



FAR 117 Quick Reference



U.S AIRWAYS

CUMULATIVE FDP LIMITS

HOURS	TIME PERIOD (ROLLING)
60	IN ANY 168 CONSECUTIVE HOURS
190	IN ANY 672 CONSECUTIVE HOURS

TAKE-OFF IS NOT PERMITTED IF YOU WILL EXCEED THESE LIMITS

CUMULATIVE FLIGHT TIME LIMITS

HOURS	TIME PERIOD (ROLLING)
100	IN ANY 672 CONSECUTIVE HOURS
1000	IN ANY 365 CONSECUTIVE CALENDAR DAYS

TAKE-OFF IS NOT PERMITTED IF YOU WILL EXCEED THESE LIMITS

MINIMUM REQUIRED REST

- REST STARTS WHEN THE PILOT IS RELEASED FROM ALL DUTY
- 10 HOURS IMMEDIATELY BEFORE A FDP OR RAP, 8 UNINTERRUPTED HOURS OF SLEEP OPPORTUNITY
- 12 HOURS NOTICE IF LONG-CALL RESERVE ASSIGNED BEFORE AND FDP INFRINGES THE WOCL
- 30 CONSECUTIVE HOURS IN THE 168 CONSECUTIVE HOURS PRECEDING A RAP OR FDP
- 36 HOURS REST FOR RE-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 IF FDP EXCEEDS TABLE B LIMITS IMMEDIATELY BEFORE A FDP OR RAP

FLIGHT TIME EXTENSIONS

(REFERENCE TABLE A)

CONDITION	EXTENSION
PRIOR TO TAKEOFF:	NEVER!
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* COMPANY MUST FILE REPORT WITH FAA WITHIN 10 DAYS

FLIGHT DUTY PERIOD EXTENSIONS

(REFERENCE TABLE B OR C)

EXTENSION TO FDP IS ONLY NEEDED WHEN A FCM's ACTUAL FDP REACHES TABLE B OR TABLE C LIMITS

CONDITION	EXTENSION
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 LIMITS NOT TO BE EXCEEDED
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• EXTENSIONS > 30 MINUTES ONLY ONCE BETWEEN 30 HOUR REST PERIODS (SEE REST TABLE)* COMPANY MUST FILE REPORT WITH FAA WITHIN 10 DAYS FOR ANY FDP EXTENSION GREATER THAN 30 MINUTES

RESERVE RULES

RESERVE CATEGORY	RULE
• LONG-CALL RESERVE	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
• SHORT-CALL RESERVE AS MEASURED FROM START OF RAP FDP EXTENSION ALLOWED WITH PIC CONSENT	MAX TIME ON RAP 14 HOURS UNAugmented OPS: FDP LIMIT = LESSER OF 16 HOURS OR TABLE B + 4 HOURS Augmented OPS: FDP LIMIT = TABLE C + 4 HOURS

SPLIT DUTY

CONDITION	RESTRICTION
TIME SPENT RESTING NOT INCLUDED IN FDP IF:	
	<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

CONSECUTIVE NIGHT OPS

CONDITION	RESTRICTION
MAXIMUM OF 3:	NO RESTRICTIONS
UP TO 5 IF:	<ul style="list-style-type: none">• 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
• ALL REST COUNTS AS PART OF FDP	



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TABLE A Scheduled Report Time (Acclimated)	MAXIMUM FLIGHT TIME LIMITS (HOURS) IN A SINGLE FDP		
	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 <u>NOT</u> PERMITTED IF THESE LIMITS WILL BE EXCEEDED			

HOURS	24	30	48	56	62	96	120	144	168	672
DAYS	1	1.3	2	2.3	3	4	5	6	7	28

UNAugmented Scheduled Report Time (Acclimated)	TABLE B MAXIMUM* FLIGHT DUTY PERIOD (HOURS) BASED ON NUMBER OF 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
*PIC MUST CONSENT TO EXTEND UP TO 2 HOURS							

Augmented Scheduled Report Time (Acclimated)	TABLE C MAXIMUM* FLIGHT DUTY PERIOD (HOURS) BASED ON REST FACILITY AND NUMBER OF PILOTS					
	Class 1 Rest		Class 2 Rest		Class 3 Rest	
	N/A		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						

DEFINITIONS

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.

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.

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.

Lineholder means a flightcrew member who has an assigned flight duty period and is not acting as a reserve flightcrew member.

Long-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 geographical area in which distance between FCMs 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).

Window Of Circadian Low (WOCL) is the period of maximum sleepiness that occurs between 0200 and 0559 during a physiological night.