Question: I am the PIC and I am a lineholder. The First Officer is a reserve assigned the trip while on a short call Reserve Availability Period. How does this affect my Critical Crew Off (CCO) time?

Answer: Because a reserve may have a different duty limit based on the combined total time of the RAP plus the FDP he is assigned, he may have a more restrictive CCO. Be sure the CCO accurately reflects time spent on the RAP before being called out for the trip. Note that cumulative FDP or flight time limits for each crew member may also restrict the CCO.

Question: I am a reserve on short call given a trip. What rules govern the legality of my assignment?

Answer: If given a trip during your short call Reserve Availability Period (RAP), there are two rules to determine if the duty period is legal:

1. Table B/C Rule: The Flight Duty Period (FDP) of the trip itself must not be scheduled to exceed the limits in Table B or Table C, as measured from the report time of the Trip, and,

2. Combined RAP+FDP Rule: The combined time spent on a RAP, plus the FDP of the Trip, measured from the start time of the RAP, must not exceed

   If Unaugmented: The lesser of the applicable Maximum FDP from Table B plus 4 hours, or 16 hours total, as measured from the report time of the RAP.

   If Augmented: No more than 4 hours plus the applicable Maximum FDP from Table C as measured from the report time of the RAP.

Note the important distinction:

- When looking up the Table B/C limit use the report time of the trip to enter the table. The report time must be corrected to reflect your most recent acclimated time zone. See the “Acclimation FAQ” for further discussion.

- When calculating the Combined RAP+FDP limit use the start time of the RAP.
Question: What FAR 117 sections govern these reserve duty limits?

Answer: These tests are based on the following FAR 117 sections:

**Table B rule: Per FAR § 117 § 117.13 Flight duty period: Unaugmented operations.**

(a) Except as provided for in § 117.15, no certificate holder may assign and no flightcrew member may accept an assignment for an unaugmented flight operation if the scheduled flight duty period will exceed the limits in Table B of this part.

**Table C rule: Per FAR § 117 § 117.17 Flight duty period: Augmented flightcrew.**

(a) For flight operations conducted with an acclimated augmented flightcrew, no certificate holder may assign and no flightcrew member may accept an assignment if the scheduled flight duty period will exceed the limits specified in Table C of this part.

**Combined FDP+RAP rule: Per FAR § 117.21 (c):**

(3) For an unaugmented operation, the total number of hours a flightcrew member may spend in a flight duty period and a reserve availability period may not exceed the lesser of the maximum applicable flight duty period in Table B of this part plus 4 hours, or 16 hours, as measured from the beginning of the reserve availability period.

(4) For an augmented operation, the total number of hours a flightcrew member may spend in a flight duty period and a reserve availability period may not exceed the flight duty period in Table C of this part plus 4 hours, as measured from the beginning of the reserve availability period.

**Question: I am a reserve on a short call RAP given a trip. How do I determine if I am legal for my assignment?**

Answer: To determine legality for Trip assignments given to you on a short call Reserve Availability Period (RAP) you need four pieces of information:

1) Report time for the Trip. Under FAR 117 this is the Flight Duty Period (FDP) start time
2) Maximum FDP from Table B (unaugmented) or Table C (augmented)
3) Short Call RAP start time
4) Scheduled block-in time (not the debrief time)

Note: You do not include the 15 minute debrief time (30 if clearing customs) when calculating FAR legality checking. When looking at a pairing, be sure to use the “ARV” time, not the “DBRF” time.

The assignment must be scheduled to arrive before the end of the most restrictive FAR 117
duty limit which can be calculated using the worksheet below.

Fill in the blanks for X, Y, and Z, and then use these values to determine legality.

\[
X = \text{Flight Duty Period Start Time: } \underline{\quad} \text{ (report time of trip)}
\]

\[
Y = \text{Table B/C limit: } \underline{\quad} \text{ (enter chart using report time for the trip, and # of segments; subtract 30 min if not acclimated)}
\]

\[
Z = \text{Short Call Start time: } \underline{\quad} \text{ (RAP start time)}
\]

The assignment must pass both tests below to be legal and must block in before the earliest of these times:

Test 1: Table B/C Max FDP rule:

\[
X+Y = \text{FDP start time + Table B/C limit} = \underline{\quad}
\]

Test 2: Maximum “Combined RAP+FDP” rule as measured from start of RAP:

\[
Z+Y+4 = \text{RAP start + Table B/C + 4 hours} = \underline{\quad}
\]

\[
Z+16 = \text{RAP start + 16 hours} = \underline{\quad} \text{ (only applies to Table B unaugmented, if more restrictive than RAP+FDP+4)}
\]

**Example 1 - Max 16 hours on combined RAP+FDP limited:**

SC RAP starts at 0600, called out to report for 0900 unaugmented trip, 2 segments. Limited by Combined RAP+FDP max of 16 rule, must be scheduled to block in by 2200:

\[
X=\text{FDP start time}=0900
\]

\[
Y=\text{Table B limit}=14 \text{ hours (enter chart at 0900 report time of trip)}
\]

\[
Z=\text{RAP start time}=0600
\]

Must be scheduled to block in NLT than the earlier of:

\[
X+Y=0900+14 \text{ hours}=2300
\]

\[
Z+Y+4=0600+14 \text{ hours}+4 \text{ hours}=2400
\]
Z+16=0600+16 hours=2200

Example 2 - Combined FDP+4 hour RAP limited:

SC RAP starts at 1800, called out to report for 2300 unaugmented trip, 1 segment: Limited by Combined FDP+RAP rule and must be scheduled to block in by 0800:

X=FDP start time=2300
Y=Table B limit= 10 hours (enter chart at 2300 report time of trip)
Z=RAP start time=1800

Must be scheduled to block in NLT than the earlier of:

X+Y=2300+10 hours=0900
Z+Y+4=1800+10 hours+4 hours=0800
Z+16=1800+16 hours=1000

Example 3 - Table B limited:

SC RAP starts at 1800, called out to report for 2000 unaugmented trip, 1 segment: Limited by Table B max FDP rule and must be scheduled to block in by 0800

X=FDP start time=2000
Y=Table B limit= 12 hours (enter chart at 2000 report time of trip)
Z=RAP start time=1800

Must be scheduled to block in NLT than the earlier of:

X+Y=2000+12 hours=0800
Z+Y+4=1800+12 hours+4 hours=1000
Z+16=1800+16 hours=1000

Example 4 - Table C limited:

SC RAP starts at 0800, called out to report for 1000 single-augmented trip, Class 1 rest facility. Limited by Table C rule and must be scheduled to block in by 0300:

X=FDP start time=1000
Y=Table C limit= 17 hours (enter chart at 1000 report time of trip)
Z=RAP start time=0800
Must be scheduled to block in NLT than the earlier of:

\[ X+Y=1000+17 \text{ hours}=0300 \]
\[ Z+Y+4=0800+17 \text{ hours}+4 \text{ hours}=0500 \]

This rule does not apply to Table C augmented

---

**Reserve FDP+RAP Worksheet**

Fill in the blanks for X, Y, and Z, and then use these values to determine legality.

- **X** = Flight Duty Period Start Time: _________ (report time of trip)
- **Y** = Table B/C limit:___________ (Enter chart using report time for the trip, and # of segments; subtract 30 min if not acclimated)
- **Z** = Short Call Start time: _____________ (SC start time)

The assignment must pass both tests below to be legal. Must block in before earliest of:

**Test 1:** Table B/C Max FDP rule as measured from the report time of the trip:

\[ X+Y = \] ____________

**Test 2:** Maximum “Combined RAP+FDP” rule as measured from start of RAP:

\[ Z+Y+4 = \] ____________
\[ Z+16 = \] ____________ (only applies to Table B unaugmented, if more restrictive than RAP+FDP+4)
### Table B to Part 117 — Flight Duty Period: Unaugmented Operations

<table>
<thead>
<tr>
<th>Scheduled time of start (acclimated time)</th>
<th>1</th>
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### Table C to Part 117 — Flight Duty Period: Augmented Operations

<table>
<thead>
<tr>
<th>Scheduled time of start (acclimated time)</th>
<th>Maximum flight duty period (hours) based on rest facility and number of pilots</th>
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