operations may do any other commercial flying if that commercial flying plus his flying in air transportation will exceed any flight time limitation in this part.

[Doc. No. 28154, 61 FR 2612, Jan. 26, 1996]

§ 121.491 Flight time limitations: Deadhead transportation.

Time spent in deadhead transportation to or from duty assignment is not considered to be a part of a rest period.

§ 121.493 Flight time limitations: Flight engineers and flight navigators.

(a) In any operation in which one flight engineer or flight navigator is required, the flight time limitations in §121.483 apply to that flight engineer or flight navigator.

(b) In any operation in which more than one flight engineer or flight navigator is required, the flight time limitations in §121.485 apply to those flight engineers or flight navigators.

§ 121.495 Fatigue risk management system.

(a) No certificate holder may exceed any provision of this subpart unless approved by the FAA under a Fatigue Risk Management System.

(b) The Fatigue Risk Management System must include:

1. A fatigue risk management policy.
2. An education and awareness training program.
3. A fatigue reporting system.
4. A system for monitoring flight crew fatigue.
5. An incident reporting process.


EFFECTIVE DATE NOTE: By Amdt. 121–357, 77 FR 403, Jan. 4, 2012, §121.500 was revised, effective Jan. 14, 2014. By Amdt. 121–357A, 77 FR 28764, May 16, 2012, the effective date was corrected to be Jan. 4, 2014. For the convenience of the user, the revised text is set forth as follows:

§ 121.500 Applicability.

This subpart prescribes flight time limitations and rest requirements for supplemental operations, except that certificate holders conducting operations with airplanes having a passenger seat configuration of 30 seats or fewer, excluding each crewmember seat, and a payload capacity of 7,500 pounds or less, may comply with the applicable requirements of §§135.261 through 135.273 of this chapter.

[Doc. No. 28154, 60 FR 65934, Dec. 20, 1995]

EFFECTIVE DATE NOTE: By Amdt. 121–357, 77 FR 403, Jan. 4, 2012, §121.500 was revised, effective Jan. 14, 2014. By Amdt. 121–357A, 77 FR 28764, May 16, 2012, the effective date was corrected to be Jan. 4, 2014. For the convenience of the user, the revised text is set forth as follows:

§ 121.503 Flight time limitations: Pilots: airplanes.

(a) A certificate holder conducting supplemental operations may schedule a pilot to fly in an airplane for eight hours or less during any 24 consecutive
§ 121.505 Flight time limitations: Two pilot crews: airplanes.
(a) No certificate holder conducting supplemental operations may schedule a pilot to fly more than eight hours during any 24 consecutive hours, except in the case of a flight to a terminal point outside the United States where it is impractical to effect a rest period before continuing the flight. In such case, the certificate holder may schedule a pilot to fly more than eight hours, but not more than twelve hours, during any 24 consecutive hours, if—
(1) The flight is in an airplane that has a crew of two pilots and that has a pressurization system that is operative at the beginning of the flight; and
(2) The flight crew consists of at least two pilots and a flight engineer; and
(3) The certificate holder uses, in conducting the operation, an air/ground communication service that is independent of systems operated by the United States, and a dispatch organization, both of which are approved by the Administrator as adequate to serve the terminal points concerned.
(b) No pilot of an airplane that has a crew of two pilots may be on duty for more than 16 hours during any 24 consecutive hours.

§ 121.507 Flight time limitations: Three pilot crews: airplanes.
(a) No certificate holder conducting supplemental operations may schedule a pilot—
(1) For flight deck duty in an airplane that has a crew of three pilots for more than eight hours in any 24 consecutive hours; or
(2) To be aloft in an airplane that has a crew of three pilots for more than 12 hours in any 24 consecutive hours.
(b) No pilot of an airplane that has a crew of three pilots may be on duty for more than 18 hours in any 24 consecutive hours.

§ 121.509 Flight time limitations: Four pilot crews: airplanes.
(a) No certificate holder conducting supplemental operations may schedule a pilot—
(1) For flight deck duty in an airplane that has a crew of four pilots for more than eight hours in any 24 consecutive hours; or
(2) To be aloft in an airplane that has a crew of four pilots for more than 16 hours in any 24 consecutive hours.
(b) No pilot of an airplane that has a crew of four pilots may be on duty for more than 20 hours in any 24 consecutive hours.

§ 121.511 Flight time limitations: Flight engineers: airplanes.
(a) In any operation in which one flight engineer is serving the flight time limitations in §§121.503 and 121.505 apply to that flight engineer.
(b) In any operation in which more than one flight engineer is serving and the flight crew contains more than two pilots the flight time limitations in...