

Duty Limits and Rest Requirements

As we all know, Covid-19 has created many unusual operational challenges in the past year. Because of the pandemic, we have seen a large uptick in minimum rest and duty day limit issues. These issues are specifically increasing on the 747 with the multiple leg days through China, Hong Kong, and other cities affected by the pandemic where crewmembers are not allowed to overnight.

We'd like to take this time to remind everyone of the duty day and minimum rest guidelines outlined in the CBA Section 12.

CBA Section 12, FOM Chapter 3 and the IAP2750.org website all contain great information on these limits. Below, are links to emails we have distributed in the past that review each of these topics, an image of the CBAG duty limit guide, and a few notes on the duty limits.

Duty Limits and Rest

Operate OR DH Then Operate in Same Duty Period				Operate and THEN DH in Same Duty Period			
Crew Compliment	Scheduled Duty	Extendable		Crew Compliment	Scheduled Duty	Extendable	Add. Duty for DH
2 ACR: 2 CM	14+00	(+) 02+00		2 ACR: 2 CM	14+00	(+) 02+00	(+) 02+00
2 ACR: 3 CM	16+00	(+) 02+00		2 ACR: 3 CM	16+00	(+) 02+00	(+) 02+00
3 ACR: 3 CM	16+00	(+) 02+00		3 ACR: 3 CM	16+00	(+) 02+00	(+) 02+00
3 ACR: 5 CM	20+00	(+) 02+00		3 ACR: 5 CM	20+00	(+) 02+00	none
2 ACR: 4 CM	20+00	(+) 02+00		2 ACR: 4 CM	20+00	(+) 02+00	none

Deadhead Duty Limits				Reserve Duty Limits			
Activity	Report Time	Release Time	Scheduled Duty	Activity	Report Time	Release Time	Scheduled Duty
Ground Transport	Scheduled Departure Time	Scheduled Release Time	Inclusive of and limited by your duty day	R1	Continuous	Continuous	Continuous
Deadhead Company Aircraft (with a seat)	(-) 01+30	(+) 00+30	20+00	R2	Start Time	End Time	16+00
Deadhead Company Aircraft (in a jumpseat)	(-) 01+30	(+) 00+30	No more than 8 hrs in any duty period	R3	Start Time	End Time	04+00
Deadhead Commercial Carrier (Domestic)	(-) 01+00	(+) 00+15	20+00	R3 w/ Rest Facilities	Start Time	End Time	06+00
Deadhead Commercial Carrier (International)	(-) 01+30	(+) 00+30	20+00	Combination of R2 and R3	Start Time	End Time	16+00
Deadhead (any type) only when into a block of days off	(-) 01+30	(+) 00+30	22+00				

In Tables:
ACR = Air Crew Required
CM = Crew Member (CBA 12.C)

We still see much confusion with crewmembers trying to use this chart in the heat of the moment. Here is a breakdown of how it works:

- First off, *THE CBA IS ALWAYS THE FINAL WORD!* We have found the language in the CBA is much more clear and easy to use than the chart in the CBAG.
- The Scheduled duty column is the duty limit for the flight portion. The flight duty can be extended up to two hours.

- A 2-hour extension can only be utilized due to the following issues: “Once scheduled, a duty period may be extended on account of operating flight delays caused by weather, mechanical, air traffic control, late ground handling, late loading or curfew, or with Crewmember concurrence if he was delayed on a commercial deadhead that precedes an operating flight to which he is assigned as a flight crewmember...”.

Where we see the most confusion is under the 3-man crew operate to deadhead line. The scheduled duty limit is 16 hours. That duty can be extended to 18 hours under one of the above circumstances.

The chart gives 2 hours additional duty for the deadhead. Some crewmembers think if all goes well, they are limited to 18 hours (16 flight + 2 deadhead). However, the 2 hours additional is there to show the *TOTAL* limit of 20 hours from CBA 12.C.2.C. So, a better way to think of it would be a 20-hour total limit, but no more than 16 can be scheduled for flight duty and no more than 18 hours can be *actual* flight duty.

CBA Section 12.C.2.C: When the duty period is scheduled to consist of an operating flight or flights followed by a deadhead (i.e., operating flight to deadhead), the maximum scheduled and actual duty period shall be twenty (20) consecutive hours of which no more than sixteen (16) consecutive hours of the Duty Day may relate to the operation of a flight(s) (or no more than eighteen (18) consecutive hours if subsection 12.C.2.b., above, applies).

- Deadhead only duty periods are limited to 20 hours. However, they can be scheduled to 22 hours, “when a Crewmember is released into a block of Days Off from a point other than their Base.” There is a caveat that the company can require a 22-hour deadhead, *but it requires* the crewmember’s and Chief Pilot or DO’s approval.

Minimum Rest and Layovers

When most of us hear minimum rest, we think of the dreaded short overnight. In reality, minimum rest length is based on times outlined in our CBA or CFR Section 117 or 121, whichever is greater. Below we’ve referenced the sections of the contract that allow you to calculate the minimum rest you require.

- CBA 12.D.2.a: Up to 18hrs of duty, the minimum rest is 10 hours.
- CBA 12.D.2.b: Between 18-20hrs of duty, the minimum rest is 12 hours.
- CBA 12.D.2.c: More than 20hrs of duty, the minimum rest is 14 hours.

➤ *Minimum rest must be increased if your actual duty is extended beyond scheduled limits...see Section 12.C (Duty Time Limits). Remember the increase in minimum rest is IN ADDITION TO the minimum rest of 10, 12, or 14 hours.*

The above information is broken down more in our education email: [Layover vs. Overnight](#) which is located on the Scheduling Committee tab on the 2750 Website.

Please let us know if you have any questions or concerns at Scheduling@IAP2750.org.

Thanks and fly safe.