

Chapter 3

GENERAL FLIGHT RULES

3.1. Crew Rest. Commanders and supervisors will ensure aircrew are provided a 12-hour rest opportunity prior to beginning the flight duty period. (T-3) Crew rest is free time and includes time for meals, transportation, and an opportunity for at least 8 hours of uninterrupted sleep. Crew rest cannot begin until after the completion of official duties. Crew rest is compulsory for aircrew members prior to performing any duties involving aircraft operations and is a minimum of 12 non-duty hours before the flight duty period (FDP) begins.

3.1.1. Aircrew members must inform the PIC or mission execution authority if not sufficiently rested for flight duties. (T-3)

3.1.2. If crew rest is interrupted, individuals will immediately inform the PIC or mission execution authority and will either begin a new crew rest period or not perform flight duties. (T-1) An interruption is any official business conducted after crew rest. **Exception:** PIC (or designee) may initiate mission-related communication with official agencies without interrupting crew rest.

3.1.3. The authority waiving the 12-hour crew rest period must ensure that the PIC is notified prior to beginning crew rest. (T-2) The PIC is not required to accept reduced crew rest, even if waiver has been granted by the appropriate waiver authority.

3.1.4. When three or more consecutive flight duty periods of at least 12 hours duration are scheduled, crew rest may be reduced by the PIC to a minimum of 10 hours in order to maintain a 24-hour work/rest schedule. The 10-hour crew rest authorization is only used to keep crews in 24-hour clock cycles, not for scheduling convenience or additional sortie generation.

3.1.5. Any reduction from 12-hour crew rest requires pre-coordination for transportation, meals, and quarters so that aircrew members are provided an opportunity for at least 8 hours of uninterrupted sleep.

3.2. Flight Duty Period (FDP). Mission execution authority shall schedule FDPs in accordance with **Table 3.1.** (T-3)

3.2.1. The FDP begins when an aircrew member first reports for official duty and ends at final engine shutdown after the final flight of the completed mission. FDP for UAS aircrew member ends at final engine shutdown, final in-flight handover briefing, or final crew swap, whichever occurs last.

3.2.2. The PIC is authorized to extend FDP a maximum of 2 hours to compensate for unplanned mission delays.

3.2.3. If official post-flight duties are anticipated to exceed 2 hours, consider reducing the FDP to ensure safe completion of those duties.

Table 3.1. Maximum FDP.

Aircraft Type	Basic Crew (Hours)	Augmented Crew (Hours)
Single Piloted Aircraft	12	Not Applicable
Fighter, Attack or Trainer (Dual Control)	12	16
Bomber, Reconnaissance, Electronic Warfare, or Battle Management (Dual Control)	16	24
Tanker / Transport	16	18
Tanker / Transport with Sleeping Provisions ¹	16	24
Rotary Wing (without Auto Flight Control System)	12	14
Rotary Wing (with Auto Flight Control System)	14	18
Utility	12	18
Unmanned Aircraft System (Single Control)	12	Not Applicable
Unmanned Aircraft System (Dual Control)	16	Not Applicable
Tilt-rotor	16	Not Applicable
Note 1: Sleeping provisions are crew bunks or other MAJCOM-defined rest facilities aboard the aircraft. Rest facilities should provide adequate privacy and noise levels to obtain suitable rest.		

3.3. Deadhead Time. Deadhead time is an official duty performed by an aircrew member flying as a passenger (no flight-related duties performed) while on flight orders and may be flown without crew rest.

3.3.1. If flight-related duties are planned to be performed following deadheading, crew rest and FDP restrictions apply.

3.3.2. If in-flight or crew-specialty related duties (e.g., aircraft off-loading or performance data calculations) are performed in conjunction with deadheading, crew rest and FDP restrictions apply.

3.3.3. Deadhead aircrew will be annotated as mission essential personnel on the Flight Authorization in accordance with DAFMAN 11-401. **(T-1)**

3.4. Maximum Flying Time. Maximum flying time is 56 flight hours per 7 consecutive days, 125 flight hours per 30 consecutive days, and 330 flight hours per 90 consecutive days. **(T-2)**

Note: Maximum flying time may be waived by MAJCOM/A3 when an operational risk management assessment determines that mission requirements justify the increased risk. MAJCOM/A3 may delegate the waiver authority no lower than squadron commander.

3.5. Controlled Cockpit Rest. As authorized by the MAJCOMs and only during non-critical phases of flight. **Note:** Cockpit rest does not reset required crew rest.

3.6. Aircrew Flight Equipment. Aircrew will wear and use authorized clothing and equipment in accordance with AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*, MDS-specific Volume 3, aircraft flight manuals, and theater special instructions (SPINS). **(T-1)**

3.6.1. Aircrew must undergo a MAJCOM-approved initial certification course prior to their initial flight with night vision devices (NVDs). **(T-1)** Certification is in accordance with AFMAN 11-202V1, *Aircrew Training*.