



Notification of the Civil Aviation Authority of Thailand (CAAT)
On Flight Time and Flight Duty Period Limitation B.E. 2559

By virtue of Article 3.2 of Regulation of the Civil Aviation Board Issue No. 86, on the Air Navigation, announced on 23 December B.E. 2552, and Article 7(4) (g) of the ADCA on The Air Navigation by Aeroplane of the AOC holder B.E. 2553, given on 24 August B.E. 2553 state that the AOC holder shall comply with the requirements designated in a notification by the Civil Aviation Authority of Thailand concerning the Flight Operations and Flight Operations Approval. The Director General of the Civil Aviation Authority of Thailand hereby issues the Notification as follows:

Article 1. This Notification shall be called “Notification of the Civil Aviation Authority of Thailand on Flight Time and Flight Duty Period Limitation B.E. 2559”

Article 2. This Notification shall become effective from the date of announcement

Article 3. The ADCA on Flight Time and Flight Duty Period Limitation announced on 1 December B.E. 2552 shall be repealed.

Article 4. In this notification

Crew Member means a person assigned by an operator to duty on an aircraft during a flight duty period such as Pilots, Flight Engineer and Cabin Crew Member.

Flight crew member means a licensed crew member charged with duties essential to the operation of an aircraft during a flight duty.

Cabin Crew member means a crew member who performs, in the interest of safety of passengers including in case of an emergency, duties assigned and trained by the operator or the PIC of the aircraft, but who shall not act as a flight crew member or a flight engineer.

Augmented Pilot means a flight crew that comprises more than the minimum number required to operate the aeroplane and in which each flight crew member can leave his or her assigned post and be replaced by another appropriately qualified flight

crew member for the purpose of in-flight rest. The augmented pilot shall have a qualification and licensed appropriate to that augmented duty.

Flight time/Block Time means the total time from the moment an aircraft first moves from an apron of the departure aerodrome for the purpose of taking off until the moment it finally comes to rest at the end of the flight at an apron of the destination aerodrome and all engines were shut down or all propellers stopped.

Flight duty period means a period which a crew member commences the duty that includes a flight or a series of flights, start counting 1 hour before the Scheduled Departure Time and stop counting 30 minute after last landing, training using mock up and travelling time by an aeroplane to carry out the flight duty and travelling time back after carried out the duties completely. Such positioning are not count as sector.

For aircraft of a maximum certificate take-off mass not exceeding 5,700 kg, the flight duty period shall start counting 45 minute before the Scheduled Departure Time and stop counting 15 minute after last landing.

Duty period means a continuous period which starts when a crew member are required by the operator to report for or to commence a flight duty or to be a passenger including split duty which has rest period between them less than 8 hours, positioning, ground duty, schedule physical examination of the personnel, ground training, training in simulator and standby as prescribed by the operator except a standby at the suitable rest facility is not count as duty period.

Positioning means the transferring of a non-operating crew member from place to place as a passenger at the behest of the operator, except the travelling from the place of rest to the place of reporting for duty.

Standby means a defined period of time during which a crew member is required by the operator to be available to receive an assignment for a specific duty. The standby shall not exceeding 12 hrs within 24 hrs. The total continuous standby shall not exceeding 72 hrs and shall have the continuous rest period not less than 24 hrs then he/she can perform flight duty again. For standby at the aerodrome, the operator shall arrange the rest facility that quiet and undisturbed by the public for crew member.

Rest period means a period of time that crew members are free of all assigned duties from the operator. In case of the flight duty, the rest period shall start at 30 min after the on-block time and end at 1 hrs before scheduled departure time. In case of positioning the rest period shall start after the on-block time and end at 1 hrs before scheduled departure time. The positioning after a flight duty period is not count as a rest period.

Local Night means a period of time of any 8 hrs between 22.00 hrs to 8.00 hrs at a local time of the destination aerodrome.

Origin means the station located in the country that the crew member used to stay continuously more than 120 hrs

Adequate Rest Facility means a business classes at which can recline for a crew member. In case of a business class seat cannot use as a suitable rest facility. An economy class seat which can recline can be substitute and if possible that seat shall stay away from galley and passengers.

Suitable Rest Facility means the area on aircraft such as a shelter with bed, a place to sleep which stay away from the cockpit, a galley and passengers or a seat that can adjust to lie down on, if possible that seat shall stay away from galley and passengers or any a rest facility that can adjust to lie down on or a rest facility which is an recreation room with bed which can control noise, light and temperature.

Student Pilot means a person is in the period of training under the controlling, supervision of an instructor pilot and hold a student pilot license.

Flight Instructor Pilot means the holder of a pilot license with instructor rating to instruct a student pilot in the following course in the flight training organization, club, aviation association such as a private pilot course, a commercial pilot, an instrument rating, an multi engine rating, etc.

Sectors means the number that start counting from the moment an aircraft first moves under own power until the moment it finally comes to rest at the end of the flight at apron after landing.

Article 5. The flight duty periods requirement of crew members

(1) For an aeroplane operate with a single pilot.

Maximum Flight Duty Period (hrs)					
Local Time of Departure	Sectors				
	4 or Less than	5	6	7	8 or more
06.00 – 07.59	10	9:15	8:30	8	8
08.00 – 14.59	11	10:15	9:30	8:45	8
15.00 – 21.59	10	9:15	8:30	8	8
22.00 – 05.59	9	8:15	8	8	8

(2) For an aeroplane operate with a multi pilot and of a maximum certificate take-off mass not exceeding 5,700 kg.

Maximum Flight Duty Period (hrs)							
Local Time of Departure	Sectors						
	1	2	3	4	5	6	7 or more
05.00 – 05.59	13	13	12	12	12	11	11
06.00 – 12.59	13.30	13:30	13	12	12	12	11
13.00 – 14.59	13	13	12	12	12	11	11
15.00 – 04.59	12	12	11	11	11	10	10

(3) For an aeroplane operate with a multi pilot and up, a flight engineer (if applicable) and cabin crew members and of a maximum certificate take-off mass of over 5,700 kg.

Maximum Flight Duty Period (hrs)								
Local Time of Departure	Sectors							
	1	2	3	4	5	6	7	8 or more
06.00 – 07.59	13	12:15	11:45	11:15	10:45	9:45	9	9
08.00 – 14.59	13.30	13:15	12:30	11:45	11:15	10:45	9:30	9
15.00 – 21.59	13	12:15	11:30	10:45	10	9:15	9	9
22.00 – 05.59	11	10:15	9:30	9	9	9	9	9

(4) For a helicopter

Maximum Flight Duty Period and Flight Time (hrs)				
Local Time of Departure	Single Pilot		Two Pilots	
	Maximum Flight Duty Period	Maximum Flight Time	Maximum Flight Duty Period	Maximum Flight Time
06.00 – 06.59	9	6	10	7
07.00 – 07.59	10	7	11	8
08.00 – 13.59	10	7	12	8
14.00 – 21.59	9	6	10	7
22.00 – 05.59	8	5	9	6

(5) Flight instructors shall have the maximum flight duty period within 24 hrs continuously not exceeding 8 hrs.

(6) Student pilots shall have the maximum flight duty period within 24 hrs continuously not exceeding 6 hrs 30 min.

(7) For the patient transportation by an air emergency medical evacuation services the flight duty period shall be in accordance with (1) (2) and (3) as applicable. Flight crew members shall have rest periods in the suitable rest facility before perform flight duties not less than 10 hrs continuously and not lower than the criterion in Article 6.

(8) If flight duty periods comprise of at least one sector as specified in the flight schedule more than 9 hrs (8 hrs if the flight duty periods finished or are in the period of 02.00 – 05.59 AM of a local time at departure aerodrome) shall have at least one augmented pilot.

(9) Within any 7 consecutive days.

(a) Crew members shall have flight times not exceeding 34 hrs.

(b) Flight instructors shall have flight duty periods not exceeding 40 hrs.

(c) Student pilots shall have flight duty periods not exceeding 30 hrs.

(10) Within any 28 consecutive days.

(a) Crew members shall have flight times not exceeding 110 hrs.

(b) Flight instructors shall have flight duty periods not exceeding 150 hrs.

(c) Flight instructors shall have flight duty periods not exceeding 120 hrs and flight times not exceeding 90 hrs.

(d) Student pilots shall have flight duty periods not exceeding 90 hrs and flight times not exceeding 70 hrs.

(11) Within any 365 consecutive days.

(a) Flight crew members shall have flight times not exceeding 1,000 hrs.

(b) Flight instructors shall have flight duty periods not exceeding 1,500 hrs and flight times not exceeding 1000 hrs.

(12) When having increase the augmented pilot in each sector, In calculating flight times of the pilot shall be done as follow:

(a) For one augmented pilot shall calculate not lower than 80 % of flight times.

(b) For two augmented pilot shall calculate not lower than 75 % of flight times.

(c) For three augmented pilot shall calculate not lower than 70 % of flight times.

(13) In calculating flight times of a cabin crew member shall be done as follow:

(a) 80 % of flight times, for a sector which have flight times more than 8 hrs.

(b) 75% of flight times, for a sector which have flight times more than 10 hrs.

(c) 70% of flight times, for a sector which have flight times more than 12 hrs.

(14) In case of flight was delayed due to force majeure. The flight duty periods of the crew member may be extended by no more than 3 hrs, only at the discretion of the PIC and shall report to the CAAT within a period not exceeding 14 days after the incident.

(15) The operator have to plan the days off for crew members and let them know in advance.

(16) Crew members had no flight operations if they find that their fatigue which could be dangerous if perform flight operations or find themselves in a state is not ready to make a flight for reasons of health, body and mind.

Article 6. Rest periods of crew members.

(1) Flight duty periods not exceeding 8 hrs shall have continuous rest periods not less than 8 hrs then flight duty can be continued.

(2) Flight duty periods are more than 8 hrs, but not exceeding 10 hrs, shall have continuous rest periods not less than 10 hrs then flight duty can be continued.

(3) Flight duty periods are more than 10 hrs, but not exceeding 12 hrs, shall have continuous rest periods not less than 12 hrs then flight duty can be continued.

(4) Flight duty periods are more than 12 hrs, but not exceeding 14 hrs, shall have continuous rest periods not less than 14 hrs then flight duty can be continued.

(5) Flight duty periods are more than 14 hrs, but not exceeding 16 hrs shall have continuous rest periods not less than 16 hrs then flight duty can be continued.

(6) Flight duty periods are more than 16 hrs, but not exceeding 20 hrs shall have continuous rest periods not less than 24 hrs then flight duty can be continued.

(7) Flight duty periods under Article 3 (8) shall have continuous rest periods not less than 18 hrs then flight duty can be continued.

(8) The CAAT may allow the operator to reduce the rest periods under the criteria above if the operator demonstrate that reducing the rest periods still retain safety, based on the experience of the past including the principles of science.

Article 7. The extension of a maximum flight duty period of crew members.

(1) Flight crew member which fly an aeroplane operate with more than two man crew, a flight engineer (if applicable). The maximum flight duty periods may be extended as follow:

Type of Operation	Augmentation	Maximum FDPs (hrs)	
		Adequate Rest Facility (hrs)	Suitable Rest Facility (hrs)
Two man crew	1 pilot	14	16
	2 pilots	16	20
Three man crew	1 (pilot/FE)	14	16
	1 pilot + 1 FE	16	20
	2 pilot/FE	16	20

Note: pilot/FE means crew members that hold the pilot license and flight engineer license of the specific aeroplane type rating which become effective.

(2) Cabin crew members which have the specified hour of rest. The maximum flight duty periods may be extended as follow:

Hours of Rest	Maximum FDPs (hrs)	
	Adequate Rest Facility	Suitable Rest Facility
Less than 2 hrs	Not extended	Not extended
since 2 hrs but not reach to 3 hrs	14	16
since 3 hrs but not reach to 4 hrs	16	18
More than 4 hrs	18	20

Article 8. Records

(1) The operator shall provide records of each crew members which each crew member can access to such information on their own. In addition, crew members have the duty to keep such records of their own. The records must contain the following information:

- (a) flight time;
- (b) the start, duration and end of each flight duty period;
- (c) duty period;
- (d) rest periods.

(2) Crew members shall check their own information with their operator before the flight duty. Crew members shall inform the operator when find that the information under (1) do not meet requirement of this notification.

(3) The operator shall keep the records under (1) for a period of 15 month from the date of crew member's duty.

(4) The operator shall keep records of occasions when a PIC has exercised his discretion to extend a duty period or reduce a rest period of crew members for at least 6 months from the date of exercised.

Announce on 21 July B.E. 2559
(Alongot Pulsuk)
Director General, CAAT