



**AIR-INDIA**

**DUTY-FLIGHT TIME LIMITATIONS  
AND ALLIED MATTERS**

**FOR CABIN CREW**



## DUTY-FLIGHT TIME LIMITATIONS AND ALLIED MATTERS

### (I) DEFINITIONS

- A) Flight Duty Time: The total time commencing from the time of reporting at the airport and ending with the termination of a flight or a series of flights (chocks on plus 15 minutes) unless broken by a period of rest as stipulated in para (E)(II) hereunder.
- B) Flight Time: The total time from the moment an aircraft first taxis out under its own power for the purpose of take-off to the moment it comes to rest at the end of the flight. Flight time is synonymous with "Block to Block Time" or "Chock to Chock Time".
- C) Total Hours of Duty: The period during which a cabin crew is performing any function assigned by the Corporation.
- D) Rest Period: The period during which a cabin crew is not assigned any function by the Corporation.
- E) Clear Rest: The period commencing from the time a room is allotted for occupation at the hotel upto the call time, which would normally be one hour before pick-up time.
- F) Layover: The period spent between "Chocks On" and "Chocks Off" at an outstation.



G) Standby Crew: A cabin crew who is required to standby during a specified period, fully prepared and ready to undertake a flight, when called upon.

H) Crew Base: A place where a cabin crew is posted either on a temporary or permanent basis. The word "BASE" used signifies "Crew Base".

I) Crew Change Station: Where a layover or scheduled change of crew takes place.

## (II) LIMITATIONS

Flight Time .... 10 Hours (Scheduled)

Flight Duty Time ... 14 Hours

A) Flight duty time beyond 14 hours can be increased en route by 2 hours at the discretion of the Commander, provided he is fully satisfied that such action is not likely to jeopardise the safety of the operation.

B) Once the flight has commenced, the flight duty time will be the only governing factor even though the flight time may exceed due to adverse winds, diversions, etc.

C) In case of delayed departure of flights the cabin crew of the flight and standby cabin crew will be informed at about pick-up time-standby time of such delay to enable them to utilise the delay towards their rest. If the cabin crew concerned are not so informed at about the pick-up time, the flight duty time of the said cabin crew will be deemed to have commenced from the normal reporting time of the flight.

## D) Periodical Flight Time Limitations:

i) 30 consecutive days ..... 80 Hours

One Calendar Year ..... 800 Hours

ii) Total Hours of Duty:

30 consecutive days ..... 200 Hours

## E) Rest Periods:

i) Rest period en route. If a flight is not concluded within the agreed flight duty time limitations, the layover declared by the Commander at an en route station will apply for purposes of clear rest.

ii) Rest period at crew change and at terminal station other than base.

### Flight Duty Time

### Minimum Rest Period

For Normal  
Flights

For Delayed  
Flights

(Clear Rest)

(Clear Rest)

6 Hours or less

10 Hours

8 Hours

Above 6 Hours and  
upto 11 Hours

12 Hours

10 Hours

Above 11 Hours and  
upto 14 Hours

16 Hours

12 Hours

Note: 1) In case of flight duty time exceeding 14 hours, rest period will be 20 hours clear rest.

2) In the case of delayed flights, -where the rest period availed of is less than the



minimum for normal flights laid down above, the layover allowance will be paid as if the minimum normal rest period shown above was availed of.

F) i) The clear rest availed of as a result of (E)(i) shall be deducted from the total flight duty time calculated from the time of reporting at the first point of duty to "Chocks On" at destination, and the rest period at crew change station-destination shall be in accordance with para (E)(ii) above.

ii) If, however, as a result of engineering or any other reasons, the clear rest period at an en route station is 20 hours or more, the flight will be deemed to have commenced afresh from that station for the purpose of calculating flight duty time and flight time.

G) Rest-Time Off at Base:

i) The minimum rest-time off period, after return from a flight, will be equal to half the number of hours spent away from the base on that flight plus 24 hours subject to a minimum of one calendar day or 36 hours whichever is more. Where the rest period-time off due at base is one calendar day or 36 hours whichever is more and where such flights arrive (Chocks On) at base between 2344 and 2359 hours (Local Time), the rest period-time off at base will be restricted to 36 hours only.

During the minimum rest-time off period, a cabin crew cannot be called upon to perform any duty whatsoever and there will be no restriction on his movements.

But, in case where exigencies of operation demand, the rest-time off period at base may be reduced to 24 hours. The unexpired portion of the rest-time off period shall be added to the subsequent rest-time off period at base.

ii) Further, in case of following flights, a minimum of 12 hours clear rest will be given to a cabin crew.

a) Domestic (within India) flights involving 6 hours or less flight time,

b) A sector or sectors of international flights within India involving 6 hours or less flight time, and

c) Any other sector flights which involve less than 6 hours of flight duty time and less than 24 hours away from base.

iii) Special leave and passages for attending international meetings

Special leave for 2 representatives of the A.C.E.U. (Cabin Crew) upto a maximum of 10 days each and 2 free return passages on Air-India will be made available, once in every year, to enable their representatives to attend international meetings.