



FLIGHT TIME & REST REQUIREMENTS

GENERAL

(14 CFR 117)

Frontier Airlines will conduct all domestic, flag, and supplemental operations in accordance with the requirements of 14 CFR 117.

KEY TERMS

NOTE: The terms used below are based on the definitions found in 14 CFR 117, and may not match similar definitions found in the Collective Bargaining Agreement (CBA).

Acclimated: A condition in which a flight crewmember has been in a theater for 72 hours or has been given at least 36 consecutive hours free from duty.

Airport/Standby Reserve: A defined duty period during which a crewmember is required by a certificate holder to be at an airport for a possible assignment.

Deadhead Transportation: Transportation of a crewmember as a passenger or non-operating crewmember, by any mode of transportation, as required by a certificate holder, excluding transportation to or from a suitable accommodation. All time spent in deadhead transportation is duty and is not rest. However, it is not considered a flight segment for the purpose of determining the maximum flight duty period.

Duty: Any task, other than long-call reserve, that a crewmember performs on behalf of Frontier Airlines, including but not limited to airport/standby reserve, short-call reserve, flight duty, pre- and post-flight duties, administrative work, training, deadhead transportation, aircraft positioning on the ground, aircraft loading, and aircraft servicing.

Fatigue: A physiological state of reduced mental or physical performance capability resulting from lack of sleep or increased physical activity that can reduce a crewmember's alertness and ability to safely operate an aircraft or perform safety-related duties. Fatigue can occur from a single flight or from successive flights, or can accumulate over a period of time.

Fatigue Risk Management System (FRMS): A management system that Frontier uses to mitigate the effects of fatigue in company operations. It is a data-driven process and a systematic method used to continuously monitor and manage safety risks associated with fatigue-related error.

Fit for Duty: A state of being physiologically and mentally prepared and capable of performing assigned duties at the highest degree of safety.

Flight Duty Period: Begins when a crewmember is required to report for duty with the intention of conducting a flight, a series of flights, or positioning or ferrying flights, and ends when the aircraft is parked after the last flight and there is no intention for further aircraft movement by the same crewmember. A flight duty period includes the duties performed by the crew member on behalf of the certificate holder that occur before a flight segment or between flight segments without a required intervening rest period. This includes deadhead transportation, training conducted in an aircraft or flight simulator, and airport/standby reserve.

Flight Time: 14 CFR 1.1 defines flight time as "pilot time that commences when an aircraft moves under its own power for the purpose of flight and ends when the aircraft comes to rest after landing." For Company purposes, flight time is tracked using block times. However, not all block time meets the FAA definition of "flight time." Thus, Frontier pilots have a shared responsibility to track daily and cumulative flight time limits, and must advise the Company when block time varies significantly from flight time (see [Section 10.50 Irregular Operations/Flight Delays](#)).

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NOTE: As pay is also associated with block times, block times will not be adjusted by the Company. However, a remark will be made in the pilot's schedule noting that block time does not accurately reflect flight time in the calculation of the flight time limit. This will prevent false reports of flight time limit violations.

Management Pilots: Time spent working in a managerial capacity is considered duty, but will not count toward flight duty period limitations. Prior to operating any flight, a management pilot must be provided with a 10 hour rest period, including an 8-hour uninterrupted sleep opportunity. Additional rest requirements are contained in [Section 10.50 Rest Requirements](#).

Part 91 Flying: Flight time that is accrued while operating for Frontier Airlines under 14 CFR Part 91 is considered commercial flying and must be included in the total flight time requirements for all operations. However, the flight time limits and duty time limits described in [Table 10.50.1](#) and [Table 10.50.2](#) do not apply to operations conducted under Part 91 unless the duty period includes one or more flight segments flown as Part 121 passenger-carrying operations. Following a Part 91 operation and prior to any duty period that includes a passenger-carrying flight segment (Part 121 operation), appropriate rest per 14 CFR 117 must be provided.

A pilot who has attained 65 years of age may serve as Pilot in Command in operations between the United States and another country.

NOTE: A Part 91 operation that exceeds 8 hours of scheduled flight time or 16 hours of duty time requires the authorization of the Director of Operations, Chief Pilot or their designee.

Physiological Night's Rest: 10 hours of rest that encompasses the hours of 0100 and 0700 at the crewmember's home base, unless the individual has acclimated to a different theater. If the crewmember has acclimated to a different theater, the rest must encompass the hours of 0100 and 0700 at the acclimated location.

Previous Flight Time: New employees "year to date" commercial flight times from their previous employer will be entered into the computerized tracking system for tracking of cumulative flight time limitations.

Report Time: The time that Frontier requires a crewmember to report for an assignment.

Reserve Availability Period: A duty period during which a crewmember on short call reserve is required to be available to receive an assignment for a flight duty period.

Rest Period: A continuous period determined prospectively during which the crewmember is free from all restraint by the certificate holder, including freedom from present responsibility for work should the occasion arise.

Sequence of Flights: Refers to all flight segments between city pairs assigned to a flight crewmember during the time period between required rest periods.

Split duty: A flight duty period that has a scheduled break in duty that is less than a required rest period.

Suitable Accommodation: A temperature-controlled facility with sound mitigation and the ability to control light that provides a crewmember with the ability to sleep either in a bed, bunk or in a chair that allows for flat or near flat sleeping position.

Theater: A geographical area in which the distance between the crewmember's flight duty period departure point and arrival point differs by no more than 60 degrees longitude.

Unforeseen Operational Circumstance: An unplanned event of insufficient duration to allow for adjustments to schedules, including unforecast weather, equipment malfunction, or air traffic delay that is not reasonably expected.

Window of Circadian Low: A period of maximum sleepiness that occurs between 0200 and 0559 during a physiological night.

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FITNESS FOR DUTY

(14 CFR 117.5)

Each pilot crewmember must report for any flight duty period rested and prepared to perform their assigned duties. If a crewmember is too fatigued to safely perform their flight duty assignment, they must call Crew Scheduling to be relieved from duty. Additional information is contained in [Section 10.50 Fatigue Risk Management Program](#).

As part of the dispatch or flight release, as applicable, both the Captain and the First Officer must affirmatively state they are fit for duty prior to commencing flight.

JOINT RESPONSIBILITY

It is a joint responsibility between the Captain and Crew Scheduling to ensure that both parties are fully informed during all scheduled operations. This is especially important during irregular operations. The Captain must inform Crew Scheduling of any known changes affecting crew rest, or report time changes, as soon as they are able to do so. Crew Scheduling is also responsible for informing the crew, but their ability to call crewmembers during a rest period is extremely limited due to the possibility of interrupting a sleep opportunity (see [Section 10.50 Required Rest Periods](#)).

IRREGULAR OPERATIONS/FLIGHT DELAYS

Pilots should actively track their flight times (separate from block times) and their flight duty period limits. A tool for tracking daily flight time has been added to the flight plan (see [Section 20.33 Flight Time Calculator](#)). When flight time varies significantly from block time, such variances should be reported to Dispatch (via ACARS or voice comms). Failing to do so could result in an illegal operation, or could unnecessarily strand a crew and aircraft away from domicile or a planned overnight location.

Examples of “block time” that is not “flight time” include:

- Block out delays absorbed at the gate prior to taxiing under engine power but after doors closed and brakes released (e.g., due to ramp closures, waiting out an EDCT, resolving a mechanical issue prior to taxi, or deicing at the gate).
- Ground time at a diversion airport. Flight time ends after parking at a point of disembarkment (whether at a gate or remote spot) at a diversion airport. Flight time resumes when the aircraft has a release and begins to taxi under its own power for the intent of flight.
- Aircraft repositioning from one parking spot to another (e.g., due to an inoperative loading bridge or moving from an international gate to a domestic gate).

It is important to note that, in the above examples, “flight duty periods” continue to accumulate until the crewmember has completed all flying. Pilots must monitor both flight time and flight duty period limits in order to ensure the requirements of 14 CFR 117 are met. If it becomes apparent that a limit will be exceeded prior to takeoff, taking into account taxi out, planned flight time, and taxi to arrival gate, the crew must not takeoff.

NOTE: A **diversion** segment does not reduce an FDP. An FDP is based on **scheduled** segments, e.g., A crewmember’s FDP begins at 0600 and they are scheduled for 4 segments. The FDP is limited to 12 hours.

*If the crewmember diverts, the diversion is not considered a **scheduled** segment, and the FDP limit will remain at 12 hours instead of reducing to 11.5 hours.*

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FLIGHT TIME AND DUTY LIMITS

GENERAL

Flight Time and Flight Duty Period limitations are calculated based on the time of report and scheduled time of start (respectively) for the theater in which the pilot was last acclimated. All Frontier trips are built in such a manner as to remain within a single theater. In addition, all crew domiciles and training facilities are located within a single theater. Thus, flight crews will use the local time of their domicile when beginning a flight segment for the purpose of calculating flight time and duty limits from [Table 10.50.1](#) and [Table 10.50.2](#) unless directed otherwise by Dispatch or Crew Scheduling.

Example: A DEN-based pilot reports for duty in LAX at 0445 local time. For the purpose of determining flight time and flight duty limits, their report time is based on DEN local time, or 0545 hours.

If a crewmember is assigned to operate a flight outside of their acclimated theater, Crew Scheduling will provide instructions to the crewmember for calculating their flight time and duty limits.

FLIGHT TIME LIMITATIONS

Frontier may not schedule a flight crewmember, nor may a flight crewmember accept or continue an assigned flight duty period, if the total flight time will exceed the limits set forth in [Table 10.50.1](#).

Table 10.50.1 – Maximum Flight Time Limits (Unaugmented Operations)

Time of Report (acclimated)	Maximum Flight Time
0000 – 0459	8 hours
0500 – 1959	9 hours
2000 – 2359	8 hours

CUMULATIVE FLIGHT TIME LIMITATIONS

Cumulative flight time limitations include all flying performed by flight crewmembers on behalf of any certificate holder or 91K Program Manager (e.g., corporate jet operations) during the applicable periods.

NOTE: If a pilot engages in commercial flying with another air carrier or 91K Program Manager, they must report their flight time and duty periods to the Frontier Airlines Chief Pilot via e-mail. These times will be shared with Crew Scheduling to ensure no limit is exceeded.

Frontier may not schedule, nor may any pilot accept, a flight duty assignment if the crewmember's total flight time will exceed:

- 100 hours in any 672 consecutive hours. (This equates to 28 days, but is not based on a calendar day.)
- 1,000 hours in any 365 consecutive calendar day period. (This is not based on a calendar year, but on a rolling period of time.)

Crew Scheduling uses block times to track daily and cumulative flight time values for each crewmember. Crewmembers should independently track their flight time and consult with Crew Scheduling and/or Dispatch if they believe they are nearing a flight time limit or their flight time varies significantly from the ACARS-recorded block times.

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FLIGHT DUTY PERIOD LIMITS

Except as provided for split duty assignments, Frontier may not assign, nor may a flight crewmember accept, an assignment for an unaugmented flight operation if the scheduled flight duty period will exceed the limits in [Table 10.50.2](#).

NOTE: Frontier does not “augment” crews (i.e., assign more than the required two pilots to a flight), so this section of FOM I only addresses unaugmented flight operations.

Table 10.50.2 – Flight Duty Period Limitations (Unaugmented Operations)

Scheduled Time of Start (acclimated time)	Maximum Flight Duty Period (hours) for lineholders based on number of Flight Segments						
	1	2	3	4	5	6	7+
0000 – 0359	9	9	9	9	9	9	9
0400 – 0459	10	10	10	10	9	9	9
0500 – 0559	12	12	12	12	11.5	11	10.5
0600 – 0659	13	13	12	12	11.5	11	10.5
0700 – 1159	14	14	13	13	12.5	12	11.5
1200 – 1259	13	13	13	13	12.5	12	11.5
1300 – 1659	12	12	12	12	11.5	11	10.5
1700 – 2159	12	12	11	11	10	9	9
2200 – 2259	11	11	10	10	9	9	9
2300 – 2359	10	10	10	9	9	9	9

CUMULATIVE FLIGHT DUTY PERIOD LIMITATIONS

Cumulative flight duty period limitations include all flying conducted on behalf of any certificate holder or 91K Program Manager (e.g., corporate jet operations) during the applicable periods.

NOTE: If a pilot engages in commercial flying with another air carrier or 91K Program Manager, they must report their flight time and duty periods to the Frontier Airlines Chief Pilot via e-mail. These times will be shared with Crew Scheduling to ensure no limit is exceeded.

Frontier may not schedule, nor may any pilot accept, an assignment if the crewmember’s total flight duty period will exceed:

- 60 flight duty period hours in any 168 consecutive hours. (This equates to a rolling 7-day period, but is not based on calendar days.)
- 190 flight duty period hours in any 672 consecutive hours. (This equates to a rolling 28-day period, but is not based on calendar days.)

CALCULATING FLIGHT DUTY PERIOD TIME

When calculating flight duty periods, it is important to remember that there is a difference between Duty and Flight Duty Period (see [Section 10.50 Duty](#) and [Section 10.50 Flight Duty Period](#)). A “flight duty period” includes time spent on duty prior to operating a flight (with some exceptions for reserve periods) and between flight segments, but not time spent on duty once the last flight is completed. Thus, a deadhead leg at the end of a sequence is not counted toward the flight duty period limit or toward cumulative flight duty period limits. Similarly, a duty period that includes only deadhead legs between required rest periods is not considered flight duty.

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Crew Scheduling will have daily flight duty period and cumulative flight duty period time values available via CrewTrac. Crewmembers are also expected to keep track of their flight time and duty limits, and anytime a pilot believes they are approaching a limit they should consult with a crew scheduler to ensure they remain legal for scheduled or prospective future flying.

SPLIT DUTY

A split duty assignment is one in which the crewmember is provided with a rest opportunity (i.e., an opportunity to sleep) in a suitable accommodation between assigned segments. In order to qualify, the split duty period must:

- Begin with a duty assignment (i.e., flight time or deadhead).
- Provide the rest opportunity between the hours of 22:00 and 05:00 local time.
- Include a minimum of 3 hours time spent in the suitable accommodation, measured from the time that the crewmember reaches the facility.
- The rest opportunity must be scheduled prior to beginning the flight duty period, and actual rest may not be less than that which was scheduled (as counted from the time the crewmember arrives at the suitable accommodation).

NOTE: Company policy is to schedule the three-hour rest opportunity between the hours of 0200 and 0500 local time.

If these conditions are met, the time spent in the suitable accommodation is not considered “flight duty” for the purpose of calculating flight duty period limits (daily or cumulative). The combined time of the flight duty period and the rest opportunity provided may not exceed 14 hours. Split duty assignments may NOT be extended.

RESERVE DUTY TIMES

LONG AND MEDIUM CALL

A pilot on long call reserve must be provided with 10 hours of rest, including an eight hour uninterrupted sleep opportunity, between being notified of a duty assignment and beginning the duty assignment. The notification must be extended to 12 hours if the flight duty period will begin before and operate into the crewmember's window of circadian low.

NOTE: The current CBA provides for a medium call reserve line. To meet the above requirement, any pilot awarded RSM will normally be notified at least 10.5 hours (or 12.5 hours if the trip extends into the window of circadian low) prior to any trip assignment.

SHORT CALL

The Reserve Availability Period (RAP) for short call reserve pilots must not exceed 14 hours. (Frontier does not currently assign RAPs to this limit.) Upon completion of a RAP, the pilot crewmember must receive appropriate rest prior to beginning another RAP or accepting a flight duty assignment.

The total number of hours a crewmember 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 10.50.2](#) plus 4 hours, as measured from the beginning of the reserve availability period.
- 16 hours.

For reserve pilots, time spent in a reserve availability period does not count toward the cumulative limits (weekly and monthly), though it does affect the pilots flight duty period if they receive a flight assignment.

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Determining Your Flight Duty Period Limit

Your daily Flight Duty Period (FDP) limit is based on the type of duty (continuous or split) and whether or not a legal, intervening rest period precedes the FDP.

Split Duty: The combination of flight duty period time and rest opportunity is limited to a maximum of 14 hours. Split duty assignments may NOT be extended.

Continuous Flight Duty Following a Legal Rest Period: Your FDP is derived from Table 10.50.2 based on your Report Time (in Local Domicile Time) and number of scheduled flight segments. You may extend your FDP.

Flight Duty Following a Reserve Availability Period (RAP): If you receive a flight duty assignment during a RAP, and are not provided a legal intervening rest period, your FDP limit is derived from Table 10.50.2 based on the start of your FDP (report time in local domicile time) and the number of flight segments assigned. The combination of FDP and time spent in the RAP must not exceed the FDP limit from the table plus four hours, or 16 hours, whichever is less. You may extend your FDP.

Cumulative Flight Duty Period Limits

60 Flight Duty Period hours in 168 consecutive hours (7 days)

190 Flight Duty Period hours in 672 consecutive hours (28 days)

Figure 10.50.1 – Flight Duty Period Limits

EXTENSIONS

FLIGHT TIME EXTENSIONS

Prior to Takeoff: Flight time extensions are not permitted prior to takeoff. A pilot may not depart, nor may the Company dispatch, a flight with a known condition that would extend the flight time to the point a flight time limit would be exceeded.

After Takeoff: If unforeseen operational circumstances arise after takeoff that are beyond the Company's control, a crewmember may exceed the maximum flight time specified in [Table 10.50.1](#) of this section and/or a cumulative flight time limit to the extent necessary to safely land the aircraft at the next destination airport or alternate, as appropriate.

If a crewmember exceeds a flight time limit, that crewmember must submit a Hazard Report as specified in [Section 10.35 Flight Operations Reporting System](#).

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FLIGHT DUTY PERIOD EXTENSIONS

If unforeseen operational circumstances arise, flight duty period extensions may occur with the concurrence of the crewmember, the Pilot in Command, and the Company. An extension of more than 30 minutes is permitted only once between required 30-hour rest periods.

Prior to Takeoff: A flight duty period extension of up to two hours may occur if the following conditions can be met.

- Only one extension greater than 30 minutes may occur between required 30-hour rest periods.
- The extension may not cause the crewmember to exceed a cumulative FDP limit.

After Takeoff: A flight duty period may be extended to the extent necessary to safely land the aircraft at the next destination airport or alternate airport, as appropriate. In this case, a cumulative flight duty period limit may be exceeded. A Hazard Report must be submitted as specified in [Section 10.35 Flight Operations Reporting System](#).

Will the flight exceed your Flight Duty Period limit?

☒ Yes ☐ No

If YES, you may extend your Flight Duty Period if:

Will the flight exceed your Daily Flight Time limit?

☐ Yes ☒ No

Will the flight exceed your Cumulative Flight Time limits?

☐ Yes ☒ No

Will the flight exceed your Cumulative Flight Duty Time Limits?

☐ Yes ☒ No

Are you currently on a Split Duty Assignment?

☐ Yes ☒ No

You must be able to answer NO to these questions.

Duty may NOT be extended if the answer is yes to any of the preceding four questions.

Duty may be extended by Company and PIC agreement:

Up to 30 minutes without any other conditions.

Up to two hours one time between required 30 hour rest periods.

Figure 10.50.2 – Flight Duty Period Limit Extension Check

REST REQUIREMENTS

Frontier may not assign, nor may a crewmember accept, flight duty or a reserve availability period during any required rest period.

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REQUIRED REST PERIODS

Before beginning any reserve or flight duty period, a flight crewmember must be given at least 30 consecutive hours free from all duty within the past 168 consecutive hour period.

NOTE: Reference 14 CFR 117 25(b).

In addition to the above requirement, each pilot must be provided with a minimum of 10 hours of rest between flight duty or reserve availability periods. The 10 hours of rest must include eight hours of uninterrupted sleep opportunity.

UNINTERRUPTED SLEEP OPPORTUNITY

Each crewmember is responsible for determining their eight hour sleep opportunity. Crew Scheduling will generally avoid making phone calls to pilots during a required rest period in order to prevent the possibility of interrupting a sleep opportunity. Crewmembers may contact Crew Scheduling at any time if they wish to find the current status of a scheduled flight.

If a crewmember determines that a required rest period will not provide eight uninterrupted hours of sleep opportunity, the pilot must notify Crew Scheduling at their earliest opportunity. Crew Scheduling will modify the rest period to the extent necessary, or make other arrangements to cover a flight if appropriate.

DEADHEADING

If a crewmember engaged in deadhead transportation exceeds the applicable flight duty period in [Table 10.50.2](#), the pilot must be given a rest period equal to the length of the deadhead transportation, but not less than the required rest period described above, before beginning a flight duty period.

CONSECUTIVE NIGHTTIME OPERATIONS

Frontier may schedule, and a crewmember may accept, up to five consecutive flight duty periods that infringe on the window of circadian low if the crewmember is provided with an opportunity to rest in a suitable accommodation during each of the consecutive nighttime flight duty periods. The rest opportunity must be at least two hours, measured from the time that the crewmember reaches the suitable accommodation, and must fall within the hours of 2200 – 0500 LT. In addition, it must be a scheduled rest period, may not be shortened to less than the scheduled length, and must occur no earlier than after the completion of the first flight segment.

Otherwise, Frontier may not schedule and no crewmember may accept more than three consecutive flight duty periods that infringe on the window of circadian low.

NOTE: Rest provided as part of a split duty assignment is considered part of a single flight duty period for the purposes of determining consecutive nighttime operations.

FATIGUE RISK MANAGEMENT PROGRAM

(OpSpec A317)

A Fatigue Risk Management Program has been developed by Frontier Airlines to ensure the highest level of safety in flight operations. The program includes a non-jeopardy reporting procedure and a Fatigue Management Review Team that will review all fatigue reports and make recommendations for improving safety. In addition, pilots are required to complete a Fatigue Education and Awareness Training program each year.

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**REPORTING PROCEDURE**

If a crewmember becomes fatigued to the point that alertness becomes a safety of flight issue, as recognized by the crewmember or their peers, it is the crewmember's responsibility to remove themselves from, or refuse, a duty assignment. The crewmember must contact Crew Scheduling (or SOC if Crew Scheduling is unavailable) to be relieved from further duty.

Crew Scheduling will remove the crewmember from additional flying **at the time of the call**. A crewmember may not call to be removed from a future flight segment in anticipation of being fatigued. Crew Scheduling will then determine if the pilot will be released to rest in the city of the fatigue call, or dead headed to rest. In either case, the crewmember will be given a minimum of 10 hours rest.

If a crewmember recognizes the onset of fatigue symptoms in the midst of a flight, they are encouraged to contact Dispatch and relay that they will be unable to continue their next assigned flight segment due to fatigue. Dispatch will let Crew Scheduling know that they should anticipate the fatigue call. Upon arrival, **the crewmember must then call Crew Scheduling to be relieved from flying.**

A Fatigue Report shall be submitted by the crewmember within 72 hours of the end of the duty period in which the fatigue event occurred, or within 48 hours of the fatigue call if a duty period is not begun.

FATIGUE REPORTS

ProSafeT has a specific form for reporting incidents of fatigue. See [Section 30.10 Notifications and Reports](#) for information on the ProSafeT. Crewmembers should fill in all relevant fields within the form with as much accuracy as possible.

Each fatigue report is reviewed by the Fatigue Management Review Team (FMRT), and the FMRT will make recommendations to the Company to further mitigate and manage fatigue based on their root cause analyses. Fatigue reports will not be shared with any person or agency outside of the company without the express permission of the submitter, and under the conditions (e.g., de-identified) agreed upon, unless required by court order.

The FMRT is comprised of:

- The Director of Safety (FMRT Lead)
- Pilot union representative
- Flight Operations representative

ProSafeT is a non-jeopardy reporting system, and reports received (including fatigue reports) will not be used as part of a punitive action against the submitter except:

- In cases of willful non-compliance, or intentional or reckless disregard of, the Code of Federal Regulations and/or Company policies and procedures pertaining to Air Carrier Operations and Safety; or
- When a criminal act has been committed.

NOTE: Information obtained from de-identified ASAP reports that have fatigue as an underlying causal factor may be shared with the FMRT if such knowledge will help the Company to further mitigate fatigue occurrences.

WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW", AS DEFINED IN 49 CFR PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE IS GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.