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No. S 859

AIR NAVIGATION ACT 1966

AIR NAVIGATION (121 — COMMERCIAL AIR TRANSPORT BY LARGE AEROPLANES) (AMENDMENT NO. 2) REGULATIONS 2026

In exercise of the powers conferred by section 9 of the Air Navigation Act 1966, the Civil Aviation Authority of Singapore, with the approval of the Minister for Transport, makes the following Regulations:

Citation and commencement

1. These Regulations are the Air Navigation (121 — Commercial Air Transport by Large Aeroplanes) (Amendment No. 2) Regulations 2026 and come into operation on 26 November 2026.

Amendment of regulation 88

2. In the Air Navigation (121 — Commercial Air Transport by Large Aeroplanes) Regulations 2018 (G.N. No. S 444/2018) (called in these Regulations the principal Regulations), in regulation 88(*c*), after "barometric altitude", insert "that incorporates the functions of a sensitive pressure altimeter".

Amendment of regulation 91

3. In the principal Regulations, in regulation 91 —

(*a*) in paragraph (1)(*c*), replace "at least one of which must be" with "each of which incorporates the functions of";

(*b*) in paragraph (3), replace "Where the large aeroplane is a pressurised aeroplane, the" with "The"; and

(*c*) in paragraph (3), replace "counter drum pointer" with "counter drum-pointer".

Amendment of regulation 104

4. In the principal Regulations, in regulation 104 —

(*a*) replace paragraph (1) with —

"(1) Where a large aeroplane's Certificate of Airworthiness is first issued before 1 January 2024, an AOC holder must ensure that the large aeroplane is equipped with one automatic ELT and —

(*a*) a second ELT of any type; or

(*b*) a second device that meets the requirements in regulation 105.

(1A) Where a large aeroplane's Certificate of Airworthiness is first issued on or after 1 January 2024, an AOC holder must ensure that the large aeroplane is equipped with —

(*a*) an automatic ELT that meets the requirements in regulation 105, and a second ELT of any type; or

(*b*) an automatic ELT, and a second device that meets the requirements in regulation 105.";

(*b*) in paragraph (2), replace "Despite paragraph (1)(*b*), where" with "Where"; and

(*c*) in paragraph (3), after "paragraph (1)", insert ", (1A)".

Amendment of First Schedule

5. In the principal Regulations, in the First Schedule —

(*a*) in the definition of "Day off", delete "during which a crew member is free of all duties";

(*b*) in the definition of "Duty", replace ", positioning and standby when the doing of that task is likely to induce fatigue" with "and positioning but does not include being on standby";

(*c*) after the definition of "Normal operating flight crew", insert —

" "On standby", in relation to a crew member, means a state of readiness and availability of the crew member to receive an assignment for a specific duty."; and

(*d*) replace the definitions of "Rest period", "Roster" and "Standby duty" with —

" "Rest" means to be free of all duties and not being on standby.

"Rest period" means a continuous and defined period of rest that commences one hour after a crew member has completed all duties assigned to him or her.

"Roster" means a schedule provided by an AOC holder to each crew member containing all of the following information for that crew member:

(*a*) flight time;

(*b*) flight duty period;

(*c*) standby period;

(*d*) rest period;

(*e*) day off.

"Standby period" means a defined period of time during which a crew member is required by the AOC holder to be on standby and does not include any intervening rest period.".

Amendment of Fifth Schedule

6. In the principal Regulations, in the Fifth Schedule —

(*a*) in paragraph 3, replace sub-paragraph (1) with —

"(1) Subject to sub-paragraph (2) and paragraph 4, an AOC holder must not assign a crew member to be on standby or to a scheduled flight duty unless the AOC holder has provided the rest period specified in sub-paragraph (1A) (called in this Schedule minimum rest period) to the crew member.

(1A) For the purposes of sub-paragraph (1), the minimum rest period is —

(*a*) at least 10 hours if the rest period includes a local night;

(*b*) at least 12 hours if the rest period does not include a local night;

(*c*) if the preceding duty period exceeds 10 hours but is not more than 16 hours, at least as long as the preceding duty period rounded to the next whole hour; and

(*d*) if the preceding duty period exceeds 16 hours, at least 24 hours and inclusive of a local night.";

(*b*) in paragraph 3(2), replace "has the discretion to" with "may";

(*c*) in paragraph 5, replace sub-paragraphs (1) and (2) with —

"(1) An AOC holder must ensure that a day off for a crew member includes a local night and is at least 34 hours.

(2) The period where a crew member is rostered to be on a day off is to be counted as the rest period of the crew member."; and

(*d*) replace paragraph 6 with —

"**Standby period**

6.—(1) An AOC holder must inform a crew member of the start time and end time of that crew member's standby period.

(2) An AOC holder must ensure that the duration of any standby period does not exceed 18 hours for a flight crew member and 24 hours for a cabin crew member.

(3) A standby period ends from the moment a crew member is activated for duty.

(4) Where a crew member is on standby at his or her accommodation or a suitable accommodation provided under regulation 179(3)(*e*) —

(*a*) if the crew member is assigned a flight duty at any time when the crew member is on standby — the standby period must not be included in the flight duty period for that flight duty of the crew member; and

(*b*) if the crew member is not assigned a flight duty at any time when the crew member is on standby — 20% of the standby period must be counted as duty hours of that crew member for the purpose of determining the cumulative duty limits under paragraph 12.

(5) When a crew member is on standby at a place other than his or her accommodation or a suitable accommodation provided under regulation 179(3)(*e*) —

(*a*) if the crew member is assigned a flight duty at any time when the crew member is on standby — the standby period must be included in the flight duty period for that flight duty of the crew member; and

(*b*) if the crew member is not assigned a flight duty at any time when the crew member is on standby — the standby period must be counted as duty hours of that crew member for the purpose of determining the cumulative duty limits under paragraph 12.".

[G.N. Nos. S 679/2018; S 769/2018; S 180/2019; S 212/2020; S 938/2020; S 837/2021; S 674/2022; S 823/2022; S 999/2022; S 421/2024; S 621/2024; S 911/2024; S 615/2026]

Made on 3 November 2026.

NG CHEE KHERN
Chairperson,
Civil Aviation Authority of Singapore.

[AG/LEGIS/SL/6/2025/11]

(To be presented to Parliament under section 9(9) of the Air Navigation Act 1966).