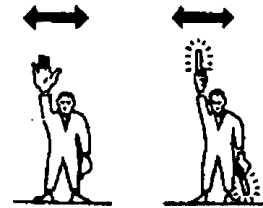


5. Marshalling signals

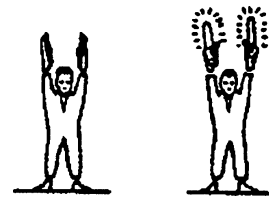
1. Proceed under further guidance by signalman

Signalman directs pilot if traffic conditions on aerodrome require this action.



2. This bay

Arms above head in vertical position with palms facing inward.



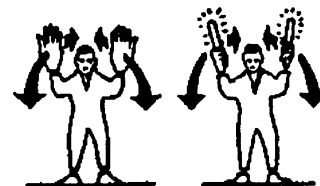
3. Proceed to next signalman

Right or left arm down, other arm moved across the body and extended to indicate direction of next signalman.



4. Move ahead

Arms a little aside, palms facing backward and repeatedly moved upward-backward from shoulder height.



5. Turn

(a) Turn to your left: right arm downward, left are repeatedly moved upward-backward. Speed of arm movement indicating rate of turn.

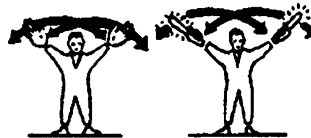


(b) Turn to your right: left arm downward, right arm repeatedly moved upward-backward. Speed of arm movement indicating rate of turn.



6. Stop

Arms repeatedly crossed above head (the rapidity of the arm movement should be related to the urgency of the stop, i.e. the faster the movement the quicker the stop).

**7. Brakes**

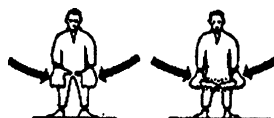
(a) Engage brakes: raise arm and hand, with fingers extended, horizontally in front of body, then clench fist.



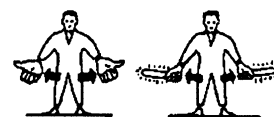
(b) Release brakes: raise arm, with fist clenched, horizontally in front of body, then extend fingers.

**8. Chocks**

(a) Chocks inserted: arms down, palms facing inwards, move arms from extended position inwards.



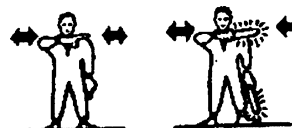
(b) Chocks removed: arms down, palms facing outwards, move arms outwards.

**9. Start engine(s)**

Left hand overhead with appropriate number of fingers extended, to indicate the number of the engine to be started, and circular motion of right hand at head level.

**10. Cut engines**

Either arm and hand level with shoulder, hand across throat, palm downward. The hand is moved sideways with the arm remaining bent.

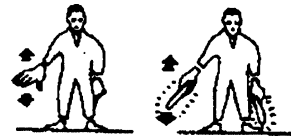
**11. Slow down**

Arms down with palms toward ground, then moved up and down several times.



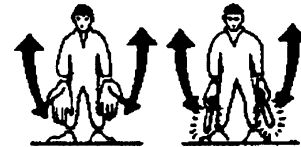
12. Slow down engine(s) on indicated side

Arms down with palms toward ground, then either right or left hand waved up and down indicating the left or right side engine(s) respectively should be slowed down.



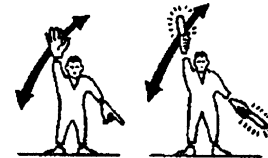
13. Move back

arms by sides, palms facing forward, swept forward and upward repeatedly to shoulder height.

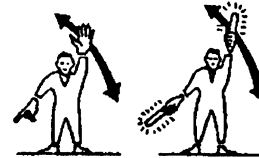


14. Turns while backing

(a) For tail to starboard: point left arm down, and right arm brought from overhead, vertical position to horizontal forward position, repeating right arm movement.

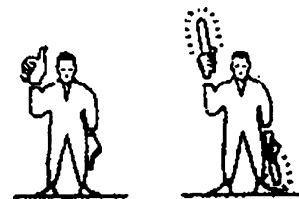


(b) For tail to port: point right arm down, and left arm brought from overhead, vertical position to horizontal forward position, repeating left arm movement.



15. All clear

Right arm raised at elbow with thumb erect.



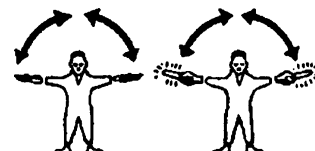
16. Hover*

Arms extended horizontally sideways.



17. Move upwards*

Arms extended horizontally to the side beckoning upwards, with palms turned up. Speed of movement indicates rate of ascent.



18. Move downwards*

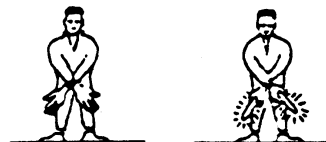
Arms extended horizontally to the side beckoning downwards, with palms turned down. Speed of movement indicates rate of descent.

**19. Move horizontally***

Appropriate arm extended horizontally sideways in direction of movement and other arm moved in front of body in same direction, in a repeating movement.

**20. Land***

Arms crossed and extended downwards in front of the body.



Notes:1. *These signals are designed for use by the signalman, with hands illuminated as necessary to facilitate observation by the pilot, and facing the aircraft in a position:*

- (a) *For fixed-wing aircraft, forward of the left-wing tip within view of the pilot; and*
- (b) *for helicopters, where the signalman can best be seen by the pilot.*

- 2. *The meaning of the relevant signals remains the same if bats, illuminated wands or torchlights are held.*
- 3. *The aircraft engines are numbered, for the signalman facing the aircraft, from right to left (i.e. No. 1 engine being the port outer engine).*
- 4. *Signals marked with an asterisk are designed for use to hovering helicopter*

(2) From the pilot of an aircraft to a signal-man

- (a) Brakes

Note: *The moment the fist is clenched or the fingers are extended indicates, respectively, the moment of brake engagement or release.*

- (i) Brakes engaged
- (ii) Raise arm and hand, with fingers extended, horizontally in front of face, then clench fist.

(iii) Brakes released

Raise arm, with fist clenched, horizontally in front of face, then extend fingers.

(b) Chocks

(i) Insert chocks

Arms extended, palms out-wards, move hands inwards to cross in front of face.

(ii) Remove chocks

Hands crossed in front of face, palms outwards, move arms outwards.

(c) Ready to start engine

Raise the appropriate number of fingers on one hand indicating the number of the engine to be started.

Note: 1. These signals are designed for use by a pilot in the cockpit with hands plainly visible to the signalman, and illuminated as necessary to facilitate observation by the signalman.

2. The aircraft engines are numbered in relation to the signalman facing the aircraft, from right to left (i.e. No. 1 engine being the port outer engine).

127.11.13 MANDATORY RADIO COMMUNICATION IN CONTROLLED AIRSPACE

1. Radio communication failure procedures

The radio communication failure procedures referred to in CAR 127.11.13, are the procedures contained in Chapter 5 of Annex 10, Volume II.

127.11.14 MANDATORY RADIO COMMUNICATION IN ADVISORY AIRSPACE

1. Radio communication failure procedures

The radio communication failure procedures referred to in CAR 127.11.14, are the procedures contained in Chapter 5 of Annex 10, Volume II.

127.11.18 VISIBILITY AND DISTANCE FROM CLOUD

1. Conditions of visibility and distance from cloud

Airspace class	B	C D E	F G	
			ABOVE 900m (3 000 ft) AMSL or above 300 m (1 000 ft) above terrain, whichever is the higher.	At and below 900 m (3 000ft) AMSL or 300 m (1 000 ft) above terrain, whichever is the higher.
Distance from cloud	Clear of cloud	1 500 m horizontally 300 m (1 000 ft) vertically		Clear of cloud and in sight of the surface
Flight visibility	8 km at and above 3 050 m (10 000 ft) AMSL 5 km below 3 050 m (10 000 ft) ASML			5 km

127.11.28 SEMI-CIRCULAR RULE**1. Semi-circular rule**

MAGNETIC TRACK			
Flight level			
From 000° to 179°		From 180° to 359°	
IFR	VFR	IFR	VFR
30	15	20	24
50	35	40	45
70	55	60	65
90	75	80	85
110	95	100	105
130	115	120	125
150	135	140	145
170	155	160	165
190	175	180	185
210	195	200	
230		220	
250		240	
270		260	
290		280	
330		310	
370		350	
410		390	
450		430	
490		470	
etc.		510	
		etc.	

127.12.4 TRAINING AND QUALIFICATIONS FOR LOW-VISIBILITY OPERATIONS**1. General**

- (1) The operator must ensure that flight crew member training programmes for low-visibility operations include structured courses of ground, simulator and/or flight training. The operator may abbreviate the course content as prescribed in subparagraphs (2), (3) and (4) below, if the content of the abbreviated course is approved by the Director.
- (2) Flight crew members with no Category II or Category III experience, must complete the full training programme prescribed in paragraphs 2, 3 and 4 below.
- (3) Flight crew members with Category II or Category III experience with another operator, may undertake an abbreviated ground training course.
- (4) Flight crew members with Category II or Category III experience with the operator, may undertake an abbreviated ground simulator and/or flight training course. The abbreviated course is to include at least the requirements of paragraph 4(1) or 4(4)(a) or (b), as appropriate.

2. Ground training

The operator must ensure that the initial ground training course for low-visibility operations covers at least -

- (1) the characteristics and limitations of the ILS and/or MLS;

- (2) the characteristics of the visual aids;
- (3) the characteristics of fog;
- (4) the operational capabilities and limitations of the particular airborne system;
- (5) the effects of precipitation, ice accretion, low level wind shear and turbulence;
- (6) the effect of specific helicopter malfunctions;
- (7) the use and limitations of RVR assessment systems;
- (8) the principles of obstacle clearance requirements;
- (9) recognition of and action to be taken in the event of failure of ground equipment;
- (10) the procedures and precautions to be followed with regard to surface movement during operations when the RVR is 400 m or less and any additional procedures required for take-off in conditions below 150 m;
- (11) the significance of decision heights based upon radio altimeters and the effect of terrain profile in the approach area on radio altimeter readings and on the automatic approach/landing systems;
- (12) the importance and significance of alert height, if applicable, and the action in the event of any failure above and below the alert height;
- (13) the qualification requirements for pilots to obtain and retain approval to conduct low-visibility take-offs and Category II or III operations; and
- (14) the importance of correct seating and eye position.

3. Simulator training and/or flight training

- (1) The operator must ensure that simulator and/or flight training for low-visibility operations includes -
 - (a) checks of satisfactory functioning of equipment, both on the ground and in flight;
 - (b) effect on minima caused by changes in the status of ground installations;
 - (c) monitoring of automatic flight control systems and Autoland status annunciators with emphasis on the action to be taken in the event of failures of such systems;
 - (d) actions to be taken in the event of failures such as engines, electrical systems, hydraulics or flight control systems;
 - (e) the effect of known unserviceabilities and use of minimum equipment lists;
 - (f) operating limitations resulting from airworthiness certification;
 - (g) guidance on the visual cues required at decision height together with information on maximum deviation allowed from glidepath or localiser; and
 - (h) the importance and significance of alert height, if applicable, and the action in the event of any failure above and below the alert height.

- (2) The operator must ensure that each flight crew member is trained to carry out his or her duties and instructed on the coordination required with other flight crew members. Maximum use must be made of suitably equipped simulators for this purpose.
- (3) Training must be divided into phases covering normal operation with no helicopter or equipment failures but including all weather conditions which may be encountered and detailed scenarios of helicopter and equipment failure which could affect Category II or III operations. If the helicopter system involves the use of hybrid or other special systems (such as head up displays or enhanced vision equipment), flight crew members must practise the use of these systems in normal and abnormal modes during the simulator phase of training.
- (4) Incapacitation procedures appropriate to low-visibility take-offs and Category II and III operations must be practised.
- (5) For helicopters with no type specific simulator, operators must ensure that the flight training phase specific to the visual scenarios of Category II operations is conducted in a simulator approved for that purpose by the Director. Such training must include a minimum of 4 approaches. The training and procedures that are type specific must be practised in the helicopter.
- (6) Category II and III training must include at least the following exercises:
 - (a) Approach, using the appropriate flight guidance, autopilots and control systems installed in the helicopter, to the appropriate decision height and to include transition to visual flight and landing;
 - (b) approach with all engines operating using the appropriate flight guidance systems, autopilots and control systems installed in the helicopter down to the appropriate decision height followed by missed approach, all without external visual reference;
 - (c) where appropriate, approaches utilising automatic flight systems to provide automatic flare, hover, landing and roll-out; and
 - (d) normal operation of the applicable system both with and without acquisition of visual cues at decision height.
- (7) Subsequent phases of training must include at least -
 - (a) approaches with engine failure at various stages on the approach;
 - (b) approaches with critical equipment failures (e.g. electrical systems, autoflight systems, ground and/or airborne ILS/MLS systems and status monitors);
 - (c) approaches where failures of autoflight equipment at low level require either -
 - (i) reversion to manual flight to control flare, hover, landing and roll out or missed approach; or
 - (ii) reversion to manual flight or a downgraded automatic mode to control missed approaches from, at or below decision height including those which may result in a touchdown on the touchdown and lift-off area;

- (d) failures of the system which will result in excessive localiser and/or glideslope deviation, both above and below decision height, in the minimum visual conditions authorised for the operation. In addition, a continuation to a manual landing must be practised if a head-up display forms a downgraded mode of the automatic system or the head-up display forms the only flare mode; and
 - (e) failures and procedures specific to helicopter type or variant.
- (8) The training programme must provide practice in handling faults which require a reversion to higher minima.
 - (9) The training programme must include the handling of the helicopter when, during a fail passive Category III approach, the fault causes the autopilot to disconnect at or below decision height when the last reported RVR is 300 m or less.
 - (10) Where take-offs are conducted in RVRs of 400 m and below, training must be established to cover systems failures and engine failure resulting in continued as well as rejected take-offs.

4. Conversion training requirements to conduct low-visibility take-off and Category II and III operations

The operator must ensure that each flight crew member completes the following low-visibility procedures training if converting to a new type or variant of helicopter in which low-visibility take-off and Category II and III operations will be conducted. The flight crew member experience requirements to undertake an abbreviated course are prescribed in paragraphs 1(3) and (4).

(1) Ground training

The appropriate requirements prescribed in paragraph 2 above, taking into account the flight crew member's Category II and Category III training and experience.

(2) Simulator training and/or flight training

- (a) A minimum of 8 approaches and/or landings in a simulator approved for the purpose.
- (b) Where no type-specific simulator is available, a minimum of 3 approaches, including at least 1 go-around, in the helicopter.
- (c) Appropriate additional training if any special equipment is required such as head-up displays or enhanced vision equipment.

(3) Flight crew qualification

The flight crew qualification requirements are specific to the operator and the type of helicopter operated.

- (a) The operator must ensure that each flight crew member completes a check before conducting Category II or III operations.
- (b) The check prescribed in item (a) above may be replaced by successful completion of the simulator and/or flight training prescribed in paragraph 4(2).

(4) Line flying under supervision

The operator must ensure that each flight crew member undergoes the following line flying under supervision -

- (a) For Category II when a manual landing is required, a minimum of 3 landings from autopilot disconnect; and
- (b) for Category III, a minimum of 3 autolands except that only 1 autoland is required when the training required in paragraph 4(2) above, has been carried out in a full flight simulator usable for zero flight time training.

5. Type and command experience

The following additional requirements are applicable to pilots-in-command who are new to the helicopter type:

- (1) 50 hours or 20 sectors as pilot-in-command on the type before performing any Category II or Category III operations; and
- (2) 100 hours or 40 sectors as pilot-in-command on the type. 100 m must be added to the applicable Category II or Category III RVR minima unless he or she has previously qualified for Category II or III operations with another operator.
- (3) The Director may authorise a reduction in the above command experience requirements for flight crew members who have Category II or Category III command experience.

6. Low-visibility take-off with RVR less than 150 m

- (1) The operator must ensure that prior to authorisation to conduct take-offs in RVRs below 150, the following training is carried out:
 - (a) Normal take-off in minimum authorised RVR conditions;
 - (b) take-off in minimum authorised RVR conditions with an engine failure at or after TDP; and
 - (c) take-off in minimum authorised RVR conditions with an engine failure before the TDP.
- (2) The operator must ensure that the training required in subparagraph (1) above, is carried out in a simulator. This training must include the use of any special procedures and equipment. Where no simulator exists, the Director may approve such training in a helicopter without the requirement for minimum RVR conditions.
- (3) The operator must ensure that a flight crew member has completed a check before conducting low-visibility take-offs in RVRs of less than 150 m, if applicable. The check may only be replaced by successful completion of the simulator and/or flight training prescribed in subparagraph (1) on initial conversion to a helicopter type.

7. Recurrent training and checking - Low-Visibility Operations

- (1) The operator must ensure that, in conjunction with the normal recurrent training and proficiency checks, a pilot's knowledge and ability to perform the tasks associated with the particular category of operation, including LVTO, for which he or she is authorised, is checked. The required number

of approaches to be conducted during such recurrent training is to be a minimum of two, one of which is to be a missed approach and at least one low-visibility take-off to the lowest applicable minima. The period of validity for this check is 6 months including the remainder of the month of issue.

- (2) For Category III operations, the operator must use a simulator approved for Category III training.
- (3) The operator must ensure that, for Category III operations on helicopters with a fail passive flight control system, a missed approach is completed at least once every 18 months as the result of an autopilot failure at or below decision height when the last reported RVR was 300 m or less.
- (4) The Director may authorise recurrent training for Category II operations in a helicopter type where no simulator is available.

8. LVTO and Category II or III recency requirements

- (1) The operator must ensure that, in order for pilots to maintain a Category II and Category III qualification, they have conducted a minimum of 3 approaches and landings using approved Category II or III procedures during the previous six months' period, at least one of which must be conducted in the helicopter.
- (2) Recency for LVTO is maintained by retaining the Category II or III qualification prescribed in subparagraph (1) above.
- (3) The operator may not substitute this recency requirement for recurrent training.

TABLE 1: MAXIMUM FLIGHT DUTY PERIOD: HELICOPTERS

Local time of start	Single-pilot		Two pilots	
	Maximum length of flying duty	Maximum flying time	Maximum length of flying duty	Maximum flying time
0500 - 1659	10	7	12	8
1700 - 0459	9	6	12	7

TABLE 2: CABIN CREW FLIGHT TRAINING SYLLABUS

	PI	PR	INITIAL	RE-CURRENT	RE-QUAL	A/C TYPE
AVIATION-GENERAL						
REGULATORY OVERVIEW						
Regulatory overview			!			
Legislation	!		!	!	!	
AVIATION TERMINOLOGY						
Terminology			!			
Terms of reference			!			
THEORY OF FLIGHT						
General helicopter description			!			
Aerodynamics of flight			!			
Meteorology			!			
Air traffic control			!			
PHYSIOLOGY OF FLIGHT						
General			!	!		
Effects of altitude			!	!		
COCKPIT OBSERVATION FLIGHT						
General	N/A	N/A	!	!		!
ROLES AND RESPONSIBILITIES						
OPERATOR						
Operating requirements			!	!		
Operations Manual	!	!	!	!		
CABIN CREW MEMBERS						
General	!		!	!	!	
DCA INSPECTORS						
General			!		!	
SAFETY PROCEDURES						
CREW COORDINATION						
General			!	!	!	
Crew coordination			!	!		
COMMUNICATIONS						
General			!	!	!	
Communication			!	!		
Passenger announcements	!		!			
SURFACE CONTAMINATION						
General			!	!		
Cabin crew member responsibilities			!	!		
De-Icing/anti-icing			!	!		
BRIEFINGS						
Cabin crew briefings			!	!		
Passenger briefings	!	!	!	!		
SAFETY CHECKS						
General	!	!	!	!		
PASSENGER HANDLING						
General			!	!		
Passenger boarding	!	!	!	!		
PASSENGER AND CABIN CREW MEMBER SEATS AND RESTRAINTS						
Passenger seating	!	!	!			!
Cabin crew seating			!			!
CABIN BAGGAGE						
Passenger carry-on baggage	!	!	!			
Crew carry-on baggage			!			!
ELECTRONIC DEVICES						
General	!	!	!	!	!	

	PI	PR	INITIAL	RE-CURRENT	RE-QUAL	A/C TYPE
SERVICE TO PASSENGERS ON THE GROUND						
General			!			
Cabin crew member responsibilities			!	!	!	
FUELING WITH PASSENGERS ON BOARD						
General	!	!	!	!	!	
Crew member responsibilities			!	!	!	
PRE-TAKE-OFF AND PRE-LANDING						
Cabin preparation	!		!		!	
Cabin crew member responsibilities	!	!	!	!	!	
Abnormal situations	!	!	!	!	!	
PROPELLER ABNORMALITIES						
General			!	!	!	!
AERODROME SAFETY						
Hazards on aerodromes			!	!	!	
Cabin crew member responsibilities			!	!	!	
Helicopter operators			!	!	!	
TURBULENCE						
General			!	!	!	
Cabin crew member responsibilities			!	!	!	
CREW MEMBER INCAPACITATION						
General			!	!	!	
Pilot incapacitation	!		!	!	!	
Cabin crew member responsibilities			!	!	!	
COCKPIT PROTOCOL						
General			!		!	
FUEL DUMPING						
General			!		!	
POST-FLIGHT DUTIES						
Documentation			!	!	!	
Communication			!	!	!	
OXYGEN ADMINISTRATION						
General	!		!		!	
Procedures	!		!		!	
EMERGENCY PROCEDURES						
FIRE FIGHTING						
General	!	!	!	!	!	
Cabin crew member responsibilities	!	!	!	!	!	
Procedures - cabin	!		!	!	!	
Procedures - external	!	!		!	!	
SMOKE/FUMES IN THE CABIN						
General	!	!	!	!	!	
Cabin crew member responsibilities	!	!	!	!	!	
RAPID DECOMPRESSIONS AND PRESURISATION PROBLEMS						
General	!	!	!	!	!	
Cabin crew member responsibilities	!	!	!	!	!	
EVACUATIONS						
General	!	!	!	!	!	
Cabin crew member responsibilities	!	!	!	!	!	
Evacuation procedures	!	!	!	!	!	
Post-evacuation	!	!	!	!	!	
Accident/Incident review	!	!	!	!	!	
EMERGENCY EQUIPMENT						
EQUIPMENT OVERVIEW						
General			!		!	

	PI	PR	INITIAL	RE-CURRENT	RE-QUAL	A/C TYPE
HELICOPTER SPECIFIC						
PHYSICAL DESCRIPTION						
General				!		!
Exterior description				!		!
Interior description				!	!	!
GALLEYS						
General			!	!		!
COMMUNICATION SYSTEMS						
General			!		!	!
Interphone			!		!	!
Public address system			!		!	!
Passenger call system			!		!	!
Entertainment system			!		!	!
Automatic announcement system			!		!	!
LIGHTING SYSTEMS						
General			!	!	!	!
WATER AND WASTE SYSTEMS						
General			!	!	!	!
HEATING AND VENTILATION SYSTEMS						
General			!	!	!	!
EXISTS						
General			!	!	!	!
Normal operation			!	!	!	!
Abnormal operation			!	!	!	!
Emergency operation			!	!	!	!
Airstairs				!	!	!
UNIQUE FEATURES						
General			!	!	!	!
DRILLS						
PUBLIC ADDRESS SYSTEM AND INTERPHONE SYSTEM DRILLS						
Introduction	!		!		!	
Equipment criteria	!		!		!	
Performance criteria	!		!		!	
Evaluation criteria	!		!		!	
PASSENGER BRIEFING DRILL						
Equipment criteria	!		!	!	!	
Performance criteria	!		!	!	!	
Evaluation criteria	!		!	!	!	
HELICOPTER EXIST OPERATION DRILLS						
Equipment criteria	!		!	!	!	!
Normal door operation performance criteria	!		!	!	!	!
Emergency door operation performance criteria	!		!	!		!
Cabin window exit operation	!		!	!	!	!
Evaluation criteria	!		!	!	!	!
Airstair operation performance criteria	!		!	!	!	!
EVACUATION DRILLS						
General	!		!	!		
Simulation scenarios	!		!	!		
Unprepared land/unprepared water evacuation	!		!	!		
Evaluation criteria	!		!	!		
Cabin crew prepared land/ditching evacuation drills	!		!	!		
Evaluation criteria	!		!	!		
RAFT DRILL (WET OR DRY)						
Equipment criteria	X		!	!	!	
Performance criteria	X		!	!	!	

	PI	PR	INITIAL	RE-CURRENT	RE-QUAL	A/C TYPE
HELICOPTER SLIDE DRILL						
Equipment criteria			!	!		!
Performance criteria			!	!		!
FIRE FIGHTING DRILLS						
General	!	!	!	!		
Equipment criteria	!	!	!	!		
Equipment practice performance criteria	!	!	!	!		
Live fire fighting performance criteria	!	!	!	!		
Fire fighting/Cabin performance criteria	!	!	!	!	!	
Evaluation criteria	!	!	!	!	!	
Fires/Class B main deck cargo compartment	N/A	N/A	!		!	!
OXYGEN ADMINISTRATION DRILL						
Equipment criteria	X	X	!		!	
Portable oxygen bottle performance criteria	X	X	!		!	
Fixed first aid oxygen performance criteria	X	X	!		!	!
PRE-FLIGHT CHECK						
Equipment criteria	!	!	!	!	!	!
Performance criteria	!	!	!	!	!	!
Evaluation criteria	!	!	!	!	!	
PRE-TAKE OFF CHECK						
Equipment criteria			!	!	!	
Performance criteria			!	!	!	
Evaluation criteria			!	!	!	!
PRE-LANDING CHECK						
Equipment criteria			!	!	!	
Performance criteria			!	!	!	
Evaluation criteria			!	!	!	
POST-LANDING CHECK						
Equipment criteria			!	!	!	
Performance criteria			!	!	!	
Evaluation criteria			!	!	!	
PILOT INCAPACITATION DRILL						
Procedures	!	!	!	!	!	

*Annexure A***PILOT-IN-COMMAND'S DESCRETION REPORT****SECTION 1: EXTENSION OF FLIGHT TIME AND DUTY PERIOD****Part A:** Operator

Helicopter type

Flight number

Pilot-in-command

Date

Note: If discretion exercised for part crew or individual state name(s) and operating capacity below.

Part B: Flight details

1. Crew acclimatised to time zone YES / NO *
2. Length of preceding rest eighteen to thirty hrs/under eighteen or over thirty hours *
3. Split duty : actual time off time on
4. Extended FDP for in-flight relief YES / NO *

* *Delete inapplicable items*

FLIGHT DETAILS						
Schedule (planned)				Actual		
	Place	UTC	Local		UTC	Local
Start of duty				Duty started		
Depart				Departed		
Arrive				Arrived		
Depart				Departed		
Arrive				Arrived		
Depart				Departed		
Arrive				Arrived		
Depart				Departed		
Arrive				Arrived		
FDP to end				FDP to end		
Schedule FDP				Actual FDP		
				Maximum permitted FDP		

Part C: Pilot-in-command's report giving reasons

Signed :

Date :

Operator's remarks / Action taken

Signed :

Date :

Forwarded to DCA Namibia

Date :

SECTION 2: REDUCTION OF REST

Note: All times to be recorded as date/time six-figure groups, expressed in both UTC and Local Time.

Part A: Operator

Flight number

Aircraft type

Pilot-in-command

Date

Note: If discretion exercised for part crew or individual state name(s) and operating capacity below.

Part B:	Last duty started	UTC/Local
	Last duty ended	UTC/Local
	Rest earned	Hours
	Calculated earliest next available	UTC/Local
	Actual start of next FDP	UTC/Local
	Rest period reduced by crew affected	UTC/Local

Part C: Pilot-in-command's report

Signed :

Date :

Operator's remarks/action

Signed :

Date :

Forwarded to DCA Namibia

Filed