



TEAMSTERS LOCAL 2750

Scheduling Teaching Topic: FAR Part 117 Guidance

Although Atlas Air conducts the majority of their operations in the Part 121 world, growing demand in the passenger sector has exposed crews to more FAR 117 situations. To ensure crews are comfortable with the regulations involved, in this educational document we review a few of the 117 regulations and situations that might happen on the line.

Say you are scheduled to operate a passenger flight, followed by a freighter segment, then ferry a passenger aircraft for a heavy check. Knowing what your flight time and duty limitations are for this trip can be confusing, and as the tempo of operations has picked up in recent months, there have been several instances recently of crews exceeding legal flight time limitations. As always – it may not seem pertinent now, but one day we bet you'll need it!

CFR Part 117 limitations which apply to ANY and ALL flights involving a passenger aircraft (regardless of whether it is a “live” with passengers or not), but not to any cargo aircraft flights. Note that while our CBA Section 12 defines Duty Time as Report Time to Release Time, in Part 117 the FAR's address *Flight Duty Periods (FDP)* which, while generally more restrictive, are defined as report time to block-in times.

Much confusion comes from crews assigned to mixed-duty trips, which may have both 121 and 117 limitations. Remember that for almost every circumstance, the rules in place reflect the individual flight. To operate a cargo flight, look back at your history and ensure you won't violate any Part 121.48x rules. If the next leg is a pax flight, Part 117 look-back and projected rules are in play – for that flight.

First, some definitions:

FAR 117 Definitions:

Acclimated - A condition in which a flight crewmember has been in a theater for 72 hours or has been given at least 36 consecutive hours free from duty.

- Acclimation is very important, as it determines the starting point for calculating FDP limitations. If you are not acclimated to your current theater, then you are acclimated to the previous time zone and theater and must subtract 30-minutes from Table B or C to determine FDP limits.

Augmented Flight Crew - Means a flight crew that has more than the minimum number of flight crewmembers required by the airplane type certificate to operate the aircraft to allow a flight crewmember to be replaced by another qualified flight crewmember for in-flight rest. [All of our aircraft a certified for 2 pilots. A 3-or 4-man crew is considered “augmented”].

Flight Duty Period - Means a period that begins when a flight crewmember is required to report for duty with the intention of conducting a flight, a series of flights, or positioning or ferrying flights, and ends when the aircraft is parked after the last flight and there is no intention for further aircraft movement by the same flight crewmember. A flight duty period includes the duties performed by the flight crewmember on behalf of the certificate holder that occur before a flight segment or between flight segments without a required intervening rest period.

Theater - Means a geographical area where local time at the flight crewmember’s flight duty period departure point and arrival point differ by more than 60 degrees longitude.

Flight Time Limitations:

14CFR Part 117.23 sets out limitations on flight time for crew of passenger operations:

- For un-augmented (2-pilot crew) flights, dependent on report time (“Table A”):

Time of report (acclimated*)	Maximum flight time
0000-0459	8+00
0500-1959	9+00
2000-2359	8+00

- For augmented 3-pilot crew flights: 13 hours (1 more than Part 121)
- For augmented 4-pilot crew flights: 17 hours (1 more than Part 121)
- 100 hours during any 672 consecutive hours (28 days)
- 1,000 hours during any 365 consecutive calendar days.
- *See above for “Acclimated” definition.
- There is no allowance for flight-time extensions – if you know you will exceed these limits before takeoff, you may not continue.

Duty Periods & Duty Limitations:

FLIGHT DUTY PERIOD (FDP) LIMITS (14CFR 117.13-19, -23, & CBA section 12 & CBAG p.14-19) Flight Duty Period is slightly different than Part 121 Duty Period: FDP begins at originally scheduled report time, and ends at final *block-in* for any flight segment or flight segments without a required intervening rest period, and has both daily and cumulative limits.

Cumulative limits are:

- 60 flight duty period hours in any 168 consecutive hours (7 days), or

- 190 flight duty period hours in any 672 consecutive hours (28 days)

For un-augmented (2-pilot crew) flights, dependent on report time (“Table B”):

Scheduled Time of Start (Acclimated Time)	Maximum Flight Duty Period (hours) Limits for Lineholders						
	Based on Number Of Operational Flight Segments						
	1	2	3	4	5	6	7+
0000-0359	9	9	9	9	9	9	9
0400-0459	10	10	10	10	9	9	9
0500-0559	12	12	12	12	11.5	11	10.5
0600-0659	13	13	12	12	11.5	11	10.5
0700-1159	14	14	13	13	12.5	12	11.5
1200-1259	13	13	13	13	12.5	12	11.5
1300-1659	12	12	12	12	11.5	11	10.5
1700-2159	12	12	11	11	10	9	9
2200-2259	11	11	10	10	9	9	9
2300-2359	10	10	10	9	9	9	9

- A FDP includes any pre-flight duty such as Deadhead or Reserve.
- A Deadhead *after* at 117 flight is not “Flight Duty”, but is still Duty, and is limited by Section 12 of our CBA (See our previous publication on Part 121 rules).
- Reduce this time by :30 if not “acclimated to the departure theater”.
- A FDP may be extended up to 2 hours ONLY in the event of un-forecast weather, equipment malfunction, or air traffic delay that is not reasonably expected, and must be with the concurrence of the PIC.
- A crewmember may only be extended by more than :30 once between intervening “30-in-7” rest periods.

For augmented (3&4-pilot crew) flights (“Table C”):

Scheduled Time of Start (Acclimated Time)	Maximum Flight Duty Period (hours) Based on Rest Facility and Number of Pilots					
	Class 1 Rest Facility		Class 2 Rest Facility		Class 3 Rest Facility	
	3 Pilots	4 Pilots	3 Pilots	4 Pilots	3 Pilots	4 Pilots
	0000-0559	15	17	14	15.5	13
0600-0659	16	18.5	15	16.5	14	14.5
0700-1259	17	19	16.5	18	15	15.5
1300-1659	16	18.5	15	16.5	14	14.5
1700-2359	15	17	14	15.5	13	13.5

- Note that these times are usually *more* restrictive than our CBA, and of course take precedence.
 - Also reduce this time by :30 if not “acclimated to the departure theater”.
 - Class 1 is a Bunk, Class 2 is a lie-flat seat with curtain, Class 3 is a business seat with foot rest.
- Remember, Part 117 rules apply to **all** passenger aircraft ops, including ferry flights.
- While Part 121 has the requirement for 24 hours off in any 7-day period (“24-in-7”), Part 117 requires that “Before beginning any...flight duty period a flight crewmember must be given at least 30 consecutive hours free from all duty within the past 168 consecutive hour [7 days] period...not to be confused with the “30-in-7” flight time limitation for domestic cargo operations.

- Confused yet?! No small wonder! For a more exhaustive explanation see the actual [14CFR Part 117 rules](#), or 14-page FAA [Flight Duty Clarification](#) article. These Limits are reflected in FOM pages 3.1.13-20. Also, ALPA, and several large pax carriers have published 117 guides, discoverable with a quick search of [The Google](#).

117 Hot Topics

Q: What are the rest requirements in Part 117?

- A:
- Before beginning any reserve or FDP assignment, the flight crewmember must have received a 30 consecutive-hour rest within the past 168 consecutive hours.
 - Before a flight crewmember may accept any assignment to a FDP or reserve, he/she must have had a 10 consecutive-hour rest period including a minimum 8 uninterrupted hours of sleep opportunity immediately preceding the FDP or reserve assignment.
 - If a flight crewmember travels more than 60 degrees longitude in a FDP or series of FDPs and is away from home base for 168 consecutive hours, the crewmember must be given 56 consecutive hours of rest upon return to home base that must encompass three physiological nights based on local time. A physiological night's rest means 10 hours of rest that encompasses the hours of 0500 and 0700 at the flight crewmember's home base, unless the individual has acclimated to a different theater.

Q: Does the 30 consecutive-hours have to be prospectively identified? For example, could a rest less than 30 hours be extended to satisfy the 30-hour requirement?

A: The flight crewmember must be told in advance that he/she will be on a rest period for a specified duration. The flight crewmember must be told before the rest period begins that he/she will be receiving a 30-hour rest to comply with Part 117.

Q: What should the flight crewmember do if they determine that an 8-hour uninterrupted sleep opportunity can't be achieved due to delays (lost luggage, late transportation, hotel issues)?

A: It is the flight crewmember's responsibility to advise the company when he/she is in their room and can begin the 8 hours of rest.

Q: Does the travel time to and from the hotel count as part of the 10-hour rest?

A: Yes. The travel time however, cannot interfere with the crewmember's 8-hours of uninterrupted hours of sleep opportunity immediately preceding the FDP or reserve assignment.

Q: Can the company call a flight crewmember without interrupting his/her rest?

A: The FAA has a "one phone call" policy that generally allows a certificate holder to initiate *one* phone call during a crewmember's rest period.

Q: Can a crewmember's FDP limit be extended; and if so, under what conditions would an extension be allowed?

A: There are two ways to extend a flight crewmember's FDP limit:

- A pre-takeoff extension, because of unforeseen operational circumstances, of up to 2 hours, can be made if the pilot-in-command and the certificate holder agree that the crew is fit and the flight can be safely operated if the FDP is extended. An extension

of more than 30 minutes can be granted only once prior to receiving a 30 consecutive-hour rest.

- A post-takeoff FDP may be extended to enable the aircraft to land at the scheduled or alternate airport. The same conditions outlined for a pre-takeoff extension apply.

For delays to departure within 10 hours to FDP start, please review the following CBA Education topic: [Part 117 Delays within 10 hrs of FDP Start.](#)

More information on Part 117 regulations can be found in the back of the CBA Quick Reference (QR) ([available here](#)), FAA website and in Chapter 3 of the Atlas/Southern FOM.

Below are quick references from the CBA QR.

CUMULATIVE FLIGHT TIME LIMITS		FLIGHT TIME EXTENSIONS (REFERENCE TABLE A)		RESERVE RULES	
HOURS	TIME PERIOD (*ROLLING)	CONDITION	EXTENSION	RESERVE CATEGORY	RULE
100	IN ANY 672 *CONSECUTIVE HOURS	PRIOR TO TAKEOFF:	NEVER!	LONG-CALL RESERVE (CONTRACTUAL REPORT TIME IS 12 HOURS FROM START OF FDP)	A FCM ASSIGNED A FDP SCHEDULED TO REPORT AT LEAST 10 HOURS* AFTER ASSIGNMENT 12 HOUR NOTICE IF FDP STARTS BEFORE AND INFRINGES ON WOCL
1000	IN ANY 365 CONSECUTIVE CALENDAR DAYS	AFTER TAKE-OFF:	<ul style="list-style-type: none"> • IF UNFORSEEN CIRCUMSTANCES • AS NECESSARY TO SAFELY LAND THE AIRCRAFT AT THE NEXT DESTINATION OR ALTERNATE 	SHORT-CALL RESERVE (AS MEASURED FROM START OF RAP)	MAX TIME ON RAP = 14 HOURS UNASSIGNED FDP MUST END BY EARLIER OF: 1) TABLE B, + 4 HOURS OR 2) TABLE B, LIMIT FROM START OF FDP (NOT THE RAP) UNASSIGNED FDP MUST END BY EARLIER OF: 1) TABLE C, + 4 HOURS OR 2) TABLE C, LIMIT FROM START OF FDP (NOT THE RAP)
TAKE-OFF IS NOT PERMITTED IF YOU WILL EXCEED THESE LIMITS				UP TO 2 HOUR EXTENSION ALLOWED WITH PIC CONSENT *PIC CAN REFUSE ON BEHALF OF ANY FCM*	
CUMULATIVE FDP LIMITS		FLIGHT DUTY PERIOD EXTENSIONS (REFERENCE TABLE B OR C)		SPLIT DUTY	
HOURS	TIME PERIOD (*ROLLING)	**PIC CONSENT REQUIRED FOR ALL FDP EXTENSIONS** EXTENSION TO FDP IS ONLY NEEDED WHEN A FCM'S ACTUAL FDP REACHES TABLE B OR TABLE C LIMITS		CONDITION	RESTRICTION
60	IN ANY 168 *CONSECUTIVE HOURS	PRIOR TO TAKEOFF:	<ul style="list-style-type: none"> • WITH PIC CONSENT FOR ANY EXT. • IF UNFORSEEN CIRCUMSTANCES • MAXIMUM OF 2 HOURS • EXTENSIONS > 30 MINUTES ONLY ONCE BETWEEN 30 HOUR REST PERIODS (SEE REST TABLE) • CUMULATIVE LIMIT(S) MUST NOT BE EXCEEDED BY THE EXTENSION 	ACTUAL REST IS NOT INCLUDED IN FDP IF:	
190	IN ANY 672 *CONSECUTIVE HOURS	AFTER TAKE-OFF:	<ul style="list-style-type: none"> • IF UNFORSEEN CIRCUMSTANCES • AS NECESSARY TO SAFELY LAND THE AIRCRAFT AT THE NEXT DESTINATION OR ALTERNATE • EXTENSION > 30 MINUTES ONLY ONCE WITHOUT A 30 HOUR REST PERIOD (SEE REST TABLE) 	<ul style="list-style-type: none"> • MINIMUM 3 HOURS AT HOTEL • BETWEEN 22:00 AND 05:00 LOCAL • REST SCHEDULED IN ADVANCE • REST AFTER 1ST SEGMENT • REST AND FDP NOT > 14 HOURS • ACTUAL REST ≥ SCHEDULED 	
TAKE-OFF IS NOT PERMITTED IF YOU WILL EXCEED THESE LIMITS				CONSECUTIVE NIGHT OPS	
HOURS	24 48 60 72 96 100 168 190 672 1000			CONDITION	
DAYS	1 2 2.5 3 4 4.2 7 7.9 28 41.6			RESTRICTION	
MINIMUM REQUIRED REST				MAXIMUM OF 3:	
<ul style="list-style-type: none"> • REST STARTS WHEN THE PILOT IS RELEASED FROM ALL DUTY, NOT AT THE END OF FDP • 10 CONSECUTIVE HOURS THAT INCLUDES 8 HOURS OF UNINTERRUPTED SLEEP OPPORTUNITY IMMEDIATELY BEFORE STARTING A RAP OR FDP • 12 HOURS NOTICE IF LONG-CALL RESERVE ASSIGNED FDP THAT REPORTS BEFORE & INFRINGES THE WOCL • 30 CONSECUTIVE HOURS IN THE 168 CONSECUTIVE HOURS PRECEDING A RAP OR FDP. [36 HOURS OF REST FOR ACCLIMATION TO A NEW THEATER MEETS THE ABOVE REQUIREMENT] • 56 HOURS REST AT HOME BASE WITH 3 PHYSIOLOGICAL NIGHTS (LOCAL TIME) IF FCM TRAVELS > 60° LONGITUDE AND > 168 CONSECUTIVE HOURS AWAY FROM HOME BASE • 10 HOURS MINIMUM AFTER D/H OR LENGTH OF D/H (WHICHEVER GREATER) IF FDP EXCEEDS TABLE B LIMITS IMMEDIATELY B4 STARTING A RAP OR FDP 				<ul style="list-style-type: none"> • UP TO 5 IF: • MIN 2 HOURS REST EACH FDP • REST AT HOTEL • REST BETWEEN 22:00 AND 05:00 LOCAL • REST SCHEDULED IN ADVANCE • REST AFTER 1ST SEGMENT • ACTUAL REST ≥ SCHEDULED 	
				<ul style="list-style-type: none"> • ALL REST COUNTS AS PART OF FDP 	

TABLE A		MAXIMUM FLIGHT TIME LIMITS (HOURS) IN A SINGLE FDP									
Scheduled Report Time Acclimated‡		2 Pilots		3 Pilots			4 Pilots				
00:00 – 04:59		8		13			17				
05:00 – 19:59		9		13			17				
20:00 – 23:59		8		13			17				
TAKE-OFF IS NOT PERMITTED IF THESE LIMITS WILL BE EXCEEDED											
HOURS	24	30	48	56	72	96	120	144	168	672	
DAYS	1	1.3	2	2.3	3	4	5	6	7	28	

TABLE B		MAXIMUM* FLIGHT DUTY PERIOD (HOURS) BASED ON NUMBER OF FLIGHT SEGMENTS							
UNAugmented Scheduled Report Time Acclimated‡		1	2	3	4	5	6	7+	
0000-0359		9	9	9	9	9	9	9	
0400-0459		10	10	10	10	9	9	9	
0500-0559		12	12	12	12	11.5	11	10.5	
0600-0659		13	13	12	12	11.5	11	10.5	
0700-1159		14	14	13	13	12.5	12	11.5	
1200-1259		13	13	13	13	12.5	12	11.5	
1300-1659		12	12	12	12	11.5	11	10.5	
1700-2159		12	12	11	11	10	9	9	
2200-2259		11	11	10	10	9	9	9	
2300-2359		10	10	10	9	9	9	9	
*PIC MUST CONSENT TO EXTEND UP TO 2 HOURS									

TABLE C		MAXIMUM* FLIGHT DUTY PERIOD (HOURS) BASED ON REST FACILITY AND NUMBER OF PILOTS					
Augmented Scheduled Report Time Acclimated‡		Class 1 Rest		Class 2 Rest		Class 3 Rest	
AB330-200 with valid exemption		AB330-300, 200 B767		B757			
		3 PILOTS	4 PILOTS	3 PILOTS	4 PILOTS	3 PILOTS	4 PILOTS
00:00 – 05:59		15	17	14	15.5	13	13.5
06:00 – 06:59		16	18.5	15	16.5	14	14.5
07:00 – 12:59		17	19	16.5	18	15	15.5
13:00 – 16:59		16	18.5	15	16.5	14	14.5
17:00 – 23:59		15	17	14	15.5	13	13.5
*PIC MUST CONSENT TO EXTEND UP TO 2 HOURS							
AUGMENTED OPS ARE LIMITED TO 3 FLIGHT SEGMENTS							

Acclimated means a condition in which a flightcrew member has been in a theater for 72 hours or has been given at least 36 consecutive hours free from duty (rest) in the new theater. A FCM is always acclimated to some theater.
Deadhead Transportation means transportation of a flightcrew member as a passenger or non-operating flightcrew member, by any mode of transportation, excluding transportation to or from a suitable accommodation. All time spent in deadhead transportation is duty and is not rest. Deadhead transportation is not considered a flight segment. Due to a recent FAR 117 clarification, A DVN only duty period may be changed to a FDP after report time as long as 20-hour rest period has been given.
Duty means any task that a flightcrew member performs as required by the certificate holder, including but not limited to flight duty period, flight duty, pre- and post-flight duties, administrative work, training, deadhead transportation, aircraft positioning on the ground, aircraft loading, and aircraft servicing.
Flight Duty Period (FDP) means a period that begins when a flightcrew member is required to report for duty with the intention of conducting a flight, a series of flights, or positioning or ferrying flights, and ends when the aircraft is parked after the last flight and there is no intention for further aircraft movement by the same flightcrew member. A flight duty period includes the duties performed by the flightcrew member on behalf of the certificate holder that occur before a flight segment or between flight segments without a required intervening rest period. Examples of tasks that are part of the flight duty period include deadhead transportation, training conducted in an aircraft or flight simulator, and airport/standby reserve, if the above tasks occur before a flight segment or between flight segments without an intervening required rest period.
Standby means a flightcrew member who has an assigned flight duty period and is not acting as a reserve flightcrew member.
Stand-Call Reserve means that, prior to beginning the rest period required by §117.25, the flightcrew member is notified by the certificate holder to report for a flight duty period following the completion of the rest period.
Theater means a geographical area in which distance between FCM's FDP departure and arrival point differs by more than 60° longitude. Home Base Theater (HBT) is where the FCM is domiciled.
Short Call Reserve is a Flight Crew Member (FCM) who is assigned to a Reserve Availability Period (RAP).
Unforeseen Operational Circumstance means an unplanned event of insufficient duration to allow for adjustments to schedules, including unforeseen weather, equipment malfunction, or air traffic delays that is not reasonably expected.
Window Of Circadian Low (WOCL) is the period of maximum sleepiness that occurs between 0200 and 0500 during a physiological night. A **Physiological Night's Rest** means 10 hours of rest that encompasses the hours of 0200 and 0700 at the flightcrew member's home base, unless the individual has acclimated to a different theater.