



GOVERNMENT OF INDIA
OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION
TECHNICAL CENTRE, OPP SAFDURJUNG AIRPORT, NEW DELHI

**CIVIL AVIATION REQUIREMENT
SECTION 7 – FLIGHT CREW STANDARDS
TRAINING AND LICENSING**

SERIES 'J' PART I

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Subject: Flight Duty Time and Flight Time Limitations – Cabin Crew

1. INTRODUCTION

1.1 The Annex 6, Operation of Aircraft, Part I, to the Convention on International Civil Aviation, require Contracting States to establish regulations specifying the limits applicable to flight time, flight duty period and rest periods for Cabin crew.

1.2 Cabin Crew member are crew on who perform duties in the interest of safety of passengers, duties assigned by the Operator and Pilot in Command of the aircraft but who shall not act as flight crew member.

1.3 In order to enhance safety of operations and in exercise of powers conferred under Rule 42A of the Aircraft Rules 1937 read with Rule 133A of the Aircraft Rules 1937, the following Flight Duty Time and Flight Time Limitations for Cabin Crew are issued for information, guidance, and compliance by all concerned.

1.4 This CAR supersedes all previous communication, letters and any instructions issued by DGCA regarding Cabin crew FDTL.

2. APPLICABILITY

This CAR prescribes the Maximum Limits of Flight Time, Flight Duty Period and Duty Period and Minimum Rest Period applicable to all cabin crew of Scheduled, Non-Scheduled Airlines and Schedule Commuter Air Transport Services.

3. DEFINITIONS

3.1 DUTY

Any task that cabin crew members are required by the operator to perform, including, e.g., flight duty, administrative work, training, positioning and standby when it is likely to induce fatigue.

Duty includes all tasks carried out at the behest of the operator. These include, but are not limited to: pre-flight preparation; conduct of the flight (whether or not this is commercial air transport); post-flight actions; training given or received (classroom, flight simulator or aeroplane); rostered office/management time; and positioning. Standby should be included to the extent that it is likely to induce fatigue.

3.2 DUTY PERIOD

A period which starts when a cabin crew member is required by an operator to report for, or to commence a duty and ends when that person is free from all duties.

3.3 FATIGUE

A physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness, circadian phase, or workload (mental and/or physical activity) that can impair a crew member's alertness and ability to safely operate an aircraft or perform safety related duties.

3.4 FLIGHT DUTY PERIOD

A period which commences when a cabin crew member is required to report for duty that includes a flight or a series of flights and which finishes when aeroplane finally comes to a rest and the engines are shut down at the end of the last flight on which he/she is a crew member.

Note: Standard allowance shall be added at the end of flight time to allow for completion of checks and records

- a) 15 minutes for Non-Scheduled Operator and Schedule Commuter Air Transport Services*
- b) 30 minutes for Scheduled Operator for Single Aisle Aircraft (Narrow Body)*
- c) 45 minutes for Scheduled Operator for Multi Aisle Aircraft (Wide Body)*

3.5 FLIGHT TIME

The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.

Note: “Flight time” as here defined is synonymous with the term “block to block” time or “chock to chock” time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.

3.6 HOME BASE

The location nominated by the operator to the crew member from where the crew member normally starts and ends a flight duty or a series of flight duty periods.

3.7 LOCAL NIGHT

A period of eight hours falling between 2200 hours and 0800 hours local time.

Note: The operators shall define the eight hour of local night to cater for seasonal schedules

3.8 POSITIONING

The transferring of a non-operating crew member from place to place at the behest of the operator.

3.9 REPORTING TIME

The time at which cabin crew member is required by an operator to report for duty.

3.10 REST PERIOD

A continuous and defined period of time, subsequent to and/or prior to duty, during which a crew member is free of all duties.

3.11 ROSTER

A list provided by an operator of the times when a crew member is required to undertake duties.

Note – “Roster” as here defined is synonymous with “Schedule”, “Line of Time”, “Pattern”, and “Rotation”.

3.12 SPLIT DUTY (BREAK)

A period free of all duties, which counts as duty, being less than a rest period.

3.13 STANDBY

It is a defined period of time during which a cabin crew member is required by the operator to be available to receive an assignment for a specific duty without an intervening rest period.

3.14 UNFORESEEN OPERATIONAL CIRCUMSTANCE

An unplanned event, such as unforeseen weather, equipment malfunction, diversions due to medical reasons or air traffic delay that is beyond the control of the operator.

3.15 ULTRA LONG RANGE (ULR) OPERATIONS

Continuous non-stop flights between the specific city pairs having a flight time of over 16 hours and duty periods upto 22 hrs.

3.16 WINDOW OF CIRCADIAN LOW (WOCL)

WOCL is best estimated by the hours between 0200 and 0600 for individuals adapted to a usual day-wake/ night sleep schedule. This estimate of the window is calculated from scientific data on the circadian low of performance, alertness, subject report (i.e., peak fatigue) and body temperature.

(i) For flight duty periods that cross 3 or fewer time zones, the window of circadian low is estimated to be 0200 to 0600 home-base/ domicile time.

(ii) For flight duty periods beyond 3 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.

(iii) For a crew member remaining more than 48 hours away from home-base/ domicile time, the window of circadian low is estimated to be 0200 to 0600 referred to local time at the point of departure.

4. OPERATOR'S RESPONSIBILITY

4.1 Every operator shall establish a scheme for complying with the limitations for flight time, flight duty periods, duty periods and rest periods specified in this CAR in respect of Cabin Crew members.

4.2 The FDTL scheme shall be submitted to DGCA for approval and included in the Operations Manual.

4.3 The operator shall not require a cabin crew member to perform cabin crew duties on a flight if it is known or suspected that the cabin crew member is fatigued to the extent that the safety of flight may be adversely affected.

4.4 No operator may schedule any cabin crewmember and no cabin crewmember may accept an assignment, which shall exceed the prescribed limitation.

4.5 The augmented or ULR operator should ensure that cabin crew members are notified prior to commencement of the rest period preceding the flight of the role they are required to undertake, so that they can plan their pre-flight rest accordingly.

5. CABIN CREW MEMBER'S RESPONSIBILITY

5.1 Cabin crew members shall make best use of facilities and opportunities that are provided for rest and for the consumption of meals, and shall plan and use rest periods to ensure that they are fully rested.

5.2 A cabin crew member shall not perform cabin crew duties on a flight if it is known or suspected that the cabin crew member is fatigued to the extent that the safety of flight may be adversely affected

6. MAXIMUM FLIGHT TIME LIMITATIONS, LANDING IN A FLIGHT DUTY PERIOD

6.1

Sub Para	Maximum Flight Time	Maximum Flight Duty Period	No of Landings
6.1.1	Upto 8 hrs	12 hrs	6
6.1.2	Above 8 and upto 11 hrs	15 Hrs	3
6.1.3	Above 11 and upto 16 hrs	18 hrs	1
6.1.4	(ULR)* Above 16 hrs	22 hrs	1

* For ULR operations approvals to be sought from DGCA on case-to-case basis for specific city pairs and the departure windows of the flights.

When the FDP starts in the WOCL, the maximum FDP stated in the table shall be reduced by 100% of its encroachment upto a maximum of 2 hours. When the FDP ends in or fully encompasses the WOCL, the maximum FDP stated in the table shall be reduced by 50% of its encroachment

6.2 **MAXIMUM CUMULATIVE FLIGHT TIME LIMITATIONS**

Maximum Cumulative Flight time limitations	Maximum Flight Time Limitation in Hours
In 7 consecutive days	40
In 28 consecutive days	115
In 90 consecutive day	300
In 365 consecutive days	1000

6.3 **MAXIMUM CUMULATIVE DUTY PERIOD**

No operator shall assign and no cabin crew member shall accept any duty to exceed:

- (a) 210 hours in any 28 consecutive days, spread as evenly as practicable throughout this duty period;
- (b) 65 duty hours in any 7 consecutive days.

6.4 **SPLIT DUTY**

Split duty shall be as follows:

No.	Consecutive hours of break	Maximum Extension of the Flight Duty Time
1.	Less than 3 hours	NIL
2.	Between 3hours and 10 hours	A period equal to half the consecutive hours break taken
3.	>10 hours	No extension permitted

- (a) Post-flight and pre-flight duties will not be counted as part of rest.
- (b) If the break is more than 6 consecutive hours or encroach on the WOCL, then operator will provide suitable accommodation.
- (c) Parts of the Flight Duty Period before and after the break shall not exceed 10 hours.
- (d) Split duty shall only be applicable for Para 6, Sub Para 6.1.1

7. **MINIMUM REST PERIODS**

7.1 REST PERIOD (BEFORE THE FLIGHT)

The minimum rest, which must be provided before undertaking a flight duty period, shall be:

(A) (i) At least as long as the preceding duty period,

OR

(B) (i) **11 Hours**

(ii) 14 hours for crossing 3 time zones upto 8 time zone

(iii) 36 hours for crossing 8 time zones or

Whichever is greater

7.2 If the preceding duty period, which includes any time spent on positioning, exceeds 18 hours, then the ensuing rest period shall include a local night

7.3 Period of transportation to and from an airport shall neither be counted towards duty time nor rest period. The operator shall include in the 'Scheme' the optimum time of transportation after taking into account various factors and on ensuring that the rest period does not get reduced below the minimum rest requirements.

7.4 WEEKLY REST

An operator shall ensure that the minimum weekly rest of continuous 36 hours including **two** local night is provided such that there shall never be more than 168 hours between **the end of one weekly rest period and the start of the next.**

7.5 REST AFTER RETURN TO HOME BASE

An operator shall ensure that effects on crew members of time zone differences will be compensated by additional rest as specified below.

Minimum rest including local nights shall be given, according to the table below, when coming back to home base, to any crew member who has been away from the home base in such a way that the WOCL had to be encroached.

Time Zone difference	Hours of rest	Local nights
More than 3 to 7	36	2
Beyond 7	72	3

Note: The above mentioned applicable rest, that is return to home base as in weekly rest as per Para 7.4 will become concurrently due.

7.6 AUGMENTATION OF CABIN CREW AND INFLIGHT REST

a) The number of cabin crew shall be augmented beyond 15 hours of flight duty period by 50% of the minimum crew requirement as mentioned in

Para 2 of Rule 38B of Aircraft rules 1937 and shall be provided beyond 11 hrs of flight time.

- b) The minimum inflight rest shall be not less than flight time minus 11 hrs. (Flight time- 11hrs).
- c) The conditions of rest should be such that a cabin crew member can obtain recuperative rest in a comfortable reclining seat, or in a bunk, separated and screened from the passengers, and reasonably free from disturbance.

Note: Reclining seat will be at least reclining to 40° back angle to the vertical and separated from passengers by a curtain.

8. MISCELLANEOUS PROVISIONS

8.1 STANDBY

8.1.1 Operators shall include 'standby' as a part of their roster and the concerned crew shall be kept notified. The start time and end time of Standby should be defined and notified at least a minimum 12 hours in advance.

8.1.2 Standby period shall not extend beyond 8 hours.

8.1.3 If the standby is at the airport and

- a) If Standby culminates into a flight duty anytime, then 50% of the period of standby would be counted towards the 'Flight Duty Period' and the total airport standby period (i.e.100%) of standby shall be counted towards the cumulative duty period;
- b) If the standby period is at home or in a hotel and culminates into duty then 25% of the period at home would be counted towards the cumulative duty period;

8.1.4 Rest period after standby

When any period of standby finishes, during which a call – out has not occurred, the rest will be as per Para 7

9. POSITIONING

9.1 All the time spent on positioning on the behest of the operator shall be counted as duty.

9.2 Positioning time should be a part of a flight duty period when it immediately precedes (i.e. without an intervening rest period) a flight duty period in which that person participates as a cabin crew member.

9.3 Positioning after operating a flight duty period without an intervening rest period shall be counted as duty period for determining the rest period.

9.4 Positioning should not count as an operating sector when planning or calculating a flight duty period. Landings are limited as per Table 6.1.

10. UNFORSEEN OPERATIONAL CIRCUMSTANCES

10.1 'Flight Time', 'Flight Duty Period', landing may be extended due to unforeseen operational circumstances as follows:

- (a) Flight Time by maximum of 1½ hours
- (b) FDP by maximum of 4 hours
- (c) Only one extra landing may be carried out for the recovery/retrieval of the aircraft in the event of a diversion.
- (d) The above is subject to a cumulative limit of maximum of 3 hours (Flight Time), maximum of 10 hrs (FDP) and 02 landings during any period of 28 consecutive days.
- (e) Whenever the Flight duty period gets extended, the rest period shall be pro-rata increased by twice the amount of extended time of Flight duty period.

Note: The Senior Cabin crew in consultation with all the cabin crew members will convey their willingness (or consent) to the PIC for operating the flight.

10.2 Cabin crew shall neither be detailed nor undertake any flight duty between periods embracing 0000 to 0500 hrs local time for two consecutive nights except once within a period of 168 hours/ 7 consecutive Days

11. MAINTENANCE OF RECORDS AND MONITORING SYSTEM

11.1 RECORDS

Records shall be kept for 18 months of the duties performed and the rest periods provided so as to facilitate inspection by the operator's authorized personnel and surveillance/audit by DGCA officers. The records may be made available to cabin crew on request.

11.2 The Operator should ensure that these records include for each cabin crew member, at least:

- (a) the start, duration and end of each flight duty period
- (b) the start, duration and end of each duty period
- (c) rest periods: and
- (d) flight time
- (e) Cumulative flight time as per Para 6.2

11.3 The operator shall also keep records of occasions when flight time and duty were extended as per Para 10 above.

11.4 If discretion was used for similar reasons on more than 20% of occasions when a particular route or a route pattern is flown, then the operator shall review and change the schedule or the crew scheduling

arrangements so as to reduce the frequency at which such events occur.

11.5 In addition, DGCA may require submission of copies and analysis of records in the manner deemed fit.

11.6 Above may be achieved through a fool proof transparent computerized system. The operator shall evolve a system so that only designated officers of the operator have access to the system. Further, the system shall have a provision of audit trail so that any change made in the data may be tracked down to its source.

11.7 The operator through the computerized system shall ensure that the cabin crew member is well within the flight time, flight duty period, duty period and rest period requirements before permitting him to operate a flight.

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