

# **BHUTAN AIR NAVIGATION REGULATIONS**

## **SECTION 2 - Commercial Flight Operations**

### **Fixed Wing**

## BHUTAN AIR NAVIGATION REGULATIONS

### SECTION 2 - Commercial Flight Operations (Fixed Wing)

#### Chapter 1. General Regulations

2.1.1 The general regulations shall be in accordance with JAR-OPS 1 Subpart B and the additional regulations hereunder.

2.1.2 No person, other than a patient under qualified medical supervision, shall enter an aircraft while under the influence of intoxicating liquor or drugs, nor shall any person consume intoxicating liquor or administer drugs during flight so as to become intoxicated.

2.1.3 Narcotic drugs, mood-changing or hallucinogenic drugs, depressant or stimulant drugs shall not be carried in an aircraft, except as a medicament prescribed for the individual use of a passenger by a qualified medical practitioner or as part of the approved emergency medical kit or as a part of air cargo authorised by the Director for medical purposes. Drugs classed as dangerous goods shall satisfy the requirements of Section 5 of these regulations.

2.1.4 No person shall be carried on board an aircraft without the consent of either the pilot-in-command or the operator of the aircraft.

2.1.5 No person shall smoke when on board an aircraft registered in Bhutan.

2.1.6 Animals shall not be carried in the cabin of any aircraft registered in Bhutan.

2.1.7 An aircraft shall not fly in Bhutan unless it is equipped with the instruments and equipment required for it to comply with the regulations of the State in which it is registered.

2.1.8 An aircraft registered in a State other than Bhutan shall not carry out aerial work in Bhutan except with the permission of the Director and in compliance with any conditions imposed.

2.1.9 Under the terms of JAR-OPS 1.010 the Director hereby grants exemption to the following JAR paragraph for the period up to the Compliance Dates specified:

| <u>JAR</u>        | <u>Compliance Date</u> |
|-------------------|------------------------|
| JAR-OPS 1.005 (a) | 1st April, 2000        |

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#### **Chapter 2. Operator Certification and Supervision**

2.2.1 The regulations for Operator Certification and Supervision shall be in accordance with the provisions of JAR-OPS 1 Subpart C and Appendices and the additional regulations hereunder.

2.2.2 A Bhutan operator shall not operate an aircraft registered in another Contracting State except in accordance with JAR-OPS 1.165 and unless:

- a) the Director has been provided with information concerning:
  - 1) the aircraft type and serial number;
  - 2) the name and address of the registered owner;
  - 3) the State of Registry and the registration marks;
  - 4) the Certificate of Airworthiness together with a statement from the registered owner that the aircraft fully complies with the airworthiness requirements of the State of Registry;
  - 5) the name, address and signature of the lessee or the person responsible for operational control of the aircraft under the lease agreement, including a statement that such person together with the other parties to the lease agreement fully understand their respective responsibilities under the applicable regulations;
  - 6) a copy of the lease agreement or a description of the lease provisions;
  - 7) the duration of the lease; and
  - 8) an agreement has been reached between Bhutan and the State of Registry of the aircraft which delineates the areas of responsibility of each State in the supervision of flight operations and the maintenance of airworthiness.

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**Chapter 3. Operational Procedures**

2.3.1 Regulations for Operational Procedures shall be in accordance with JAR-OPS 1 Subpart D and Appendices.

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**Chapter 4. All Weather Operations**

2.4.1 The Regulations pertaining to All Weather Operations shall be in accordance with JAR-OPS 1 Subpart E and Appendices.

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#### **Chapter 5. Aeroplane Performance General**

##### **2.5.1 *General***

2.5.1.1 An aeroplane shall be operated in compliance with the terms of its Certificate of Airworthiness, within the approved operating limitations contained in its Flight Manual and in accordance with the provisions of JAR-OPS 1 Subparts F, G and H and associated Appendices unless specific exceptions or exemptions are authorised by the Director.

2.5.1.2 In applying the provisions of this chapter, account shall be taken of all factors that significantly affect the performance of the aeroplane, such as mass, pressure altitude, temperature, wind, runway gradient, and runway contamination (including coefficient of friction). Such factors shall be taken into account directly as operational parameters or indirectly by means of allowances or margins, which may be provided in the scheduling of performance data.

2.5.1.3 The mass of an aeroplane at the start of take-off, or at the expected time of landing at the aerodrome of intended landing and at any alternate aerodrome shall, in no case, exceed the relevant maximum mass at which compliance with the applicable Noise Certification Standards in ICAO Annex 16, Volume I, unless otherwise authorised in exceptional circumstances for a specific aerodrome or runway by the competent authority of the State in which the aerodrome is located.

##### **2.5.2 *Single-engined aeroplanes***

2.5.2.1 Single-engined aeroplanes shall be operated in accordance with the relevant provisions of JAR-OPS 1 Subpart H except that the Director may exempt specific approved aircraft types from the provisions of JAR-OPS 1.525 (a).

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**Chapter 6. Performance Class A**

2.6.1 Regulations in this section shall be in accordance with JAR-OPS 1 Subpart G and Appendices.

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**Chapter 7. Performance Class B**

2.7.1 Regulations in this section shall be in accordance with JAR-OPS 1 Subpart H and Appendices.

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**Chapter 8. Performance Class C**

2.8.1 Regulations in this section shall be in accordance with JAR-OPS 1 Subpart I and Appendices.

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**Chapter 9. Mass and Balance**

2.9.1 Regulations in this section shall be in accordance with JAR-OPS 1 Subpart J and Appendices.

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**Chapter 10. Aeroplane Instruments and Equipment**

2.10.1 A Commercial Air Transport aeroplane registered in Bhutan shall have fitted the Instruments and Equipment as described in JAR-OPS Subpart K and Appendices.

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**Chapter 11. Communication and Navigation Equipment**

2.11.1 Regulations in this section shall be in accordance with JAR-OPS 1 Subpart L and Appendices.

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#### Chapter 12. Maintenance of Airworthiness

**2.12.1 JAR-OPS.** Maintenance of Airworthiness shall be conducted under JAR-OPS 1 Subpart M, JAR-145 and Appendices and the regulations hereunder. (See Exemptions at the end of this Chapter)

**2.12.2 Certificate of Airworthiness.** An aircraft registered in Bhutan shall not fly unless there is, relating to that aircraft, a current Certificate of Airworthiness issued, or rendered valid by Bhutan except that an aircraft that has previously been given a Certificate of Airworthiness may fly, subject to approval by the Director, for the purpose of qualifying the aircraft for the re-issue of the certificate, or, if the aircraft has suffered damage, to position the aircraft at an aerodrome at which repairs necessary to restore it to an airworthy condition can be carried out, provided that in each case it has been certified as fit to fly by a qualified aircraft maintenance technician and it does not carry passengers or cargo, or any persons other than those required to perform duties in the aircraft related to qualifying it for the re-issue of the Certificate of Airworthiness or to positioning it to another aerodrome.

2.12.2.1 A Certificate of Airworthiness or a Certificate of Validation issued in Bhutan in respect of an aircraft shall cease to be current:

- a) after the date of expiry included in the certificate;
- b) if the aircraft, or any of its equipment which is essential to the continued airworthiness of the aircraft, is overhauled or repaired or such equipment is removed or replaced, other than in a manner which complies with the maintenance and repair procedures issued by the aircraft manufacturer and any maintenance schedules issued by the State of Manufacture of the aircraft and approved by the Director;
- c) if any inspection of the aircraft, or the aforementioned essential equipment, required by the approved maintenance procedures or schedules is not carried out;
- d) if any modification specified by the State of Manufacture or by the Director as essential for the continued airworthiness of the aircraft is not carried out;
- e) if any Airworthiness Directive issued by the State of Manufacture or by the Director is not complied with; or
- f) if the aircraft has sustained damage of such a nature that in the opinion of a qualified maintenance technician it is no longer fit to fly.

2.12.2.2 **Special Flight Permit.** An aircraft that has previously been given a Certificate of Airworthiness may fly, subject to approval by the Director and the issuance of a Permit to Fly, for the purpose of qualifying the aircraft for the re-issue of the certificate, or, if the aircraft has suffered damage, to position the aircraft at an aerodrome at which repairs necessary to restore it to an airworthy condition can be carried out, provided that in each case it has been certified as fit to fly by a qualified aircraft maintenance technician and it does not carry passengers or cargo, or any persons other than those required to perform duties in the aircraft related to qualifying it for the re-issue of the Certificate of Airworthiness or positioning it to another aerodrome. The operator shall obtain an authorisation from States whose airspace would be used when conducting a flight under the authority of a Special Flight Permit.

**2.12.3 Commercial Air transport Operations.** An aircraft registered in Bhutan shall not engage in commercial air transport operations, unless:

- a) the aircraft, including its engines, equipment and radios, has been maintained in accordance with the maintenance procedures recommended by the aircraft manufacturer and with any maintenance programme adopted by the Operator and approved by the Director.
- b) a Maintenance Release has been completed and signed by a qualified maintenance technician to certify that all maintenance work has been completed satisfactorily and in accordance with the approved maintenance procedures and schedules; and
- c) there is an approved Flight Manual available in the aircraft, for the use of the flight crew, containing the limitations within which the aircraft is considered airworthy, together with such additional instructions and information as may be necessary to show compliance with specified regulations relating to performance and for the safe operation of the aircraft except that if the aircraft has a maximum certificated take-off mass of 5,700 kg or less, the limitations, instructions and information may be made available by means of placards or other documents approved by the Director.

**2.12.4 Periodic Inspection.** An aircraft registered in Bhutan shall be maintained and periodically inspected in accordance with the requirements of handbooks or manuals approved by the manufacturer and in accordance with any maintenance and inspection schedules issued by the State of Manufacture and approved by the Director.

**2.12.5 Requirement for Aircraft Technician Licence.** All maintenance, overhaul, modifications, repairs and inspection work on an aircraft registered in Bhutan shall be carried out by the holder of a current aircraft maintenance technician licence issued or validated by the Director. However, if the maintenance, overhaul, modifications, repairs and inspection is carried out by a maintenance organisation approved by the Director, such work may be carried out by, or under the supervision of, a person or persons having levels of competency, knowledge and experience which are the equivalent of those of the holder of an appropriate licence.

**2.12.6 Approved Maintenance Organisation.** An aircraft maintenance organisation within Bhutan shall obtain the approval of the Director before commencing operation. An aircraft maintenance organisation outside Bhutan shall not carry out maintenance or modify or repair a commercial air transport aircraft registered in Bhutan unless approval for such work has been given by the Director.

**2.12.7 Signature of Maintenance Release.** No person who is not an authorised person employed by a maintenance organisation approved by the Director shall sign a Maintenance Release in respect of a commercial air transport aircraft, or a certificate that maintenance requirements have been complied with in respect of an aerial work or a general aviation aircraft, unless that person is the holder of an appropriate licence issue or validated by the Director. An appropriate licence shall be an Aircraft Maintenance Technician licence authorising the holder to carry out or supervise the overhaul, authorised repair, or authorised modification of such aircraft, or such parts, components or equipment of aircraft as are included in the licence, and to certify as airworthy and aircraft or aircraft parts, components or equipment as appropriate, following such overhauls, repair, or modifications and to sign a Maintenance Release in respect of the aircraft included in the licence, within the limitations of the licence.

**2.12.8 Provision of Facilities.** The holder of an Air Operator Certificate issued in Bhutan shall ensure that there is provided an organisation including trained staff, workshops and other equipment and facilities to maintain the aircraft in an airworthy condition.

**2.12.9 Current Maintenance Record.** The holder of an Air Operator Certificate issued in Bhutan shall ensure that a current maintenance record is kept in respect of all aircraft engaged in commercial air transport operations. The record shall contain:

- a) in respect of the entire aircraft:
  - the total time in service;
  
- b) in respect of major components:
  - the total time in service;
  - the date of last overhaul; and
  - the date of last inspection.
  
- c) in respect of other components:
  - such records of the time in service as may be necessary to determine their serviceability or to compute their operating life; and
  - the date of last inspection.

**2.12.10 Maintenance Manual.** The holder of an Air Operator Certificate issued in Bhutan shall provide, for the use and guidance of the organisation or personal engaged in the repair, overhaul or maintenance of his aircraft, a Maintenance Manual which contains at least the following:

- a) procedure for servicing and maintenance;
  
- b) the frequency of each check, overhaul or inspection;
  
- c) the responsibilities of the various classes of skilled maintenance personnel;
  
- d) the servicing and maintenance methods; and
  
- e) the procedure for preparing the Maintenance Release, the circumstances under which this release is to be issued and the personnel authorised to sign it,

The Maintenance Manual shall be amended or revised, as necessary, to keep the information up to date and copies of all revisions and amendments shall be furnished promptly to all organisations or persons to whom the manual has been issued.

**2.12.11 Certificate of Airworthiness.** An aircraft registered in Bhutan and operated by the holder of an Air Operator Certificate issued in another State shall not fly unless it has a current Certificate of Airworthiness issued or validated by Bhutan and is maintained in accordance with maintenance procedures approved by Bhutan except that this shall not apply if there is a currently approved lease/interchange agreement between Bhutan and the State of the Operator specifying that the supervision of the maintenance of airworthiness is the responsibility of the State of the Operator.

**2.12.12 Requirements for a General Aviation Aircraft.** The owner of a general aviation or an aerial work aircraft registered in Bhutan or the lessee of such a leased aircraft shall not permit that aircraft to fly unless:

- a) the aircraft, including engines and together with its equipment, has been maintained in accordance with the maintenance procedures recommended by the aircraft manufacturer;
- b) all airworthiness directives issued by the State of Manufacture or by the Director have been complied with; and
- c) there is a certificate signed by the holder of an appropriate maintenance technician licence to the effect that maintenance requirements have been complied with.

**2.12.13 Maintenance Record for a General Aviation Aircraft.** The owner of a general aviation or an aerial work aircraft registered in Bhutan or the lessee of such an leased aircraft shall ensure that a current maintenance record is kept which shall contain:

- a) in respect of the entire aircraft:
  - the empty mass and the location of the centre of gravity;
  - a record of the addition or removal of equipment;
  - details of the type and extent of maintenance work or modification or repair, the time in service and the date that the work was carried out; and
  - a chronological list of compliance with airworthiness directives and the methods of compliance.
- b) in respect of major components:
  - the total time in service;
  - the date of the last overhaul;
  - the time in service since the last overhaul; and
  - the date of the last inspection.
- c) in respect of instruments and equipment:
  - such records of the time in service as may be necessary to determine their serviceability or to compute their operating life; and
  - the date of the last inspection.

**2.12.14 Retention Period for Maintenance Records.** The maintenance records for all aircraft shall be kept for a period of not less than ninety days after the end of the operating life of the unit to which they refer.

**Exemptions:**

Under the terms of JAR-OPS 1.010 the Director hereby grants exemption to *existing Bhutan operators* from the terms of JAR-OPS 1 Subpart M and JAR-145 and Appendices until 1st April 2000.

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#### Chapter 13. Flight Crew and Flight Operations Officers

**2.13.1 Flight Crew.** The regulations in this section shall be in accordance with JAR-OPS 1 Subpart N, JAR-FCL and the regulations hereunder.

2.13.1.1 A person shall not act as a flight crew member of an aircraft registered in Bhutan unless he/she is in possession of an appropriate licence issued or validated by Bhutan.

2.13.1.2 The flight crew of a commercial air transport aircraft registered in Bhutan shall include at least one member who holds a valid licence, issued or validated in Bhutan, authorising him to operate the type of radio transmitting equipment to be used.

2.13.1.3 A commercial air transport aircraft which has a separate station for a flight engineer shall have in the flightcrew at least one flight engineer especially assigned to that station with a valid licence issued or validated in Bhutan, unless the flight engineer duties can be satisfactorily carried out by another flight crew member, without interference with regular duties, who holds a valid flight engineer licence issued or validated in Bhutan.

2.13.1.4 The flight crew of a commercial air transport aircraft shall include at least one member who holds a valid flight navigator licence issued or validated in Bhutan on all flights where the navigation necessary for the safe conduct of the flight cannot be carried out by the pilots while sitting in the pilot seats.

2.13.1.5 The recency experience required by JAR OPS 1.970 shall be limited to 90 days. The extension to 120 days by line flying under supervision of any instructor or examiner shall not be applicable in Bhutan. In addition the operator shall ensure that:

- a) *Pilot-in-Command.* A pilot does not operate an aeroplane as pilot-in-command of a commercial flight at night unless he has carried out, during the hours of darkness, at least three take-offs and landings as pilot flying in an aeroplane or an approved flight simulator of the type to be used, in the preceding 90 days. The flight simulator must be acceptable to the Civil Aviation Division of Bhutan for take-offs and landings:  
and
- b) *Co-pilot.* A co-pilot is not assigned to operate at the flight controls during take-off and/or landing at night unless he has operated as pilot-in-command or as co-pilot at the controls, during the hours of darkness, of an aeroplane or approved flight simulator of the type to be used, in the preceding 90 days. The flight simulator must be acceptable to the Civil Aviation Division of Bhutan for take-offs and landings.

#### 2.13.2 Flight Operations Officers

2.13.2.1 A person employed for operational control duties by the holder of an Air Operator Certificate issued in Bhutan shall not act as flight operations officer unless he holds a Flight Operations Officer licence issued or validated in Bhutan and has a level of experience and competence not lower than the minimum requirements as may be specified by the Director.

2.13.2.2 A flight operations officer employed by the holder of an Air Operator Certificate issued in Bhutan shall not be assigned to operational control duties unless he has completed a training programme related to those duties and:

- a) has demonstrated a knowledge of:
  - 1) the contents of the relevant Operations Manual;
  - 2) the radio equipment in the aircraft used;
  - 3) the navigation equipment used, including the peculiarities and limitations of each navigation system;
  - 4) the seasonal meteorological conditions in the areas in which he is authorised to exercise flight supervision;
  - 5) the effects of meteorological conditions on radio reception in the aircraft used; and
  - 6) the aircraft loading instructions.
- b) has demonstrated the ability:
  - 1) to assist the pilot-in-command in the preparation of the operational flight plan and the air traffic control (ATC) flight plan, and to file the flight plan with the appropriate air traffic services unit;
  - 2) to furnish a pilot-in-command while in flight, by appropriate means, with such information as may be needed for the safe conduct of the flight;
  - 3) to initiate emergency action as may be necessary in compliance with the procedures in the Operations Manual or any other Manual which relates to emergency procedures;
  - 4) to act so as not to conflict with procedures established by air traffic control, the meteorological service, or the communication service; and
- c) has, within the preceding 12 months, made at least one qualification flight on the flight deck of an aircraft in the area in which he is authorised to exercise flight supervision including landings at as many aerodromes as may be practicable.

**2.13.3 Responsibility of Licence Holders.** Any person holding a Licence issued by the Director of Civil Aviation who, while exercising the privileges of that Licence, commits any offence or acts in such a way as to bring the Licence into disrepute shall, notwithstanding any other penalty imposed by any Court, be liable to the temporary or permanent withdrawal of the licence.

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### **Chapter 14. Cabin Crew**

2.14.1 The regulations in this section shall be in accordance with the provisions of JAR-OPS 1 Subpart O and Appendices.

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### **Chapter 15. Manuals, Logs and Records**

2.15.1 Regulations in this section shall be in accordance with JAR-OPS 1 Subparts B & P and Appendices.

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#### Chapter 16. Flight and Duty Time Limitations

##### 2.16.1 Definitions

2.16.1.1 *Scheduled Departure Time (SDT)*. That time published as the expected departure time for a particular flight.

2.16.1.2 *Revised Departure Time (RDT)*. New departure time for a flight advised to the crew at least 12 hours before the SDT or the RDT, whichever is the earlier.

2.16.1.3 *Duty Period*. Period commencing 1 hour before the SDT or RDT, as applicable, and ending 30 minutes after the on-block time following the final landing of that duty period.

2.16.1.4 *Rest Day*. Continuous period of 24 hours, commencing at midnight Bhutan Standard Time (BST), during which no ground or flight duties are scheduled.

2.16.1.5 *Rest Period*. Continuous period commencing 30 minutes after the on-block time following the final landing of a Duty Period and ending 1 hour before the SDT or RDT for the next Duty Period, during which no duties are scheduled and the crew member is provided with adequate facilities for a minimum of 8 hours horizontal rest.

##### 2.16.2 Operator's Responsibilities

2.16.2.1 The holder of an Air Operator Certificate issued in Bhutan shall not permit an aircraft to fly without the prior establishment of a scheme, approved by the Director, for the regulation of flight time and flight duty periods for every member of the flight crew of that aircraft. The scheme shall make provision for adequate rest periods and shall be such as to ensure that fatigue occurring either in a flight or successive flights or accumulated over a period of time because of these and other tasks does not endanger the safety of the flight. The operator shall establish a system, either manual or computerised, to monitor the limitations imposed by the approved scheme.

2.16.2.2 The holder of an Air Operator Certificate issued in Bhutan shall not permit an aircraft to fly, nor shall a person act as a member of the flight crew of an aeroplane if, during the planned flight, the flight and/or duty time limitations in the approved scheme established by the operator would be exceeded.

2.16.2.3 An operator shall not cause or permit any person to fly as a member of the flight crew of an aircraft registered in Bhutan unless the operator has in his possession an accurate and up-to-date record in respect of that person and in respect of the 12 month period immediately preceeding the flight showing:

- a) all his/her flight times
- b) brief particulars of the nature of the functions performed by him/her in the course of his/her flight times

**2.16.3 Flight Time Limitations.** An operator shall not cause or permit any person to fly as a member of the flight crew of an aircraft registered in Bhutan, nor shall any person act as a member of a flight crew of any aircraft registered in Bhutan if:

- a) At the beginning of the flight the aggregate of all his/her previous flight times:
  - 1) during the period of 7 consecutive days expiring at the end of the day on which the flight begins exceeds 35 hours; or
  - 2) during the period of 28 consecutive days expiring at the end of the day on which the flight begins exceeds 100 hours; or
  - 3) during the period of 12 months expiring at the end of the previous month exceeds 1000 hours:

Provided that this paragraph shall not apply:

- 1) to a flight made in an aircraft of which the maximum total weight authorised does not exceed 1600 Kg and which is not flying for the purpose of public transport or aerial work: or
- 2) if, at the time when the flight begins, the aggregate of all the flight times of the aforesaid person since he was last medically examined and found fit by a person approved by the Director, does not exceed 25 hours.

**2.16.4 Duty Time Limitations.** An operator shall not cause or permit any person to fly as a member of the flight crew of an aircraft registered in Bhutan, nor shall any person act as a member of a flight crew of any aircraft registered in Bhutan unless:

- a) During the period of 8 days preceeding the flight that person has had at least one rest day; and
- b) During the period of 28 days preceeding the flight that person has had at least 6 rest days.

2.16.4.1 The maximum Duty Period for any flight crew member on an aircraft registered in Bhutan shall be 12 hours except that the Duty Period may be extended by up to 50% of any continuous rest period provided during the planned Duty Period subject to the following:

- a) The minimum rest period shall be 6 hours;
- b) The maximum extension shall be four hours;
- c) The rest period shall be spent in quiet, private, comfortable surroundings with facilities for horizontal rest.

2.16.4.2 The minimum Rest Period following a duty period shall be 12 hours subject to the following:

- a) At the Captain's discretion, and with the agreement of the crew member(s) concerned, the rest Period may be reduced to an absolute minimum of 10 hours. However;
  - 1) If a Duty Period was extended under the conditions of 2.16.4.1 above then the Rest Period shall be not less than 12 hours.