Overview

APDL is designed to be used to manage your legality compliance for a range of operations conducted under FAA Part 121 and 91K.
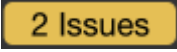
The app specifically tracks compliance with the following subparts of FAR 117.

- § 117.11 Flight time limitation.
- § 117.13 Flight duty period: Unaugmented operations.
- § 117.15 Flight duty period: Split duty.
- § 117.17 Flight duty period: Augmented flightcrew.
- § 117.19 Flight duty period extensions.
- § 117.21 Reserve status.
- § 117.23 Cumulative limitations.
- § 117.25 Rest period.
- § 117.27 Consecutive nighttime operations.

Legality Status

Legality Status is based on all Leg activities entered for a Duty period on the Trip or Logpage Views, or imported via the Schedule Importer.

Legality Status is displayed throughout the app using the following lozenges.

Status	Description
Legal	Duty period meets all 117 requirements *
2 Issues	Current Duty Period has Legality Issues
2 Issues	Future or Past Duty period has/had legality Issues

The Legality Status found on the main menu indicates your status for the current or next duty period.
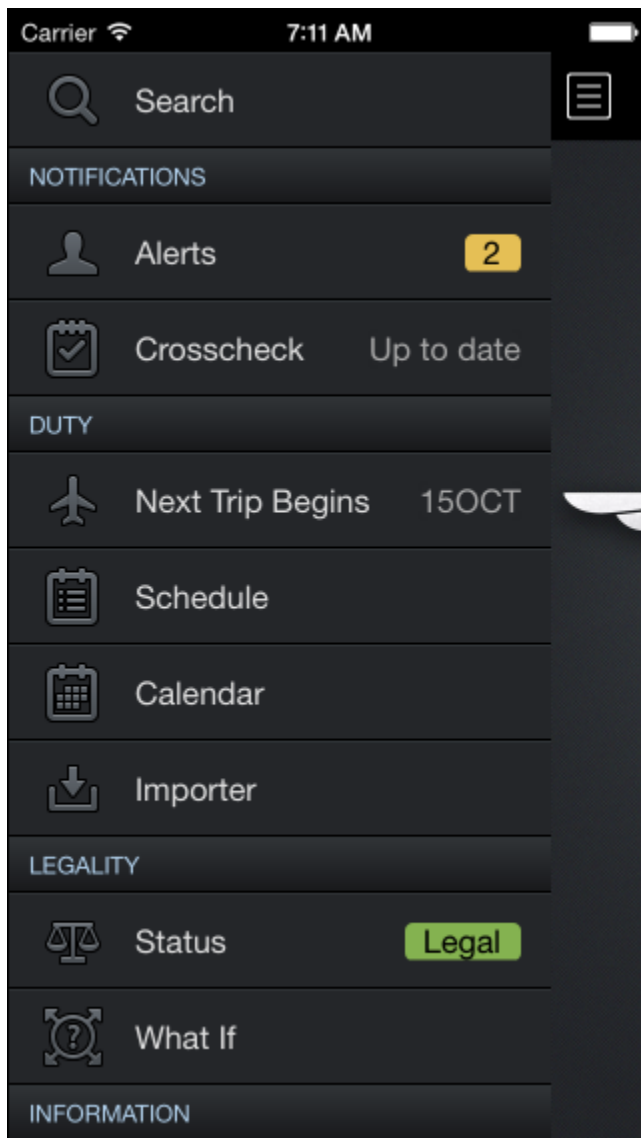
When navigating a sequence in Trip View, the Legality status for each duty period is shown on the first row.

1 of 3	Rest	209+		Legal
19OCT	Duty	0845 - 1835		10+50
	FDP	0845 - 1920 (ORD)		10+35

SU	F446	ORD	PHX	CA-PF
Block		1245	1415	3+30
Aircraft		Gate		

SU	F447	PHX	DEN	CA-PF
Block		1450	1820	2+30
Aircraft		Gate		

Credit 6+00   Block 6+00

Hotel   Hotel Name

2 of 3	Rest	8+45		2 Issues
20OCT	Duty	0320 - 1635		12+15

In this example day one is legal. Day two has two issues that need attention. Tapping on the Legality Status on any screen will open the Legality View.

Duty Period and Legs

Each Duty Period is represented with a Duty On and Duty Off time.

> ⚠️ **Important!**
>
> All *Flightcrew member* responsibilities and assignments assigned by the certificate holder must be logged as a duty period to accurately analyze your legality and provide a Legality Status.

Payroll Types and Legality

APDL Contains a number of pre-defined Payroll types to categorize your duty. Payroll types in APDL identify the tasks that a flightcrew member performs as required by the certificate holder, including but not limited to flight duty period, flight duty, pre- and post-flight duties, administrative work, training, deadhead transportation, aircraft positioning on the ground, aircraft loading, and aircraft servicing.

The basic payroll types that you will use most often with Legality are :

- Block - *Scheduled or Actual flight segment*
- Deadhead - *Flightcrew member is a passenger or non-operating flightcrew member, by any mode of transportation, as required by a certificate holder, excluding transportation to or from a suitable accommodation.*
- Canceled - *Scheduled flight segment has been canceled.*
- Short-call Reserve - *Flightcrew member is assigned to a reserve availability period.*

** See the Payroll Section for a complete list of Payroll Types and definitions

Payroll types are the primary way of identifying the overall regulation operation type for each duty period.

Regulation

Each leg also contains a Regulation section. By default, Regulation for each leg is Automatic.

With Automatic selected, the regulation type used to compute your duty period legality is based on the most restrictive leg type.

For Part 117, the following Regulations are selected in order

- Reserve and Augmented Crew = Part 117 Augmented Reserve
  - Any Split Duty = Part 117 Split Duty
    - Reserve = Part 117 Reserve
      - Augmented Crew = Part 117 Augmented
        - Unaugmented Crew = Part 117 Unaugmented
          - Part 91
- If APDL can not determine the Operation type it will default to Part 117 Unaugmented

For most operations you define under payroll, the automatic Regulation Type does not need to be changed.

Special Cases

Reserve, Split Duty, Consecutive Nighttime operations, and Augmented operations are special cases that need additional data to compute your legality correctly.

Reserve

If you are importing a trip the default import payroll option is "Block". If you are on reserve you have two choices, you can set the first leg of your trip to Short-Call Reserve or you can Override the operation Type

Trips imported via the the schedule importer will default to
Part 117 Unaugmented

You can configure the trip for reserve in one of two ways. For the first leg in the duty period either :

Set the Payroll category to reserve (short call, long call, or airport standby) - this is the preferred method,

Select Part 117 Reserve under Regulation Operated Under

In each case the legality engine will select the appropriate reserve type

Split Duty

Each airline codes split duty pairings a little differently. Schedule importer looks for a leg with identical city-pairs. When imported the time identified in the Split Duty Rest does not include ground time to or from rest facility.

If you need to add a split duty rest. Create a leg with identical city pairs. Then set payroll to Rest Opportunity.

Part 117 Split Duty will not be selected if the rest opportunity is less than 3 hours.

Consecutive Nighttime operations

Legs with a rest opportunity of at least 2 hours are used in computing consecutive night operations limits. Use the same identical city-pairs and Rest Opportunity payroll type.

Augmented Crew

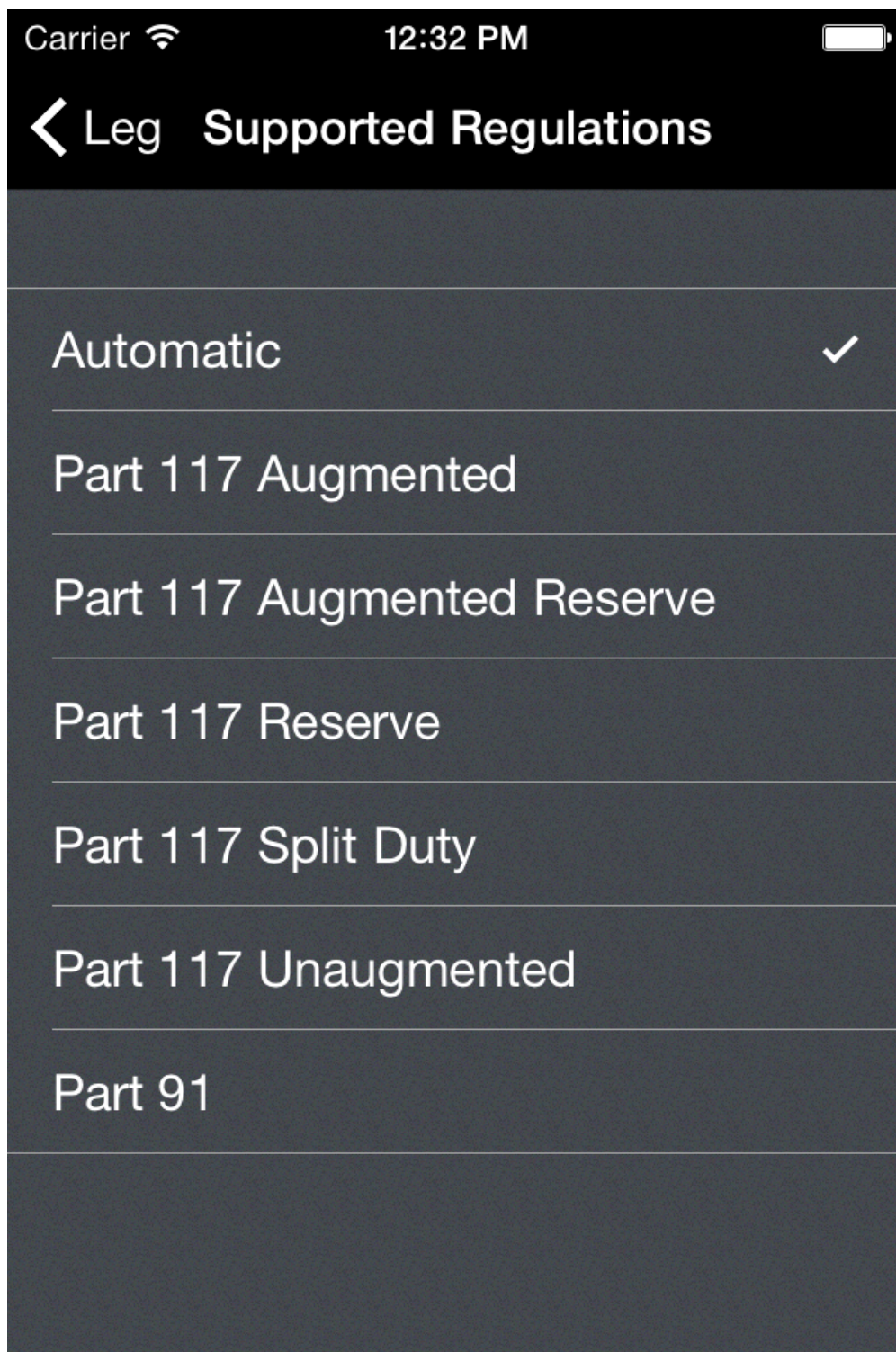For all operations APDL assumes a two person crew complement.

You have two options for enabling augmented rules.

When selecting other crew A or other crew B, APDL will increment the crew count by one for each position. This is the preferred method.

An alternate method is to select the appropriate Augmented operation type under Regulation Operated Under on the Leg Editor view. Selecting this option will assume the crew complement is three.

In all cases Class 1 rest facilities are assumed.

When viewing the Legality status screen you can override both crew complement and rest facilities under the assumptions section.

Automatic ✓

Part 117 Augmented

Part 117 Augmented Reserve

Part 117 Reserve

Part 117 Split Duty

Part 117 Unaugmented

Part 91

Assumptions

An assumptions section was added to the top of the Legality view to accommodate information that can not be fully gleaned from the logbook entries.

- Acclimated Theater: An assumption is made for where the flightcrew member is acclimated, but if the assumption is not correct the acclimated theater, or airport, can be changed.
- Acclimated Time: As with Acclimated Theater, it is not known exactly when a flighcrew member has been in a theater long enough to be acclimated per § 117.3 Definitions. This alters the start time when calculating FDP and flight time.
- Flight Segments: If additional flight segments are to be flown that are not yet entered into APDL, that can be adjusted here.
- Acclimated: Indicates the flightcrew member is acclimated to the scheduled theater. If, for any reason, this is not the case, that can be indicated here. For the most part this reduces maximum FDP for a duty period.

- Two buttons at the bottom of the Assumptions section were added to recalculate and reset the assumptions.

Carrier 📶   **12:43 PM**   ▭

≡ local   **Legality**   ⬆️ 📅31

◀   **10/07/2014**   ▶

ASSUMPTIONS

Acclimated Theater	JFK ❯
Acclimated Time	1015 ❯
Flight Segments	1 ❯
Acclimated	Yes ❯

RECOMPUTE WITH ASSUMPTIONS

RESET ASSUMPTIONS