

JETSTAR

Pilot Federation

Your Rights - 2019 EA & Roster Protocols

Due to the significant influx of pilots joining Jetstar in recent years, and the rise in enquiries from members about rostering and pilots' rights, the AFAP's Jetstar Pilot Federation (JPF) has updated and published guidance on your rights under the 2019 EA and Roster Protocol.

This guidance addresses the most frequently raised issues and enquiries from members, based on the AFAP's interpretation of the relevant provisions in the 2019 EA and Roster Protocol. We have also included examples and calculations for the correct application of RAS.

The 2019 EA and Roster Protocol remain the governing documents that both pilots and the company must adhere to. If you are directed by crewing in a way that contradicts the AFAP's 'Your Rights' guidance, we advise you to comply with the direction (ensure you clarify if they are directing you to perform the duty) and then contact the AFAP for further assistance.

Preamble and Definitions

2019 EA - 9.68 - "Tour of Duty" means the elapsed period between Sign-On and Sign-Off at Home Base

OM1 - 5.4 - "Flight Duty Period (FDP)" means a period of time which:

- Starts when an FCM is required to sign-on for a duty period in which flight as an FCM is undertaken; and ends at the later of: the person's completion of all duties associated with the flight, or the last of the flights; or 15 minutes after the last flight.

The following provisions serve as references to help an FCM amend their sign-off time at the end of their duty:

OM1 3.15.1 - While on duty all crew members are subject to the authority of the PIC. This is defined as the period from the moment the crew members board the aircraft until the moment all crew members have completed customs and immigration formalities, or, the moment the crew members have de-planed.

RP - 12.2 - The Company shall record the standard sign-off times unless otherwise notified on a case-by-case basis by the pilot concerned, by telephone to the Crewing department.

2019 EA - 46.16.2 - The Company will only change a pilot's roster in accordance with the Roster Protocol.

RP - 13.5 - On any tour of duty, the Company may change a pilot's rostered duties within the original sign-on and sign-off time, however the Company will not change a pilot's rostered sign-on and/or sign-off time for the tour of duty other than by displacement or re-assignment in accordance with clause 14 and clause 15, or mutual agreement.

'Original' when referenced in the Roster Protocol ('original rostered duty', 'original single day rostered', 'original rostered sign-off time' etc.) refers to the roster that was published and provided to the pilot IAW. (EA 46.13.1)

Short Notice Displacement - Before, at or after Sign On

If you are displaced from a duty after sign on and not reassigned an alternative duty (flight cancelled) you will be released from the duty for that day and assigned 3.6 hours credit. (Roster Protocol 14.2.1)

If you are displaced from a rostered duty, or a duty assigned from a Standby Duty, before sign-on but having left home within two (2) hours of sign-on (or 4 hours for a SNWBP - Self Nominated Wide Body Pilot) for the purpose of travelling to sign on and not re-assigned an alternative duty, you will be released from duty for that day with no assigned credit. (Roster Protocol 14.2.2)

Maximum Tour of Duty following Displacement

If you are displaced from a Tour of Duty with more than 12 hours notice you become re-assignable from your original sign-on time - (minus) 1 hour to your original sign off time + (plus) 1 hour. (Roster Protocol 15.1.3 & 15.2.3)

If displaced from a Tour of Duty with less than 12 hours' notice you become re-assignable from your original sign-on time (NO buffer applies) to your original sign off time + (plus) 1 hour. (Roster Protocol 15.1.2 & 15.2.2)

Re-assignable Standby (RAS) – Not assigned a duty LESS than 12 Hours from original sign on). If greater than 12 Hours, these provisions apply to original sign on – (minus) 1 Hour.

Single Day – Contactable 2 hours (4 hours SNWBP) prior to the original sign-on time to 5 hours (7 hours SNWBP) prior to original sign-off time. (Roster Protocol 15.1.4)

Multi Day – Contactable 2 hours (4 hours SNWBP) prior to original sign-on time first day of tour then as per RP 5.1, MAX 12 hours STB (14 hours SNWBP) with prescribed rest periods for all original tour dates except the last day.

On the last day of the Tour of Duty the Company will assign a contact period that starts not earlier than 13 hours (15 hours SNWBP) prior to original sign off and terminates not later than 5 hours (7 hours SNWBP) prior to original sign off time. (Roster Protocol 15.2.4 & 15.2.7)

Please see examples of correct application of RAS later in this update.

Extensions – After Sign On

2019 EA 46.16.4 – After signing on, once a FDP has commenced, sign off time can be extended (delays etc.) up to the maximum as defined by OM1 Section 5 – FRMS – 'Discretionary Changes to Limits'.

Displacement and Callouts from Multiple Single Day Tours of Duty

Agreement is required if you are displaced from multiple single day trips to complete a multi-day tour of duty.

Call out for an overnight from a STB / AVL (Available Day) prior to multiple single day Tours of Duty – Agreement is required to work past Day 2 Sign Off time plus one hour.

Standby

Assigned sign-on time can be 2 hours after STB duty is completed (EA 46.11.3), but you must be called during the STB period. (Roster Protocol 11.1)

If you are called within 10 hours (or 12 hours home base) prior to the STB period starting – then mutual agreement is required for the duty. If the duty is not accepted an additional 10 or 12 hours rest (from when the phone call is made) can be requested prior to a STB duty resuming. (EA 46.11.4)

If assigned a duty off STB or AVD you can be displaced off subsequent duties as is required, to complete the assigned duty. (Roster Protocol 11.3).

Not required to sign-on any earlier than 0500 LMT following a designated day off. (Roster Protocol 6.4) A contact period can be prior to this time.

Available Days (AVD) – 8 Days Per Financial Year – (Highline Pilots Only)

A pilot who is rostered for an Available Day(s) may be allocated a duty (excluding Standby) at any point by the later of:

- Sign-off of the last duty (excluding a duty performed on a DDO or annual leave day) prior to that Available Day; or
- 1700 LT (home base) on the day prior to the Available Day (the earliest sign-on in this instance will be 0500 LT (home base). (EA 46.12.2)

If a pilot has been assigned a duty off a WDO or WDA prior to the AVD day, the latest the AVD can be assigned is 1700.

A pilot is required to check Crew Web Portal for duties allocated on an Available Day at the later of the times specified in EA 46.12.2. If a pilot has confirmed a duty assignment for an Available Day at an earlier time (for example, at a previous sign on), this requirement does not apply. (EA 46.12.3)

Notwithstanding clause 46.12.2 where a pilot is re-assignable, the Company may still contact the pilot (up to the original sign off time) for the purpose of assigning a duty. (EA 46.12.4)

An Available Day will become a DFD if no duty has been allocated by the later of:

- Sign off of the last duty (excluding a duty performed on a DDO or annual leave day) prior to that Available Day; or
- 1700 (LT in home base) prior to the Available Day. (EA 46.12.5)

Jetstar have advised that the following process is currently in place:

"It is expected that all pilots will pick up duties in accordance with 46.12.2. If this does not occur, the following crewing process will apply:

Where a pilot is required to pick up a duty at 1700 LT: If a pilot has not picked up the duty from CWP by 1700 LT, crewing will attempt to make contact between 1700 LT and 1900 LT either by text message or phone call. If the pilot remains uncontactable at 1900 LT, crewing will displace the duty off the AVD day and mark the pilot's roster UAD (Unavailable for AVD Day). This code will trigger notification to management that the pilot was unavailable for their assigned duty and follow up is required.

Where a pilot is required to pick up a duty at sign-off: If a pilot has not picked up the duty by sign-off, crewing will attempt to make contact for one hour following sign off by text message or phone call. If the pilot remains uncontactable for the one-hour post sign off, crewing will displace the duty off the AVD day and mark the pilot's roster UAD (Unavailable for AVD Day). This code will trigger notification to management that the pilot was unavailable for their assigned duty and follow up is required."

TVL Days (Training available)

TVL Days may be rostered for a pilot returning to work from PAS. A PAS roster may also be converted to TVL Days and OFR Days (Off Days Restricted) where a pilot does not advise Jetstar they will be returning to work prior to roster build lock out (generally around the 16th of each month).

A pilot may be assigned a training duty at any time on TVL Day. Once a pilot is checked to line any remaining TVL days can be converted to STB IAW EA 46.9 (3 STB <75 hours, 4 STB 75 up to 90 hours etc) and the rest become DFDs.

Designated Day Off

Working on a Designated Day Off (DDO) requires mutual agreement unless prior to a DDO a tour of duty already commenced extends due to misconnections. (Roster Protocol 13.1 & 13.2)

The Day Off commences at 2300 LT the day before. (Roster Protocol 13.1)

DDO finishes at 0500 LT the day after. (EA 9.24 & Roster Protocol 6.4)

STAR Days (STR) and Medical Off Days (MOF) are DDOs.

Prior to sign on an extension into your DDO is only by mutual agreement (EA 46.16.1). Where the pilot agrees to work the pilot will be paid a WDO. (EA 40.6 & EA 46.16.3)

If you observe delays with your aircraft or other misconnections prior to sign-on, and these delays, considering the Precision Timing Schedule (PTS), will push your sign-on past 23:00 LT before a DDO, you may be considered as working a DDO.

We suggest you politely contact crewing to confirm the delays and verify if you are now being requested to work (WDO is payable) into your DDO. *AFTER the FCM signs on* refer to 'Delays in to Designated Days Off'.

Delays into Designated Days Off

Where, prior to a pilot's Designated Day Off, their Tour of Duty extends beyond the times stipulated in the Roster Protocol as a result of misconnections, the pilot will be deemed to have worked on a Designated Day Off. In this circumstance the pilot cannot refuse to work on their Designated Day off and one of the following payments will apply:

- Where the Tour of Duty extends into the pilot's Designated Day off and the pilot signs off between 2300 to 0100 local time in home base, the pilot will be paid an amount equivalent to 4 hours of extra flying allowance (EFA).
- Where the Tour of Duty extends into the pilot's Designated Day/s Off and the pilot signs off after 0100 local time, the pilot will be entitled to a Designated Day off Allowance for each DDO infringed beyond 0100 local time. (EA 46.16.5)

The codes added to a pilot's roster include '4HR' for the 4 hours of hard credit EFA (which you will be paid regardless of overtime) and 'WDE' for the Worked Day Extension payment.

These payments are manually input by crewing and are not automatic. We recommend checking your roster 24 hours or later after this delay to confirm the '4HR' or 'WDE' payment. If it is still not annotated on your roster, please contact crewing to follow up.

Annual Leave Days

If the company requests and the pilot agrees to work on their Annual Leave Day, a WDA code will be put on their roster. Additionally, the pilot will have that annual leave day reccredited to their balance. (EA 51.15)

Delays into Annual Leave Days

If a pilot's Tour of Duty extends beyond 2300 LT on the day before their Annual Leave, it will be considered that they worked on their Annual Leave Day. Consequently, a WDA code will be applied to the pilot's roster, and the Annual Leave Day will be reccredited.

Duty Free Day (DFD)

Minimum 18 Hours (Roster Protocol 6.7) in home base. Minimum 24 hours for VFL & CFL. (EA A7.2)

If requested by the Company to infringe the DFD minimum times 18 hours or 24 hours (VFL & CFL), agreement is required.

Personal Leave – Sick & URTI

Personal Leave (Sick etc.) – 5 days on appointment, 5 extra days after 6 months of services and 10 days each subsequent year of employment. (EA 54.1)

In addition, 3 extra days (2, if sick leave pool is in a negative balance) will be credited to the pilot on 1 July each year. (EA 54.1)

4 sick days can be taken per year without a certificate (12 months after anniversary of employment date). (EA 54.3.1)

URTI – 3 days per financial year (1 July – 30 June, additional to your personal leave balance) all without a certificate (EA 55.1.) URTI leave is non-cumulative from one financial year to the next.

Duty (RAS etc.) after UFD (Sick leave / URTI) can only start from original duty sign-off time +12 hours (single tour of duty) at home base or +10 hours (multi-day tour of duty), other than the last day of that Tour of Duty. (EA 54.3.8 & 54.3.9)

Pilot Contactability & Phone calls to Crewing

Pilots are required to provide a primary contact telephone number only for the purposes of being contacted during any rostered Standby or re-assignable contact period IAW the Roster Protocol. (EA 21.1) (OM1 2.26.3)

Pilots are reminded to be polite and courteous to the Crewing staff. All calls, including whilst you are on hold, are recorded.

If a pilot is unsure if they are required to do the duty assigned to them by crewing following a call out, it is suggested to ask the crewing officer 'Is this an ASK or am I required to ...?'

JPf Typical Scenarios – Q&A

Scenario 1

I am often being called by crewing on days off.

Roster Protocol 11.2 gives the ability to give written advice to JQ (crewing) for no contact during a DDO for an upcoming STB (Example DDO, DDO then a STB. It is our recommendation to email Base Ops and be placed on this no contact list during DDO, unless advised otherwise (Rocade Nomination)

Scenario 2

Two days prior to a four-sector day, crewing removed me from the last two sectors due to training. Revision confirmation was acknowledged via the crew web portal and I planned my day accordingly. During the morning I had a missed call from crewing, I did not call them back prior to sign on, as not required as per the EBA.

At sign on I discovered crewing had changed my roster again and added the last two sectors back to my roster, I was advised by crewing it was a mistake and I was now legal to do the four sectors. At no stage was I made RAS.

Once a revision is confirmed, this now becomes your active roster. Your Sign Off time would have been adjusted to +15 minutes after the scheduled block on time.

This scenario would be an ASK (requires your agreement) as two 'new' sectors have been added to your roster. Displacement and Reassignment clauses refer to a rostered tour of duty, which is the complete duty, not individual sectors. Therefore, the addition of two more sectors would have been by agreement only.

Scenario 3

Furthermore, in the above situation if they cancelled the first two sectors (after I have accepted the removal of the last two sectors) would I be expected to be RAS from what I accepted, or could Jetstar put me on RAS for the original four sectors?

For consistency, once the communication loop is closed (CWP Acknowledgment) the two-sector day is now your 'rostered duty'. Therefore, IF displaced (<12 hours) from the first two sectors your RAS would be original sign on time to the new acknowledged sign off time +1 hour.

Scenario 4

I was on STB 3am-3pm on Monday, and on Tuesday I was on a 2-sector shift signing on at 1455. I was called off STB in BNE to position to SYD, operate SYD-ADL-SYD then overnighing in Sydney. I was then advised I was signing on the next day at 1215 to position back to BNE and pick up my original shift.

Your sign off time day 2 is unchanged therefore this is a reasonable directive by the company.

As per EA clause 63.8, as long as you are made aware of the complete two-day tour of duty, travel and accommodation arrangements on callout, you would be required to complete the two-day tour of duty (Off the STB).

Scenario 5

I have a STB on Sunday followed by a 4 day multi-day tour of duty rostered to sign on at 1800 on Monday.

I was called on my STB for a duty overnighing in BNE and paxing home at 1500 the following Day to pick up my original duty departing my home base at 1900.

This impacted my plans to pick my children up from school on Monday and I do not believe I can be required to sign on for a duty in my home base until following a minimum rest period (or 1700 if not assigned an overnight duty off SBY).

You can be required to complete the two day duty off your single STB duty and pick up your original 4 day multi-tour of duty on the second day. Your sign off time on Day 5 is unchanged therefore this is a reasonable directive by the company.

Scenario 6

I am rostered 2 individual days' work comprising of 4-sector days (2 tours of duty). On day 1 we are displaced into an un-scheduled overnight in HBA (Non-Pilot Crew base). Can I be positioned back to home base? Do I have to pick up part or all of my original day 2 flying?

You are not required to pick up the original day 2 flying – see EA 46.17.1 below. However, if you chose to you can agree to resume the original flying.

EA: 46.17.1 – The pilot will normally be required to operate a recovery flight to either:

A Jetstar pilot base;
The pilot's home base direct; or
Direct to a port for maintenance; or where the aircraft is required to take up its line of flying.

On arrival at home base, the duty will be complete.

Scenario 7

I have a STB day on Monday, followed by 3 single days of work (single day tour of duty) on Tuesday, Wednesday and Thursday. On the STB day crewing ring and want to assign a tour of duty that starts on Monday and ends on Wednesday. Can they do this without my agreement?

The latest they can sign you off in your home base is your original sign-off time on Tuesday + 1 hour. The reassignment clauses for single day tour of duty apply. (Roster Protocol 15.1).

Scenario 8

I arrived at work and at sign on time I noticed my flight was cancelled. I went to call crewing to find out what was going on and noticed 3 missed calls and voicemails from crewing. When I spoke to crewing, they advised the flight was cancelled and I was released from duty that day. Later that day I checked my roster and noticed there was no admin credit (3.6hrs) applied.

You are entitled to the 3.6 hours credit as you were only notified and acknowledged at sign on of the duty displacement. (Roster Protocol 14.2.1)

Scenario 9

I checked my iPad flight plans prior to sign on and then checked Flight Radar to see where the aircraft was. Considering I am signing on in 15 minutes and my aircraft is 2 hours and 5 minutes away, it won't be possible for me to depart less than an hour late and therefore be home within an hour of my original sign off. Do I have to complete the duty as it now won't comply with the Roster Protocol 15.1.2?

You will need to contact Crewing and find out what the delay is. Crewing and Ops may change the aircraft with a spare and allow a scheduled sign off of original sign off + 1 hour. If Crewing cannot change aircraft or come up with another change to allow original sign off + 1 hour then they should recrew the flight or ask your mutual agreement for you to complete the duty.

Scenario 10

I had an original sign off of 12:50 and was made RAS. The company called me out and had me signing off at home base at 13:45 after paxing home. Prior to paxing home, I answered the phone to crewing and Crewing advised me that I was now operating a duty signing off at 14:25. I queried if they could do this as my sign off time was 12:50 and the RAS allowed for sign off at 13:50.

Crewing advised me that this was the "new RAS window plus 1 hour." Can they do this?

There is no such thing as "new RAS window plus 1 hour." Roster Protocol 15.1.2 requires a sign off no later than original sign-off time + 1 hour. Original sign off being the one you were rostered at roster publication.

Scenario 11

I am on my DDO and it is 2030. I'm going to bed with my rostered sign on for tomorrow being 0700 for my BNE-SYD-BNE. I just checked my CWP and noticed a revision with the sign on now 0600. Do I have to accept this duty change?

You are not required to check your roster to confirm changes. The company should make you RAS IAW Roster Protocol 15.1.2, assigning a duty no earlier than your Original rostered sign on time. It's an ask from the company to do this and you should consider your rest / sleep to complete this earlier sign on.

Scenario 12

Day 1: Rostered a Standby commencing at 0700 LT. Day 2: MEL-SYD-MEL-LST-MEL sectors starting at 1030 and finishing at 2055 LT. Crewing just called me out on day 1 today to overnight in BNE, followed by BNE-SYD-BNE and pax home to MEL, signing off at 2115 LT. Can Crewing do this? I had plans in the morning prior to commencing the duty on day 2.

Crewing can do this off a standby call out and displace subsequent duties to complete the assigned duty as long as the planned sign off for the revised day 2 duty is within the original sign off +1 hour. (Roster Protocol 11.3 & 15.1.3).

Scenario 13

Crewing called me to see if I was interested in a WDO for my duty tomorrow which I said I would do. Crewing called me back 2 minutes later to say that I was illegal for the duty due rest and that the WDO was not applied.

In this case the WDO was not yet assigned on the pilot's roster.

EA 40.6.4: When a Designated Day Off Allowance payable under clauses 40.6.1 or 51.15 has been assigned to a pilot it cannot be changed back to a Designated Day Off or annual leave day by the Company, it can only revert to a re-assignable duty in accordance with the Roster Protocol and the pilot will be entitled to payment of a Designated Day Off Allowance.

Pilots should always ensure that a WDO is assigned on their roster while on the phone to crewing and prior to hanging up on the call.

Scenario 14

On my day off (DDO) I accepted a MEL-LST-MEL signing on at 0815 and signing off at 1230 LT.

How does a WDO payment work? Do I get the hours or 2 x WDO payments for this shift?

If you accepted a MEL-LST-MEL duty on one of your Designated Days Off (DDO), you would receive the Worked Day Off (WDO) payment for that duty.

The WDO payment consists of two parts :

1. You get paid the greater of:
(a) The scheduled Credit Hours of the MEL-LST-MEL duty paid at the Extra Flying Allowance (EFA) rate, or
(b) A day's pay (Annual Salary divided by 231)

2. In addition to the above, you also receive an additional day's pay on top (also calculated as your salary divided by 231).

So, in summary, for a single MEL-LST-MEL duty on your DDO, you would receive the WDO payment which is the greater of EFA pay or a day's pay for the duty itself, plus an additional day's pay.

Scenario 15

I am a WB pilot with a 4 hour call out. I was rostered a multiday day tour of duty, with day 1 paxing me to SYD to overnight (Signing off at 2215 LT) and then on day 2 operate SYD-SGN.

I called UFD for day 1 and when I checked roster, I noticed I was assigned a duty on day 2 to pax to SYD (Signing on at 1140 LT) in the morning immediately prior to commencing the SYD-SGN.

Should I have had the minimum 10hrs off from original sign off, followed by a RAS?

This revised duty was assigned IAW EA 54.3.9 & RP 15.2.7. As this revised duty was assigned inside the original rostered TOD immediately, a RAS (contact period) is not required.

The minimum 10hrs from the sign off in SYD on day 1 is the earliest you can commence a duty.

EA 54.3.9. 1 day of personal leave (including URTI) associated with a multi-day Tour of Duty other than the last day of that Tour of Duty will free a pilot from:

- (a) all duty or standby rostered for that day; and
- (b) 10 hours immediately following the rostered sign off time of that duty.

The earliest you could have started a duty on day 2 would be 2215 + 10hrs = 0815LT

RP 15.2.7 - It is a requirement that the company place a contactable period on a pilot's roster if a pilot is not immediately re-assigned a subsequent duty. The length of this span cannot exceed the limits set out above, however it can be shortened as required at the company's discretion.

Scenario 16

Next week, I was originally scheduled for a 4-day trip:

Day 1: Sign on at 14:05 to pax MEL-PER
Day 2: PER-DPS-PER (Sign on 07:35 / Sign off 17:50)
Day 3: PER-DPS-PER (Sign on 07:35 / Sign off 17:50)
Day 4: Pax PER-MEL (Sign on 10:45 / Sign off 17:20)

I noticed a revision on my roster: I have been assigned 3 standby days and an RAS period on day 4 with a note saying 'displaced due to training'.

Can crewing legally roster this? Can they then call me out for another multi-day trip?

This is legal. Refer to Example 3 of the application of RAS below. Crewing can assign you a combination of single or multi-day duties as long as you sign off on the last day in accordance with the roster protocol requirements. (Roster Protocol 15.1.3 & 15.2.3).

Correct application of RAS Period – Examples and how to calculate

We have encountered numerous instances where RAS periods have been incorrectly rostered, such as DFD, – – – (Dash Days), or the absence of a calendar day.

The primary issue is the failure to assign a correct RAS period on the last day of a multi-day trip, as required under RP 15.2.7.

Below are several examples intended to illustrate how the RAS provisions in the Roster Protocol should be applied in practice when a pilot is displaced from a rostered duty.

General Rules

- If you are displaced from a Tour of Duty with more than 12 hours' notice you become re-assignable from your original sign-on time – (minus) 1 hour to your original sign off time + (plus) 1 hour. (Roster Protocol 15.1.3 & 15.2.3)
- If displaced from a Tour of Duty less than 12 hours' notice you become re-assignable from your original sign-on time (NO buffer applies) to your original sign off time + (plus) 1 hour. (Roster Protocol 15.1.2 & 15.2.2)
- Maximum STB period is IAW RP 5.1, 12 hours or 14 hours SNWBP.
- Minimum 10 Hour ODP is required as per the FRMS (OM1 – 5.6.7.4) as STB is not an FDP.

Re-assignable Standby (RAS) – Not assigned a duty LESS THAN 12 Hours from original sign on). If GREATER THAN 12 Hours, these provisions apply to original sign on – (minus) 1 Hour.

- Single Day – Contactable 2 hours (4 hours SNWBP) prior to the original sign-on time to 5 hours (7 hours SNWBP) prior to original sign-off time. (Roster Protocol 15.1.4)
- Multi Day – Contactable 2 hours (4 hours SNWBP) prior to original sign-on time first day of tour then as per RP 5.1, MAX 12 hours STB (14 hours SNWBP) with prescribed rest periods for all original tour dates except the last day.
- On the last day of the Tour of Duty the Company will assign a contact period that starts not earlier than 13 hours (15 Hours SNWBP) prior to original sign off and terminate not later than 5 hours (7 Hours SNWBP) prior to original sign off time. (Roster Protocol 15.2.4 & 15.2.7)

Example 1 – NB Pilot, Multi day trip (All times are EST)

A320	Day 1	Day 2	Day 3
Original Roster	MEL - DRW		DRW - MEL
Sign On	2030		0110
Sign Off		0205	0705
Option 1		STB	RAS
Sign On	UFD Day 1	1205	0204
Sign Off		1604	0205

Correct allocation of STB and RAS – UFD Day 1, from this point the roster should be:

1. Working forward from UFD (Sign off) + 10 hours ODP (EA 54.3.9) = Earliest the FCM can be assigned a STB would be 1205, EA 54.3.9.
2. Then Work backwards from original sign off time. The Company MUST assign a RAS period IAW RP 15.2.7.
 - (a) Earliest Start of RAS = Sign off 0705 – 13 = 1805
 - (b) Latest Finish of RAS = Sign off 0705 – 5 = 0205

There are two possible options for RAS:

1. Shorten the RAS period to get a STB published on Day 2.
 - (a) Roster a RAS of 1 minute (0204 to 0205), Day 3.
 - (b) Then 0204 – 10 hours ODP = 1604 End of STB
 - (c) The largest STB and RAS mix that could be assigned is Day 2 1205 to 1604 (03:59 STB) and Day 3 and a RAS period of 0204 to 0205. If called you would have to sign off by original roster +1 hour, 0805.
2. Roster a RAS 1805 to 0205, once again signing off by 0805 Day 3.

Example 2 for SNWBP (All Times are EST)

B787	Day 1	Day 2	Day 3	Day 4
Original Roster	JQ29 MEL - BKK		JQ 30 BKK - MEL	
Sign On	1145		2310	
Sign Off	2310			1000
Option 1		STB	STB	RAS
Sign On	UFD Day 1	0910	0600	0259
Sign Off		2000	1659	0300

Correct allocation of STB and RAS – UFD Day 1, from this point the roster should be:

1. Working forward from original sign off + 10 hours ODP = Earliest the FCM can be assigned a STB would be 0910, EA 54.3.9.

2. Then work backwards from original sign off time. The Company MUST assign a RAS period IAW RP 15.2.7.

- (a) Earliest Start of RAS = Sign off 1000 – 15 = 1900
- (b) Latest Finish of RAS = Sign off 1000 – 7 = 0300

There are two possible options for RAS:

1. Shorten the RAS period to get a STB published on Day 2 & 3.

- (a) Roster a RAS of 1 minute (0259 to 0300), Day 4.
- (b) Then 0259 – 10 hours ODP = 1659 End of STB (latest), Day 3.
- (c) Day 3, publish a STB – 0600 to 1659
- (d) ODP is required prior to 0600 of 10 hours. 0600 – 10 = 2000
- (e) Day 2, a STB from the Earliest start from UFD + ODP = 0910
- (f) Day 2, publish a STB from 0910 – 2000
- (g) The largest STB and RAS mix that could be assigned is:
 - i. Day 2 a STB period of 0910 to 2000 (10:50 STB)
 - ii. Day 3 a STB period of 0600 to 1659 (10:59 STB)
 - iii. Day 4 a RAS period of 0259 to 0300 (1 minute)
 - iv. If called during any of the contactable periods you would have to sign off by original roster Day 4 +1 hour, 1100.

2. A larger RAS period could be rostered from 1900 to 0300 (8-hour RAS), then work backwards from 1900 with 10-hour ODP to establish STB periods Day 2 & 3.

Example 3 (All Times are EST)

A320	Day 1	Day 2	Day 3	Day 4
Original Roster	DH976 MEL-PER	JQ110/109 PER-DPS-PER	JQ110/109 PER-DPS-PER	DH977 PER-MEL
Sign On	1405	0735	0735	1045
Sign Off	1920	1750	1750	1720
	Displaced due Training			
Displaced Roster	STB	STB	STB	RAS
Sign On	1205	0500	0500	0500
Sign Off	1900	1700	1700	1200

Correct allocation of STB and RAS – Displaced from trip due training, >12 hours prior to sign on, from this point the roster should be:

1. Working forward from original sign on time, STB can be assigned commencing 2 hours earlier at 1205, RP15.2.4.

2. Then Work backwards from original sign off time. The company MUST assign a RAS period IAW RP 15.2.7.

- (a) Earliest Start of RAS = Sign off 1720 – 13 = 0420
- (b) Latest Finish of RAS = Sign off 1720 – 5 = 1220

There are multiple options in this circumstance however the basic principles remain, a RAS period MUST be allocated IAW RP 15.2.7:

1. Allocate the RAS period to get 12-hour STBs published on Day 2 & 3.

- (a) The RAS period could be shortened to allow later STB cover days 2 & 3.
- (b) The largest STB and RAS mix that could be assigned is:
 - i. Day 1 STB period of 1205 to 1700 (04:55 STB)
 - ii. Day 2 a STB period of 0500 to 1700 (12:00 STB)
 - iii. Day 3 a STB period of 0500 to 1700 (12:00 STB)
 - iv. Day 4 a RAS period of 0500 to 1200 (06:00 STB)
 - v. If called during any contactable periods you would have to sign off by original roster Day 4 +1 hour, 1820.

Needing assistance?

Contact a JPF representative

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