রেজিস্টার্ড নং ডি এ-১

বাংলাদেশ গেজেট

অতিরিক্ত সংখ্যা

কর্তৃপক্ষ কর্তৃক প্রকাশিত

মঙ্গলবার, এপ্রিল ২৯, ২০২৫

[বেসরকারি ব্যক্তি এবং কর্পোরেশন কর্তৃক অর্থের বিনিময়ে জারীকৃত বিজ্ঞাপন ও নোটিশসমূহ।]

Civil Aviation Authority of Bangladesh

Gazette

Dhaka, ১৬ পৌষ ১৪৩১/ 29 December, 2024

No. **CAAB 30.31.0000.111.37.006.23**—In exercise of the power conferred by Section 47, read with Section 14 of the Civil Aviation Act, 2017 (Act No. 18 of 2017), hereinafter referred to as the "Act", the Chairman of the Civil Aviation Authority of Bangladesh is pleased to issue this Amendment-1 to the Air Navigation Order (ANO) ANO 6-1 on Operation of Aircraft-Commercial Air Transport-Aeroplanes.

2. This Amendment-1 to ANO 6-1 shall come into force with immediate effect.

Air Vice Marshal **Md Monjur Kabir Bhuiyan**
OSP, BUP, ndc, nswc, afwc, psc
Chairman
Civil Aviation Authority of Bangladesh.

মূল্য : টাকা ২০.০০

1.1 Short Title and Commencement

The ANO 6-1 under ref no. CAAB 30.31.0000.111.37.006-3 which was published on 30 April 2024 through gazette notification (pages 15031 to 15318) is called as "ANO 6-1 on Operation of Aircraft- Commercial Air Transport –Aeroplanes", shortly "ANO 6-1" Issue-01 and be effective on the date as mentioned of the ANO.

This Air Navigation Order (ANO) will be called as Amendment-1 to ANO 6-1 on Operation of Aircraft- Commerci al Air Transport – Aeroplanes, issued in accordance with the Amendment 48 & 49 to Annex 6 Part I to the Convention on International Civil Aviation and some amendment required as necessary of ANO 6-1. This ANO shall be referred to herein as the "Amendment-1 to ANO 6-1".

This Amendment-1 to ANO 6-1 will be the intregral part of ANO 6-1, Issue-01, published on 30 April 2024 and shall be effective immediately upon publication in the gazette.

1.2 Applicability

1.2.1 The provisions contained in the ANO 6-1 and its amendment shall be applicable to functions of Operation of Aircraft- Commercial Air Transport – Aeroplanes related to, or in direct support of, the safe operation of aircraft.

1.2.2 Any order and instruction related to operation of aircraft- commercial air transport -aeroplanes issued by the CAAB shall be treated as an integral part of the ANO 6-1.

1.3 Status of ANO Components

The ANO 6-1 is made up of the following component parts:

1.— *Material comprising the ANO proper*

a) Provisions include Standards and Recommended Practices adopted from ICAO Annex 6 Part I and industry best practices. They are defined as follows:

Standard: Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which applicable authority or agencies or service providers or operators will conform in accordance with the provisions;

Recommended Practice: Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity or efficiency of international air navigation, and to which applicable authority or agencies or service provider or operator will endeavor to conform in accordance with the provisions.

b) Definitions of terms used in the Provisions which are not self-explanatory in that they do not have accepted dictionary meanings. A definition does not have an independent status but is an essential part of each Provision in which the term is used since a change in the meaning of the term would affect the specification.

c) Tables and Figures which add to or illustrate a Provision and which are referred to therein, form part of the associated Provisions and have the same status.

d) *Notes* included in the text, where appropriate, to give factual information or references bearing on the Provision in question but not constituting part of the Standards or Recommended Practices;

e) *Appendices* comprising material of Implementation Standards supplementary to the Standards and Recommended Practices stated in the provisions of the ANO.

1.4 Explanation

The whole document ANO 6-1 and its amendment contains the Provisions which include Standards and Recommended Practices on Operation of Aircraft-Commercial Air Transport – Aeroplanes in accordance with ICAO Annex 6 Part I.

Standards are denoted by **"Shall"** which are treated as mandatory requirements. The Standards are reflected in the ANO in the normal fonts and the recipients are required to conform to such provisions invariably and the Chairman of CAAB, will take appropriate enforcement action when those provisions are not complied with.

Recommended Practices are denoted by **"should"** and are reflected in the ANO in italic fonts and the recipients are encouraged to implement them to the greatest extent possible for safety. However, Chairman of CAAB will not take enforcement action when a Recommended Practice is not complied by the recipient.

Note.—are reflected in italic fonts, the status is indicated by the prefix note.

1.5 Control of ANO 6-1 and its Review Process

a) ANO 6-1 and its amendment document are the property of the Civil Aviation Authority of Bangladesh.

b) The ANO 6-1 is under the full authority of the Chairman, Civil Aviation Authority of Bangladesh. Member (Flight Standard & Regulations) of CAAB is the custodian of the ANO 6-1.

c) Member (Flight Standard & Regulations) is responsible for revision, distribution, retention, and processing of the approval of the ANO 6-1.

d) This ANO will be reviewed every five years interval considering ICAO Annex 6 Part I, other applicable ICAO Annexes, their amendments and regulations of other regulatory authorities.

e) Other than the scheduled review, the document will be reviewed:

- after changes of Act, Laws etc relating to aviation;
- after changes in regulations relating to aviation;
- after changes or amendment of ICAO Annex 6 Part I;
- after changes of other Annexes which dictate to change ANO 6-1;
- after changes of regulations of other authorities such as FAA, EASA, etc which may require to change ANO 6-1;
- after changes in any documents of CAAB which will call for revising this document;
- if service providers/operators or the users of the document ask for reasonable and objective changes;
- if there are any mistakes/errors in the document and perform reviews as and when it deems necessary;

f) After reviewing, if it becomes necessary to review the existing provision or any portion of a provision of this ANO, it will be reflected through the issuance of amendment.

g) If the amendment requires more than 50% of pages to be updated/changed, it is recommended that a complete issue of the document be published, with new issue number and issue date, with the issue number incremented by 1 (one) with the previous issue number.

h) After approval and gazette notification, ANO will be published in the CAAB website for the use of the stakeholders.

1.6 Dispute Resolution

a) Should there be any confusion of understanding of the content(s) of this ANO 6-1 and its amendment, the matter should be brought to the attention of the Member (Flight Standard & Regulations) of CAAB for clarification.

b) In the circumstances, when any dispute or contradiction arises for compliance with the provisions of the ANO 6-1 and which cannot be resolved through the existing provisions of the ANO, the final decision lies with the Member (Flight Standard & Regulations) of CAAB. However, Member (Flight Standard & Regulations) of CAAB may submit the issue before the Chairman, CAAB, if deemed necessary.

1.7 DEFINITIONS

The following definitions are either amended or added with the definitions given in chapter 1 of ANO 6-1 :

Appropriate ATS authority- Appropriate ATS authority means the relevant authority designated by CAAB responsible for providing air traffic services in the airspace concerned.

Current Flight Plan (CPL)- Current Flight Plan (CPL) means the flight plan that reflects changes to the filed flight plan, if any, by subsequent ATC clearances.

Filed flight plan (FPL ore FPL) - Filed flight plan (FPL ore FPL) means the latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS unit.

Note.—The FPL denotes a filed flight plan exchanged using aeronautical fixed service while e FPL denotes a filed flight plan exchanged using FF-ICE services. The e FPL allows for the exchange of additional information not contained within the FPL.

Flight plan - Flight plan means specified information relative to an intended flight or portion of a flight of an aircraft.

Note 1.—The term flight plan may be prefixed by the words "preliminary", "filed", "current" or "operational" to indicate the context and different stages of a flight.

Note 2.—When the word '"message" is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.

Preliminary flight plan (PFP)—Preliminary flight plan (PFP) means the information related to a flight submitted by an operator or a designated representative to conduct collaborative planning of a flight, prior to filing a flight plan.

1.8 Provisions amended in Chapter- 3. General of ANO 6-1

Chapter 3- General

Provisions 3.3.1 to 3.3.4 of ANO 6-1 are deleted and replaced by the following provisions:

3.3.1 **Recommendation.—***The operator of an aeroplane of a certificated take-off* mass *in* excess *of 15000 kg should establish and maintain a flight data analysis programme* as *part of its safety management* system.

3.3.2 All aeroplanes of a certificated take -off mass in excess of:

a) 27000 kg; or

b) 15000 kg with a passenger seating capacity greater than 19, and with a certificate of airworthiness first issued on or after 1 January 2027

shall be equipped with a means to support a flight data analysis programme.

3.3.3 The operator of an aeroplane equipped as described in 3.3.2 shall establish and maintain a flight data analysis programme as part of its safety management system.

3.3.4 The operator of an aeroplane of a maximum certificated take-off mass in excess of 27000 kg shall establish and maintain a flight data analysis programme as part of its safety management system.

Note1.—Details of Establishment of Flight Data Analysis Program are contained in Appendix 14 of ANO 6-1.

Note 2.—The existing provisions 3.3.4, 3.3.5 and 3.3.6 of ANO 6-1 will be renumbered sequentially as 3.3.5, 3.3.6 and 3.3. 7 with no change of text.

1.9 Provisions amended in Chapter - 4. Flight Operations of ANO 6-1

Chapter 4 - Flight Operations

Provisions 4.3.4.2, 4.3.4.3.1, 4.3.4.3.2, 4.4.7 and 4.6.1 of ANO 6-1 are deleted and replaced by the following provisions:

4.3.4.2 En-route alternate aerodromes

En-route alternate aerodromes, required by 4.7 for extended diversion time operations by aeroplanes with two turbine engines, shall be selected and specified in the operational and flight plans, and, if applicable, in the preliminary flight plan.

4.3.4.3 Destination alternate aerodromes

4.3.4.3.1 For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the

operational and filed flight plans, and, if applicable, in the preliminary flight plan, unless:

a) the duration *of* the flight from the departure aerodrome, or from the point of in-flight re-planning to the destination aerodrome is such that, considering all meteorological conditions and operational information relevant to the flight, at the estimated time of use, a reasonable certainty exists that:

1) the approach and landing may be made under visual meteorological conditions;
and

2) separate runways are usable at the estimated time of use of the destination aerodrome with at least one runway having an operational instrument approach procedure:
or

1) for each flight into an isolated aerodrome a point of no return shall be determined;
and

2) a flight to be conducted to an isolated aerodrome shall not be continued past the point of no return unless a current assessment of meteorological conditions, traffic and other operational conditions indicate that a safe landing can be made at the estimated time of use.

Note 1.—Separate runways are two or more runways at the same aerodrome configured such that if one runway is closed, operations to the other runway(s) can be conducted.

Note 2.—Guidance on planning operations to isolated aerodromes is contained in the Flight Planning and Fuel Management (FPFM) Manual (ICAO Doc 9976).

4.3.4.3.2 Two destination alternate aerodromes shall be selected and specified in the operational and filed flight plans, and, if applicable, in the preliminary flight plan, when, for the destination aerodrome:

a) meteorological conditions at the estimated time of use will be below the operator's established aerodrome operating minima for that operation; or

b) meteorological information is not available.

4.4.7 In-flight operational instructions

Operational Instructions involving a change in the filed or current flight plan shall, when practicable, be coordinated with the appropriate ATS unit before transmission to the aeroplane.

Note.—When the above coordination has not been possible, operational instructions do not relieve a pilot of the responsibility for obtaining an appropriate clearance from an A TS *unit, if applicable, before making a change in flight plan.*

4.6.1. For safe conduct of flight, a flight operations officer/flight dispatcher in conjunction with a method of control and supervision of flight operations in accordance with 4.2.1.3 shall:

a) assist the PIC in-flight preparation and provide the relevant information required;

b) assist the PIC in preparing the operational flight plan and the flight plans to be filed, sign the dispatch copy of the flight release;

c) when applicable, assist the pilot-in-command in preparing the preliminary flight plan, and submit it to a unit designated by the appropriate ATS authority;

d) sign, when applicable, and file the flight plan to a unit designated by the appropriate ATS authority;

e) furnish the pilot-in-command while in flight by appropriate means, with information which may be necessary for the safe conduct of the flight;

f) notify the appropriate ATS unit when the position of the aeroplane cannot be determined by an aircraft tracking capability, and attempts to establish communication are unsuccessful; and

g) The duties of the flight operations officer/flight dispatcher mentioned above shall be included in the approved operation manual of the operator.

Note 1.—The requirements for flight plans are contained in Annex 2 -Rules of the Air and the procedures relating to flight plans and associated services are contained in the Procedure for Air Navigation Services - Air Traffic Management (PANS - ATM, Doc 4444).

Note 2.—Detailed guidance on the use of FF-ICE services, including the use of a preliminary flight plan, can be found in the Manual on Flight and Flow - Information for a Collaborative Environment (FF-ICE) (Doc 9965)

1.10 <u>Provisions amended in Chapter 6. Aeroplane Instruments, Equipment and Flight Documents of ANO 6-1</u>

Provisions 6.18.1 to 6.18.3 under 6.18 of ANO 6-1 are deleted and replaced by the the following provisions:

6.18.1 As of 1 January 2025 all aeroplanes of a maximum certificated take-off mass of over 27000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2024, shall autonomously transmit information from which a position can be determined by the operator at least once every minute, when in distress, in accordance with Appendix 9.

6.18.2 Recommendation.—*All aeroplanes of a maximum certificated take-off* mass *of over* 5,*700 kg for which the individual certificate of airworthiness* is *first issued on or after 1 January 2023, should autonomously transmit information from which a position can be determined at least once every minute, when in distress. in accordance with Appendix* 9.

6.18.3 The operator shall make position information of a flight in distress available to the appropriate organizations, as established by the Civil Aviation Authority of Bangladesh.

Note 1.—Refer to 4.2.1.3.1 for operator responsibilities when using third parties.

Note 2.—Operational procedures for monitoring and making position information of a flight in distress available to the appropriate organizations in a timely manner are contained in PANS-OPS, Volume Ill, Section 10.

1.11 Provisions amended in Chapter- 8. Aeroplane Continueing Airworthiness of ANO 6-1

The text "The requirement of this chapter related to Aeroplane Continueing Airworhiness are described in ANO (AW) Part M" is deleted and replaced by the following new text:

CHAPTER 8. AEROPLANE CONTINUING AIRWORTHINESS

Note 1.—For the purpose of this chapter, "aeroplane" includes: engines, propellers, components, accessories, instruments, equipment and apparatus including emergency equipment.

Note 2.—Reference is made throughout this chapter to the requirements of the Civil Aviation Authority of Bangladesh (CAAB). When Bangladesh is not the same as the State of Registry, it may be necessary to consider any additional requirements of CAAB.

Note 3.—Guidance on continuing airworthiness requirements is contained in the Airworthiness Manual (Doc 9760).

8.1 OPERATOR'S CONTINUING AIRWORTHINESS RESPONSIBILITIES

Refer to ANO Part-M, Sub-part-B.

8.2 OPERATOR'S MAINTENANCE CONTROL MANUAL

Refer to ANO Part-M, Sub-part-G.

8.3 MAINTENANCE PROGRAMME

Refer to ANO Part-M, Sub-part-C.

8.4 CONTINUING AIRWORTHINESS RECORDS

Refer to ANO Part-M, Sub-part-C.

8.5 CONTINUING AIRWORTHINESS INFORMATION

Refer to ANO-8-16.

8.6 MODIFICATIONS AND REPAIRS

Refer to ANO Part-21, Sub-part-E & M.

8.7 APPROVED MAINTENANCE ORGANIZATION

Refer to ANO Part-145.

8.8 MAINTENANCE RELEASE

Refer to ANO Part-145.

1.12 <u>Provisions amended in Appendix-11. Flight and Duty Time Limitatations and Rest Requirements (FTL) Section 1 of ANO 6-1.</u>

1.12.1 The text under GM1 1.2 Definitions ACCLAMETISED is deleted and replaced by the new text as follows:

ACCLIMATIZED

A crew member remains acclimatized to the local time of his or her reference time during 47 hours 59 minutes after reporting no matter how many time zones he/ she has crossed**.**

The maximum daily FDP for acclimatized crew members is determined by using table 1 in section-1 with the reference time of the point of departure. As soon as 48 hours have elapsed, the state of acclimatization is derived from the time elapsed since reporting at reference time and the number of time zones crossed.

A crew member is considered to be in an unknown state of acclimatization after the first 58 hours of the rotation have elapsed unless he or she remains in the first arrival destination time zone (either for rest or any duties) in accordance with table-1 in section-1.

Should a crew member's rotation include additional duties that end in a different time zone than his or her first arrival destination's time zone while he or she is considered to be in an unknown state of acclimatization, then the crew member remains in an unknown state of acclimatization until he or she:

1. has taken the rest period required by para 2.8 of section-3 at home base;
2. has taken the rest period required by para 2.8 at the new location; or
3. has been undertaking duties starting at and returning to the time zone of the new location until he or she becomes acclametised in accordance with the value in the table-1 section-1.

To determine the state of acclimatization, the two following criteria should be applied:

i. the greater of the time difference between the time zone where he or she was last acclimatized or the local time of his or her last departure point and the new location; and

ii. the time elapsed since reporting at home base or the first time during the rotation.

1.12.2 The text in Table 2 under sub-section 2.2 of section 2 is deleted and replaced by the new text as follows:

Table 2

Maximum daily FDP- Acclimatized crew members

Maximum daily FDP- Acclimatized crew members Start of FDP at reference	1–2 Sectors	3 Sectors	4 Sectors	5 Sectors	6 Sectors	7 Sectors	8 Sectors	9 Sectors	10 Sectors
0600–1329	13:00	12:30	12:00	11:30	11:00	10:30	10:00	09:30	09:00
1330–1359	12:45	12:15	11:45	11:15	10:45	10:15	09:45	09:15	09:00
1400–1429	12:30	12:00	11:30	11:00	10:30	10:00	09:30	09:00	09:00
1430–1459	12:15	11:45	11:15	10:45	10:15	09:45	09:15	09:00	09:00
1500–1529	12:00	11:30	11:00	10:30	10:00	09:30	09:00	09:00	09:00
1530–1559	11:45	11:15	10:45	10:15	09:45	09:15	09:00	09:00	09:00
1600–1629	11:30	11:00	10:30	10:00	09:30	09:00	09:00	09:00	09:00
1630–1659	11:15	10:45	10:15	09:45	09:15	09:00	09:00	09:00	09:00
1700–0459	11:00	10:30	10:00	09:30	09:00	09:00	09:00	09:00	09:00
0500–0514	12:00	11:30	11:00	10:30	10:00	09:30	09:00	09:00	09:00
0515–0529	12:15	11:45	11:15	10:45	10:15	09:45	09:15	09:00	09:00
0530–0544	12:30	12:00	11:30	11:00	10:30	10:00	09:30	09:00	09:00
0545–0559	12:45	12:15	11:45	11:15	10:45	10:15	09:45	09:15	09:00

1.12.3 The text under sub-section AMC1 2.2 (f) Flight Duty Period (FDP) of Section 2 is deleted and replaced by the new text as follows:

AMC1 2.2 (f) Flight Duty Period (FDP)

UNFORESEEN CIRCUMSTANCES IN ACTUAL FLIGHT OPERATIONS—PILOT IN COMMAND 'S DISCRETION

As general guidance when developing a Pilot in Com m and' s discretion policy, the operator shall take into consideration the shared responsibility of management, flight and cabin crew in the case of unforeseen circumstances. The exercise of Pilot in Command's discretion shall be considered exceptional and shall be avoided at home base and/or company hubs where standby or reserve crew members shall be available. Operators shall asses on a regular basis the series of pairings where Pilot in Command's discretion has been exercised in order to be aware of possible inconsistencies in their rostering.

The operator's policy on Pilot in Command's discretion shall state the safety objectives, especially in the case of an extended FDP or reduced rest and shall take due consideration of additional factors that might decrease a crew member's alertness levels, such as:

(1) WOCL encroachment;

(2) weather conditions;

(3) complexity of the operation and/or airport environment;

(4) aeroplane malfunctions or specifications;

(5) flight with training or supervisory duties;

(6) increased number of sectors;

(7) circadian disruption; and

(8) individual conditions of affected crew members (time since awake, Sleep-related factor, workload, etc).

1.12.4 The text under sub-section 2.7 Reserve of Section 2 is deleted and replaced by the new text as follows:

2.7 Reserve

If an operator assigns crew members to reserve, the following requirements shall apply in accordance with the certification specifications applicable to the type of operation.

- reserve shall be in the roster;
- flight time specification schemes shall specify the following elements;
- the maximum duration of any single reserve period;
- the number of consecutive reserve days that may be assigned to a crew member.

1.12.5 The text under sub-section AMC1 2.9 Nutrition of Section 2 is deleted and replaced by the new text as follows:

AMC1 2.9 Nutrition

MEAL OPPORTUNITY

The operations manual should specify the minimum duration of the meal opportunity, when a meal opportunity is provided, in particular when the FDP encompasses the regular meal windows (e.g. if the FDP starts at 11:00 hours and ends at 22:00 hours meal opportunities for two meals should be given).

It shall define the time frames in which a regular meal should be consumed in order not to alter the human needs for nutrition without affecting the crew member's body rhythms.

1.12.6 The text under sub-section 2.10 "Records of Home base flight times, duty and rest periods" of Section 2 is deleted and replaced by the new text as follows:

2.10 Records of Home base flight times, duty and rest periods

(a) An operator shall maintain, for a period of 24 months:

(1) individual records for each crew member including:

i flight times;

ii start, duration and end of each duty period and FDP;

iii rest periods and days free of all duties; and

iv assigned home base.

(2) reports on extended flight duty periods and reduced rest periods.

(b) Upon request, the operator shall provide copies of individual records of flight times, duty periods and rest periods to:

(1) the crew member concerned; and

(2) to another operator, in relation to a crew member who is or becomes a crew member of the operator concerned.

1.12.7 The text under sub-section 3.3 (c) (2) (a) "with two additional flight crew members" of Section 3 is deleted and replaced by the new text as follows:

(ii) with two additional flight crew members:

(A) up to 15 hours with class 3 rest facilities;

(B) up to 16 hours with class 2 rest facilities; or

(C) up to 17 hours with class 1 rest facilities.

1.12.8 The text under sub-section 3.3 (c) (3) 1. 2. 3. 4. of Section 3 are deleted and replaced by the following new text:

(4) the limits specified in (2) may be increased by 1 hour for FDPs that include 1 sector of more than 9 hours of continuous flight time and a maximum of 2 sectors.

(5) all time spent in the rest facility is counted as FDP.

(6) the minimum rest at destination is at least as long as the preceding duty period, or 14 hours, whichever is greater.

(7) a crew member does not start a positioning sector to become part of this operating crew on the same flight.

1.12.9 The text under sub-section 3.3 (c) (3) ii. of Section 3 is deleted and replaced by the following new text:

(d) Unforeseen circumstances in flight operations — delayed reporting

(1) The operator may delay the reporting time in the event of unforeseen circumstances, if procedures for delayed reporting are established in the operations manual. The operator keeps records of delayed reporting. Delayed reporting procedures establish a notification time allowing a crew member to remain in his/her suitable accommodation when the delayed reporting procedure is activated. In such a case, if the crew member is informed of the delayed reporting time, the FDP is calculated as follows:

i one notification of a delay leads to the calculation of the maximum FDP according to (iii) or (iv);

ii if the reporting time is further amended, the FDP starts counting 1 hour after the second notification or at the original delayed reporting time if this is earlier;

iii when the delay is less than 4 hours, the maxi calculated based on the original reporting time and counting at the delayed reporting time;

iv when the delay is 4 hours or more, the maximum FDP is calculated based on the more limiting of the original or the delayed reporting time and the FDP starts counting at the delayed reporting time;

v as an exception to (i) and (ii), when the operator informs the crew member of a delay of 10 hours or more in reporting time and the crew member is not further disturbed by the operator, such delay of 10 hours or more counts as a rest period.

1.12.10 The text under sub-section 3.3 b. Split Duty of Section 3 is deleted and replaced by the following new text:

3.4 Split duty

The increase of limits on flight duty, under the provisions of Section 2.5, complies with the following:

(a) the break on the ground within the FDP has a minimum duration of 3 consecutive hours.

(b) the break excludes the time allowed for post and pre-flight duties and travelling. The minimum total time for post and pre-flight duties and travelling is 30 minutes. The operator specifies the actual times in its operations manual.

(c) the maximum FDP specified in Section 2.2 (b) may be increased by up to 50 % of the break.

(d) suitable accommodation is provided either for a break of 6 hours or more or for a break that encroaches the window of circadian low (WOCL).

(e) in all other cases:

(1) accommodation is provided; and

(2) any time of the actual break exceeding 6 hours or any time of the break that encroaches the WOCL does not count for the extension of the FDP.

(f) split duty cannot be combined with inflight rest.

1.12.11 The text under sub-section 3.3 c. Standby of Section 3 is deleted and replaced by the following new text:

3.5 Stand by

The modification of limits on flight duty, duty and rest periods under the provisions of Section 2.6 complies with the following:

(a) Airport standby:

(1) If not leading to the assignment of an FDP, airport standby is followed by a rest period as specified in Section 2.8;

(2) If an assigned FDP starts during airport standby, the following applies:

i the FDP counts from the start of the FDP. The maximum FDP is reduced by any time spent on standby in excess of 4 hours;

ii the maximum combined duration of airport standby and assigned FDP as specified in Section 2.2(b) and (d) is 16 hours.

(b) Standby other than airport standby:

(1) the maximum duration of standby other than airport standby is 16 hours;

(2) the operator's standby procedures are designed to ensure that the combination of standby and FDP do not lead to more than 18 hours awake time;

(3) 25 % of time spent on standby other than airport standby counts as duty time for the purpose of Section 2.3;

(4) standby is followed by a rest period in accordance with Section 2.8;

(5) standby ceases when the crew member reports at the designated reporting point;

(6) if standby ceases within the first 6 hours, the maximum FDP counts from reporting;

(7) if standby ceases after the first 6 hours, the maximum FDP is reduced by the amount of standby time exceeding 6 hours;

(8) if the FDP is extended due to in-flight rest according to Section 3.3(c), or to split duty according to Section 3.4, the 6 hours of paragraph (5) and (6) are extended to 8 hours;

(9) if standby starts between 23:00 and 07:00, the time between 23:00 and 07:00 does not count towards the reduction of the FDP under (6), and (7) until the crew member is contacted by the operator;

(10) the response time between call and reporting time established by the operator allows the crew member to arrive from his/her place of rest to the designated reporting point within a reasonable time; and

(11) standby ceases if a crew member is contacted for duty but not utilized.

1.12.12 The text under sub-section 3.3 d. Reserve of Section 3 is deleted and replaced by the following new text:

3.6 Reserve

The operator assigns duties to a crew member on reserve under the provisions of Section 2.7 complying with the following:

(A) An assigned FDP counts from the reporting time;

(b) Reserve times do not count as duty period for the purpose of Section 2.3 and 2.8;

(c) The operator defines the maximum number of consecutive reserve days within the limits of Section 2.8 (d);

(d) To protect an 8-hour sleep opportunity, the operator rosters a period of 8-hours, taking into account fatigue management principal, for each reserve day during which a crew member on reserve is not contacted by the operator.

1.13 Provisions amended in Appendix-12. Cabin Safety of ANO 6-1.

Entire text of Appendix -12 Cabin Safety of ANO 6-1 are deleted and replaced by new text of Appendix 12 (attached herewith).

APPENDIX 12. CABIN SAFETY

(Chapter 12, 12.4, Note-4 refers)

1. Approval Procedures for Cabin Crew Instructor or Examiner

1.1 Selection Criteria:

The selected cabin crew shall have:

a) At least 3 years' experience as a cabin crew for Turbo-Prop aircraft or at least 5 years for Jet aircraft.

b) Qualified in a CAAB-approved I.T (Instructional Techniques) course or TOT from a government-approved organization.

c) Satisfactorily conducted training classes for a minimum of 4 hours in each of the four cabin crew courses under the supervision of the CAAB approved company instructor or examiner.

d) Conducted line checks in two domestic sectors and two international sectors under the supervision of a CAAB approved company instructor or examiner.

e) English language proficiency i.e., the desired spoken and written capability.

1.2 Approval Criteria:

The selected candidate shall have to pass a Demo class test and line checks in four sectors under the monitoring of a Cabin Safety Inspector of CAAB.

1.3 Validity of Approval:

a) The validity for initial approval will be for one year.

b) After satisfactory completion of the initial one year, the validity shall be renewed for a maximum period of five years subject to satisfactory acceptance of the performance by CAAB.

c) Every year, the Cabin Crew Instructor must undergo a line check conducted by a Cabin Safety Inspector of Civil Aviation Authority of Bangladesh (CAAB). This process ensures the instructor consistently upholds the highest level of competency and complies with CAAB's safety and operational standards.

Note: For renewal, refer to GM 6-3, Chapter 5.3.

2. Competency Card:

Until a licence is issued by CAAB to each cabin crew, an operator shall develop a competency card which includes completion of the following training:

a. Initial

b. Recurrent

c. Aircraft Type Training

d. CRM

e. AVSEC

f. DGR

g. First Aid Training

h. Emergency Evacuation Procedures

i. Fire and Ditching Drill and

j. CiC.

3. CABIN TRAINING DEVICES

3.1 Cabin Training Devices (CTDs) that are capable of recreating realistic situations shall be used to provide effective training on safety and abnormal/emergency procedures. When applicable, a mock-up or simulator shall be used to enable a realistic simulation of the cabin crew's duties.

3.2 If CTDs are not available, the training shall be covered through other means such as using real aircraft.

Note: For more about CTD, refer to the GM 6-3, chapter 5.14.

4. Cabin Crew Life Vest.

Crew life vest shall be a different colour than the yellow passenger life vest, which could be Red or flamed Orange.

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