



INTERNATIONAL Duty Max Calculation - How to Calculate -



The value of doing your own calculation to determine your **Latest Legal Door Closure time (LLDC)** is that you do not have to rely on CCS to determine when you time out. You will know to the minute when you are no longer legal to work a final segment, and can have confidence that you are following the contract.

Below is a simple formula that applies to all international duty times with the exception of the “Non-Stop 12:01 or over” category which is calculated in the chart below.

International Maximum Duty Time

Flight Time including DH	Max SCHEDULED On Duty	Max ACTUAL On Duty
Multi/Non-Stop up to 8:00	14:00	16:00
Multi/Non-Stop 8:01 to 12:00	14:00	16:30
Non-stop 12:01 or over	Check-In + Flight Time + Customs + Debrief	Check-In + Flight Time + Customs + Debrief + 3:30

Under no circumstances shall a Flight Attendant be required to remain on duty, without her/his concurrence, in excess of the applicable maximum hours shown in the charts above, including deadheading.

HOW TO CALCULATE

1. Start with your **Max Actual on Duty** (as determined by the chart above)
2. Subtract (-) your **Scheduled Duty** for this duty period (as found in your pairing marked “scheduled”, not “updated”) *The time difference between these two is how much time you have to play with before going illegal**
3. Next, add (+) that time difference to your Scheduled Departure Time (as found in your pairing marked “scheduled”, not “updated”)

This is your latest legal door closure or **FA Door Closure** as displayed in Volare Flight Feed.

One (1) minute past that time and you are no longer legal for that flight.

At this time, you should contact Crew Scheduling, notify the flight deck and advise Customer Service. Stay by the boarding door and if CS attempts to close after you have become illegal, remind them that you have timed out and are no longer legal to operate this flight.

*Remember, because we may become illegal for a specific pairing or duty period does not mean that we may not be eligible for subsequent reassignment to another flight for which we may be legal. For example, while there might be a circumstance where one could become illegal for an international flight, it is possible that one might be reassigned to a shorter domestic flight that can be concluded within the contractual duty time limits.

Additionally, when we become illegal to complete the flight assignment, within the contractual duty time limits for the duty period, we may be asked to remain with passengers until a replacement crew arrives

plane side provided the company complies with the holding time limitations of our Contract

The Company may build **Mixed Pairings** that contain both domestic and international flights in accordance with Section 7.Y.1.

- For pure domestic duty period, use Dom Duty Max & Rest rules
- For pure international duty period, use International Duty Max & Rest rules
- For duty periods with both domestic and international segments, use International Max & Rest

Formula: Determine your international max ACTUAL DUTY TIME - SCHEDULED DUTY TIME + that time difference to SCHEDULED DEPARTURE TIME = LLDC

International Commencement of Duty

Fleet	Home Base Check-In	Layover Check-in
A319/A320, B737-700	1:00	0:45
B737-800/B737-900	1:00	0:45
B747/B757/B767/B777/B787	1:15	1:00
Deadhead report time shall be forty-five minutes (0:45) at all points.		

International Layover Minimum Legal Rest

Flight/DH Time	Rest (Free From Duty)
≤8	12:00/10:00 POL (Place Of Lodging)
8:01 - 10:30	14:00/12:00 POL
10:31 - 14:00	18:00/15:00 POL
14:01 - 16:30	22:00/19:00 POL
16:31 - 18:30	26:00/23:00 POL
Japan	19:00/17:00 POL

International Home Domicile Legal Rest

Flight/DH Time In Last Duty Period	Rest (Free from Duty)	Trip Trade/Pick up Waiver
≤8	12:00	10:00
8:01 - 10:30	14:00	10:00
10:31 - 14:00	18:00	12:00
14:01 - 16:30	24:00	12:00
16:31 - 18:30	30:00	16:00