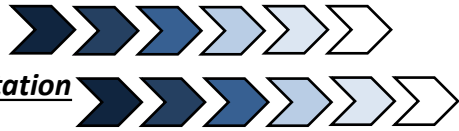


# FAR 117

## A Generic Interpretation



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## Rest Requirements

Rule	Requirement
Daily	<b>10</b> hours immediately before a <b>FDP</b> or <b>RAP</b> , with <b>8</b> hours of consecutive of sleep opportunity.
Weekly	<b>30</b> consecutive hours within the <b>168</b> consecutive hours preceding the start of a <b>RAP</b> or <b>FDP</b> .
Notification	<b>12</b> hours notice if <b>LCR</b> assigned to a <b>FDP</b> that starts before and continues into the <b>WOCL</b> .
Acclimatization	<b>36</b> consecutive hours rest for <b>Re-Acclimatization</b> to a new theater (meets the weekly rest rule).
Long Trip	<b>56</b> hours rest at home base with <b>3</b> Physiological Nights (Local Time) if travel <b>exits home theater</b> and is more than <b>168</b> hours away from base.
DHD over FDP limits.	Minimum <b>10</b> hours or <b>Time in DHD Transportation</b> when time from Report to arrival of DHD exceeds Table B. Rest must be given prior to the next RAP or FDP.

## Flight Time Extensions (Reference Table A)

Condition	Extension
Known Prior to Take-off	<b>NEVER !</b>
Occurs after Take-off	<ul style="list-style-type: none"><li>• <b>Due to Unforeseen circumstances</b></li><li>• <b>As necessary to safely land the aircraft at the next destination or alternate</b></li><li>• Certificate Holder must file a report with the FAA within 10 days.</li></ul>

## Flight Duty Period Extensions (Reference Table B or C)

Condition	Extension (Due to Unforeseen Circumstances)
Known Prior to Take-off	<ul style="list-style-type: none"><li>• With <b>PIC Consent</b> for any extension above the scheduled FDP limits by more than <b>30</b> minutes.</li><li>• Maximum of <b>2</b> hours</li><li>• Extensions &gt; <b>30</b> minutes only once in any <b>168</b> hours without an intervening rest of <b>30</b> hours.</li><li>• <b>Cumulative FDP limits may not be exceeded.</b></li></ul>
Occurs after Take-off	<ul style="list-style-type: none"><li>• As necessary to safely land the aircraft at the next destination or alternate</li></ul>

Certificate holder must file a report with the FAA within 10 days for any FDP extension that exceeds the scheduled FDP limits by more than 30 minutes.

## Cumulative FDP Limits

## Cumulative Flight Time Limits

Hours	Time Period (Rolling)	Hours	Time Period (Rolling)
60	168 hours	100	672 hours
190	672 hours	1000	365 Days

**\* Take-off is NOT Permitted if you will exceed these limits**

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Reference Table - Combined Tables A B and C

Flight Duty Period Start Time (Acclimated)	2-Pilot Flight Crew								3-Pilot Flight Crew *				4-Pilot Flight Crew *			
	Permitted Flight Time (Table A)	Segments (Table B)							Permitted Flight Time	Onboard Rest Facility (Table C)			Permitted Flight Time	Onboard Rest Facility (Table C)		
		1	2	3	4	5	6	7		1	2	3		1	2	3
0:00 3:59	8:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00	13:00	15:00	14:00	13:00	17:00	17:00	15:30	13:30
4:00 4:59	8:00	10:00	10:00	10:00	10:00	9:00	9:00	9:00	13:00	15:00	14:00	13:00	17:00	17:00	15:30	13:30
5:00 5:59	9:00	12:00	12:00	12:00	12:00	11:30	11:00	10:30	13:00	15:00	14:00	13:00	17:00	17:00	15:30	13:30
6:00 6:59	9:00	13:00	13:00	12:00	12:00	11:30	11:00	10:30	13:00	16:00	15:00	14:00	17:00	18:30	16:30	14:30
7:00 11:59	9:00	14:00	14:00	13:00	13:00	12:30	12:00	11:30	13:00	17:00	16:30	15:00	17:00	19:00	18:00	15:30
12:00 12:59	9:00	13:00	13:00	13:00	13:00	12:30	12:00	11:30	13:00	17:00	16:30	15:00	17:00	19:00	18:00	15:30
13:00 16:59	9:00	12:00	12:00	12:00	12:00	11:30	11:00	10:30	13:00	16:00	15:00	14:00	17:00	18:30	16:30	14:30
17:00 19:59	9:00	12:00	12:00	11:00	11:00	10:00	9:00	9:00	13:00	15:00	14:00	13:00	17:00	17:00	15:30	13:30
20:00 21:59	8:00	12:00	12:00	11:00	11:00	10:00	9:00	9:00	13:00	15:00	14:00	13:00	17:00	17:00	15:30	13:30
22:00 22:59	8:00	11:00	11:00	10:00	10:00	9:00	9:00	9:00	13:00	15:00	14:00	13:00	17:00	17:00	15:30	13:30
23:00 23:59	8:00	10:00	10:00	10:00	9:00	9:00	9:00	9:00	13:00	15:00	14:00	13:00	17:00	17:00	15:30	13:30

Crewmembers that begin a FDP in an **Un-Acclimated State** apply a **30 minute** reduction to the scheduled FDP limit in Table B or Table C

### Inflight Rest

**3 or 4** Pilot Flightcrews

Class **1,2** or **3** Rest Facility

Pilot Landing last segment – **2** hours in **2<sup>nd</sup>** half of FDP

Pilot Monitoring – **90** minutes inflight rest

Max of **3** scheduled flight segments

### Reserve Status

Category	Rule
<b>Airport/Stand-by Reserve (ASB)</b>	<ul style="list-style-type: none"> <li>FDP begins at <b>ASB Report</b>.</li> <li>Must adhere to Table B limits unless assigned to a Flight. (use Table B or C as appropriate).</li> </ul>
<b>Short-Call Reserve (SCR)</b>	<ul style="list-style-type: none"> <li>A FCM may assigned a FDP /RAP scheduled begin with at least <b>10</b> hours rest after notification.</li> <li><b>12</b> Hours notice required before starting a FDP that begins before and infringes upon the WOCL..</li> </ul>
<b>Short-Call Reserve (SCR)</b>	<ul style="list-style-type: none"> <li>Max Time on RAP <b>14</b> hours.</li> <li>Un-Augmented OPS: Combined RAP/FDP limit = lesser of <b>16:00</b> or <b>Table B + 4:00</b></li> <li>Augmented OPS: Combined RAP/FDP limit = <b>Table C + 4:00</b></li> </ul>

### Split Duty

<b>Time spent in Mid-Duty Break is not considered FDP if:</b>
<ul style="list-style-type: none"> <li>Minimum <b>3 hours</b> in Ground Rest Facility (Mid-Duty Break)</li> <li>Mid-Duty Break Between <b>22:00</b> and <b>05:00</b> Local</li> <li>Mid-Duty Break Scheduled in <b>Advance</b></li> <li>Mid-Duty Break may <b>not be reduced</b></li> <li>Mid-Duty Break after First flight segment</li> <li>Combined FDP and Mid-Duty Break may not exceed 14:00</li> </ul>
<b>Split Duty is only applied to 2-pilot crews</b>

### 3 and 4 Pilot Flight Crew \*

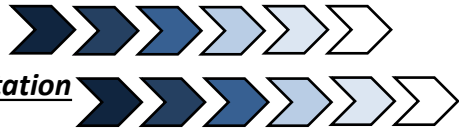
Requires at least 1 FCM qualified under 121.543(b)(3)(i) must be at the Flight Controls.

### Consecutive Night OPS

Condition	Restriction
<b>Max of 3 Consecutive FDPs that touch any part of the WOCL</b>	No Restrictions
<b>4 or 5 Consecutive FDPs that touch any part of the WOCL</b>	Minimum <b>2 hours</b> in Ground Rest Facility (Mid-Duty Break) for <b>each FDP</b>
	Mid-Duty Break Between <b>22:00</b> and <b>05:00</b> Local
	Mid-Duty Break Scheduled in <b>Advance</b>
	Mid-Duty Break may <b>not be reduced</b>
	Mid-Duty Break after First flight segment
	Mid-Duty Break less than 3 hours count as part of the FDP.
Includes <b>FDP</b> and <b>ASB</b> , touch any portion of the period from <b>0200</b> to <b>0559</b> . Includes <b>2,3</b> and <b>4</b> pilot operations.	

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### **Combined RAP / FDP Worksheet**

<b>Initial Values</b>			<b>Notes</b>
FS	FDP Start Time		Use Acclimated time
BC	Table B / C Limit		Reduce by 30 minutes if not Acclimated
RS	RAP Start time		Use Acclimated time

<b>FDP Scheduled Expiration Time (2 Pilot Crew) Use the earliest of the following.</b>		
FS + BC	FDP Start Time + Table B	
RS + BC + 4	RAP Start + Table B + 4	
RS + 16	RAP Start + 16 Hours	

<b>FDP Scheduled Expiration Time (Augmented Crew) Use the earliest of the following.</b>		
FS + BC	FDP Start Time + Table C	
RS + BC + 4	RAP Start + Table C + 4	

The Scheduled Block IN time must be less than or equal to the Scheduled FDP Expiration Time

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## Definitions

Term	Definition
<b>Acclimated</b>	means a condition in which a crewmember has been in a theater for 72 hours or has been given at least 36 consecutive hours free from duty.
<b>Airport/standby reserve (ASB)</b>	means a defined duty period during which a crewmember is required by a certificate holder to be at, or in close proximity to, an airport for a possible assignment.
<b>Calendar day</b>	means a 24-hour period from 0000 through 2359 using Coordinated Universal Time (UTC) or local time.
<b>Duty</b>	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
<b>Duty period</b>	means a period that begins when a certificate holder requires a crewmember to report for duty and ends when that crew member is free from all duties.
<b>Fatigue</b>	means a physiological state of reduced mental or physical performance capability resulting from lack of sleep or increased physical activity that can reduce a crewmember's alertness and ability to safely operate an aircraft or perform safety-related duties.
<b>Fatigue risk management system (FRMS)</b>	means a management system for an operator to use to mitigate the effects of fatigue in its particular operations. It is a data driven process and a systematic method used to continuously monitor and manage safety risks associated with fatigue-related error.
<b>Fit for duty</b>	means physiologically and mentally prepared and capable of performing assigned duties in flight with the highest degree of safety.
<b>Flight duty period (FDP)</b>	<p>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.</p> <p>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.</p> <p>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.</p>
<b>Home base</b>	means the location designated by a certificate holder where a crew member normally begins and ends his or her duty periods.
<b>Long-call reserve (LCR)</b>	means a reserve period in which a crewmember receives a required rest period following notification by the certificate holder to report for duty.
<b>Night Duty</b>	means any part of a FDP that falls within the period 0200 to 0459 hours local time.

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## Definitions

Term	Definition
<b>Physiological night's rest</b>	means the rest that encompasses the hours of 0100 and 0700 at the crewmember's home base, unless the individual has Acclimated to a different theater. If the crewmember has Acclimated, the rest must encompass the hours of 0100 and 0700 at the Acclimated location.
<b>Report time</b>	means the time that the certificate holder requires a crewmember to report for a duty period.
<b>Reserve availability period (RAP)</b>	means a duty period during which a certificate holder requires a reserve crewmember on short call reserve to be available to receive an assignment for a flight duty period.
<b>Reserve duty period (RDP)</b>	means the time from the beginning of the reserve availability period to the end of an assigned flight duty period, and is applicable only to short call reserve.
<b>Reserve flightcrew member</b>	means a flightcrew member who a certificate holder requires to be available to receive an assignment for duty.
<b>Rest facility</b>	means a bunk, seat, room, or other accommodation that provides a crewmember with a sleep opportunity onboard the aircraft.
<b>Class 1 rest facility</b>	means a bunk or other surface that allows for a flat sleeping position and is located separate from both the flight deck and passenger cabin in an area that is temperature-controlled, allows the crewmember to control light, and provides isolation from noise and disturbance.
<b>Class 2 rest facility</b>	means a seat in an aircraft cabin that allows for a flat or near flat sleeping position; is separated from passengers by a minimum of a curtain to provide darkness and some sound mitigation; and is reasonably free from disturbance by passengers or crewmembers.
<b>Class 3 rest facility</b>	means a seat in an aircraft cabin or flight deck that reclines at least 40 degrees and provides leg and foot support.
<b>Rest period</b>	means a continuous period determined prospectively during which the crewmember is free from all restraint by the certificate holder, including freedom from present responsibility for work should the occasion arise.
<b>Rest opportunity</b>	means a period of time when a crewmember is provided a suitable accommodation.
<b>Scheduled</b>	means to appoint, assign, or designate for a fixed time.
<b>Short-call reserve (SCR)</b>	means a period of time in which a crewmember does not receive a required rest period following notification by the certificate holder to report for a flight duty period.
<b>Split duty</b>	means a flight duty period that has a scheduled break in duty that is less than a required rest period.
<b>Suitable accommodation</b>	means a temperature-controlled facility with sound mitigation and the ability to control light that provides a flightcrew member with the ability to sleep either in a bed, bunk or in a chair that allows for flat or near flat sleeping position. Suitable accommodation only applies to ground facilities and does not apply to aircraft onboard rest facilities.
<b>Theater</b>	means a geographical area in which the distance between the flightcrew member's flight duty period departure point and arrival point differs by no more than 60 degrees longitude.
<b>Unforeseen operational circumstance</b>	means an unplanned event of insufficient duration to allow for adjustments to schedules, including unforecast weather, equipment malfunction, or air traffic delay that is not reasonably expected.
<b>Window of circadian low (WOCL)</b>	means a period of maximum sleepiness that occurs between 0200 and 0559 during a physiological night.