



# SCHEDULING MATTERS

Your Contract, Explained Practically.

## Rest & Recover

After duty-day and block-hour limitations, the third piece of pairing construction is required rest.

Just like the duty-day limitations, the required rest is determined when a pairing is constructed. The most restrictive rest requirements constrain trips created more than 48 or 96 hours prior to showtime (domestic or international). Then, as showtime approaches, the restrictions are gradually relaxed, with the operationally-required rest being the most permissive.

This information is a guide for reference and planning purposes only. The CBA and all other source documents are binding.

### START AND STOP

Part 121 rules and the CBA govern when our duty starts and stops. Passenger airlines operate under a different (Part 117) rule set.

- When does duty end?
  - Flight deck duty or deadhead—:30 after block-in (12.B.1.g)
  - If delayed by CIQ (Customs, Immigration, and Quarantine) procedures, call the duty officer for a revised duty-off time (12.B.2) prior to entering legal rest.
  - Transportation time to the hotel does not affect duty.
  - Deadhead by surface transportation—ends at scheduled arrival time (12.B.1.f)
- When does duty start?
  - Prior to an operational leg (12.B.1.a):
    - One hour prior to the scheduled block-out.
    - Transportation time from the hotel does not affect duty.
  - Prior to a deadhead (12.B.1.b):
    - One hour prior to the scheduled departure
    - Intercontinental deadhead at least 1:30 prior to scheduled departure
      - For example, SFO-HKG: 2:00 showtime
      - MEM-PHL-CDG, the first leg is not intercontinental: 1:00 showtime
      - Always check the bidpack for the actual showtime
  - Deadhead by surface transportation
    - Duty starts at the scheduled pickup time (12.B.1.c)
    - Deadhead by surface transportation noted as “GT9999” on the pairing

# DOMESTIC

The required rest is determined by when the pairing is built, along with the subsequent type of activity.

Pairing Construction prior to Showtime	Required Rest	
	Prior to Operational Leg	Prior to Deadhead leg
> 48 hours	10:15	8:00
< 48 hours	9:00	8:00
Operationally reduceable	8:00	8:00

## EXCEPTIONS

Of course, there are exceptions to the basic rest rules.

- Operating in the critical period (12.C.6.d)
  - If a pilot receives less than 11 hours of rest operationally.
  - Then, the next layover must be at least 12:00
    - unless deadheading or an operational emergency.
- Two Hotel Standby scenarios (12.B.3.b).
  - If:
  - (a) The next activity is a scheduled hotel standby, and
  - the standby is rescheduled to begin earlier,
    - Then, that new start time (of the hotel standby) must be preceded by at least 12 hours free from duty.
  - (b) A pilot is given an assignment with a showtime prior to the start of his next scheduled standby period,
    - Then, that assignment must be preceded by 12 hours free from duty.

High block trips:

- 8 in 24 (12.C.2.b and 12.C.6.b)
  - To exceed 8 actual block hours (ABH) in 24 hours:

	Scheduled Rest	Operationally Reduceable Rest
Prior to exceeding 8 in 24	Greater of 9 hours or twice the block hours flown in previous duty period	FAR minimums (8:00)
After exceeding 8 in 24	17:00	FAR minimums (8:00)

- “The” 12.C.2.d Exception Pairing scenario:
  - Applies to a trip or series of trips
  - No duty in the critical period (0100-0459 local base time, this is a very important caveat)

	Scheduled Rest	Operationally Reduceable Rest
Prior to exceeding 7:35 ABH	10:15	9:15
After exceeding 7:35 ABH	13:00	12:00

- Flight Segment Restriction: For further restrictions outside the scope of this required rest article, see 12.C.2.d.ii.

# INTERNATIONAL

The required rest is determined by when the pairing is built, along with the subsequent type of activity.

## > 96 Hours Prior to Showtime (12.D.2.e)

Duty Preceding	Required Scheduled Rest	Duty Following
Revenue/Deadhead Only	14:00	Revenue
Hotel Standby	12:00	Revenue
Revenue/Deadhead Only/Hotel Standby	12:00	Hotel Standby/Deadhead Only

## < 96 Hours Prior to Showtime

An international legal rest period shall be a minimum of 12 hours (12.D.7.a).

- It is not reduceable

Simple. Yet there are some exceptions that require more rest:

- Scheduled to exceed 8 block hours or 12 hours on-duty (12.D.7.c)
  - 17:00 required scheduled rest
  - Operationally reduceable:
    - 16 hours
    - Unless:
      - actual block hours did not exceed 8:00 and
      - actual hours on duty did not exceed 12:00
      - Then: operationally reduceable to 12 hours
- Late arrivals (12.D.7.d)
  - May reduce the layover to protect an on-time departure
  - Limit of 12:00 plus 1 minute for each minute the previous (late) duty period exceeded the applicable scheduled on-duty limitation (12.D.5; 13:30 except for deadheads)
- Double Crew (12.D.8)
  - Scheduled: 17:00
  - Operational: 16:00



In Unity,

ALPA FedEx Scheduling Committee