

Example 1:

Scenario: A traveler' permanent duty station is OCONUS. He or she is required to attend a conference in the CONUS. The conference begins at 0900 Wednesday morning. The traveler departs his or her OCONUS PDS location at 2000 local time. There were multiple flights available. The traveler arrives at the CONUS TDY location at 1830 local time on Tuesday. The traveler's flight exceeded 14 hours. Arriving at the TDY location the night before the duty is scheduled to begin, after 1800, does not allow the traveler a reasonable rest period. It would be unreasonable to require the traveler to report to work the next morning. It would be more appropriate to require the traveler to depart on a morning flight that would allow arrival prior to 1800.

Departure	Local Time	Arrival	Local Time
Departs PDS OCONUS on Monday	2000	Arrives at TDY in CONUS on Tuesday	1830
Rest Stop Decision			
Travel was more than 14 hours. Traveler arrived the day before his or her duty was to begin, but after 1800. There was no en route rest stop authorized or taken. In these circumstances, it would be unreasonable to require the traveler to report to work the next morning.			

Example 2:

Scenario: A traveler is required to attend training that starts at 0730 on Monday morning. The traveler departs the location in the CONUS at 0600 local time on Saturday (only flight available) and arrives at the location OCONUS at 1830 local time on Saturday. The traveler's flight exceeds 14 hours. A rest stop, whether en route or at the TDY location, is not normally allowed to be more than 24 hours. In this case, the traveler arrives at the TDY location more than 24 hours before the duty is scheduled to begin. The period from when the traveler arrives at the TDY location until the duty is scheduled to begin is the traveler's rest stop. Even though the traveler's rest stop at the TDY location exceeds 24 hours, it is unavoidable. In limited circumstances due to unavailability of flights, a rest stop in excess of 24 hours may be authorized. It would be reasonable to require the traveler to report to work Monday morning.

Departure	Local Time	Arrival	Local Time
San Diego, CA on Saturday	0600	Shape, Belgium on Saturday	1830
Rest Stop Decision			
Travel was more than 14 hours. Even though the traveler's rest stop at the TDY location exceeds 24 hours, it is unavoidable. In limited circumstances due to unavailability of flights, a rest period in excess of 24 hours may be authorized.			

NOTE: A variation to this scenario is if there was one other flight available that would have arrived the traveler at the location OCONUS at 1830 local time on Sunday. Because the traveler would have arrived at the TDY location after 1800 on the day before the TDY was to begin, this schedule would not have given the traveler a reasonable rest period. It would be unreasonable to require the traveler to report to work the next morning under this variation on the scenario.

Example 3:

Scenario: A traveler's permanent duty station is OCONUS. He or she is required to attend a conference in the CONUS. The conference begins at 0930 Tuesday morning. The traveler's orders authorize an en route rest stop. The traveler departs his or her PDS OCONUS at 1800 local time on Sunday. He or she arrives at the stopover location at 2300 local time on Sunday for the rest stop. The traveler departs the rest stop at 1600 on Monday, and arrives at the TDY in the CONUS at 1900 local time on Monday. Although the traveler arrived at the TDY location after 1800, he or she was already authorized a rest stop while en route. So no additional rest stop is authorized at the TDY location, and it is reasonable to require the traveler to report to work the next morning.

Departure	Local Time	Arrival	Local Time
PDS OCONUS on Sunday	1800	En route rest stop location Sunday	2300
En route rest stop location on Monday	1600	TDY location in CONUS	1900
Rest Stop Decision			
Travel was more than 14 hours. Traveler was authorized and took an en route rest stop between the PDS and the TDY location, while en route. Traveler arrived at the TDY location after 1800. However, because the traveler took an en route rest stop before arriving at the TDY location, it is reasonable to require the traveler to report to work the next morning, and no additional rest period authorized at the TDY location.			

Example 4:

Scenario: A traveler's permanent duty station is San Diego, CA. He or she is required to attend a conference in Shape, Belgium. The conference begins at 1000 Monday morning. The traveler departed San Diego at 0800 local time on Sunday, and arrived in Shape at 2200 local time on Sunday. The travel order authorized the traveler to use either first-class or business-class air accommodations, and did not authorize an en route rest stop. The traveler's flew first class, and the flight was more than 14 hours. He or she arrived at the TDY location after 1800 on the day before the TDY was to begin. No rest stop was authorized because the traveler flew first-class air accommodations. If the traveler had flown business-class air accommodations, no rest stop would have been authorized either. It is reasonable to require the traveler to report to work the next morning.

Departure	Local Time	Arrival	Local Time
San Diego, CA on Sunday	0800	Shape, Belgium on Sunday	2200
Rest Stop Decision			
Travel was more than 14 hours. Traveler arrived the day before duty was to begin, and arrived after 1800. However, the traveler flew first-class air accommodations, so no rest stop is allowed. If the traveler had flown business-class air accommodations, no rest stop would have been allowed.			

Example 5:

Scenario: A traveler's permanent duty station was Japan. He or she was required to attend training in Washington, DC that started at 0730 local time on Tuesday morning. The traveler departed Japan at 1000 local time on Monday on the only available flight. He or she arrived in Washington, DC at 1430 local time on Monday. The flight was more than 14 hours. However, the traveler arrived at the training location before 1800. The traveler was provided a reasonable rest period. It would not be unreasonable to require the traveler to report to work the next morning.

Departure	Local Time	Arrival	Local Time
Departs Japan PDS on Monday	1000	Arrives at Washington, DC TDY on Monday	1430
Rest Stop Decision			
Travel was more than 14 hours, since the flight crossed the international date line and the traveler gained a day of travel time. Traveler arrived the day before duty was to begin before 1800. In this circumstance, the traveler had a reasonable rest period before beginning work and no additional rest period was authorized at the TDY location.			