

(e) A flight crewmember may continue a flight assignment if the flight to which he or she is assigned would normally terminate within the flight time limitations, but because of circumstances beyond the control of the program manager or flight crewmember (such as adverse weather conditions), is not at the time of departure expected to reach its destination within the planned flight time. The extension of flight time under this paragraph may not exceed the maximum time limits set forth in §91.1059.

(f) Each flight assignment must provide for at least 10 consecutive hours of rest during the 24-hour period that precedes the completion time of the assignment.

(g) The program manager must provide each crewmember at least 13 rest periods of at least 24 consecutive hours each in each calendar quarter.

(h) A flight crewmember may decline a flight assignment if, in the flight crewmember's determination, to do so would not be consistent with the standard of safe operation required under this subpart, this part, and applicable provisions of this title.

(i) Any rest period required by this subpart may occur concurrently with any other rest period.

(j) If authorized by the Administrator, a program manager may use the applicable unscheduled flight time limitations, duty period limitations, and rest requirements of part 121 or part 135

of this chapter instead of the flight time limitations, duty period limitations, and rest requirements of this subpart.

**§91.1059 Flight time limitations and rest requirements: One or two pilot crews.**

(a) No program manager may assign any flight crewmember, and no flight crewmember may accept an assignment, for flight time as a member of a one- or two-pilot crew if that crewmember's total flight time in all commercial flying will exceed—

- (1) 500 hours in any calendar quarter;
- (2) 800 hours in any two consecutive calendar quarters;
- (3) 1,400 hours in any calendar year.

(b) Except as provided in paragraph (c) of this section, during any 24 consecutive hours the total flight time of the assigned flight, when added to any commercial flying by that flight crewmember, may not exceed—

- (1) 8 hours for a flight crew consisting of one pilot; or
- (2) 10 hours for a flight crew consisting of two pilots qualified under this subpart for the operation being conducted.

(c) No program manager may assign any flight crewmember, and no flight crewmember may accept an assignment, if that crewmember's flight time or duty period will exceed, or rest time will be less than—

- (1) 8 hours for a flight crew consisting of one pilot; or
- (2) 10 hours for a flight crew consisting of two pilots qualified under this subpart for the operation being conducted.
- (3) 1,400 hours in any calendar year.

	Normal duty	Extension of flight time
(1) Minimum Rest Immediately Before Duty .....	10 Hours .....	10 Hours.
(2) Duty Period .....	Up to 14 Hours .....	Up to 14 Hours.
(3) Flight Time For 1 Pilot .....	Up to 8 Hours ...	Exceeding 8 Hours up to 9 Hours.
(4) Flight Time For 2 Pilots .....	Up to 10 Hours .....	Exceeding 10 Hours up to 12 Hours.
(5) Minimum After Duty Rest .....	10 Hours .....	12 Hours.
(6) Minimum After Duty Rest Period for Multi-Time Zone Flights .....	14 Hours .....	18 Hours.

**§91.1061 Augmented flight crews.**

(a) No program manager may assign any flight crewmember, and no flight crewmember may accept an assignment, for flight time as a member of an augmented crew if that crewmember's total flight time in all commercial flying will exceed—

- (1) 500 hours in any calendar quarter;
- (2) 800 hours in any two consecutive calendar quarters;
- (3) 1,400 hours in any calendar year.

(b) No program manager may assign any pilot to an augmented crew, unless the program manager ensures:

- (1) Adequate sleeping facilities are installed on the aircraft for the pilots.
- (2) No more than 8 hours of flight deck duty is accrued in any 24 consecutive hours.
- (3) For a three-pilot crew, the crew must consist of at least the following:

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(i) A pilot in command (PIC) who meets the applicable flight crewmember requirements of this subpart and §61.57 of this chapter.

(ii) A PIC qualified pilot who meets the applicable flight crewmember requirements of this subpart and §61.57(c) and (d) of this chapter.

(iii) A second in command (SIC) who meets the SIC qualifications of this subpart. For flight under IFR, that person must also meet the recent instrument experience requirements of part 61 of this chapter.

(4) For a four-pilot crew, at least three pilots who meet the conditions of paragraph (b)(3) of this section, plus a fourth pilot who meets the SIC qualifications of this subpart. For flight under IFR, that person must also meet the recent instrument experience requirements of part 61 of this chapter.

(c) No program manager may assign any flight crewmember, and no flight crewmember may accept an assignment, if that crewmember's flight time or duty period will exceed, or rest time will be less than—

	3-Pilot crew	4-Pilot crew
(1) Minimum Rest Immediately Before Duty .....	10 Hours .....	10 Hours
(2) Duty Period .....	Up to 16 Hours .....	Up to 18 Hours
(3) Flight Time .....	Up to 12 Hours .....	Up to 16 Hours
(4) Minimum After Duty Rest .....	12 Hours .....	18 Hours
(5) Minimum After Duty Rest Period for Multi-Time Zone Flights .....	18 hours .....	24 hours

**§91.1062 Duty periods and rest requirements: Flight attendants.**

(a) Except as provided in paragraph (b) of this section, a program manager may assign a duty period to a flight attendant only when the assignment meets the applicable duty period limitations and rest requirements of this paragraph.

(1) Except as provided in paragraphs (a)(4), (a)(5), and (a)(6) of this section, no program manager may assign a flight attendant to a scheduled duty period of more than 14 hours.

(2) Except as provided in paragraph (a)(3) of this section, a flight attendant scheduled to a duty period of 14 hours or less as provided under paragraph (a)(1) of this section must be given a scheduled rest period of at least 9 consecutive hours. This rest period must occur between the completion of the scheduled duty period and the commencement of the subsequent duty period.

(3) The rest period required under paragraph (a)(2) of this section may be scheduled or reduced to 8 consecutive hours if the flight attendant is provided a subsequent rest period of at least 10 consecutive hours; this subsequent rest period must be scheduled to begin no later than 24 hours after the beginning of the reduced rest period and must occur between the completion of the scheduled duty period and

the commencement of the subsequent duty period.

(4) A program manager may assign a flight attendant to a scheduled duty period of more than 14 hours, but no more than 16 hours, if the program manager has assigned to the flight or flights in that duty period at least one flight attendant in addition to the minimum flight attendant complement required for the flight or flights in that duty period under the program manager's management specifications.

(5) A program manager may assign a flight attendant to a scheduled duty period of more than 16 hours, but no more than 18 hours, if the program manager has assigned to the flight or flights in that duty period at least two flight attendants in addition to the minimum flight attendant complement required for the flight or flights in that duty period under the program manager's management specifications.

(6) A program manager may assign a flight attendant to a scheduled duty period of more than 18 hours, but no more than 20 hours, if the scheduled duty period includes one or more flights that land or take off outside the 48 contiguous states and the District of Columbia, and if the program manager has assigned to the flight or flights in that duty period at least three flight attendants in addition to the minimum flight attendant complement required