

FIJI AERONAUTICAL INFORMATION CIRCULAR



Civil Aviation Authority of Fiji
Private Bag (NAP0354), Nadi Airport
Fiji
Tel: (679) 6721 555; Fax (679) 6721 500
Website: www.caafi.org.fj

AIC 7/10
Effective
16 Dec 2010
ADM

This AIC replaces AIC 3/93.

RECORDING OF FLIGHT TIMES

INTRODUCTION

This AIC is intended to clarify the confusion that appears to exist in the meaning of the term “flight time” in the context of the Air Navigation Regulations 1981 (ANR).

RELEVANT REGULATIONS

Reg 15(5) of the ANR requires that at the end of every flight, the pilot in command must enter in a technical log the times at which that flight began and ended in the case of a number of consecutive flights.

Reg 123 of the ANR requires that a logbook must be maintained in respect of all aircraft registered in Fiji, and amongst other things, the duration of the periods between take off and landing must be recorded.

Reg 124 of the ANR requires that every member of the flight crew of an aircraft must maintain a personal flying logbook and amongst other things, the duration of every flight must be recorded.

Reg 50 of the ANR requires that no person may act as flight crew if, at the beginning of the flight the aggregate of all his previous flight times within the previous seven days (168 consecutive hours) has exceeded 40 hours, or within the previous 28 days has exceeded 100 hours, or within the previous 364 days has exceeded 1000 hours.

Reg 50 of the ANR further provides that a person may not act as flight crew if within the immediate preceding ten days he has not had a rest period of 36 hours which must cover two periods from 2300 hours to 0400 hours local standard time.

Reg 2 of the ANR defines “flight time” as the total time from the moment an aircraft first moves for the purpose of taking off until the moment it comes to rest at the end of flight.

ICAO DEFINITION

Note. – flight time as here defined is synonymous with the term “block to block” time or “chock to chock” time in general usage which is measured from the time and aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight

Flight Time – Helicopters. The total time from the moment a helicopter’s rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.

SUMMARY

1. “Chock to chock” time which includes taxiing time and holding time en route to the runway, goes in the tech log and in the pilot logbook, and is counted for the purpose of flight and duty limitations.
2. “Air” time, which is the time between take off and landing, goes in the aircraft log books.
3. Refer to the CAAF Standards Document – Flight Crew Licencing for further information on how to record and log flight time.