

Section 2 - FAR Part 117 Essentials for AA Pilots Rest Requirements and Reserve

Rest Requirements

FAR 117.25 Rest Requirements		
	Total Rest Required	Conditions
Normal Rest	10 hours, prospectively scheduled, cannot be reduced	Pilot must be provided an 8-hour sleep opportunity or contact Crew Scheduling or Tracking
Inflight, PF	120 minutes	Must occur in 2 nd half of Flight Duty Period (FDP)
Inflight, PM	90 minutes	
“Weekly” Rest	30 hours in preceding 168 hours, prospectively scheduled	Measured looking back from <i>start</i> of every FDP or reserve assignment
Rest After Any Deadhead (DH)	Greater of 10 hours or total DH time	Applies if Table B FDP limit for DH period sign-in is exceeded
Rest After a Trip That: 1. Is longer than 168 hours <i>and</i> 2. Exits theater at any point (>60 from Home Base)	56 hours <i>at home base</i>	Total rest must include 3 physiological nights of rest (entirely overlaps the period from 0100 to 0700 HBT)
These rest rules apply to <i>both</i> international and domestic flying.		

Rest periods must be prospective in nature, meaning a pilot must be told in advance that he or she will be on a rest period for a specified duration. This is so that a pilot has an opportunity to plan out his or her rest period in order to maximize the sleep opportunities available during that rest period.

Normal Rest Requirements

Immediately before any **FDP** or Short Call Reserve (**RAP**), a pilot must be provided a **Rest Period** that:

- is at least **10 hours** (from end of debrief [release] to sign-in [report]).
- provides at least **8 uninterrupted hours of sleep opportunity**.

Uninterrupted Sleep Opportunity:

- Even though a pilot may be scheduled for 10 hours off duty (release to report), if a pilot doesn't get an 8-hour uninterrupted opportunity for actual sleep (e.g. van unable to deliver crew to hotel in time, rooms not available upon arrival, disturbances in or near the hotel), the pilot must notify Crew Tracking and delay sign-in until required rest is received.
- FAR 117 places the responsibility on pilots to determine whether a disturbance actually interrupts their rest.
- **“One-Phone-Call” Rule:** The Company is permitted to make one (1) phone call to a pilot, but the pilot is *not* obligated to answer the phone. However, it is left to the discretion of the pilot to determine whether or not rest was interrupted. Remember, if the pilot is obligated to answer the phone, this time period is *not* rest.

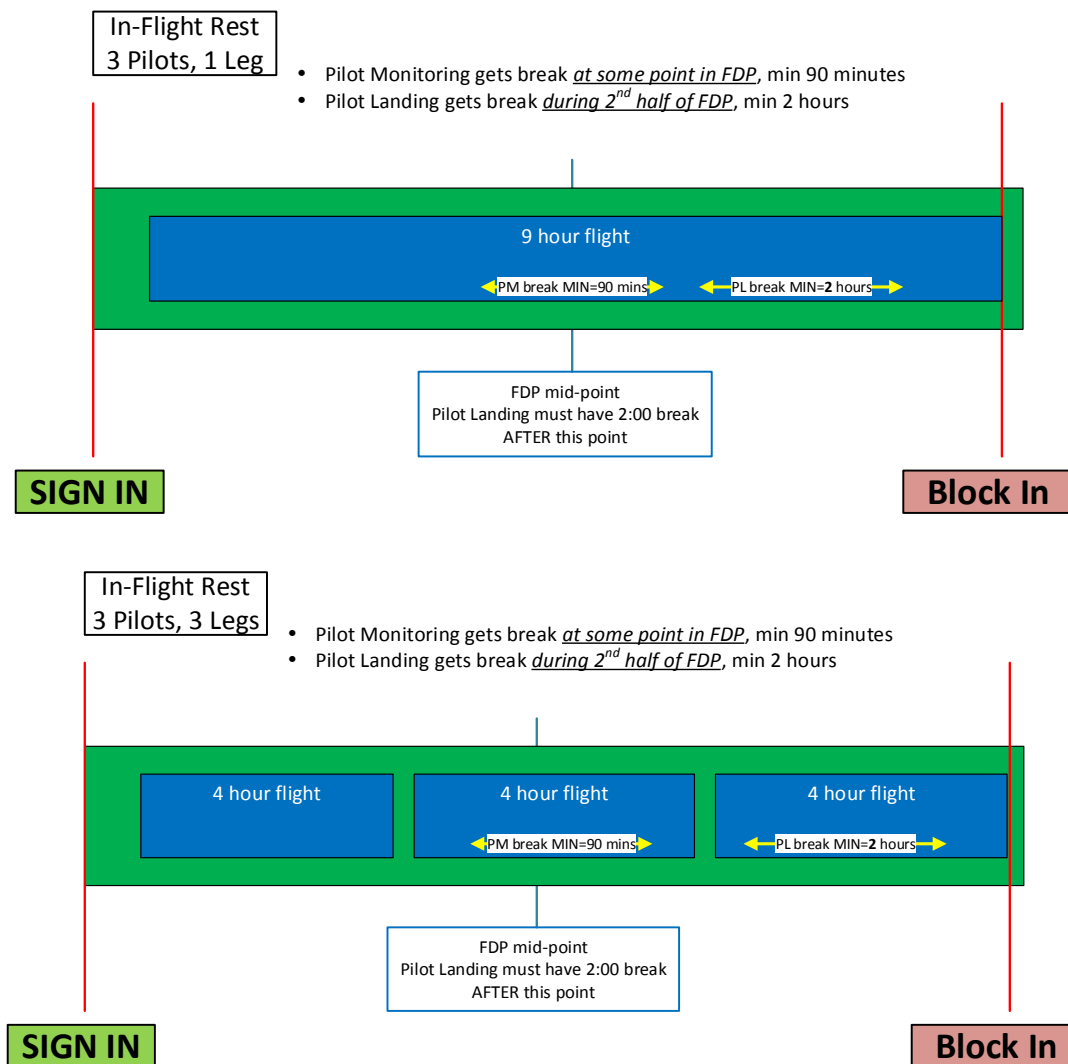
Inflight Rest Requirements — Augmented Operations

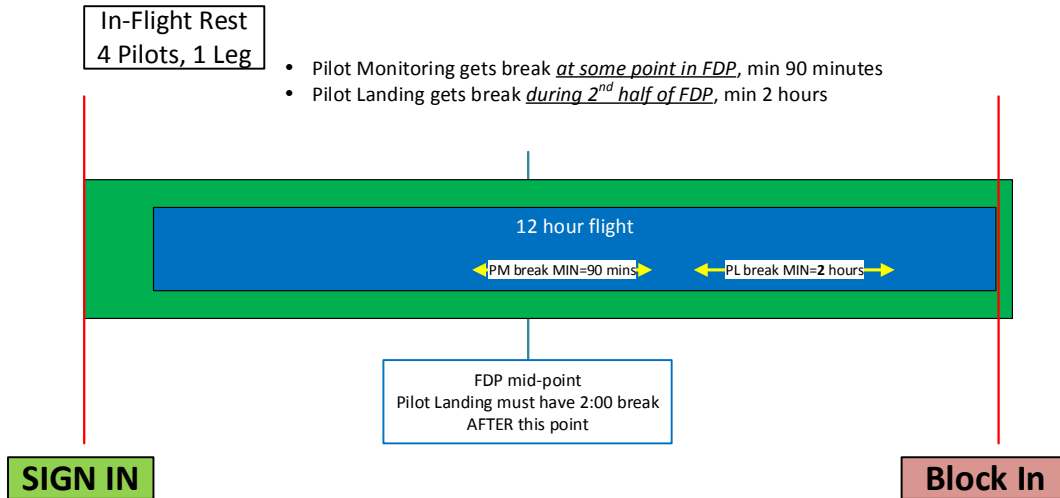
In order for 3- and 4-pilot crews to use **Table C: 3- and 4-Pilot (Augmented) Crews** chart:

- the aircraft must be equipped with a qualified and available Class 1, 2 or 3 rest facility.
- the **pilot landing (PF)** must have at least a **2-consecutive-hour in-flight rest period** available during the **last half** of the FDP (does *not* have to be on the *last leg* of the FDP).
- the **pilot monitoring (PM)** during landing must have at least a **90-consecutive-minute inflight rest period** available at some point during the FDP.
- at least one flight crew member holding an ATP with appropriate type rating and fully qualified and current must be at the flight controls at all times during flight.

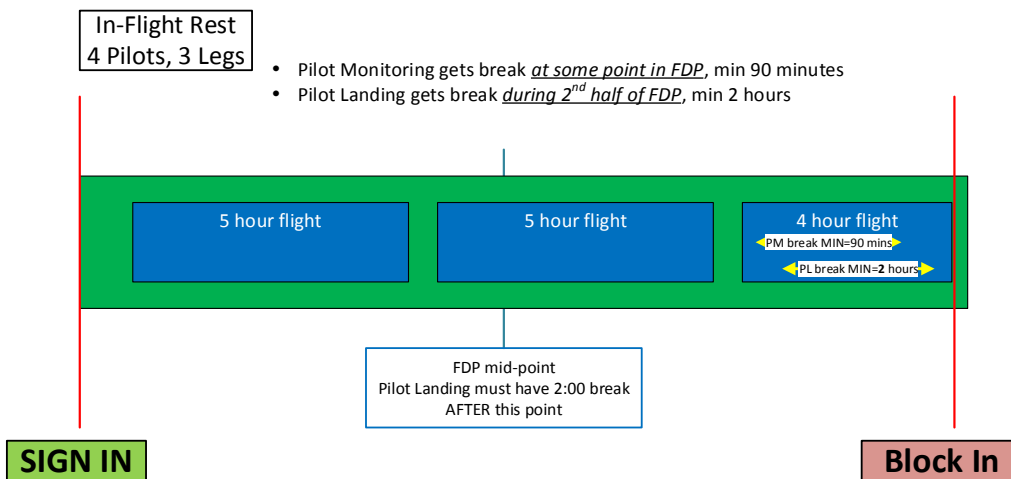
FAR 117 eliminates separate rules for domestic and international (flag) operations. If appropriate in-flight rest facilities are installed on the aircraft, in-flight rest requirements apply to *all* augmented operations. Such operations are limited to 3 scheduled legs in an FDP.

Note: An unanticipated diversion is not a flight segment. Accordingly, a diversion would not count toward the 3-segment limit that applies to augmented operations.





Note: For flights greater than 12 hours, a crew rest bunk (Class 1) is required (CBA 15.5.a.3).



Best practices suggest that PF/PM in-flight rest periods not begin before 30–45 minutes after takeoff or end later than 45 minutes before landing.

Note: Discussion is ongoing with the FAA regarding exact application in an FDP with multiple legs. This section will be updated as information becomes available.

Cumulative “Weekly” Rest Requirements

FAR 117 contains the requirement for a pilot to have received 30 hours free from all duty in the previous 168 hours prior to beginning any reserve duty or FDP. The rest period must be prospective in nature as described above. This provision takes the place of the old 24 hours off every seven days as described below.

24 in 7 days (7D) is now 30 hours of rest every 168 hours

There are three basic differences between the current “24 in 7” rest requirement and the new Part 117 requirement:

1. 30 vs. 24
The new requirement is for 30 consecutive hours free from duty instead of 24.
2. 168 hours vs. 7 days
Instead of the previous 7 days, the 30 hours free from duty must be within the previous 168 hours. This is essentially a continuously rolling week.
3. The 168 hours are measured looking back from the *start* of any FDP or reserve assignment. You cannot start an FDP or a reserve assignment unless you can look back and find a 30-hour break in the previous 168 hours.

Rest Following DH Transportation

1. If you DH and the duty period during which you DH exceeds Table B limits, your rest period before a subsequent FDP must be the greater of:
 - the length of the DH leg (from start of DH to end of DH, regardless of number of DH legs) or
 - 10 hours.
2. If you DH immediately after flying (in the same FDP):
 - time spent in DH can exceed the Table B or C limits and
 - rest does *not* start until *after* the DH leg.

Rest After a Long Trip with a Change in Theater

If, during a sequence, you travel more than 60° longitude from a departure point in a theater in which you were acclimated *and* the time away from home base exceeds 168 hours (7 days), you must have 56 hours of rest, including 3 physiological nights (0100–0700), upon return to base.


AA does not normally build trips this long. However, there are two things to keep in mind:

1. This provision includes trips that return to your home theater more than once over the course of the trip (W trips).
2. This provision is most likely to apply in cases where a return to your domicile is postponed for several days (e.g. major wx cancellations).

Reserve

LONG CALL

All reserve is considered Long Call unless designated otherwise.

 **Long Call Reserve:** A period during which American Airlines requires a reserve pilot to be available by phone contact. Long Call Reserve:

- is *not* part of an FDP.
- is *not* part of a rest period.

A pilot on Long Call:

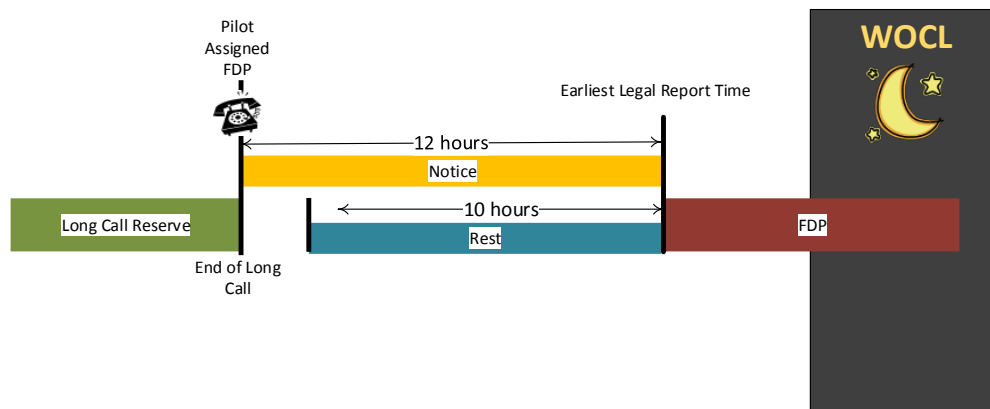
- if assigned an FDP, requires an intervening rest period of 12 hours, with an 8-hour uninterrupted sleep opportunity.
- if assigned a RAP (Short Call), requires an intervening rest period of 10 hours, with an 8-hour uninterrupted sleep opportunity.

EXCEPT

Long Call Reserve before flight into the Window of Circadian Low (0200–0559)

Long Call Reserves who are assigned an FDP or RAP that *starts before and extends into or through* the WOCL (0200–0559 HBT or acclimated time) must be provided a minimum of 12 hours of notice and 10 hours of rest before sign-in.

- This provision does not apply to Short Call. However, an RAP can be terminated early in order to provide this 12 hours of notice/10 hours of rest (must respect shifting limits).



SHORT CALL



Short Call Reserve (RAP): A duty period during which a pilot is required to be contactable by phone and reasonably available by surface transportation for assignment to an FDP without an intervening rest period.

A RAP:

- **is considered “duty.”**
- **must not exceed 14 hours.**
- **may be terminated before 14 hours** (*e.g. to place a pilot into a rest period before subsequent duty*).
- **does not count toward cumulative FDP limits.**

Before beginning an RAP, a pilot must:

- **receive a rest period of 10 hours that includes an 8-hour uninterrupted sleep opportunity.**
- **have had a rest period of 30 hours in the previous 168 hours.**

Start times of subsequent RAPs and FDPs can be shifted only in accordance with the Collective Bargaining Agreement (section 15.C.5.a.4).

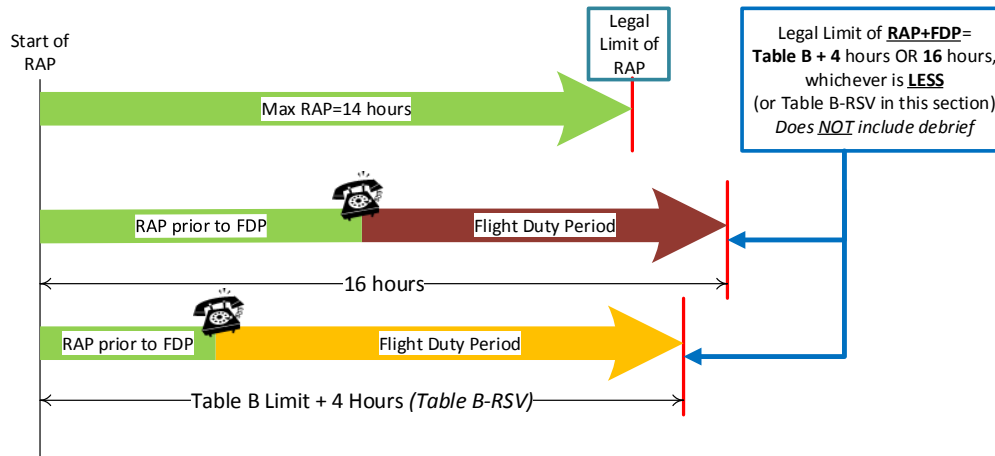


Reserve Duty Period (RDP): The time from the *start* of the RAP until the *block-in* of the last flight in an assigned FDP (does not include the debrief). This is *not* an FAA term but is used to describe the total time on duty when on short call and subsequently given a flight assignment. **RDP = RAP + FDP**

Max RDP: Non-augmented Flight Crew (2 Pilots)

- Maximum RDP is the FDP limit from Table B plus (+) 4 hours, up to 16 hours. Enter Table B using the sign-in time of the FDP.
- RDP limits are subject to extension — see Essentials Section 4, Delays, Extensions.

Maximum RAP + Flight Duty Period for Reserve
2 Pilots



Combined Reserve RAP/Duty-Limit Table for 2-Pilot Operations

For your convenience, below is Table B-RSV. This table is identical to the normal FDP-limit table except the limit values have been adjusted to provide the maximum RDP for reserves. Enter this table with FDP sign-in time.

Table B-RSV: Non-Augmented Operations (2 Pilots)

Reserve Duty Period (RDP) Limits (RAP+FDP)							
2 Pilots							
Min rest before RAP = 10 hrs w/8 hrs sleep opportunity							
Scheduled Report Time	Number of Scheduled Legs in the Duty Period (not counting diversions or DH legs)						
	1	2	3	4	5	6	7+
RDP Limit*							
0000–0359	13	13	13	13	13	13	13
0400–0459	14	14	14	14	13	13	13
0500–0559	16	16	16	16	15.5	15	14.5
0600–0659	16	16	16	16	15.5	15	14.5
0700–1159	16	16	16	16	16	16	15.5
1200–1259	16	16	16	16	16	16	15.5
1300–1659	16	16	16	16	15.5	15	14.5
1700–2159	16	16	15	15	14	13	13
2200–2259	15	15	14	14	13	13	13
2300–2359	14	14	14	13	13	13	13
*PIC may agree to extend up to 2 hours — see Duty Limit Section. Extensions of >30 minutes are permitted only once between 30-hour rest periods for any pilot.							

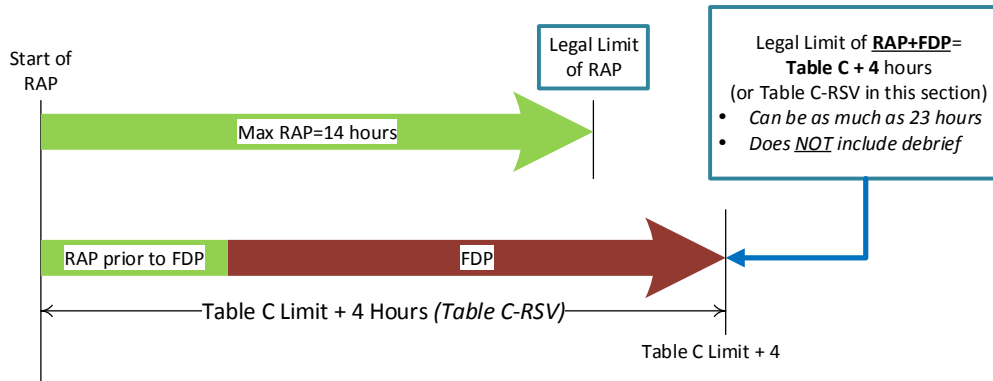
NOTE: If a pilot is assigned an FDP consisting of both augmented and non-augmented flying, the most restrictive rules apply.

Max RDP: Augmented Flight Crew (3 or 4 Pilots)

- Maximum RDP is the FDP limit from Table C *plus* (+) 4 hours. Enter Table C using the sign-in time of the FDP.

RDP limits are subject to extension — see Essentials Section 4, Delays, Extensions.

Maximum RAP + Flight Duty Period for Reserve 3 or 4 Pilots



Combined Reserve RAP/Duty-Limit Table for 3- or 4-Pilot Operations

For your convenience, below is Table C-RSV. This table is identical to the normal FDP-limit table except the limit values have been adjusted for the maximum RDP for reserves. Enter this table with the FDP sign-in time.

Table C-RSV: Augmented Operations (3 or 4 Pilots)

Reserve Duty Period (RDP) Limits (RAP+FDP)						
3 or 4 Pilots						
Min rest before RAP = 10 hrs w/8 hrs sleep opportunity						
	Class 1 Rest Facility		Class 2 Rest Facility		Class 3 Rest Facility	
Incline	Flat		Flat or Nearly Flat		40° w/Leg Support	
Separation from Pax	Wall		Curtain		None	
Light Control	Pilot Controlled		Darkness Via Curtain		No	
Noise/Disturbance Isolation	Yes		"Reasonable"		No	
Scheduled Report Time	RDP Limit*					
	3 Pilots	4 Pilots	3 Pilots	4 Pilots	3 Pilots	4 Pilots
0000–0559	19	21	18	19.5	17	17.5
0600–0659	20	22.5	19	20.5	18	18.5
0700–1259	21	23	20.5	22	19	19.5
1300–1659	20	22.5	19	20.5	18	18.5
1700–2359	19	21	18	19.5	17	17.5
*PIC may agree to extend up to 2 hours. Extensions of >30 minutes are permitted only once between 30-hour rest periods for any pilot.						

NOTE: If a pilot is assigned an FDP consisting of both augmented and un-augmented flying, the most restrictive rules apply.

Reserve and the “30 in 168” Rest Requirement

The *cumulative* rest requirements include 30 consecutive hours of rest in the previous 168 hours *looking back from the start* of any reserve assignment or FDP. This “30 in 168” rest requirement:

- cannot occur while on any reserve duty.
- does not have to occur at home base.
- must be prospective in nature, meaning a pilot must be told in advance that he or she will be on a rest period for a specified duration. This is so that a pilot has an opportunity to plan out his or her rest period in order to maximize the sleep opportunities available during that rest period.

What this means:

Reserve lines can be constructed with 6 or more consecutive days of reserve. However, on or after the 6th day, before beginning any subsequent reserve duty or FDP, a 30-consecutive-hour rest period must be provided. Therefore, on or after the 6th day of reserve, at **1200** during DOTC, a reserve *could* be assigned a 30-hour rest period (starting immediately) and an **1800** (or later) sign-in on the following day. In this case, the pilot would have to be notified and released at 1200 in order for the rest to start and not be interrupted.