

may accept, a scheduled duty period of more than 16 hours, but no more than 18 hours. The duty period may not include more than 16 scheduled hours of flight time. The certificate holder must assign to the flight or flights in that duty period at least two flight engineers. Each flight engineer must be given an opportunity to rest in flight in approved sleeping quarters. Each flight engineer must be scheduled for a subsequent rest period of at least 18 consecutive hours. This rest period must occur between the completion of the scheduled duty period and the commencement of the next subsequent duty period.

(1) Due to operational delays, the rest period required under this paragraph (d) may be reduced to no fewer than 16 consecutive hours if the flight engineer has not actually exceeded the maximum 18-hour duty period and if the flight engineer is provided with a subsequent rest period of at least 20 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 next subsequent duty period.

(2) The duty period required under this paragraph (d) may be extended to 20 hours when the extension is due to operational delays. In this case the 18 hour rest period may not be reduced.

(e) 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, the certificate holder may assign a flight engineer, and a flight engineer may accept, a scheduled duty period of more than 18 hours but not more than 24 hours. The duty period may not include more than 18 scheduled hours of flight time. The certificate holder must assign to the flight or flights in that duty period at least two flight engineers. Each flight engineer must be given an opportunity to rest in-flight in approved sleeping quarters. Each flight engineer must be scheduled for a subsequent rest period of at least 22 consecutive hours. This rest period must occur between the completion of the scheduled duty period and the commencement of the next subsequent duty period.

(1) Due to operational delays, the rest period required under this paragraph (e) may be reduced to no fewer than 20 consecutive hours if the flight engineer has not actually exceeded the maximum 24-hour duty period and if the flight engineer is provided with a subsequent rest period of at least 24 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 next subsequent duty period.

(2) The duty period required under this paragraph (e) may be extended to 26 hours when the extension is due to operational delays. In this case the 22 hour rest period may not be reduced.

§ 121.477 Reserve and standby assignments.

(a) *Standby duty.* Standby duty commences when a flight crewmember is placed on standby duty. Standby duty periods must be scheduled in accordance with §§ 121.473 or 121.475. Standby duty periods end when the duty period associated with a subsequent flight assignment ends or the flight crewmember is relieved from standby duty for a scheduled rest period.

(b) *Reserve time.* A certificate holder may assign a reserve assignment to a flight crewmember and a flight crewmember may accept that assignment only when the applicable provisions of this section are met. Each flight crewmember must be given a 10-hour rest period before being assigned to reserve time. Reserve time may be assigned under either of the following options and the flight crewmember must be notified of which option has been selected before the beginning of the reserve time assignment:

(1) A certificate holder may schedule a flight crewmember assigned to reserve time and a flight crewmember may accept any duty period if the flight crewmember receives at least 10 hours notice and if the duty period is scheduled in accordance with §§ 121.473 or 121.475. If a flight crewmember does not receive at least 10 hours notice, the following limitations apply:

(i) If at least 8 hours notice is given, the scheduled duty period is limited to no more than 12 hours. The duty period required under this paragraph (b)(1) may be extended to 14 hours when the extension is due to operational delays.

(ii) If at least 6 hours notice is given, the scheduled duty period is limited to no more than 10 hours. The duty period required under this paragraph (b)(1) may be extended to 12 hours when the extension is due to operational delays.

(iii) If at least 4 hours notice is given, the scheduled duty period is limited to no more than 8 hours. The duty period required under this paragraph (b)(1) may be extended to 10 hours when the extension is due to operational delays.

(iv) If fewer than 4 hours notice is given, the scheduled duty period is limited to no more than 6 hours. The

duty period required under this paragraph (b)(1) may be extended to 8 hours when the extension is due to operational delays.

(2) A certificate holder may assign a flight crewmember to a reserve assignment, and a flight crewmember may accept a duty period, if, for each 24-hour period, the flight crewmember receives at least a regularly scheduled 6-hour period that is protected from any contact by the certificate holder. The hours of the 6-hour protected time period must be assigned before the flight crewmember begins the reserve time assignment and must occur at the same time during each 24-hour period during a reserve time assignment. Any duty period assignment must be scheduled to be completed within the 18 hour reserve period. The length of the duty period and the subsequent rest period must be in accordance with §§ 121.473 or 121.475.

§ 121.479 Additional flight crewmember duty period and flight time scheduling limitations.

(a) A flight crewmember is not considered to be scheduled for a duty period in excess of the scheduled duty period limitations if the duty periods to which he or she is assigned are scheduled and normally terminate within the limitations, but, due to operational delays, the flights to which he or she is assigned are not at block out time expected to reach their destination within the scheduled duty period. However, no air carrier may assign a flight crewmember, nor may a flight crewmember accept, a flight that at block out time would extend the flight crewmembers scheduled duty period maximum more than two hours, as provided in §§ 121.473 and 121.475.

(b) A flight crewmember is not considered to be scheduled for flight time in excess of the flight time limitations if the flights to which he or she is assigned are scheduled and normally terminate within the limitations, but due to operational delays are not at block out time expected to reach their destination within the scheduled time.

§ 121.481 Weekly and monthly flight crewmember flight time limitations.

No certificate holder may schedule any flight crewmember, and no flight crewmember may accept, an assignment for flight time under this part if that flight crewmember's total flight time for a certificate holder under parts 91, 121, and 135 of this chapter will exceed—

(a) 32 hours in any 7 consecutive calendar days.

(b) 100 hours in any calendar month.