

## Highlights of Changes to the Canadian Flight and Duty Time Regulations

Effective for Part 705 Operations Dec 2020

Effective for Part 704 and 703 Operations Dec 2022

Revision: [5, April 2024](#)

This document covers significant changes to the Canadian Aviation Regulations in plain language. It is not a complete listing of all changes. Some information is added for understanding or clarification; but is not actually contained within the regulations. When available, clarifications are in accordance with the guidance provided in AC 700-047 [\[Issue 4\]](#). Consult the full text of the regulations and applicable advisory circulars for further details. The author assumes no liability for missing or inaccurate data.

Several of the flight and duty time regulations below will not apply to Medevac FLIGHTS. A Medevac flight is one which transports Medical Personnel, Ill/Injured Persons, Human Blood Products/Organs, and/or Medical Supplies. Note that a Medevac OPERATOR is not necessarily a Medevac FLIGHT, and the new rules would apply in some situations (*for example, conducting a non-medevac charter flight*). Refer to the CARs for more details.

Part 702 (*Aerial Work*) has separate, new regulations to allow for actives such as fire fighting operations with less restrictive flight and duty requirements. Like Medevac, Part 702 information is not contained within this document. Refer to the CARs.

Private Operators under Part 604 of the CARs are not affected by changes to the Part 7 Flight and Duty Time Regulations. However, many private operators also operate flights under Part 7 as a charter using the same pilots. In this case, the more restrictive rules would apply, when operating under Part 7.

### 700.01 - Definitions

“Class 1 Rest Facility” is an on-board bunk separated from the main cabin and flight deck, with independent temperature and lighting controls, and minimal noise and disturbances (*e.g., not disturbed by routine PA Announcements*). For example, an aircraft manufacturer designed and installed overhead crew rest facility.

“Class 2 Rest Facility” is an on-board seat that allows for a horizontal position, separated by a curtain that reduces light and sound transmission, and is equipped with portable oxygen equipment. For example, a first class lie-flat pod with a heavy curtain around it, augmented with oxygen.

“Class 3 Rest Facility” is a seat that reclines at least 40 degrees, with leg and foot supports.

“Early Duty” is a report time between 02:00 and 06:59 acclimatized time.

“Late Duty” is a release time between 00:00 and 01:59 acclimatized time.

“Night Duty” is a report between 13:00 and 01:59 that ends after 01:59 acclimatized time.

“Local Night’s Rest” is a NINE hour sleeping period between 22:30 and 09:30 acclimatized time.

“Single Day Free From Duty” is TWO Local Night’s Rest periods (*one day with two proper acclimatized sleeping periods on each end*).

“Window of Circadian Low” is 02:00 to 05:59 acclimatized time.

“Acclimatized Time” is the time to which a flight crew member’s biorhythm is aligned. This is normally their home base local time, unless shifted as part of a minimum duration layover. All times in this document are acclimatized time. A flight crew member is presumed to be acclimatized to their home base time, even if they commute or have returned from vacation or personal travel. In these cases, it is the flight crew member’s responsibility to be acclimatized prior to starting duty.

“Flight Duty Period” now ends at engines off for all operators (*including Part 705*).

#### *101.01 / 602.02 / 602.03 / 700.26 – Fit for Duty*

Requirement for “fit for duty” to mean the person is not impaired by alcohol, drugs, or fatigue. Note that (1) Transport Canada interprets this to mean 28 days abstention from cannabis prior to flight duty, and (2) revised regulation is for a 12-hour abstention from alcohol consumption prior to flight duty. *This paragraph took effect December 2018.*

Pilots MUST advise the company if they are not fit for duty, if they become unfit for duty during flight, and advise the other pilot(s) on the aircraft if they become unfit during flight.

Pilots MUST advise the company if they become aware of another pilot that did not receive the proper rest period.

#### *700.27 – Maximum accumulated flight times*

New maximum accumulated flight times are 112 hours in 28 days, 300 hours in 90 days, 1000 hours in 365 days on a rolling calculation (*not fixed calendar days*). 8 hours in 24 consecutive hours also applies to single pilot operations (*including VFR*). This includes augmentation and on-board rest period time, and time from all sources of flight operations (*but not recreational flying*).

**700.28 – Flight duty times**

New maximum flight duty times are in the table below (*refer to regulations for flights less than 50 minutes, or under VFR, for alternate tables*). Times are based on ACCLIMATIZED TIME. Acclimatized time can be reset to local after 72 hours in the same time zone when the time zone shift is less than 4 (*Newfoundland is considered Atlantic Time*). For four hours or more, 96 hours is required. Alternatively, one time zone for each 24 consecutive hours may be used under either circumstance. When switching from standard time to daylight savings time or vice versa, it should be assumed that the pilot is not acclimatized to the one-hour difference.

### MAXIMUM FLIGHT DUTY PERIOD — AVERAGE FLIGHT DURATION OF 50 MINUTES OR MORE\*

	Column 1	Column 2	Column 3	Column 4
Item	Start Time of Flight Duty Period	1 to 4 Flights	5 or 6 Flights	7 or More Flights
1	24:00 to 03:59	9 hours	9 hours	9 hours
2	04:00 to 04:59	10 hours	9 hours	9 hours
3	05:00 to 05:59	11 hours	10 hours	9 hours
4	06:00 to 06:59	12 hours	11 hours	10 hours
5	07:00 to 12:59	13 hours	12 hours	11 hours
6	13:00 to 16:59	12.5 hours	11.5 hours	10.5 hours
7	17:00 to 21:59	12 hours	11 hours	10 hours
8	22:00 to 22:59	11 hours	10 hours	9 hours
9	23:00 to 23:59	10 hours	9 hours	9 hours

*\*Reporting for a positioning (deadhead) flight begins the start time in column 1, but does NOT count as a flight in columns 2-4. Any work for the operator (eg ramp, office) commences the flight duty period.*

CAR 700.37 requires a 15-minute nutrition break every 6 hours. For multi-crew flights, this may be achieved during cruise flight, workload permitting.

When the operator requires a pilot to work in a non-flight capacity (*eg aircraft grooming, office, etc.*) after their last flight, and they exceed the above times by one hour or more, the rest period shall equal the length of the full duty period including the additional work, or the standard rest period, whichever is longer.

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*700.60 / 700.62 – Augmented flight crew*

Maximum flight times above may be extended with an augmented crew based on the table below if there are no more than three flights in the duty day and all pilots receive a rest period. If there are two to three flights, the pilot conducting the final landing must have a minimum 2 hours of rest, and the other pilots a minimum of 1.5 hours.

If the augment pilot is to join the crew down-line, the first flight need only two pilots, but that flight time must be less than 105 minutes.

Time in the crew rest facility counts as flight time and flight duty time towards the maximum limits.

### MAXIMUM FLIGHT DUTY PERIOD — AUGMENTED FLIGHT CREW AND REST FACILITY

Item	Column 1	Column 2	Column 3
	Maximum Flight Duty Period (Hours)	Additional Flight Crew Members	Rest Facility*
1	14	1	class 3
2	15	1	class 1 or 2
3	15.25	2	class 3
4	16.50	2	class 2
5	18	2	class 1

\* A crew rest facility that meets the requirements must be available for each additional crew member.

The table above addresses duty periods. Additionally, note that no single flight may exceed a flight time of 16 hours.

#### [700.51 — Consecutive Flight Duty Periods](#)

[No more than three consecutive flight duty periods that touch the window between 02:00 -05:59. May increase to five with certain split duties and rest periods \(see Section 700.50\)](#)

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### 700.29 – Total flight duty times

New maximum total flight duty times (“on duty”) are 2200 hours in 365 days, 192 hours in 28 days, based on rolling dates (*not fixed calendar dates*) and either:

- a. 60 hours in 7 days if 1 single day off in 168 hours (aprx 7 days) AND 4 single days off in 672 hours (aprx 28 days) (*note that single days off require local night’s rest on BOTH sides*); OR
- b. 70 hours in 7 days if 120 hours (aprx 5 days) free from duty including 5 local night’s rest in any 504 consecutive hours (aprx 21 days) if **not assigned any early, late, or night duty, no shifts over 12 hours, and maximum number of work hours is 24 in any consecutive 48**. If these hours/restrictions are exceeded, the pilot must receive 120 hours off and be put on the 60-hour rule instead.

Time on reserve duty counts towards total flight duty limits at a rate of 33% for the rolling totals above (*standby pilots at 100%*).

While flight time stops being counted at engines off, flight duty time continues to accrue until the pilot is released from duty (*for example, all post-flight duties such as paperwork, positioning aircraft, grooming, etc. are completed*).

**Time spent working, even if not flying, counts as duty time** for the purpose of this calculation. For example, a management pilot who normally works in the office must count their office hours as part of the above. Other examples include training events and administration duties. [When free from duty, a pilot is not obligated to do anything for the company, such as answering a telephone call, checking the weather, reviewing a flight plan, etc. Notifications that do not interrupt the pilot, such as an email notification are permitted.](#)

### 700.40 / 700.42 / 700.60 – Rest periods

Rest period at home base is 12 hours minimum, or 11 hours plus travel time (if travel time is less than one hour). The home base must have a degree of permanence and should not change on a daily, weekly, or monthly basis. When determining travel time for the 11-hour rule, it must reflect realities such as traffic and weather conditions.

Away from base (*or at home base where the company provides accommodation*), 10 hours in suitable accommodation is required (*travel to/from accommodation is NOT included in the 10 hours; the time commences once the pilot has received their room key*). This increases to 11 hours if the local time varies by four hours from the acclimatized time, and 14 hours for *more than 4 hours* from acclimatized time.

The 10 hours rest while away from base includes 2 hours for meals and personal hygiene. If sufficient food options are not available close to the accommodation, the rest period will need to be increased.

If the flight duty period starts outside of the acclimatized time zone, and ends at home base, the home base rest time is increased to 13 hours if the time zone deviation is four hours and the pilot has been away from home base for more than 36 hours. If the deviation is more than four hours, and the pilot is away for 60 hours or less, and no part of flight duty was during circadian low (*02:00 to 05:59*), then one local night’s rest is to be provided. If more than 60 hours, and/or any part of the flight duty was during circadian low, two local night’s rest are required. If the deviation is more than ten hours, the numbers change to two nights, and three nights local rest, respectively.

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If the duty day goes over the prescribed limit, the rest period must be increased at least by the amount of time equal to that which exceeded the maximum duty day.

If the flight uses augment pilots, minimum rest is the length of the duty day or 14 hours (*away*) / 16 hours (*home base*); whichever is longer.

Advance notice is required by the company of when the rest period is to take place.

#### *700.41 – Switching form early to late and vice versa*

If switching from late / night duty to early duty, or from early duty to late / night duty, one local night's rest must be provided before the change (*even within a pairing*), based on acclimatized time. This does not apply during a layover where the local and acclimatized time differ by more than four hours.

#### *700.43 – Positioning*

Positioning (*deadhead*) counts as flight duty time towards the limits in 700.29 above. Positioning to start the day counts as flight duty time and start time. However, the deadhead flight does not count towards the number of flights in columns 2-4 of 700.28 above.

If positioning at the end of a duty day, it is normally acceptable to exceed the duty day limits by up to 3 hours. Positioning beyond 3 hours after the maximum duty day may only be at the pilot's discretion; and in that event is limited to a maximum of 7 hours.

If the maximum duty day is exceeded by positioning, the rest period must be equal to the length of the total duty day if the over-run is 3 hours or less. If more than 3 hours, the rest period is the total duty day plus the over-run. For example, a 16-hour day, with a maximum duty period of 12 hours is 16+4=20 hour rest period. If multiple rules apply, the longest rest period shall be used.

Note that positioning may include any type of transportation (*eg taxi, bus, train, boat*), not just aircraft.

If positioning is the only activity (*no flight is operated*), the positioning is treated as a duty period and appropriate rest must be provided following the positioning.

#### *700.50 – Split flight duty*

When provided suitable accommodation for at least 60 minutes (commencing when hotel key is obtained), 45 minutes shall be subtracted for sleep preparation and hygiene, and then duty day limits may be extended by:

- 100% of the time in the hotel (*less the 45 minutes*) during periods between 00:00 at 05:59 acclimatized time.
- 50% of the time in the hotel (*less the 45 minutes*) during periods 06:00-23:59 acclimatized time.
- 50% of the time (*less the 45 minutes*) when assigned to split duty after the duty day has started due to unforeseen operational circumstances. There is no longer a CARs requirement for advance notice of a split duty period, however the extension is at the pilot's discretion (*see 700.63 below*).

- [There is no maximum amount of extension, other than that at a certain point a rest period would have taken place.](#)

If assigned to split duty while on reserve, the reserve duty day may be extended by a maximum of two hours and no more than two flights may be flown following the break.

If assigned to night duty, may only do three consecutive split duty periods. One local night's rest is required to reset. This may be extended to five consecutive nights if the rest period each night is a minimum of three hours in the accommodation and 56 hours free from duty is provided at the end of the five consecutive nights. These rest periods may not be used to increase the duration of other flight duty periods. They are intended to overcome the fatiguing effects of the consecutive duties only.

#### *700.52 – Delayed reporting time*

If advised prior to leaving home or the accommodation, the duty day start time shall be the revised time for delays of less than 4 hours. For delays of 4-10 hours, the report time may only be adjusted to a maximum of 4 hours. Beyond 10 hours is considered to be a continuation of the rest period (*and the pilot must not be disturbed during that 10 hours*).

The maximum length of duty day is to be based on the original report time, or the revised report time, whichever is MORE restrictive (*the shorter duty day*).

Notification of the delayed reporting time may only occur during the 30 minutes prior to the scheduled time to leave the accommodation, or during the 60 minutes prior to the reporting time at home base, in order to protect the rest period – unless agreed to otherwise by the pilot and the company. Pilots are not to be disturbed during their rest periods per 700.40 above, even if the away-from-base rest period is longer than the minimum time. Passive methods such as email should be used if contact is required.

#### *700.61 / [700.62](#) - Long [and Ultra-Long](#) range flights*

If operating within the window of circadian low (02:00 to 05:59 ) on a flight that exceeds 7 hours in length, the duty period must end upon landing. Ultra-Long range flights may not exceed a flight time of 16 hours and a flight duty time of 18 hours. [Exceeding any of the above requires a FRMS \(see Section 700.200\)](#).

#### *700.63 / 700.64 – Unforeseen Operational Circumstances*

Per CAR 101.01 a UOC “means an event, such as unforecast adverse weather, or an equipment malfunction or air traffic control delay, that is beyond the control of an air operator or private operator”. TC guidance continues to state that “UOC relates solely to operational circumstances, which result in delays to a planned schedule. In other words, these circumstances must be crew, weather, aircraft mechanical, ATC, or emergency related and must directly affect the operation of the aircraft. Delaying the departure of a flight to wait for a delayed passenger may have an operational effect on the schedule, but it is not a UOC.” In other words, commercial considerations are excluded.

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A UOC must develop within or after 60 minutes prior to the start of the duty day. For example, a VMC TAF changing to low IFR 90 minutes prior to duty start time is NOT UOC; but 30 minutes prior to would be UOC.

In the event of UOC, the Captain must consult with all pilots and may then, at their discretion:

- a) Extend the maximum duty day by one hour for single pilot operations, two hours for two crew operations, or three hours for augment operations if only one flight is to be flown (*two hours maximum if more than one flight*);
- b) Increase the rest period after the duty day (*minimum of at least the time of the extension*); and/or
- c) Reduce the duty day. Pilots have a responsibility to respect fatigue considerations as they apply to each unique situation. For example, a crew may be scheduled for a 12-hour day consisting of one turn (*two flights*). Due to de-icing delays, they will exceed their maximum 13-hour duty day. The pilots may elect to shorten the duty day to 9 hours so that it concludes after the first landing – they are not required to fly for another 3 hours per the original schedule.

This authority rests solely with the pilot-in-command and not the air operator.

When a UOC occurs while airborne, the pilots may continue to destination at their discretion and exceed the allowable extension so as not to divert.

When a UOC occurs, a split duty day may be created, so long as the level of fatigue is acceptable to the Captain following consultation with the other pilots.

When unplanned events follow a duty day, such as a customs or regulatory inspection they do not count as extending the duty day, however they do count as duty time toward the accumulated limits.

A reserve duty period below cannot be extended due to UOC.

#### *700.70 – Reserve duty*

Pilots must be advised 12 hours prior to the start of any reserve period (*32 hours if any of that period falls within the window of circadian low 02:00 to 05:59*). Scheduled reserve periods do not need to be the same time period each consecutive day.

The company may not shift the reserve period after it has been scheduled by more than -2/+4 hours from the original scheduled time.

If the company wishes to move the reserve period by more than 8 hours within 168 consecutive hours (*aprx 7 days*), two consecutive days free from duty are required prior to starting the shifted reserve period. This movement is cumulative over the 168 hours. For example, if one reserve shift is moved up 2 hours, and a subsequent reserve shift is moved back by 2 hours, 4 hours of change have occurred even though the shift is back to the original start time.

If the start time of a reserve period is moved to after 02:00, two consecutive days free from duty are required prior to starting the shifted reserve period.

If the start time of a reserve period is “moved up” (*earlier in the day*) to within the window of circadian low (*02:00 to 05:59*), at least 24 hours notice of the revised start time is required.



Reserve availability periods may not exceed 14 hours and rest periods between reserve periods must be at least 10 hours. If called out for flight duty, the more restrictive rest rules apply following the flight duty day.

If called out for flight duty, the reserve pilot must conclude their reserve duty period within the following times based on the start of their reserve availability:

- a) 02:00 – 17:59, 18 hours
  - If the start is 02:00 – 05:59 and the pilot is not contacted until 06:00 or after, maximum is extended by 50% of the reserve availability period that falls between 02:00 and 05:59, or two hours, whichever is shorter. *For example, if the pilot starts reserve availability at 04:00 but is not contacted until 06:00, one hour may be added (18+1=19 hours).*
- b) 18:00 – 18:59, 17 hours
- c) 19:00 – 20:59, 16 hours
- d) 21:00 – 22:59, 15 hours
- e) 23:00 – 01:59, 14 hours.

Reserve duty periods may not be extended for a UOC.

Augmentation exceptions: Reserve duty period may be:

- a) 20 hours if the flight is augmented by one additional pilot (*Class 1 or Class 2 rest facility*).
- b) 22 hours if reserve availability period begins between 21:00 and 03:00 and the flight is augmented by two additional pilots (*Class 1 or Class 2 rest facility*).
- c) 26 hours if reserve availability period begins before 21:00 or after 03:00 and the flight is augmented by two additional pilots (*Class 1 rest facility only*).

The maximum flight duty times may be more limiting than the reserve duty times. The more restrictive always applies unless the company provides 24 hours notice of the assignment, does not provide that notice between 22:30 – 07:30, AND assigns no other activities between the time of notice and the start of the flight duty. In this case, only the maximum flight duty time applies, not the reserve maximum duty time.

Once a pilot is assigned a flight, returns home, and completes the required rest period, they may continue with a previously scheduled reserve period. That reserve period must reflect the original reserve period starting time, even if some of that availability was lost to the rest period.

### 700.71 – Standby

When the pilot is at the airport (*or another designated location*) waiting for an assignment, they must be protected from the elements, have a suitable location to sit, access to food/drink, and when possible, be a location not accessible to the public.

The duty period starts at the beginning of the standby period and follows the same maximum duty day requirements as for any other flights.

If not used for operating a flight, the basic standard rest periods apply (*12 hours home base, or 11 hours plus travel time, or 10 hours in suitable accommodation if provided by the company*). If a flight(s) is operated, rest periods may need to be increased as with any other flying (*positioning, augmenting, UOC, etc*).

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### *700.200 – Fatigue Risk Management System*

An operator may establish an FRMS that complies with the regulations in all aspects (*plan, process, promotion/training, employee collaboration, and quality assurance*). The CARs list the required elements in detail and further guidance is provided in ACs 700-045 and 700-046.

The FRMS may be used to request an exemption to the regulations summarized above, for specific flights only (*or a series of flights within a defined crew pairing*).

In order to have the request approved by TC, the operator must build a safety case demonstrating that the pairing in question does not increase fatigue levels or decrease the level of alertness of the pilot(s) compared to the prescriptive requirements. Methods to determine this, and minimum requirements to build the safety case, are specified in the CARs.

Safety cases established for one flight (*or pairing*), may only be used to justify a request for another flight (*or pairing*) when the other flight (*or pairing*) is nearly identical. For example, crossing the same number of time zones in the same direction, aircraft type used, number of pilots, similar operating environments at destination, start time within 60 minutes of the other pairing, and so on. Again, requirements are listed in the CARs and the Advisory Circulars.

Ongoing review and evaluation of the data is required to maintain the exemption.

## New FDT Regulations Quick Reference North America Non-Augmented IFR Operations w/ Average Flights >50 minutes

*All times are based on acclimatized time, unless noted otherwise.*

### 1. Reporting for duty:

- Maximum accumulated flight time: 112 / 28 days, 300 / 90 days, 1000 / 365 days.
- Maximum accumulated flight duty time: 60 / 7 days, 192 / 28 days, 2200 / 365 days.
  - May use 70 / 7 days under limited circumstances (*refer to CARs*).
- Single day off\* within 168 hours (7 days) AND four within 672 hours (28 days).
- No more than three consecutive flight duty periods which touch between 02:00 – 05:59.
- No more than three consecutive split Night Duties (*report 13:00 -01:59 and release after 01:59*).
  - One Local Night's Rest\*\* required to reset.
  - May be five if minimum 3 hours rest each night and 56 hours free at the end.
- May reset acclimatized time during layover only if 24 consecutive hours off per time zone variation from home base.
- Reserve duty requires 12 hours advance notice prior to start of any reserve period.
  - Must be 32 hours notice if any part falls within circadian low (02:00 – 05:59).
  - If assigned reserve period is to be moved:
    - May not shift by more than -2/+4 hours from the original scheduled time.
    - If moving reserve period by >8 cumulative hours in 168 hours (7 days) two consecutive days free required first.
    - If moving assigned reserve period earlier into circadian low, 24 hours notice required.
    - If moving assigned reserve period later to after 02:00 two consecutive days free required first.
  - If flight assignment is made with >24 hours notice, notice is NOT provided between 22:30 – 07:30, AND no other activities assigned between notice and the flight assignment, these reserve rules do NOT apply.

*\*Single Day Off includes two Local Night's Rest.*

*\*\*Local Night's Rest means a NINE hour sleeping period between the window of 22:30 – 09:30.*

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2. Duty Period:

- 8 hours maximum if single pilot.
- Maximum Flight Duty Period determined by start time in Table 1.
- Reserve pilots on call out are also limited by start time of the reserve period in Table 2.
  - If the start of reserve is 02:00 – 05:59 and the pilot is not contacted until 06:00 or after, maximum is extended by 50% of the reserve availability period that falls between 02:00 and 05:59, or two hours, whichever is shorter.
- Deadhead may extend duty period by up to 7 hours.
  - May only exceed 3 hours by pilot discretion.
- Split Duty (*minimum 60 minutes in suitable accommodation*) may extend duty period by:
  - 100% of hotel time (less 45 minutes) between 00:00 – 05:59.
  - 50% of hotel time (less 45 minutes) between 06:00 – 23:59.
  - 50% of hotel time (less 45 minutes) when split is the result of UOC.
  - Up to two hours maximum if pilot is on a reserve call-out.
  - In no case may the duty day exceed 18 hours.
- Delayed Reporting Time modifications:
  - Up to 4 hours uses revised report time for duty day start time.
  - 4-10 hours uses 4 hour delay to original start time for duty day start time.
  - In all cases, maximum duty day is limited by the original or revised report time, whichever is the shorter duty day.
- Unforeseen Operational Circumstances allows extensions of:
  - 1 hour for single pilot operations.
  - 2 hours for two crew operations.
  - Reserve duty periods may not be extended using UOC.

Start Time of Flight Duty Period	1 to 4 Flights	5 or 6 Flights
24:00 to 03:59	9 hours	9 hours
04:00 to 04:59	10 hours	9 hours
05:00 to 05:59	11 hours	10 hours
06:00 to 06:59	12 hours	11 hours
07:00 to 12:59	13 hours	12 hours
13:00 to 16:59	12.5 hours	11.5 hours
17:00 to 21:59	12 hours	11 hours
22:00 to 22:59	11 hours	10 hours
23:00 to 23:59	10 hours	9 hours

Table 1

Start of Reserve Availability	Reserve Duty Limit
02:00 – 17:59	18 hours
18:00 – 18:59	17 hours
19:00 – 20:59	16 hours
21:00 – 22:59	15 hours
23:00 – 01:59	14 hours

Table 2

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3. Rest Period:

- Home base: 12 hours (or 11 hours plus travel time, if travel is less than one hour).
  - 10 hours if company provided suitable accommodation at home base.
  - 13 hours if duty day starts 4 hours from home time zone and pilot has been away for more than 36 hours.
- Away from base: 10 hours in suitable accommodation.
  - 11 hours if local time is four hours from acclimatized.
- Add:
  - Any time during which the maximum duty day was exceeded.
  - Discretionary amount of time for UOC (*minimum is the length of the UOC*).
  - The length of any deadhead that extended the duty day beyond the normal maximum.
    - If more than 3 hours beyond maximum, the length of the full duty day plus the extension beyond the maximum.
- If on Early Duty (*report 02:00 – 06:59*):
  - Switching to Late Duty (*release 00:00 – 01:59*) or Night Duty (*report 13:00 - 01:59 and release after 01:59*) requires one local night's rest\*\*.
- If on Late Duty (*release 00:00 – 01:59*) or Night Duty (*report 13:00 - 01:59 and release after 01:59*):
  - Switching to Early Duty (*report 02:00 – 06:59*) requires one local night's rest\*\*.

*\*Single Day Off includes two Local Night's Rest.*

*\*\*Local Night's Rest means a NINE hour sleeping period between the window of 22:30 – 09:30.*

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