
INTERNATIONAL FLIGHTCREW DUTY TIME LIMITATIONS

T1.1.0 FATIGUE COUNTERMEASURES

- A. All aircraft crewmembers are expected to manage their personal time so as to be well rested when they report for work.
- B. [Your Company] pilots shall observe the flight and duty time limitations as described in this section and shall not work when fatigued. Should operational contingencies require an extension of these limitations, such an extension can only be granted by the Flight Department Manager or Chief Pilot, with the specific concurrence of all members of the aircraft crew.
Note: Such extensions will be formally recorded on the Extension to Maximum Flight Duty Time Form or sent by e-mail authorization and retained on file in the Director of Operations / Chief Pilot's Office for two years.
- C. [Your Company] pilots will adhere to the flight time limits under the AN (OT) O 2007 Article 34:
 - 1. 100 hours in any 28 rolling days
 - 2. 900 hours in any rolling year (365)

T1.1.1 Definitions

- A. Window of Circadian Low:
 - The window of circadian low is best estimated by the hours between 0200 and 0600 for individuals adapted to a usual day-wake/night-sleep schedule. This estimate is calculated from scientific data on the circadian low of performance, alertness, subjective report (i.e., peak fatigue) and body temperature.
 - For duty periods that cross three or fewer time zones, the window of circadian low is estimated to be 0200 to 0600 home-base/domicile time.

- For duty periods that cross four or more time zones, the window of circadian low is estimated to be 0200 to 0600 home-base/domicile time for the first 48 hours only. After a crewmember remains away from home-base/domicile for more than 48 hours, the window of circadian low is estimated to be 0200 to 0600 local time at the point of departure.
 - Recommended guidelines related to the window of circadian low should be applied when any of the following operations occur: landing within the window; flight through both sides of the window; or duty period that starts at 0400 or earlier within the window.
 - B. Off Duty: A continuous, predefined period of uninterrupted time during which a crewmember is free of all duties.
 - C. Duty: Any task a crewmember is required to perform by the operator, including flight time, administrative work, managerial duties, training and deadheading.
 - D. Duty Period: A continuous period of time during which tasks are performed for the operator, determined from report time until free from all required tasks.
 - E. Flight Time: The sum of all flight time, calculated from block to block for each flight segment.
 - F. Standby: A flight crewmember is on "standby" when he/she is required to be available to an operator (away from the airport) for assignment to a flight duty period.
 - G. Local Night: A period of eight (8) consecutive hours falling between the period of 2200 and 0800 local time.
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T1.2.0 EXTENSION TO MAXIMUM FLIGHT DUTY TIME

**Extension To Maximum Flight Duty Time
Due To Unforeseeable Operational Circumstances**

Date

PIC

SIC

Other Crewmembers

Aircraft Type

Aircraft Registration

Planned Reporting in Time

Actual Reporting in Time

Planned Finish Time

Actual Finish Time

Planned Duty Time

Actual Duty Time

Planned Flight Time

Actual Flight Time

Description of Events:

PIC Signature

Date:

Director of Operations / Chief Pilot Comments

Director of Operations / Chief Pilot Signature:

Date:

**TABLE 1
FATIGUE COUNTERMEASURES OVERVIEW**

	Off Duty			Duty Period		Flight Time			
	Per 24-hour Period	Per Week	Other	Per 24-hour Period	Weekly, Monthly, Annually	Per 24-hour Period	Per Week	Monthly, Annually	
Two Pilots	10 hours	Minimum 36 continuous hours, including two consecutive local nights, in a seven-day period (calculated on a seven-day or 168-hour rolling basis) ... or ... minimum 48 continuous hours in a 10-day period with a start of duty no earlier than 0600 local following the minimum 48 hours.	48 continuous hours on return home following duty period across multiple time zones	14 hours	There is not sufficient scientific data to provide specific guidance in this area; nevertheless, maximum cumulative duty periods should be adjusted downward over increasing time frames.	10 hours	50 hours in any 7 rolling days.	100 hours in any 28 rolling days 900 hours in any rolling year (365)	Standard
	12 hours (following extended flight time)			14 hours		Up to 12 hours (requires that landings, maximum cumulative hours be restricted, with compensatory off-duty time)			
Three Pilots (Augmented)	Off Duty			Duty Period		Flight Time			Extended *
	12 hours	Same as above	Same as above	Reclining seat 18 hours	Same as above	16 hours **	Same as above		
	12 hours			Supine bunk 20 hours		18 hours **			

* Extended operations can involve duty/rest cycles longer than 24 hours.

** Each flight crew gets maximum sleep opportunity with minimum four hours total; maximum two consecutive duty periods with 18 hours off duty.

TABLE 2
FATIGUE COUNTERMEASURES (DURING THE WINDOW OF CIRCADIAN LOW)

The “window of circadian low” is best estimated to be the hours between 0200 and 0600 for individuals adapted to a usual day-wake/night-sleep schedule. These limitations apply to the following operations within this window of circadian low:

1. Landing;
2. Flight through both sides of the window of circadian low; or
3. Duty period that starts at 0400 or earlier in the window of circadian low.

	Off Duty			Duty Period		Flight Time			
	Per 24-hour Period	Per Week	Other	Per 24-hour Period	Weekly, Monthly, Annually	Per 24-hour Period	Per Week	Monthly, Annually	
Two Pilots	12 hours	48 continuous hours in seven-day period following multiple duty periods in circadian low (calculated on a seven-day or 168-hour rolling basis)	48 continuous hours on return home following duty period across multiple time zones	12 hours	There is not sufficient scientific data to provide specific limitations in this area; nevertheless, maximum cumulative duty periods should be adjusted downward over increasing time frames.	10 hours		100 hours in any 28 rolling days 900 hours in any rolling year (365)	Standard
No two pilot extensions recommended									
Three Pilots (Augmented)	Off Duty			Duty Period		Flight Time			Extended*
	12 hours	Same as above	Same as above	Reclining seat 18 hours	Same as above	16 hours **	Same as above		
	12 hours			Supine bunk 20 hours		18 hours **			

- Extended operations can involve duty/rest cycles longer than 24 hours.

** Each flight crew gets maximum sleep opportunity with minimum four hours total; maximum two consecutive duty periods with 18 hours off duty.