



# Duty Max Calculation (Domestic)

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The value of doing your own calculation to determine your latest legal departure time (LLD) 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.

When solving for your latest legal departure time before the final segment of your duty period, there are a few things you must consider:

**Actual duty max** - based on Home Domicile Time (HDT), your actual duty max is determined by your report time:

Period Starting (HDT)	Actual Duty Max
05:00-18:59	15:00
19:00-04:59	13:00
High Value Trip (HVT)*	16:00
*HVT is a single duty period pairing scheduled to 9 or more hours flight time	

**Debrief time** - unless deadheading, even after your flight blocks in, you are still on duty

Status	Debrief Time
Working	:15
Deadheading	:00
(If Customs upon arrival, add :15 to debrief time)	

### HOW TO CALCULATE

1. Convert your report time to your departure city time zone
2. Add (+) your actual duty max
3. Subtract (-) your debrief time
4. Subtract (-) your scheduled flight time

This is your **FA Door Close Time**. One minute after that time, if they have not closed the aircraft boarding door, you are no longer legal to work this flight.

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

Remember that while you may be illegal to work *this* flight, you may still be legal to work another, shorter segment. Also, Scheduling may advise that you are to remain with passengers until a replacement crew arrives. This is legal, since you have not been “on the clock” for longer than your actual duty max.

**Formula:** Convert report time to DEP city + actual duty max - debrief time - scheduled flight time = LLD