

121.483**FLIGHT TIME LIMITATIONS: TWO PILOTS AND ONE
ADDITIONAL FLIGHT CREWMEMBER.**

(a) No ~~flag air carrier~~ certificate holder conducting flag operations may schedule a pilot to fly, in an airplane that has a crew of two pilots and at least one additional flight crewmember, for a total of more than 12 hours during any 24 consecutive hours.

(b) If a pilot has flown 20 or more hours during any 48 consecutive hours or 24 more hours during any 72 consecutive hours, he must be given at least 18 hours of rest before being assigned to any duty with the air carrier. In any case, he must be given at least 24 consecutive hours of rest during any seven consecutive days.

(c) No pilot may fly as a flight crewmember more than —

- (1) 120 hours during any 30 consecutive days;
- (2) 300 hours during any 90 consecutive days; or
- (3) 1,000 hours during any 12-month period.

121.485**FLIGHT TIME LIMITATIONS: THREE OR MORE
PILOTS AND AN ADDITIONAL FLIGHT CREWMEMBER.**

(a) Each ~~flag air carrier~~ certificate holder conducting flag operations shall schedule its flight hours to provide adequate rest periods on the ground for each pilot who is away from his base and who is a pilot on an airplane that has a crew of three or more pilots and an additional flight crewmember. It shall also provide adequate sleeping quarters on the airplane whenever a pilot is scheduled to fly more than 12 hours during any 24 consecutive hours.

(b) The ~~flag air carrier~~ certificate holder conducting flag operations shall give each pilot, upon return to his base from any flight or series of flights, a rest period that is at least twice the total number of hours he flew since the last rest period at his base. During the rest period required by this paragraph, the air carrier may not require him to perform any duty for it. If the required rest period is more than seven days, that part of the rest period in excess of seven days may be given at any time before the pilot is again scheduled for flight duty on any route.

SUBPART T

FLIGHT OPERATIONS

121.531 APPLICABILITY.

This subpart prescribes requirements for flight operations applicable to all certificate holders, except where otherwise specified.

121.533 **RESPONSIBILITY FOR OPERATIONAL CONTROL** **~~DOMESTIC AIR CARRIERS~~ DOMESTIC OPERATIONS.**

(a) Each ~~domestic air carrier~~ certificate holder conducting domestic operations is responsible for operational control.

(b) The pilot in command and the aircraft dispatcher are jointly responsible for the preflight planning, delay, and dispatch release of a flight in compliance with this chapter and operations specifications.

(c) The aircraft dispatcher is responsible for —

- (1) Monitoring the progress of each flight;
- (2) Issuing necessary information for the safety of the flight; and
- (3) Cancelling or redispatching a flight if, in his opinion or the opinion of the pilot in command, the flight cannot operate or continue to operate safely as planned or released.

(d) Each pilot in command of an aircraft is, during flight time, in command of the aircraft and crew and is responsible for the safety of the passengers, crewmembers, cargo, and airplane.

(e) Each pilot in command has full control and authority in the operation of the aircraft, without limitation, over other crewmembers and their duties during flight time, whether or not he holds valid certificates authorizing him to perform the duties of those crewmembers.

121.535 **RESPONSIBILITY FOR OPERATIONAL CONTROL:** **~~FLAG AIR CARRIERS~~ FLAG OPERATIONS.**

(a) Each ~~flag air carrier~~ certificate holder conducting flag operations is responsible for operational control.

(b) The pilot in command and the aircraft dispatcher are jointly responsible for the preflight planning, delay, and dispatch release of a flight in compliance with this chapter and operations specifications.