

## 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)**

3.1.1. **(AMC)** It is the aircrew member's responsibility to be properly rested for each mission. If circumstances prevent this, no aircrew member should feel pressured to fly when not properly rested. An aircrew member who is fatigued should immediately notify the PIC of this situation. If unable to start or complete a mission safely, declaring "safety of flight" may be required.

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.

3.1.6. **(Added-AMC)** Crew Rest/Enroute Ground Time. Units and/or mission execution authorities will establish procedures to place aircrew members in crew rest. **(T-2)**

3.1.6.1. **(Added-AMC)** SQ/CCs and enroute C2 agents will ensure work/rest cycles permit an aircrew adequate time to safely accomplish mission duties and personal time for rest. **(T-2)**

3.1.6.2. **(Added-AMC)** Do not enter aircrew members into crew rest until they complete official post-flight duties. **(T-2)** Those duties may include, but are not limited to, refueling, cargo on-/offload, aircrew arming, minor maintenance, or mission debriefing.

3.1.7. **(Added-AMC)** Home-Station Pre-Departure Crew Rest. For missions planned to keep aircrew members off-station 16 hours or more, unit commanders will enter primary and

deadhead aircrew members into pre-departure crew rest 24 hours before the legal for alert time. **(T-3) Exception:** For ARC aircrew, the type of pay status or order (e.g., Inactive Duty Training) determines whether home-station pre-departure crew rest is applicable.

3.1.7.1. **(Added-AMC)** Aircrew members may perform limited non-flying duties like mission planning during the first 12 hours of pre-departure crew rest. **Note:** Home-station pre-departure crew rest begins before initial departure from an aircrew member's home base, not the base of attachment or mission origination.

3.1.8. **(Added-AMC)** Off-Station/Enroute Ground Time. Mobility planners will provide aircrews at least AFMAN 11-2MDSV3-specified minimum ground time between engine shutdown and subsequent takeoff. **(T-3)**

3.1.8.1. **(Added-AMC)** Mobility planners should construct mission itineraries with enroute ground times longer than minimum ground time to afford aircrew members opportunities to recover from the cumulative effects of fatigue caused by flying on several consecutive days or due to transiting several time zones. If practical, make the enroute ground time 36 hours (maximum) after three consecutive, near-maximum FDPs.

3.1.8.1.1. **(Added-AMC)** Mission planners, PICs, or C2 agents may modify ground time in the interest of safety.

3.1.8.1.2. **(Added-AMC)** PICs may modify ground time to no less than required for the minimum crew rest period, completion of mission planning, cargo on-/offload, and non-standard mission related duties. **(T-3)** C2 agents will not ask PICs to accept less than minimum ground time as defined in AFMAN 11-2MDSV3. **(T-2)**

3.1.9. **(Added-AMC)** Crew Enhancement Crew Rest (CECR). CECR provides PICs a means to minimize the adverse effects of an aircrew alert and report period outside normal duty time. CECR periods should be of minimum duration and are normally used during de-positioning legs. Tasking authorities will approve requests to delay alert time to normalize the work-rest cycle or increase messing options when mission allows. **(T-2)** If inflexible user or mission requirements preclude the C2 agency from accommodating changes to the mission, the C2 agent will inform the PIC of the reason for disapproval.

3.1.10. **(Added-AMC)** Post-Mission Crew Rest (PMCR). SQ/CCs will give aircrew members returning to home base sufficient time to recover from cumulative effects of the mission and tend to personal needs. PMCR begins when all post-flight and post-mission duties are complete. **Exception:** For ARC aircrew, the type of pay status or order (e.g., Inactive Duty Training) determines whether home-station post-mission crew rest is applicable.

3.1.10.1. **(Added-AMC)** For missions that keep an aircrew off station 16 or more hours, the SQ/CC will provide at least 1 hour (up to 96 hours) PMCR for each 3 hours off-station. **(T-3)** Do not enter aircrew members in pre-departure crew rest until the PMCR period expires. **(T-3)**

3.1.10.2. **(Added-AMC)** PMCR is not applicable to continuing missions and MAJCOM/A3 may suspend PMCR during contingency operations.

3.1.11. **(Added-AMC)** Flying Crew Chief (FCC)/Fly Away Security Team (FAS) Work and Rest Plan. For off-station missions, FCCs and FAS teams (including AMC Phoenix Ravens) are responsible to the PIC. Aircrew crew rest rules do not apply. For FCC work-rest plan

guidance, see DAFI 21-101, *Aircraft and Equipment Maintenance Management*, and associated MAJCOM supplements. For FAS work-rest plan guidance, see DAFI 31-101, *Integrated Defense*, and associated MAJCOM supplements.

3.1.12. **(Added-AMC)** Aircrew Alerting. SQ/CCs and/or enroute C2 agents will ensure work/rest cycles permit an aircrew adequate time to safely accomplish mission duties and personal time for rest. **(T-2)** Whenever possible, C2 agents should inform PICs and Medical Crew Directors (MCD) of aircraft status, expected patient upload time, and other pertinent mission details to streamline mission launch.

3.1.13. **(Added-AMC)** Legal For Alert Time. **Aircrew legal for alert time is defined per AFMAN 11-2MDSV3.** Individual locations may increase or decrease this time depending on specific capabilities. Units may establish self-alert procedures for local training missions.

3.1.13.1. **(Added-AMC)** For missions with more than minimum ground time, the PIC may arrange an alert time that provides additional preparation time to accomplish the mission. The PIC may also accept alerting with reduced preparation time when the mission allows. In all cases, the PIC will coordinate changes to standard alerting times with the appropriate C2 agency. **(T-2)** For Operational Support Airlift/Executive Airlift (OSA/EA), reduced preparation time will be coordinated with the aide for the party and expectations will be managed. **(T-3)**

3.1.13.2. **(Added-AMC)** With PIC agreement and when cargo load warrants (i.e., outsized or special cargo), C2 agents may alert Loadmasters/Boom Operators up to 2 hours before normal alert time. When early alerting is warranted, the PIC and C2 agent must notify the Loadmaster/Boom Operator before entering crew rest. **(T-2)** Do not alert the Loadmaster/Boom Operator more than 1 hour before beginning cargo upload. Base the aircrew FDP on the earliest show time.

3.1.13.3. **(Added-AMC)** C2 agents will not alert an aircrew until the aircraft is in commission or there is reasonable assurance that maintenance technicians will complete repairs that allow the aircrew time to preflight and load the aircraft to meet the target takeoff time. **(T-3)** **Exception:** Missions with a limited launch window (Coronet, etc.) may be alerted.

3.1.13.4. **(Added-AMC)** C2 agents will not alert outbound aircrew when inbound aircraft is on Code-2 or Code-3 status until maintenance technicians determine required parts are available and the aircraft will be repaired within the target ground time. **(T-3)**

3.1.14. **(Added-AMC)** Self-Alerts. **Aircrews may self-alert at locations without a C2 agency, but must coordinate with the controlling C2 agency.** **(T-3)** The PIC may elect, with C2 concurrence, to self-alert on operational missions at locations with a C2 agency. Coordinating the alert time with local C2 agents can avoid FDP limitations that result from unexpected changes in the mission. OSA/EA aircrews will self-alert unless dictated otherwise by OG/CC. **(T-3)**

3.1.15. **(Added-AMC)** Aircrew Release. The aircrew release policy is as follows:

3.1.15.1. **(Added-AMC)** On the aircrew's initial entry or re-entry into crew rest, the controlling C2 agent, or PIC during self-alerts, will establish an expected alert time. **(T-3)**

3.1.15.2. **(Added-AMC)** For all missions, the latest allowable alert time is 6 hours after the expected alert time (N/A for OSA/EA). **(T-2)** The PIC may extend that window to 8 hours when flying as primary aircrew or 12 hours when flying in deadhead status. The controlling C2 agent will not ask the PIC to accept more than the 6-hour window. **(T-2)** ANG/AFRC aircrew members may extend the window as necessary to deadhead to home station to meet the Firm Scheduled Return Time.

3.1.15.3. **(Added-AMC)** When a C2 agent determines circumstances will not allow for aircrew alerting during the legal for alert window, at that time but not earlier than the expected alert time, the C2 agent will contact the PIC and establish a new expected alert time at least 12 hours from the time of notification. **(T-3)**

3.1.15.4. **(Added-AMC)** At the end of the legal for alert window or if the mission risk becomes elevated and the PIC determines the overall risk of the mission prohibits safe continuation, he/she will contact the C2 agent and establish a new expected alert time. **(T-3)**

3.1.15.5. **(Added-AMC)** If the mission cannot depart within 4 hours of any scheduled takeoff, the PIC may continue the mission after a thorough re-evaluation of all Operational Risk Management (ORM) factors. The controlling C2 agent will not ask or pressure the PIC to accept a takeoff outside of the 4-hour window. **(T-2)** The PIC will coordinate with C2 to continue the mission or enter crew rest and establish a legal for alert time. **(T-2)**

3.1.16. **(Added-AMC)** Stage Management.

3.1.16.1. **(Added-AMC)** Stage Posture. Stages operate on a positive launch principle. C2 agents will alert aircrews using the following priority/hierarchy. **(T-2)**:

3.1.16.1.1. **(Added-AMC)** Aircrews that require an emergency return to home station.

3.1.16.1.2. **(Added-AMC)** De-positioning stage aircrews will be prioritized by their Firm Scheduled Return Times.

3.1.16.1.3. **(Added-AMC)** Aircrews in sequence of arrival time.

3.1.16.1.4. **(Added-AMC)** If the stage manager returns an aircrew in the stage to crew rest because of a mission delay or abort, that aircrew becomes first out when legal for alert.

3.1.16.2. **(Added-AMC)** Mechanical Stage. A C2 agent may create a mechanical stage when a delayed or aborted mission will not resume before that aircrew's FDP expires. Aircrews in a mechanical stage will be first out when a mission in the same direction transits their location while they are legal for alert. A C2 agent may bump an inbound aircrew with FDP to complete that mission to cycle aircrews in a mechanical stage. C2 agents should not normally establish a mechanical stage for ANG and AFRC aircrews flying unit-equipped aircraft.

3.1.17. **(Added-AMC)** Standby (Alert) Force Duty. MAJCOM C2 Agents will task units for Standby Force Duty not later than 18 hours prior to legal for alert time. **(T-2)** This allows aircrew members 12 hours of pre-standby crew rest and 6 hours for aircraft preflight duty. When aircrews are unable to complete all preflight duties within 6 hours of crew show time, provide an additional 12-hour pre-standby crew rest. If MAJCOM C2 agents are unable to

provide 18 hours prior notification, SQ/CC will place the pre-standby crew in 12-hour crew rest and follow aircraft generation procedures in [paragraph 3.1.13](#) to prepare the aircraft for launch. Aircrews may remain in ALFA/BRAVO status up to 48 hours. The mission execution authority may extend this period for contingencies. After completion of an alert period, launch, release, or re-enter aircrew into 12-hour pre-departure crew rest. Units may provide additional local procedures for management of Standby Force Duties. Aircrew Member Support of Aircraft Generation Activities (Preflight, cargo up-/offload, start, and taxi aircraft) require crew rest. The duty day begins when the aircrew member reports for official duties.

3.1.17.1. **(Added-AMC)** ALFA Standby Aircraft Preflight Generation and Security. When tasked, units will posture an aircraft and aircrew as an ALFA Standby Force able to launch within 1 hour (1+30 for C-5). **(T-2)** The following procedures apply to primary aircraft as well as spare aircraft generated for ALFA alerts. Appropriate maintenance and aircrew preflights must be completed. Preflight validity will be IAW applicable T.O./Flight Manuals. After the preflight, the PIC will notify the controlling agency. **(T-2)** The aircraft will remain in a sealed posture and be referred to as “cocked on alert.” Documentation of when the aircraft was cocked on alert must be placed in the forms. PIC will assure aircraft is secure IAW AFMAN 11-2MDSV3 guidance. **(T-2)** The aircrew preflight portion remains valid if performed by one aircrew, cocked on alert, and launched by another aircrew. Uncocking a generated aircraft is not a standard procedure but may be accomplished on a case-by-case basis. The PIC or a designated aircrew representative must be present if access to the aircraft is required. Ensure command and control and the controlling agency are notified when uncocking and re-cocking generated aircraft. Follow-on preflights may be done during normal waking hours, provided they do not interfere with an aircrew member’s opportunities for meals, transportation, or 8 hours of uninterrupted sleep. After preflight duties have been completed, subsequent C2 taskings will begin a new FDP. **(T-2)**

3.1.17.2. **(Added-AMC)** BRAVO Standby Force. When tasked, units will posture an aircraft and/or aircrew in BRAVO Standby Force to permit launch within 3 hours (3+45 for C-5). **(T-2)** Follow-on preflights, if required, interrupt crew rest. Begin CDT/FDP when aircrew shows for duty.

3.1.17.2.1. **(Added-AMC)** Extended BRAVO Standby Force. (N/A AFRC) When necessary, the OG/CC (or equivalent), may place aircrews in a BRAVO status for up to 7 days (168 hours).

3.1.17.2.2. **(Added-AMC)** Extended BRAVO will only be used while at home station. **(T-2)**

3.1.17.2.3. **(Added-AMC)** Extended BRAVO aircrews may be used to preflight their own aircraft or its replacement, provided the preflights are done during normal waking hours, and do not interfere with an aircrew member’s opportunities for meals, transportation, or 8 hours of uninterrupted sleep. After preflight duties have been completed, subsequent C2 taskings will begin a new FDP.

3.1.17.2.4. **(Added-AMC)** While in alert status, aircrews will not be asked to perform any duties other than the preflight duties addressed above. **(T-2)**

3.1.17.3. **(Added-AMC)** CHARLIE Standby Force. When tasked, units will posture aircrews as a CHARLIE Standby Force ready to enter crew rest within 2 hours. **(T-2)** Tasked aircrews will be legal for alert 12 hours after entering crew rest. **(T-2)** SQ/CC may keep aircrews in CHARLIE status up to 72 hours. After 72 hours, release aircrews or enter them into 12 hours crew rest for directed mission, training mission, or subsequent standby force duty.

3.1.17.4. **(Added-AMC)** Wing Standby Force. Units may place aircrews in Wing Standby status. After a 12-hour pre-departure crew rest period, aircrews are legal for alert for 12 hours and must be able to launch within normal launch timing. After 12 hours, launch, release, or re-enter aircrews in 12-hour crew rest period before subsequent 12 hours Wing Standby duty.

3.1.17.4.1. **(Added-AMC)** OSA/EA Wing Standby/Soft Alert see AFMAN 11-2MDSV3.

3.1.17.5. **(Added-AMC)** Post-Standby Missions. On completion of standby duty, aircrew members may be dispatched on a mission. If started, post-standby crew rest must be completed before the start of pre-departure crew rest. If an aircrew member is dispatched on a mission, compute the post-mission crew rest time on standby time plus mission time.

3.1.17.6. **(Added-AMC)** Post-Standby Crew Rest. Aircrew members not dispatched on a mission following standby duty will receive post-mission standby crew rest as follows. **(T-3)**:

3.1.17.6.1. **(Added-AMC)** If standby duty is performed away from normal quarters, crew rest time is computed from this standby time on the same basis as for mission time.

3.1.17.6.2. **(Added-AMC)** If standby duty was performed in normal quarters, no crew rest time is authorized.

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

**3.2. (AMC) Flight Duty Period (FDP).** Based on worst-case Flight Duty Period (FDP) in the mission directive, SQ/CC will augment an aircrew when FDP exceeds 16 hours and the mission profile will allow augmenting aircrew members adequate time to rest enroute. **(T-2)** See **Table 3.1** for limitations. Once enroute, the mission directive or C2 agent will inform the PIC if an augmented FDP is expected for the next duty day, prior to the aircrew entering crew rest. **(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.

3.2.1. **(AMC)** For planning purposes, FDP/CDT will begin no later than 1 hour after aircrew alert notification (or at aircrew show time when self-alerting). **(T-3)** Aircrew may self-alert with C2 (618 AOC for AMC and AMC-gained missions) concurrency prior to entering crew rest. The PIC will coordinate the self-alert time before entering crew rest. **(T-3) Note:** OSA/EA missions may normally self-alert without prior coordination.

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

3.2.2. **(AMC)** This authority should be used judiciously based upon an accurate, updated ORM assessment by the PIC. C2 agents will not ask or pressure PICs to exercise this option. **(T-2)** If an FDP is extended, the CDT is also extended by the same amount of time. PICs will inform C2 of the decision to exercise this authority as soon as practical. **(T-3)**

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.

3.2.4. **(Added-AMC)** If an augmented crew entered crew rest scheduled for a basic FDP, the PIC may accept an augmented FDP as long as: 1) the C2 agent or PIC discovers the extenuating circumstances requiring the augmented FDP before the first takeoff and 2) the PIC verifies all augmenting aircrew members can get adequate rest enroute.

3.2.5. **(Added-AMC)** Crew Duty Time (CDT). CDT is that period of time an aircrew may perform combined ground/flight duties. CDT includes both military duty and civilian work and begins when an individual reports for their first duty period (military or civilian). Missions will be planned so aircrew members may complete post-mission duties within maximum CDT. **(T-3)**

**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 <sup>1</sup>	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
<b>Note 1:</b> 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.		



**Table 3.1. (AMC) Maximum FDP.**

Aircraft Type	Basic FDP (Hours) <sup>1,2,5</sup>	Augmented FDP (Hours) <sup>3,4,5,6</sup>	Basic CDT (Hours)	Augmented CDT (Hours)
C-17, C-5, KC-10/46/135	16	24	18	24+45
C-32/40, VC-25	16	24	16+45	24+45
C-130H/J	16	18	18	20
C-37	16	N/A	16+45	N/A
C-21	14	N/A	16	N/A
AE	Will have same FDP/CDT as the aircrew on their assigned mission			
<b>Notes:</b>				
<b>1. Training, JA/ATT, and FCF/ACF Missions.</b> Limited to a Basic FDP. After the first 12 hours of the FDP, events are limited to those required to deposition to home base. <b>(T-3) Exception:</b> ANG and AFRC crews may perform these events on training missions provided their basic CDT and FDP are not exceeded. C-17 Basic FDP includes basic crew +1.				
<b>2. Basic FDP.</b> Complete all operational tactical or receiver AAR events during the first 14 hours of the FDP. <b>(T-3) Exception:</b> C-130H/J complete all operational tactical events during the first 12 hours of the FDP; PIC may approve tactical events up to 14 hours. C-17 Basic FDP includes basic crew +1.				
<b>3. 18-hour Augmented FDP.</b> 18-hour Augmented FDP requires a mission profile with at least one 5-hour leg or two 3-hour legs. Complete all tactical or receiver AAR events during the first 14 hours of the FDP. <b>Exception:</b> C-130H/J complete all tactical events during the first 12 hours of the FDP; PIC may approve tactical events up to 14 hours. Once an aircrew begins an 18-hour Augmented FDP, only the appropriate waiver authority may extend it to a 24-hour augmented FDP (all other restrictions still apply). <b>Exception:</b> Leg length requirements N/A for C-130H/J using 18-hour Augmented FDP. <b>(T-3)</b>				
<b>4. 24-hour Augmented FDP.</b> A 24-hour Augmented FDP requires a mission profile with at least one 6-hour leg or two 4-hour legs, and no more than 3 intermediate stops after 14 hours FDP. <b>Exceptions:</b> N/A for C-32/40/VC-25; C-5s no more than 2 intermediate stops after 16 hours; KC-10 no more than 2 intermediate stops after 14 hours; each Receiver AAR or airdrop counts as an intermediate stop (multiple airdrops within 1 hour count as 1 airdrop). The PIC will validate planned leg times against actual conditions and may swap an extended ground time (4 hours) for a mission leg when conditions afford aircrew members a chance for rest. If these requirements cannot be met, an 18-hour Augmented FDP can be used. Complete all tactical or receiver AAR events during the first 18 hours of the FDP. For C-17 and C-5, two AR-qualified ACs are required if AAR is accomplished after 14 hours FDP. <b>(T-3)</b>				
<b>5. Inoperative Automation.</b> When the autopilot cannot be fully utilized (per the AFMAN 11-2MDSV3), pilots are limited to a 12-hour Basic FDP and a 16-hour Augmented FDP <b>(Exception:</b> 18-hour augmented FDP for KC-135 and KC-46.) <b>Note:</b> SQ/CCs need only augment the pilot portion of the aircrew when the autopilot pitch axis is inoperative since the aircrew is restricted to a basic FDP (16 hours). <b>(T-3)</b>				



**6. Rest Facilities.** Rest facilities are defined as a bunk or similarly sized flat surface with emergency oxygen. A sufficient number of resting seats should be provided to accommodate the number of aircrew members off duty at the same time. If facilities do not provide adequate privacy and noise levels, consideration should be made to restricting FDP.

**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.

3.3.2. **(AMC)** Current/qualified aircrew members may perform primary aircrew duties after traveling in MEP status, provided they do not exceed a basic FDP (FDP starts at report time for flight in MEP status).

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

3.3.3. **(AMC)** Mission Essential Personnel. Procedures and policies regarding MEP are contained in DAFMAN 11-401, *Aviation Management*. PICs will ensure personnel traveling in this status are properly authorized. **(T-2)**

3.3.3.1. **(Added-AMC)** Aircrew members may travel in MEP (Mission Essential Personnel) status after performing primary aircrew duties. C2 agencies will not request that an aircrew member MEP for more than 24 hours from the time the aircrew member's FDP began. **(T-3)** The individual aircrew member may elect to extend this time.

3.3.3.2. **(Added-AMC)** Aircrew members qualified in mobility aircraft are authorized MEP status on any mobility aircraft to pre/de-position in support of mobility operations. MAJCOM-designated aircrew members who are assigned or authorized to accompany the normal crew complement are authorized MEP status. Aircrew members in MEP status are not authorized to:

3.3.3.2.1. **(Added-AMC)** Displace manifested passengers on AMC missions. **(T-2)**

3.3.3.2.2. **(Added-AMC)** Maintain currency and/or log flying time. **(T-2)**

3.3.3.2.3. **(Added-AMC)** Use MEP status for transportation while on leave. **(T-2)**  
**Exception:** ANG/AFRC Air Technicians may travel in leave status IAW DAFMAN 11-401\_AFRCSUP, *Aviation Management*.

3.3.3.2.4. **(Added-AMC)** Travel on Special Air Missions/Command Support Mission (SAM/CSM) aircraft unless authorized by the Air Force Special Air Mission Office (HAF/A3M) through the PIC.

3.3.3.2.5. **(Added-AMC)** Travel on Special Assignment Airlift Missions (SAAM) when specifically restricted by the mission directive.