



**TEAMSTERS LOCAL 2750**

# **Scheduling Teaching Topic: FAR Part 121 Flight and Duty Time Limits**

Ever been confused as to why your 2-hr flight is crewed with 4 pilots and when you inquire, Scheduling sites it's due to a "30-in-7" or "32-in-7", or some other limitation, or you've been denied a VX trip due to a "FAR conflict"? It's often 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. This educational document provides a refresher on the rules and regulations associated with Flight Time and Duty Time. These regulations impose a shared responsibility on airlines and crew to not exceed these limits – hence the phrase "No certificate holder may schedule, and no flight crewmember may accept.." used in most of the regulations. As always, if you see something on your schedule that doesn't seem right, contact Scheduling and have them check and explain it to you!

Here we will focus on CFR Part 121 limitations, which apply to the majority of our operations. Atlas implements Part 117 Rules for ANY flight involving a passenger aircraft (regardless of whether it is a "live" with passengers or not), so the rules below apply to all, and only to, cargo aircraft flights. We address the additional (and often vexing) CFR Part 117 rules in a companion letter. Note that the FAR's generally only address *Flight Time* limits (block-out to block-in times), where our CBA Section 12 defines Duty Time Limitations (Report Time to Release Times).

## **Flight Time Limitations:**

14CFR Part 121.471 sets out limitations on flight time for crews on **Domestic** operations:

- 8 hours during any 24 consecutive hours, without an intervening rest period.
- **30** hours during any **7** consecutive days,
- 100 hours during any one calendar month.
- 1,000 hours during any calendar year.
- The intervening rest period required above must be at least:
  - 9 hrs rest for < 8 hrs of scheduled flight time (CBA Requires min 10hrs)
  - 10 hrs rest for 8 to 9 hrs of scheduled flight time.
  - 11 hrs rest for >9 hrs of scheduled flight time.

The following is an example of how more than 8 hours flight time within 24 consecutive hours can be *legally* scheduled:

Duty On	5.5 hr flight	Duty Off		Duty On	4.0 hr flight	Duty Off
	7.0 hrs duty		10 hrs rest		6.0 hrs duty	
00:01z		07:00z		17:00z		23:00z

The following is an example of how more than 8 hours flight time might be *illegally* scheduled (requires 11hrs rest for >9hrs flight time):

Duty On	8.5 flights	Duty Off		Duty On	1.5 flight	Duty Off
	10.5 hrs duty		10 hrs rest		3.5 hrs Duty	
0001z	SFO-CVG-SEA	1000z		2000z	SEA-SFO	2400z

14CFR Part 121.481-5 sets out limitations on flight time for crews of various compositions engaged in **International** (Flag) operations:

For a normal *2-man* flight, no crewmember may exceed:

- 8 hours during any 24 consecutive hours, without an intervening rest period.
- **32** hours during any **7** consecutive days,
- 100 hours during any one calendar month.
- 1,000 hours during any 12-calendar-month period.

Each pilot who has flown *more* than eight hours during 24 consecutive hours must be given at least 18 hours of rest before being assigned to any duty.

Example: A crewmember operates ANC-NRT (8hrs), min rest layover of 10hrs, then operates NRT ANC (6:40) as part of a 2-man crew is required to have at least 18hrs rest in ANC.

For an augmented *3-man* flight, no crewmember may exceed:

- 12 hours during any 24 consecutive hours;
- 120 hours during any 30 consecutive days;
- 300 hours during any 90 consecutive days; or
- 1,000 hours during any 12-calendar-month period.

If a pilot has flown 20 or more hours during any 48 consecutive hours, or 24 or more hours during any 72 consecutive hours, he must be given at least 18 hours of rest before being assigned to any duty. Example: a crewmember operating HKG-ALA-LEJ (13hrs, as part of a 4-man crew), 23hr layover, then operating LEJ-NRT(12hrs) requires min 18hrs rest upon arrival in NRT.

For an augmented *4-man* flight, no crewmember may exceed:

- 350 hours during any 90 consecutive days; or
- 1,000 hours during any 12-calendar-month period.

The certificate holder conducting flag operations shall give each pilot, upon return to his base from any flight or series of flights, a rest period that is at least twice the total number of hours he flew since the last rest period at his base. Note that there are very few restrictions for 4-man crews, hence the use of this staffing option on some shorter flights!

## Duty Time Limitations:

**DUTY LIMITS** (CBA section 12 & CBAG p.14-19)

Operate, OR Deadhead Then Operate, in Same Duty Period		
Crew Compliment	Scheduled Duty	Extendable to*
2 Pilots	14+00	16+00
3 Pilots	16+00	18+00
4 Pilots	20+00	22+00

Operate Then Deadhead in Same Duty Period			
Crew Compliment	Scheduled Flight Duty	Extendable to*	Max Duty, Including DH
2 Pilots	14+00	16+00	18+00
3 Pilots	16+00	18+00	20+00
4 Pilots	20+00	22+00	22+00

\*Note – Extendable, once scheduled, ONLY on account of operating flight delays caused by weather, mechanical, air traffic control, late ground handling, late loading or curfew. Compensatory post-duty rest may be required.

Reserve Duty Periods			
Activity	Report Time	Release Time	Scheduled Duty Limit
R1 (Home)	N/A (Continuous)	N/A (Continuous)	None
R2 (Hotel)	Start Time	End Time	16+00
R3 (Airport)	Start Time	End Time	04+00
R3 w/ Rest Facilities	Start Time	End Time	06+00
Combination of R2 and R3	Start Time	End Time	16+00

**DH-Only Duty Period**

Maximum scheduled: 20 hours, unless DH into Days Off, then 22hrs

At the end of a Trip, a Crewmember may waive any applicable duty time limits in order to deadhead back to Base or residence to begin a Days Off (CBA 12.C.4.e).

- There is no requirement to have a 24/7 prior to DH (DH is not *Flight* Duty, and is not restricted by any FARs).
- Remember, Part 117 rules apply to all passenger aircraft ops, including ferry flights.

These Limits are reflected in FOM page 3.1.21. Check out a compilation of FAQs on your [iap2750.org](http://iap2750.org) Resources page, or for a more exhaustive explanation see the actual [14CFR Part 121](#) rules. Also, [ALPA's older guide](#) and many other resource in the Interwebs.