATION ON THE ORGANIZATION OF CREW MEMBERS DUTY TIME

CHAPTER I GENERAL PROVISIONS

Subject Matter

Article 1

This Regulation lays down the organization of duty time for crew members in public air transport (hereinafter referred to as: Crew Member), and the organization of health protection measures at work, as well as special conditions with respect to organization of the duty times for emergency medical service, arialwork, training, and A-to-A operations.

Scope

Article 2

The provisions of this Regulation shall be applicable to a legal person or an undertaking (hereinafter referred to as: Operator) which performs activities referred to in Article 1 of this Regulation and has its principal place of business or place of residence in the territory of the Republic of Serbia.

The Operator's right to establish more lenient requirements

Article 3

Operator shall have the right to designate more favorable requirements for crew members than those which are prescribed by this Regulation.

Definitions

Article 4

For the purpose of this Regulations certain expressions which are used shall have the following meanings:

- 1) **Crew members** shall be a group of persons possessing appropriate license, whose duties are related to flight operations (Flight Crew) or persons having a license/certificate of competence whose duties are related to the safety of passengers (Cabin Crew);
- 2) **Sector** shall be a flight starting in one place and ending in the same or another place;
- 3) **Duty** shall be any task delegated to a crew member by an Operator;
- 4) **Flight Duty** shall be such a duty which a crew member carries out in /on an aircraft;

- 5) **Operating Crew Member** shall be a crew member who carries out his /her duties in an aircraft during a flight in its entirety or any part thereof;
- 6) **Augmented Flight Crew** shall be a flight crew which comprises more than a minimum number required, so that during a flight each crew member can delegate his/her duty to another appropriately qualified flight crew member;
- 7) **Augmented Cabin Crew** shall be a cabin crew comprising of more than a minimum number required;
- 8) **Duty Time** is a period commencing when a crew member is required by an Operator to report to start the duty and ending when the crew member is relieved from all duties;
- 9) **Flight Duty Period** is any time during which a person operates in an aircraft as a member of its crew. The flight duty period starts when the crew member is required by an operator to report for a flight or a series of flights; it finishes at the end of the last flight on which he/she is an operating crew member;
- 10) **Block Time** is a time which starts when all engines or propellers are activated or an aircraft first moves from its parking place and ends when the aircraft comes to a full stop at the designated parking position and all engines or propellers stop their operation;
- 11) **Reporting time** is an hour and minute when a crew member is required by an Operator to report for a duty;
- 12) **Standby** is a defined period of time during which a crew member is required by the operator to be available to receive an assignment for a flight, positioning or other duty without an intervening rest period;
- 13) **Rest Period** is a period when a crew member is free from all duties including standby;
- 14) **Travelling Time** is a period which a crew member spends travelling from his home or a place of rest to a designated reporting place and vice versa;
- 15) **Break** is a period free of all duties, which counts as duty, being less than a rest period;
- 16) **Split Duty** is a period within which a flight duty is carried out on two or more sectors, under the condition that there is an break between the two or more sectors;
- 17) **Local Day** is a period of 24 starting at 00:00 hours local time;
- 18) **Local Night** is a period of 8 hours, between 22:00 hours and 08:00 hours local time;
- 19) **Window Of Circadian Low (WOCL)** The window of circadian low (WOCL) is the period between 02:00 hours and 05:59 hours. Within a band of three time zones from the home base the WOCL refers to home base time. Beyond these three time zones the WOCL refers to home base time for the first 48 hours after departure from home base time zone and to local time thereafter;
- 20) **A single day free of duty** shall include two local nights. A rest period may be included as part of the day off;

- 21) **Home Base** The location nominated by the operator to the crew member from where the crew member normally starts and ends a duty period or a series of duty periods and where, under normal conditions, the operator is not responsible for the accommodation of the crew member concerned. The Operator must nominate only one home base for each crew member;
- 22) **Accommodation** is an appropriately fit room with a bed, minimum noise and controllable lighting and temperature;
- 23) **Positioning** is a transfer of a non-operating crew member on duty from place to place upon the request by the Operator.

CHAPTER II

Provisions on the organization of duty time, health protection measures at work for crew members engaged in public air transport

Basic Operator's responsibilities

Article 5

An Operator shall plan the duty roster in such a way to ensure that the workload does not put the worker's health in danger as well as the civil aviation safety, and to reduce possible monotony of work.

An Operator shall duly inform a crew member of the duty roster as to enable her/him to accordingly plan the rest period.

Other Operator's responsibilities when planning duty and flight duty period

Article 6

When organizing the duty roster, an Operator shall ensure that, on one hand, duration and frequency of flight duty are proportionate, and on the other, to duration and frequency of the rest period and to reduce the negative impact of full duty time on a crew member using the shortest rest period possible.

When organizing the flight duty, an Operator shall avoid interchanging of day and night flight duties and positioning of a crew member, which can interrupt his/her normal sleep and duty periods, and prevent excessive fatigue which would result in an unacceptable level of safety in discharging the flight duties.

Operator shall notify a crew member on a single day free of duty foreseen for that crew member at least seven days prior to the commencement of a single day free. When planning for a single day free it shall be taken into account that a single day free is to be spent in the crew member's place of residence whenever possible.

Other Operator's responsibilities

Article 7

Operator shall plan flight duty in such a way so as to prevent fatigue to the crew member while enabling him/her to perform the duties in all circumstances within the appropriate level of safety.

Elements of the Operations Manual

Article 8

An Operator shall in its Operations Manual, in accordance with the provisions of this Regulation, prescribe the following:

- Duty time limitations, flight duty and rest periods for each crew member;
- Conditions under which the duty time and flight duty period may be extended and rest reduced;
- Procedure under which the Civil Aviation Directorate of the Republic of Serbia (hereinafter referred to as: Directorate) is to be informed of the duty time and flight duty period extensions;
- Ways of delivering requests to crew members giving him/her enough time to report to duty;
- Real time during which is necessary to perform pre-flight and post-flight duties;
- Commander power to request extensions to pre-flight and post-flight duties;
- Acceptable level of noise, temperature, lighting and ventilation if a crew member spends his/her break on board aircraft; the crew member must be given the possibility to regulate the temperature and ventilation.

Provisions of the Operations Manual concerning flight time limitations, duration of flight and rest period shall be subject to approval by the Directorate.

Planned schedules

Article 9

Planned schedules must allow for flights to be completed within the maximum permitted flight duty period

An operator shall change a schedule or crewing arrangements at the latest where the actual operation exceeds the maximum FDP on more than 33 % of the flights in that schedule during a scheduled seasonal period.

Crew members` responsibilities

Article 10

A crew member shall not commence his flight duty if he/she knows that he/she is unable to carry out his/her flight duty with a acceptable level of safety due to fatigue or for any other reason, or shall commence a flight duty contrary to any of the provision of this Regulation.

A crew member should make optimum use of the opportunities and facilities for rest provided and plan and use their rest periods properly.

A flight crew member shall keep a pilot logbook, orderly and regularly, with detailed flight duties so as to prevent the deletion of the recorded data.

Duty time limitations

Article 11

Crew member duty time shall not exceed:

- 1920 hours within one calendar year;
- 960 hours within 6 months during a calendar year;
- 160 hours within 30 consecutive days;
- 100 hours within 14 consecutive days;

- 40 hours per week.

Flight time limitations

Article 12

Crew member flight time shall not exceed:

- 900 hours within one calendar year;
- 85 hours within 30 consecutive days;
- 28 hours per week.

Flight duty limitations - Aeroplanes

Article 13

Flight duty may be maximum 13 hours within 24 hours.

The maximum flight duty within 24 hours shall be reduced to 30 minutes for each sector, starting from the third sector onwards, with maximum reduction of two hours.

When the flight duty starts in the WOLC, the maximum duration of flight duty shall be reduced by the time included in WOLC, up to a maximum of two hours. When a flight duty ends or fully encompasses the WOLC, the maximum duration of a flight duty shall be reduced by 50 % of the time within which the duty was carried out.

Flight duty period limitations - Helicopters

Article 14

The maximum flight duty within 24 hours shall be:

- 10 hours for helicopters with one crew member,
- 11 hours for helicopters with more than one crew member.

The maximum flight time within 24 hours shall be:

- 7 hours for helicopters with one crew member,
- 8 hours for helicopters with more than one crew member.

When the flight duty starts in the WOLC, the maximum flight duty time shall be reduced by the time included within the WOLC up to maximum of two hours. When the flight duty ends in or fully encompasses the WOLC, the maximum flight duty shall be reduced by 50 % of the time within which the flight duty was carried out.

The duration of the flight duty for helicopters with one crew member may be extended for one hour in case of positioning.

A crew member of a helicopter operating on short repeating routes, with the average of up to 10 or more landings shall have a break up to a minimum of 30 minutes outside of the helicopter for every 3 hours of the flight duty.

When carrying out more complex operations, such as unloading or lifting of load, uninterrupted flight duty of a crew member shall be up to 3 hours.

Extension of flight duty

Article 15

The maximum flight duty within 24 hours may, if previously planned, be extended up to one hour.

When WOLC encompasses the flight duty period by two or less than two hours, the extension of flight duty shall be permitted only if it is planned for a maximum of 4 sectors. When the WOLC encompasses the duration of flight duty by more than two hours, the extension of the flight duty shall be permitted only if it is planned for up to two sectors.

The flight duties shall not be extended more than twice within any seven consecutive days or the flight duties encompass six or more than six sectors.

When planning the extension of a flight duty, the rest period following the flight duty shall be extended for two hours before and after the flight or for four hours after the flight.

When the duration of a flight duty is extended consecutively, the rest period before and after the flight must be used consecutively.

When the beginning of an extended flight duty falls between 22:00 and 04:59 hours, an Operator shall limit the flight duty to 11 hours and 45 minutes.

The maximum duration of a flight duty of a cabin crew member may be extended up to one hour if the cabin crew member reports to the flight duty before crew members.

The provisions of this Article shall not be applicable to aircraft with only one crew member and to air ambulance.

Positioning

Article 16

The time spent on positioning is counted as working time.

Positioning of a crew member taking place after reporting to a flight duty and prior to operating a sector as an operating crew member is counted as flight duty, but shall not be counted in the number of sectors on which he/she was operating.

If the positioning follows the sector operated by a crew member, its duration will be added to the flight duty for the calculation of the rest.

Extension of flight duty due to break

Article 17

If the flight duty encompasses two or more sectors with one brake in between, of which one may be made for positioning which is counted as a sector, the flight duty period may be extended only if the break lasts for more than 3 and less than 10 hours. In this case, flight duty period may be extended by 50 % of the break.

A break does not encompass the time required for pre-flight and post-flight duties.

With respect to breaks, an Operator shall ensure the following:

- A quiet, comfortable and private place, if the break lasts for three hours or less;
- Appropriate accommodation, if the break lasts for more than three hours.

Notwithstanding the above, the break lasting three or less than three hours may be taken in the cabin of an aircraft on ground with disembarked passengers.

The provisions of this Article shall not be applicable to aircraft with one crew member and to air ambulance.

Rest Article 18

Rest period of a crew member before the commencement of a flight duty at a home base shall be at least as long as the preceding flight duty period or 12 hours, depending on what is longer.

Before undertaking a flight duty period starting away from home base, a crew member rest shall be at least as long as the preceding flight duty period or 10 hours, depending on what is longer.

When a crew member undertakes a rest away from home base, an Operator shall allow for at least eight-hour sleep opportunity not taking into account the transfer and the time needed for other physiological needs. When rest is planned to be away from home base, an Operator shall provide a suitable accommodation, and the duration of duty period shall be extended by the time which represents a difference in time zones between the home base and aerodrome where the rest was planned to take place.

Notwithstanding the above, the Directorate may grant reduce. The denial shall be granted if, taking into account all circumstances, the Operator is able to demonstrate that the reduction shall not endanger the required level of safety.

An Operator shall provide a weekly rest period to crew members of at least 36 hours, including two local nights, such that there shall never be more than 168 hours between the end of one weekly rest period and the start of the next. The Directorate may, at the request by an Operator, allow that the second of the two mentioned local nights start from 20:00 hours, if the weekly rest period had duration of at least 40 hours.

Extension of flight duty period due to in-flight rest Article 19

When a flight is operated by a minimum prescribed number of crew, the duration of flight duty period shall not be extended due to in-flight rest.

The duration of flight duty may be extended in an augmented crew arrangement, if previously planned, due to in-flight rest:

- 1) by two hours, if each crew member may leave his/her working place for a period amounting to 25 % of the total duration of the flight;
- 2) by four hours, if each crew member may leave his/her working place for a period amounting to 50% of the total duration of the flight.

If the flight duty period is extended by two hours, a cabin crew must be augmented with at least one crew member, and if the duty period is extended for four hours, with at least two members.

An operator shall in case of augmented cabin crew arrangements provide for a duty roster for each cabin crew member.

An operator shall provide a crew member with an appropriate in-flight rest conditions. A crew member shall be provided a movable back of the seat, separated and secluded away from cockpit and the flight deck, if the flight duty period is up to 16 hours, and a bed if the flight duty period is over 16 hours. A cabin crew member shall be provided with a seat.

An in-flight rest period following an extended flight duty period shall be extended by 6 hours.

Right of derogation from limitations by Commanders

Article 20

If unforeseeable conditions take place following the commencement of a flight duty, a PIC may decide to derogate from prescribed limitation to duty and flight duty duration by extending them or limiting a rest period. Before taking that decision, the PIC shall agree on it with the other crew members.

The flight duty period referred to in Article 13 of this Regulation may not be extended by longer than 2 hours, except in the case of augmented flight crew arrangement, when the flight duty may be extended by the maximum of three hours.

If a normal flight duty extension period is exceeded in the last sector due to development of conditions unforeseeable during take-off referred to in paragraph above, the flight may be continued to the planned destination or alternate airport. If this is a case, the rest may be reduced so that it is not shorter than the rest referred to in Article 18 of this Regulation.

A PIC may in special circumstances which may lead to a serious fatigue to a crew member decide after consulting the crew member concerned to reduce the flight duty period and/or extend the rest period with the aim of reducing or relieving the detrimental effects of the special circumstances to the flight safety.

Reporting on derogations

Article 21

A PIC, deciding to extend a flight duty period or reduce a rest period, shall report to the Directorate on the decision taken, using such forms as are determined by the Directorate.

A PIC shall report to the Directorate its decision to extend a flight duty period or reduce a rest period by more than one hour, within 28 days when the flight duty period is extended or the rest reduced.

The report to the Directorate shall be accompanied by the copy of the report delivered to an Operator.

The forms referred to in paragraph 1 of this Article may be found in Annexes I and II to this Regulation and shall form integral part thereof.

Standby
Article 22

A crew member shall be notified in advance by an Operator on type, commencement and finish of a standby duty.

The standby shall be up to 12 hours.

Depending on a place where the duty is undertaken, a standby duty may be divided into airport standby and other standby duties (at home or in an appropriate accommodation).

Airport standby
Article 23

Airport standby commences when a crew member reports for a duty at the usual reporting point at the home base until the end of the standby period.

Airport standby shall count in as full duty time.

When a crew member is to be assigned to a flight duty during his standby, the flight duty shall count in as commencement of the flight duty from the reporting point to the standby point.

When a crew member is not to be assigned to a flight duty during his standby, the rest period must be as referred to in Article 18 of this Regulation.

An Operator shall provide to a crew member on standby with a restricted, quiet and comfortable accommodation.

When a crew member is on standby away from home base, directly after positioning or end of a flight duty, the duration of standby shall be reduced by the time spent on the positioning or on the flight duty.

Other forms of standby
Article 24

Standby at home or at an appropriate accommodation provided by an Operator shall count in as duty time reduced by 50%.

When a crew member, assigned to standby at home or an appropriate accommodation, is to report to a flight duty, the length of the flight duty shall be reduced by 50 % of the standby if the crew member was on standby for less than 6 hours. When a crew member was on standby for more than 6 hours before the commencement of his flight duty, the planned length of the flight duty shall be reduced by the length of standby.

When a crew member on standby is to assume a flight duty, the standby duty shall cease when the crew member receives a call to assume the flight duty.

In case the Operator decides to terminate standby at home or at the appropriate accommodation before the foreseen end of standby, the standby shall cease the moment a crew member receives the notification of standby termination.

Nutrition
Article 25

An Operator shall ensure to a crew member the following:

- cold meal and drink, if the flight duty is up to 6 hours;
- cold meal, warm meal and drink, if the flight duty exceeds 6 hours.

Duty, flight duty and rest period records
Article 26

An operator shall maintain records on every crew member, containing the following:

- duty time;
- duration of flight duty periods;
- flight duration;
- rest periods and days free of duty.

The Operator shall retain the records to provide compliance with the requirements of this Regulation. The copies of these records shall be available to a crew member upon request.

If the records maintained do not cover all the required data, the crew member shall maintain an individual record covering the same data.

A crew member shall present the individual records or the records kept by the former employer on request to any Operator who currently employs his/her services, if the records kept by the former employer do not cover all the required data.

Records shall be retained for at least 24 months from the date of last entry made.

An Operator shall separately retain all the commander's reports on extended flight duty periods, extended flight hours, extended duty periods and reduced rest periods, 6 months at the latest after the event.

Records by an Operator and crew members shall be submitted to the Directorate upon request.

Airplane and helicopter operations
Article 27

When a crew member is on duties directly preceding his/her flight duty, the duration of the flight duty shall be reduced by the period spent on the preceding duties.

When upon finishing his/her flight duty the crew member is to carry out other duties, the rest period shall start when all the mentioned duties cease and the duration shall be determined according to the duration of the flight duty.

When a crew member assigned to a single flight duty performs duties pertinent to airplane and helicopter respectively, the rules on determination of duty time and duration of flight duty shall be applicable, whichever is more convenient for the crew member.

When a crew member, during a single flight duty, performs duties on a single and multi-crew aircraft, the rules on determination of duty time and duration of flight duty shall be applicable, whichever is more convenient for the crew member.

Traveling time

Article 28

Positioning and duty time of a crew member shall not count in travelling time.

When the travelling time from a home base exceeds 1 hour and 30 minutes, the crew member shall be responsible to individually organize his/her own temporary accommodation in order to keep the travelling shorter.

When an Operator requests that a crew member report to an airport other than home base, the travelling time to the reporting place shall count in as positioning reduced by 1 hour and 30 minutes.

Days free of duty

Article 29

A crew member shall be entitled to have:

- at least 7 local days free of duty within each calendar month, which may include the prescribed rest period;
- at least 96 local days free of duty within each calendar year, which may include the prescribed rest period.

Annual leave

Article 30

A crew member shall be entitled to a remunerated annual leave of at least 4 weeks (28 calendar days), or to a proportionate part thereof, if the length of the employment service is less than a year.

The remunerated annual leave shall not be replaced with another form of remuneration, except in the case of employment termination.

Health protection at work

Article 31

An Operator shall provide each crew member appropriate health protection and safety at work pertinent to the type of duties.

Appropriate medical organizations and institutions must at all times be available to any crew member as well as services responsible for health protection and safety at work.

Health assessment

Article 32

Prior to the commencement of duty time, an Operator shall provide each crew member with a medical examination free of charge and on the basis thereof provide the crew members with the opportunity to

periodically undergo free-of-charge medical examinations. Such medical examinations are in no way related to the medical checks performed for the purpose of obtaining, revalidating or renewing licenses and ratings, and may be done within the public health protection system.

The data obtained during health assessments are confidential and must not be disclosed without prior consent obtained from the crew member concerned.

A crew member suffering from health problems recognized as connected with the work at night, must be transferred, whenever possible, to a flight duty or any other duty performed during day time.

Duties related to flight simulators

Article 33

Time spent on flight simulators shall count in as duty time, including 1 hour and 30 minutes before and 30 minutes after the flight simulator time.

Time spent on a flight simulator shall count in as flight duty.

Cabin crew flight simulators

Article 34

Time spent on cabin crew flight simulators for obtaining training certificates or renewal thereof shall also count in as duty time.

Provisions regulating emergency medical service duties

Article 35

Duration of flight duties pertinent to emergency medical service operations may be extended by 4 hours under the following conditions:

- there is a medical doctor on the flight;
- there is at least one passenger on the flight who is a relative of or closely related to the injured or ill person;
- extended emergency medical service flight duty period was preceded by a rest period;

Following the extended emergency medical service flight duty the rest period must not be reduced.

A commander shall be entitled to extend the emergency medical service flight duty by more than 4 hours when such an extension is necessary to transfer the injured/ill person or deliver an organ carried for the purpose of transplantation to the destination airport and must not be used after disembarkation of those persons or organs.

Following the extended flight duty in accordance with the provisions of the paragraph above, the crew member shall be entitled to a rest period of at least 48 hours before the start of the following emergency medical service flight duty.

When a crew member is granted two ambulance flight duty extensions, at the commander's discretion, and the first of the two extensions is applicable with the aim to secure the injured/ill person to an aircraft, the rest period of 48 hours may be postponed until the crew member has returned to the home

base. If this is the case, than the commander may reduce the rest period following the first of the two extensions by 3 hours or maximum 10 hours, if it is undertaken at the appropriate accommodation, depending on whichever period is shorter.

Within the period of 28 consecutive days, a crew member may be granted up to 3 emergency medical service duty extensions.

Usage of split time shall not be permitted for the purpose of emergency medical service flight duty extension.

When an emergency medical service flight is operated by a single-crew-member helicopter the flight duty may be extended up to 4 hours, while it can be extended to a period longer than 4 hours only in case there are two crew members qualified and authorized to perform duties of a commander.

CHAPTER III

Provisions on the organization of duty time for crew members in charge of other duties in civil aviation

Application Article 36

The provisions of Chapter II shall be applicable to the organization of duty time and health protection measures at work for crew members of aircraft operating the services stipulated in this Chapter.

Areal work

Article 37

Flight duties of a crew member of an aircraft engaged in aerial work operations shall last for up to 4 hours and 30 minutes within 24 hours, if these flight duties are carried out within a single shift or up to 6 hours, if these flight duties are carried out within two shifts, with one shift lasting up to 4 hours.

When a crew member of an aircraft engaged in aerial work carries out his/her flight duty within the two - shift arrangement, the break between the first and the second part of the flight duty must be at least 2 hours.

Duty time of a crew member of an aircraft engaged in aerial work may be up to 12 hours and may not be further extended.

A crew member may carry out up to 45 take-offs during the shift work and up to 60 take-offs during the two-shift flight duty.

Search and Rescue

Article 38

Flight duty of crew members of aircraft participating in search and rescue may be up to 4 hours and 30 minutes within 24 hours, if the flight duty is to be carried out in a one-shift arrangement or up to 6 hours if the flight duty is to be carried out in the two-shift arrangement, with the first part of the flight duty lasting up to four hours.

When a crew member of an aircraft engaged in search and rescue carries out his/her flight duty within the two - shift arrangement, the break between the first and the second part of the flight duty must be at least 1 hour.

Duty time of crew members of aircraft participating in search and rescue may be up to 12 hours and must not be extended.

Flight Duty Period Restrictions During Training

Article 39

Flight duty of flight instructors (FI) responsible for giving instructions for the purposes of obtaining private and commercial pilot licenses or IF ratings, may be up to 8 within 24 hours.

During this flight duty, the instructor concerned may operate up to 40 take-offs.

Flight duty of TRI/CRI responsible for giving instructions for the purposes of type ratings shall be determined in accordance with Articles 13 and 14 of this Regulation.

Any type instructor may during his/her duty time related to type rating instructions carry out a maximum of 15 take-offs.

A-to-A operations

Article 40

Flight duties related to A-to-A operations may be up to 10 hours within 24 hours and may be extended up to 2 hours, only for the purpose of aircraft positioning from or to a base.

A crew member may during the flight duties related to such flights spend up to 7 hours operating the aircraft. This duty time may be extended to a maximum of 2 hours, only for the purpose of aircraft positioning from or to a base.

A crew member may operate such flights up to 3 hours continuously.

During the flight period related to A-to-A operations, a crew member shall be entitled to breaks which must not be less than 30 minutes.

An Operator shall determine breaks within flight duties related to A-to-A operations ensuring that:

- a break must not be less than 30 minutes if the flight duty period is less than 3 hours;
- a break must not be less than 1 hour if the flight duty period is between 3 and 6 hours;
- a break must not be less than 1 hour and 30 minutes if the flight duty period is between 6 and 8 hours;

- a break must not be less than 2 hours if the flight duty period is over 8 hours.

A crew member shall be entitled to a rest period of at least 12 hours, following the end of a flight duty related to A-to-A operations.

CHAPTER IV
Transitional and final provisions

Repeal of former regulations

Article 41

The date of entering into force of this Regulation shall be the day of repeal of the Regulation on flight time, long haul flight time, night flight time, day flight time, numbers of take-offs and landings during duty time and daily rest periods of flight crew members (Official Gazette of FRY No 51/92 and 38/95).

Final provision

Article 42

This regulation enters into force on 28 March 2009.

**ИЗВЕШТАЈ ВОЂЕ ВАЗДУХОПЛОВА
О ПРОДУШЕЊУ ВРЕМЕНА ЛЕТАЧКЕ ДУЖНОСТИ**
-Commander's discretion report -Extension of Flying Duty Period-

Секција А:

Part A:

Авио-превозник: <i>Operator:</i>	➤ _____	Тип ваздухоплова: <i>Aircraft type:</i>	➤ _____
Број лета: <i>Flight:</i>	➤ _____	Вођа ваздухоплова: <i>Commander</i>	➤ _____
Датум: <i>Date</i>	➤ _____		

Секција Б:

Part B:

1. Обезбеђен одмор између 22.00-06.00 по локалном времену <i>Rest ensured between 22.00-06.00 local time</i>	➤	<input type="checkbox"/>	ДА YES	<input type="checkbox"/>	НЕ NO
2. Предходно време одмора <i>Previous rest time</i>	➤		сати hours		минута minutes
3. Правилником дозвољено време летачке дужности <i>FDP permitted according to regulations</i>	➤		сати hours		минута minutes
4. Подељено радно време <i>Split duty</i>	➤	време прекида <i>actual time off</i>	време почетка <i>time on</i>		прекид <i>credit</i>
5. Време које је члан појачане посаде провео ван пилотске кабине <i>Time spent by an augmented crew member outside the cockpit</i>	➤	сати hours	минута minutes	➤ <input type="checkbox"/>	седиште Seat <input type="checkbox"/> простор за одмор Rest room
6. Највеће допуштено време летачке дужности <i>Revised allowed FDP</i>	➤		сати hours		минута minutes

Подаци о путовању <i>Details of voyage</i>						
Планирано <i>Schedule (planned)</i>				Реализовано <i>Actual</i>		
	Локација <i>Location</i>	UTC	Локално време <i>Local time</i>		UTC	Локално време <i>Local time</i>
Почетак дужности <i>Beginning of duty</i>				Дужност је почела <i>Duty has begun</i>		
Почетак лета <i>Take off</i>				Почетак лета <i>Take off</i>		
Завршетак лета <i>Arrival</i>				Завршетак лета <i>Arrival</i>		
Почетак лета <i>Take off</i>				Почетак лета <i>Take off</i>		
Завршетак лета <i>Arrival</i>				Завршетак лета <i>Arrival</i>		
Почетак лета <i>Take off</i>				Почетак лета <i>Take off</i>		
Завршетак лета <i>Arrival</i>				Завршетак лета <i>Arrival</i>		
Почетак лета <i>Take off</i>				Почетак лета <i>Take off</i>		
Завршетак лета <i>Arrival</i>				Завршетак лета <i>Arrival</i>		
Крај дужности <i>Ending of duty</i>				Крај дужности <i>Ending of duty</i>		
				Време лета <i>Block time</i>		

Продужење времена летачке дужности на основу права вође ваздухоплова <i>Commander's disposal exercised</i>		сати hours		минута minutes
Реализовани сати <i>Hours realized</i>				

Секција Ц: Извештај вође ваздухоплова

Part C: Commander's report

Потпис вође ваздухоплова:

Commander's signature:

Датум:

Date:

Неправилности уочене од стране авио-превозника и предузете мере

Operator's observations and measures taken:

Одговорно лице летачке делатности

Postholder Flight Operation

Име и презиме:

Name:

Потпис:

Signature:

Date:

Датум:

Образац: ДЦВ-ОПС-230
Form: CAD-OPS-230

Издање: 0
Issue: 0

датум: 26.10.2008
Effective date: 26/10/2008

Appendix II



ИЗВЕШТАЈ ВОЂЕ ВАЗДУХОПЛОВА О СКРАЋЕЊУ ОДМОРА

Commander's discretion report - reducing the rest time

Секција А:

Part A:

Авио-превозник: <i>Operator:</i>	➤ _____	Тип ваздухоплова: <i>Aircraft type:</i>	➤ _____
Број лета: <i>Flight:</i>	➤ _____	Вођа ваздухоплова: <i>Commander</i>	➤ _____
Датум: <i>Date</i>	➤ _____		

Секција Б:

Part B:

Време почетка предходног лета: <i>Last flight started at:</i>		UTC/локално <i>UTC/Local</i>
Време завршетка последњег лета: <i>Last flight ended at:</i>		UTC/локално <i>UTC/Local</i>
Правилником прописан одмор: <i>Rest period needed according to regulations:</i>		часова <i>Hours</i>
Најраније могући почетак одмора: <i>Calculated earliest next available rest time:</i>		UTC/ локално <i>UTC/Local</i>
Време почетка следећег лета: <i>The starting of the following flight:</i>		UTC/ локално <i>UTC/Local</i>
Скраћење одмора: <i>Rest reduced with:</i>		часова / минута <i>hours /minutes</i>
Чланови посаде: <i>Affected crew:</i>		

Потпис вође ваздухоплова:

Commander's signature:

Датум:

Date:

Неправилности уочене од стране авио-превозника и предузете мере <i>Operator's observations and measures taken:</i>

Напомена: Сва времена морају бити представљена на следећи начин: датум/час (6 цифара), изражено у UTC и локалном времену
Note: All periods will be reported in the form of: date/hour (by 6 numbers), expressed also in UTC and Local Time

Одговорно лице летачке делатности

Postholder Flight Operations

Име и презиме:

Name:

Потпис:

Signature:

Датум:

Датум:

Образац: ДЦВ-ОПС-231
Form: CAD-OPS-231

Издање: 0
Issue: 0

датум: 26.10.2008
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