



FAR 117 *FastRead*

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Welcome to the second ARW MEC FAR 117 *FastRead*. This week, we're going to provide specific details and examples of Flight Duty Period (FDP) under the new rules - what happens when a flight cancels or diverts, extensions, reroutes, and junior manning.

A FDP begins when a flight crew member is required to report for duty with the intention of conducting a flight, a series of flights or positioning or ferrying flights, and ends when the aircraft is parked after the last flight and there is no intention for further movement. It includes the duties performed by the flight crewmember on behalf of the certificate holder that occur BEFORE a flight segment or BETWEEN flight segments without a required intervening rest period.

Do not confuse FDP and contractual duty. Your FDP begins at report and ends when the aircraft is parked after the last flight and there is no intention for further movement. Your contractual duty for pay, rigs, and hours of service (Section 12) begins at report and ends 15 minutes after your last assignment for the Company whether it is a flight or deadhead.

Let's look at how deadheading effects your FDP. As stated above, your FDP begins when you report and continues until the aircraft is parked after the last flight and there is no intention for further movement. A deadhead is not considered aircraft movement by FAR 117. So, if you DH on the first flight and then continue to fly the rest of the day, that DH was considered part of your FDP since the DH was prior to you operating a flight. Now, if you flew a leg and then DH back your FDP ended when the flight you flew terminated and the DH was not part of the FDP. So if you DH into an overnight or back to domicile, you would not consider that time in your FDP. When you look at *Table B to Part 117—Flight Duty Period: Unaugmented Operations* below to make sure you are legal, the DH will never be counted as a segment; however, it can be a part of your overall duty day. It just depends on where the DH falls to actual flight segments.

Stated another way, if the last thing you do before you go to rest is a deadhead, it is not part of your FDP. If you move an airplane (flight or ground reposition) after your deadhead, it is part of your FDP. Even though your deadhead might not be part of your FDP it is not rest either. Rest must be entirely free from duty.

TABLE B TO PART 117—FLIGHT DUTY PERIOD: UNAUGMENTED OPERATIONS

Scheduled time of start (acclimated time)	Maximum flight duty period (hours) for lineholders based on number of flight segments						
	1	2	3	4	5	6	7+
0000–0359	9	9	9	9	9	9	9
0400–0459	10	10	10	10	9	9	9
0500–0559	12	12	12	12	11.5	11	10.5
0600–0659	13	13	12	12	11.5	11	10.5
0700–1159.....	14	14	13	13	12.5	12	11.5
1200–1259	13	13	13	13	12.5	12	11.5
1300–1659.....	12	12	12	12	11.5	11	10.5
1700–2159.....	12	12	11	11	10	9	9
2200–2259	11	11	10	10	9	9	9
2300–2359	10	10	10	9	9	9	9

We know that our operation is far from stable and things will change from the schedule. So how do we contend with changes? FAR 117 gives certificate holders tools to allow for changes to the schedule while still complying with the regulation. These tools are the short- and long-call reserve rules. We should note that using the short- and long-call reserve rules does not change your status by the contract; these tools only place restrictions on the carrier on how they can modify your schedule. The main difference between the two types of reserve rules in this case are whether you get a rest period. While this subject will be covered in more detail in the next issue of the FAR 117 *FastRead*, let's look at some examples of how they will be applied when you are on a trip.

Let's see how this is applied when your first flight of the day cancels: If it is canceled before you start your rest the night before, then you can be shifted into what the FAA calls "long-call reserve" (not the same as LC days on a relief line). In this case, you will be given your rest with a new show time. When you show up the next day, your duty will start at the new show time and you will use Table B to figure out your max duty day based on show time and number of legs.

If you are notified that your first flight has canceled after your rest period but before you show up at the airport, you may be shifted into "short-call reserve". (This is because you can't be shifted into long-call without having a rest period after you are notified.) Be sure to look at Table B to find your max duty day (use the time that you show and the number of legs). To that, Part 117 allows up to 4 hours of "standby time," but only to the time between your initially scheduled show time and the next flight you perform, and only if you don't go over 16 hours total.

Once you've left the hotel, your flight duty period has begun and your duty day may not be adjusted under the short-call reserve rules.

Listed below are some examples.

Examples:

You have a 0430 show with 5 legs scheduled

Normal day	You have a max duty day of 9 hours, so you must be blocked in by 1330.
First leg cancels. You are notified the night before.	You are put on rest with a new show of 0700. You now have 4 legs (because one canceled.) Since you are notified before the rest period, you are shifted into long-call reserve. With your new show time and 4 legs, your max duty day is 13 hours, so you must block in by 2000
First leg cancels. You are notified the day of while you are still at hotel.	You are shifted into short-call reserve. Your new report is at 0700. Using the chart, we find that the max duty day for 4 legs starting at 0430 (original report) is 10 hours. If we add 4 hours to that, it is less than 16 hours, so we don't have to worry about that part of the rule. Just add the 10 hours to the 0700 show for a drop dead time of 1700.
First leg cancels. You have already taxied out.	Your first leg canceled but you began the segment because you taxied out, so nothing has changed. You have a max duty day of 9 hours, so you must be blocked in by 1330.

What if a flight or series of flights cancels later in the day? You cannot be shifted into reserve, but the total number of flights has decreased, so you have to refer to Table B above to see what your flight duty period limit is.

What about repositioning an airplane, like in HPN? These do count toward your flight duty period, so if you are scheduled or requested to reposition an aircraft, make sure that you are legal to do so in accordance with Table B; however, it does not count as a segment.

While our collective bargaining agreement gives us 15 minutes at the end of the flight for duty rig pay, the FAA considers the flight duty period to have ended when the aircraft blocks in (although your rest period has not yet started).

Diversions: If you have to divert, it does not count as an additional flight; however, you still have to stay within your flight duty period. So if you divert late in your day, you may end up staying at the diversion city if you cannot make it to your destination in time, based on Tables A and B.

117.11 Flight Time Limitation

(a) no certificate holder may schedule and no flightcrew member may accept or continue an assigned flight duty period (FDP) if the total flight time:

(1.) will exceed the limits specified in Table A of this part of the operation is conducted with the min. required flight crew.

(b) unforeseen operational circumstances arise after takeoff that are beyond the certificate holder's control, a flightcrew member may exceed the maximum flight time specified in paragraph (a) of this section and the cumulative flight time limits in 117.23(b) to the extent necessary to safely land the aircraft at the next destination airport or alternate, as appropriate.

This applies all the time! It doesn't matter if you are in a hub, out station, or diversion airport, you cannot takeoff if you will exceed the limits in *Table A to Part 117—Maximum Flight Time Limits for Unaugmented Operations*, which has been listed below for your reference. If you takeoff and then experience delays that will put you over, you are still allowed to continue on.

**TABLE A TO PART 117 – MAXIMUM FLIGHT TIME LIMITS
FOR UNAUGMENTED OPERATIONS TABLE**

Time of report (acclimated)	Maximum flight time (hours)
0000–0459	8
0500–1959	9
2000–2359	8

Extensions: The new rules view extensions differently than what we consider an extension at Air Wisconsin. When we hear we are being extended, we think that we are being assigned more flying, and are not going home when we are supposed to (which can still happen). With the FAR 117 rules, the Company may ask to extend you, and that is to extend your FDP limit.

Your flight duty period can be extended up to 30 minutes any time it is needed without any restriction or consequence. If an extension of more than 30 minutes is needed, it can be extended up to 2 hours with the PIC's concurrence and only if you have had at least 30 consecutive hours of rest since the last time you were extended over 30 minutes. (For most of us, that means it can only be extended in that manner once per trip.)

117.19 (a) deals with pre-takeoff extensions. Prior to takeoff, the crew can agree to extend the max FDP permitted in Table B (above) up to 2 hours. A FDP cannot be extended if it causes a flight crew to exceed the cumulative flight duty period limits specified in 117.23(c) (which is 60 FDP hours in 168 consecutive hours, 190 FDP hours in 672 consecutive hours).

117.19(b) deals with post takeoff extensions. The crew and certificate holder may extend the max FDP specified in Table B (above) to the extent necessary to safely land the aircraft at the next destination airport or alternate airport as appropriate. An extension taken under paragraph (b) may exceed the cumulative FDP limits specified in 117.23(c).

Now if the Company wants to “extend” you (i.e., not release you after your last scheduled leg and give you more flying), you will need to figure out if they can give you those extra flight segments. To do this, look at Table B above and your report time, then look at how many flight segments you are now doing. If your duty period is still less than the FDP listed in Table B, then the Company can extend you.

Junior manning: The Company can still junior man you. If the Company calls you on a day off and you answer, they can assign you a trip. You are required to receive 10 hours of rest with an 8 hour sleep opportunity before your report time.

Picking up trips: If you see a trip in open time that you want to add or swap, you can put in for it. By adding the flying, you are saying that you are rested and fit for duty.

We know this was a lot of information and appreciate your reading through this explanation of FDP under the new rules. With a good understanding of the basic concepts within FAR 117, everything else will fall into place.

Next week, we’ll be talking about the Reserve Availability Period (RAP). Until then, please contact us at ARW117Questions@alpa.org with any questions.