PROFESSIONAL REFERENCE

Crew Duty Time (CDT) User Manual

Crew duty / rest / flight-time calculator

Version 1.0 - iPhone Operating System (iOS) 26 / Apple Watch Operating System (watchOS) 26

Flight crew primary audience	Company rules configured in Settings	iPhone + Watch operational workflow

Use this manual to set up company rules, enter planned and actual duty data, read legality surfaces, use Watch input, and understand notification behavior.

Crew Duty Time (CDT) is a short-term reference tool for flight crew. Cabin limits are reference-only. Always follow your company manual, Operational Flight Plan (OFP), dispatch instructions, and applicable regulations.

> Start with Settings, then enter planned route data, then actual times. This PDF is the full reference manual; in-app Help is a short workflow summary.

Contents

> Use the in-app Help for the short flow. Use this manual for full setup notes, examples, and operational checks.

Version: Crew Duty Time (CDT) 1.0

System requirements: iPhone Operating System (iOS) 26 / Apple Watch Operating System (watchOS) 26

Audience: Flight crew. Cabin crew limits shown in CDT are reference-only and are not the primary legality source.

This manual is written for a first-time user. Work through the setup sequence before entering a duty. Crew Duty Time (CDT) results depend on your company rules, report rules, taxi assumptions, Maximum Flight Duty Period / Flight Duty Time (Max FDP / FDT), Maximum Flight Time (Max FT), Latest Block Out (LBO) thresholds, rest matrix, Additional Crew Member / positioning (ACM) handling, and notification settings.

Abbreviations and full names

> Use this section when a label appears as an abbreviation in the app or in this manual.

- `CDT`: Crew Duty Time.
- `iOS`: iPhone Operating System.
- `watchOS`: Apple Watch Operating System.
- `STD`: Scheduled Time of Departure.
- `STA`: Scheduled Time of Arrival.
- `ACT OUT`: Actual Out / actual block-OUT time.
- `ACT IN`: Actual In / actual block-IN time.
- `RPT`: Report / report time.
- `DLY`: Delay / delayed state.
- `FDP`: Flight Duty Period.
- `FDT`: Flight Duty Time.
- `Max`: Maximum.
- `Max FDT`: Maximum Flight Duty Time.
- `FT`: Flight Time.
- `Max FT`: Maximum Flight Time.
- `24h`: 24 hours.
- `T−60`, `T−10`: Time remaining until the event, for example 60 minutes or 10 minutes before report or scheduled departure.
- `Plan FT`: Planned Flight Time, normally the Operational Flight Plan sector flight time.
- `LBO`: Latest Block Out, the latest legal push / off-block reference used by CDT.
- `CAUT`: Caution.
- `ALRT`: Alert.
- `IMPOSS`: Impossible.
- `UTC`: Coordinated Universal Time.
- `Z`: Zulu time, meaning Coordinated Universal Time.
- `HHMM` / `HH:MM`: Hours and minutes format.
- `HUD`: Heads-Up Display.
- `OFP`: Operational Flight Plan.
- `ACARS`: Aircraft Communications Addressing and Reporting System.
- `ACM`: Additional Crew Member / positioning sector in CDT context.

- `Pos`: Positioning.
- `ULR`: Ultra Long Range.
- `C1`, `C2`, `C3`: Class 1, Class 2, and Class 3 aircraft rest facility.
- `Ops`: Operations.
- `Ext.`: Extended or extension.
- `Min`: Minimum.
- `M.`: Morning, used in compact labels such as Early M.
- `TZ`: Time Zone.
- `Diff`: Difference.
- `Ref`: Reference.
- `Dep`: Departure.
- `Cond`: Conditional.
- `Sched`: Scheduled.
- `Act`: Actual.
- `OUT`: block-OUT / off-block departure-side event in CDT field names.
- `IN`: block-IN / on-block arrival-side event in CDT field names.
- `IATA`: International Air Transport Association.
- `ICAO`: International Civil Aviation Organization.
- `FOM`: Flight Operations Manual.
- `OM-A`: Operations Manual Part A.
- `CBA`: Collective Bargaining Agreement.
- `JSON`: JavaScript Object Notation.
- `TX`: Taxi, commonly used in compact labels such as taxi-out or taxi-in.
- `SIM`: Simulator / simulator duty code.
- `SBY`: Standby duty code.
- `DO`: Day Off duty code.

1 What CDT is for

Crew Duty Time (CDT) is a short-term duty, rest, and flight-time calculator. It is intended to help you assess one duty and the next-duty rest window. It is not a monthly roster planning system, and it does not replace company manuals, Operational Flight Plan (OFP), dispatch instructions, or applicable regulations.

CDT helps you see:

- The timing relationship between Report, Scheduled Time of Departure (STD), Scheduled Time of Arrival (STA), Actual Out (ACT OUT), and Actual In (ACT IN).
- Whether Maximum Flight Duty Time / Flight Duty Period (Max FDT / FDP) is close to or beyond the configured limit.
- Whether Maximum Flight Time (Max FT) in 24 hours is close to or beyond the configured limit.
- Whether Latest Block Out (LBO) is normal, caution, alert, or impossible.
- The earliest legal report for the next duty.
- Planned in-flight rest distribution for augmented duties.
- Critical duty reminders on Lock Screen, Dynamic Island, notification, and Apple Watch.

> Basic workflow:

1. Configure company rules in Settings.
2. Build or load a route.
3. Enter STD, STA, and Plan FT for each sector.
4. During operation, enter ACT OUT and ACT IN in sequence.
5. Review HUD, sector cards, LBO, Max FDT, Max FT, and Next Duty Planner.
6. Use Apple Watch or Lock Screen surfaces for quick viewing and input when appropriate.

Key time terms:

- `STD`: Scheduled Time of Departure.
- `STA`: Scheduled Time of Arrival.
- `ACT OUT`: Actual Out, meaning actual block-OUT / aircraft movement out time.
- `ACT IN`: Actual In, meaning actual block-IN / aircraft in time.
- `Plan FT`: Planned Flight Time from the Operational Flight Plan (OFP) sector flight time. Do not enter block time here.
- `Default Taxi OUT` / `Default Taxi IN`: Settings values used by CDT for scheduled block / flight timeline estimates. Do not add taxi time again into Plan FT.

2 Set company rules first

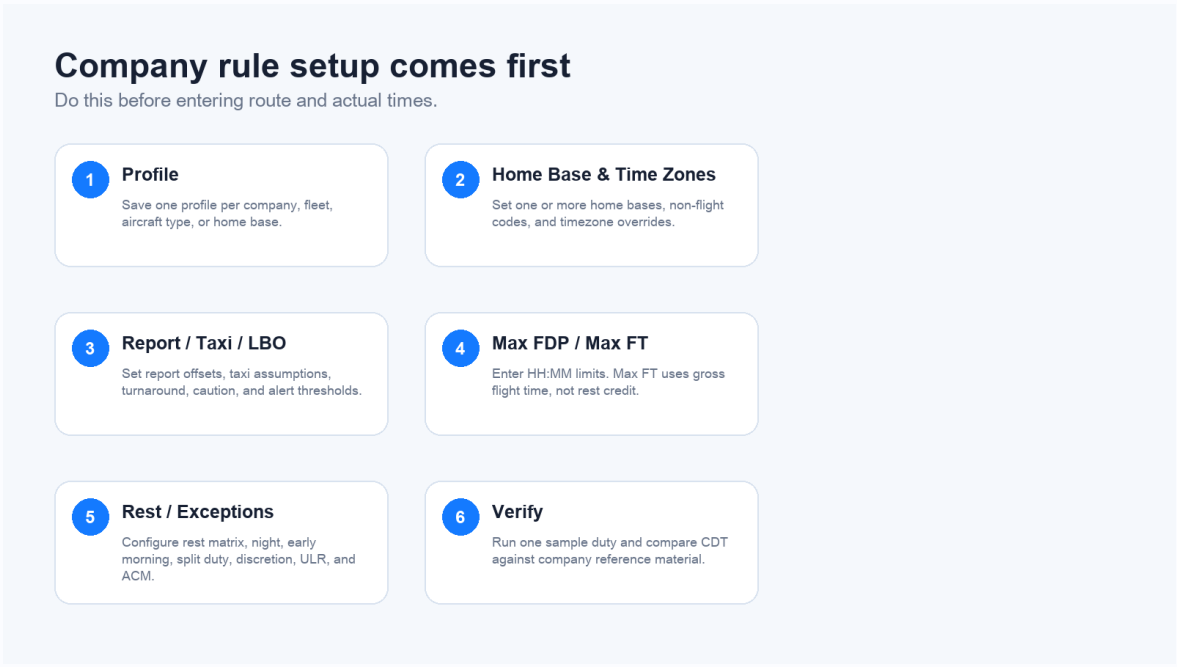

Figure 1. Recommended setup order before using CDT operationally.

Open Settings before entering operational data. The safest setup order is company rules first, route and duty data second.

2.1 Profiles & Presets

> Use this section to manage company-rule profiles.

- `Default Settings`: Restore app defaults. Use this only when you want to start over.
- `Load Local Profile...`: Load a profile saved inside the app.
- `Save Local Copy...`: Save the current settings as a local profile.
- `Import Settings...`: Import a JSON settings profile from Files.
- `Export Current Settings...`: Export the current settings as reusable JSON.

> Suggested profile names:

- `Company A – A320`
- `Company A – B777`
- `Company B – Long Haul`

> Important: A Settings profile stores rules and preferences. It is not a route or duty backup. Keep route / duty data separate from settings profiles.

2.2 Default Route Setup

Route presets create a starting route. Examples:

```
TPE,HKG,TPE
TPE,NRT,TPE
TPE,LAX,TPE
```

A valid duty needs at least two stations, such as `TPE,HKG`.

2.3 Home Base & Codes

- `Home Base`: Add one or more home base station codes, such as `TPE` or `TPE,KHH` when your company treats multiple stations as home bases. When the final arrival is not one of the configured home bases, CDT applies outstation rest logic where configured.
- `Custom Non-Flight Codes`: Enter non-flight duty codes such as `SIM,SBY,DO`, separated by commas.

> If your company uses different rules by base, save separate profiles for each base or fleet. Do not rely on a single profile when report offsets, rest rules, or transport assumptions differ between bases.

2.4 Airport Timezone Overrides

CDT uses bundled airport timezone data. Use manual overrides for special airport codes, training locations, company-defined codes, or any station whose local-time behavior needs correction.

Format:

```
HKG=Asia/Hong_Kong,KXYZ=America/Chicago
```

You may use IATA or ICAO codes. Separate multiple entries with commas.

2.5 Aircraft Rest Facility

Select the aircraft rest facility used by your duty:

- `C1`: Class 1 rest facility.
- `C2`: Class 2 rest facility.
- `C3`: Class 3 rest facility.

> If your company defines different FT caps for C2 and C3, enable `Separate C2 / C3 FT Cap` and configure:

- `C2 FT Cap`
- `C3 FT Cap`

> If your company uses one common non-C1 limit, keep it off and configure:

- `Non-Class 1 FT Cap`

CDT uses gross flight time for Max FT in 24h. In-flight rest credit does not reduce Max FT.

2.6 Report, Ground & LBO

This section directly affects report time, turnaround, taxi, and LBO.

- `Flight Crew Specific RPT`: Build flight crew report rules by route, aircraft type, or company condition.
- `Default Home Base RPT`: Default home-base report offset.
- `Default Outstation RPT`: Default outstation report offset.
- `Min Turnaround`: Minimum company turnaround.
- `Turnaround Warning`: Warn when turnaround is below minimum.
- `Default Taxi OUT`: Default taxi-out minutes for new sectors.
- `Default Taxi IN`: Default taxi-in minutes for new sectors.
- `LBO Caution Threshold`: Remaining LBO below this value becomes caution.
- `LBO Alert Threshold`: Remaining LBO below this value becomes alert.

> Taxi settings are critical. When you enter STD, STA, and Plan FT, do not add taxi time into Plan FT again.

2.7 Max FDP Limits

Configure the duty limit for:

- `Single Crew`
- `Multi Crew`
- `Double Crew`
- `Landing Cap`

> If your company uses limits such as `12:30`, enter HH:MM. Do not round to a whole hour.

2.8 Max FT in 24h

Configure rolling 24-hour flight-time limits:

- `Single Crew FT`
- `Multi Crew FT`
- `Double Crew FT`
- `Single+Night Max FT`
- `Require Multi/Double Dispatch`

> Rules:

- Max FT in 24h uses gross FT.
- In-flight rest does not reduce Max FT.
- ACM contribution depends on `Count ACM in FT`.
- Single, Multi, and Double crew can have separate caps.
- C2 and C3 can share one non-C1 cap or use separate caps.

2.9 Minimum Rest Matrix

Configure minimum rest before the next duty:

- `Single Crew Rest`
- `Multi Crew Rest`
- `Double Crew Rest`
- `Enable Rest Downgrade`

Rest matrix rules are company-specific. Confirm thresholds, below-threshold rest, above-threshold rest, and any downgrade behavior against your company manual.

2.10 Special Exceptions

> Use this section for night, early morning, split duty, transport, discretion, and similar company rules.

- `Night Ops Start (Local)/Night Ops End (Local)`
- `Night Ops Penalty`
- `Early M. Start (Local)/Early M. End (Local)`
- `Early M. (2 Days) Rest`
- `Early M. (3 Days) Rest`
- `Early M. (Exempt) Rest`
- `Split Duty Min Rest`
- `Transport Each Way`

- `Credit Before Dep`
- `Credit After Dep`
- `Ext FDT (Discretion)`

> There is no universal value for these fields. Use your FOM, OM-A, CBA, company manual, or regulatory source.

2.11 ACM / Positioning

This controls whether positioning / deadhead / ACM sectors count toward FDT, FT, sectors, and landings.

`ACM -> FDT` modes:

- `Duty`: ACM does not enter FDT.
- `Cond`: Apply the conditional rules below.
- `All`: ACM always counts toward FDT.

Conditional options:

- `Count before operating leg`
- `Count between operating legs`
- `Count after final operating leg`
- `ACM-only day counts as FDT`

Additional options:

- `Count ACM in FT`
- `Count ACM as sector / landing`

> If your company treats positioning as duty but not flight time, do not enable `Count ACM in FT`.

2.12 ULR & Long Layover

Use this for ultra-long-range rules, long layover handling, and timezone-driven rest effects.

- `ULR Trigger`: `Manual` or `City Pair`.
- `ULR FT Threshold`: Flight-time threshold for ULR candidate sectors.
- `ULR City Pairs`: For example `TPE-JFK,TPE-YYZ`.
- `Require Double for ULR`
- `ULR Ext. FDT (Home)`
- `ULR Ext. FDT (Out)`

- `Local Night Cutoff Hour`
- `ULR Rest (Home)`
- `ULR Rest (Outstation)`
- `Long Layover TZ Trigger`
- `Long Layover Penalty`
- `Exemption TZ Diff`

> If your company applies ULR rules only to specific routes, prefer `City Pair` instead of a flight-time threshold alone.

2.13 In-Flight Rest Planner

Configure the protected buffer around rest windows:

- `FT Start Buffer`
- `FT End Buffer`
- `STD Start Buffer`
- `STA End Buffer`

Example: If company practice requires at least 30 minutes after takeoff before rest starts, set the start buffer accordingly.

2.14 Lock Screen & Live Activity

These settings control Lock Screen, Dynamic Island, and local notifications.

- `Auto-start in Critical Windows`: Start or schedule status surfaces during critical windows.
- `Show Quick Actions`: Show quick action controls when available.
- `Privacy Mode`: Control how much detail appears on Lock Screen.

CDT reminder surfaces focus on three phases:

1. Report countdown before report.
2. After report and before STD, focusing on the ACT OUT action window.
3. After STD and before ACT OUT, showing DLY elapsed time.

After ACT OUT is entered, that sector's countdown-style Lock Screen / Dynamic Island content stops.

> Platform limit: Local notifications can be scheduled for the future. Dynamic Island / Live Activity cannot always create itself if the app has no execution opportunity. The most reliable practice is to open CDT within about 1 hour before report.

2.15 Cabin Crew Reference

Cabin crew limits are reference-only in CDT.

- `Show Cabin Limit`
- `Base Cabin FDP Ref`
- `Class 1 Augmented Ref`
- `Extended Cabin FDP Ref`
- Cabin report rules / reference rules

CDT's primary legality flow is flight-crew-first. Cabin display should be used only as a cross-check.

3 Build a duty

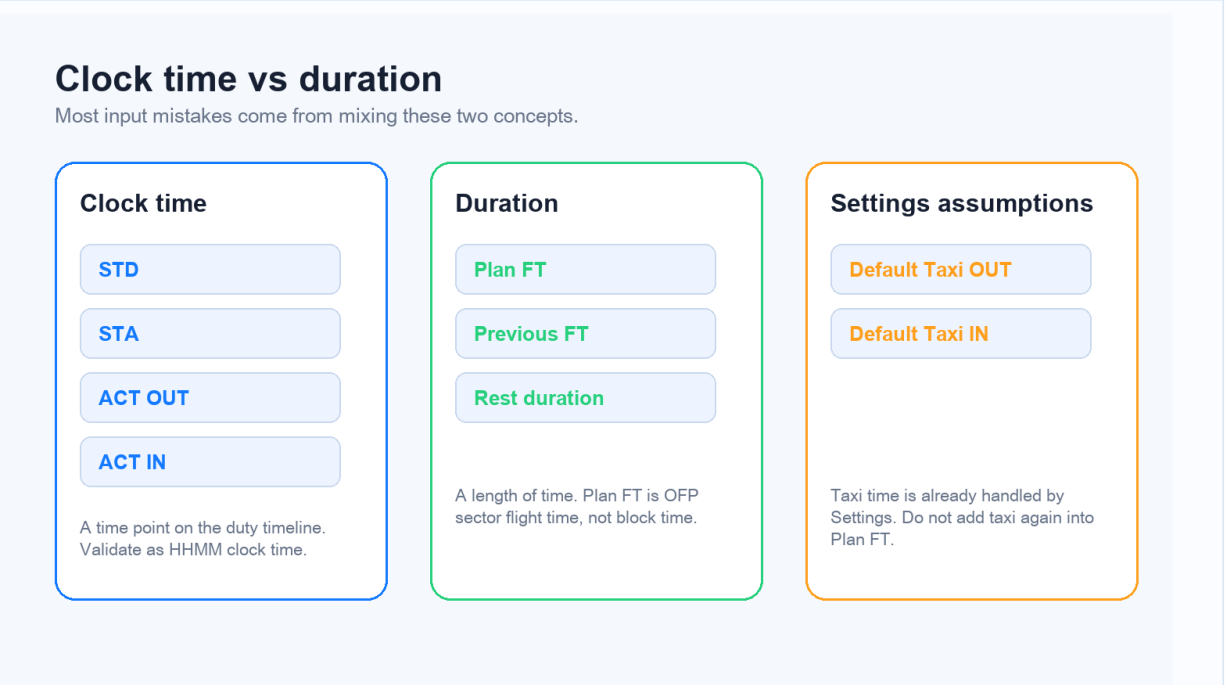

Figure 2. Clock-time fields and duration fields must be handled differently.

3.1 Build a route

Use a route preset or manually edit station codes.

Example:

```
TPE -> HKG -> TPE
```

This creates two sectors:

1. `TPE -> HKG`
2. `HKG -> TPE`

At least two stations are required to create one sector.

3.2 Enter STD / STA

Enter scheduled times on station cards:

- Departure station: enter `STD`.
- Arrival station: enter `STA`.

Check UTC / local mode next to each field. For midnight crossing or timezone changes, confirm both the duty date and local-time context.

CDT uses Default Taxi OUT / Default Taxi IN when estimating the scheduled block / flight timeline. Do not add taxi time into Plan FT.

3.3 Enter Plan FT

Plan FT is the OFP sector flight time.

Example:

```
OFP sector flight time: 01:35
Plan FT: 0135
```

> Do not enter block time. Do not add taxi-out or taxi-in time into Plan FT.

3.4 ACM / Positioning leg

The flight leg card can be changed from `FLIGHT LEG` to `ACM (Pos)`. Use this only for positioning / deadhead / ACM sectors.

Whether ACM counts toward FDT, FT, sectors, or landings depends on `ACM / POSITIONING` settings.

4 During operation

4.1 Before report

Before report, CDT shows report countdown. There is no iPhone field for actual report time.

If Lock Screen / Live Activity is enabled, the critical pre-report window can show:

- Route
- Current phase
- Expected time
- Countdown

4.2 After report and before STD

The main task in this phase is preparing to enter `ACT OUT`.

Around STD T-10, if ACT OUT is still blank, Lock Screen, Dynamic Island, or Watch may enter the action window. A `NOW` or action button may appear for quick current-time entry.

4.3 After STD before ACT OUT

If STD has passed and ACT OUT is still blank, the phase becomes `DLY`.

At this point the display should count up as elapsed delay time. The visual tone should become orange.

After ACT OUT is entered, countdown-style notification and Dynamic Island content for that sector stops.

4.4 After departure and before arrival

You may update:

- `ACT OUT`
- `Plan FT`
- In-flight rest
- Watch flight-time / rest planner fields

For multi crew or double crew, use In-Flight Rest Planner when a planned rest schedule is required.

4.5 After arrival

Enter:

- `ACT IN`

Then CDT updates:

- Actual flight / block result
- Turnaround
- Next Duty / rest planner
- Final duty outcome
- Rolling FT

5 Reading the main screen

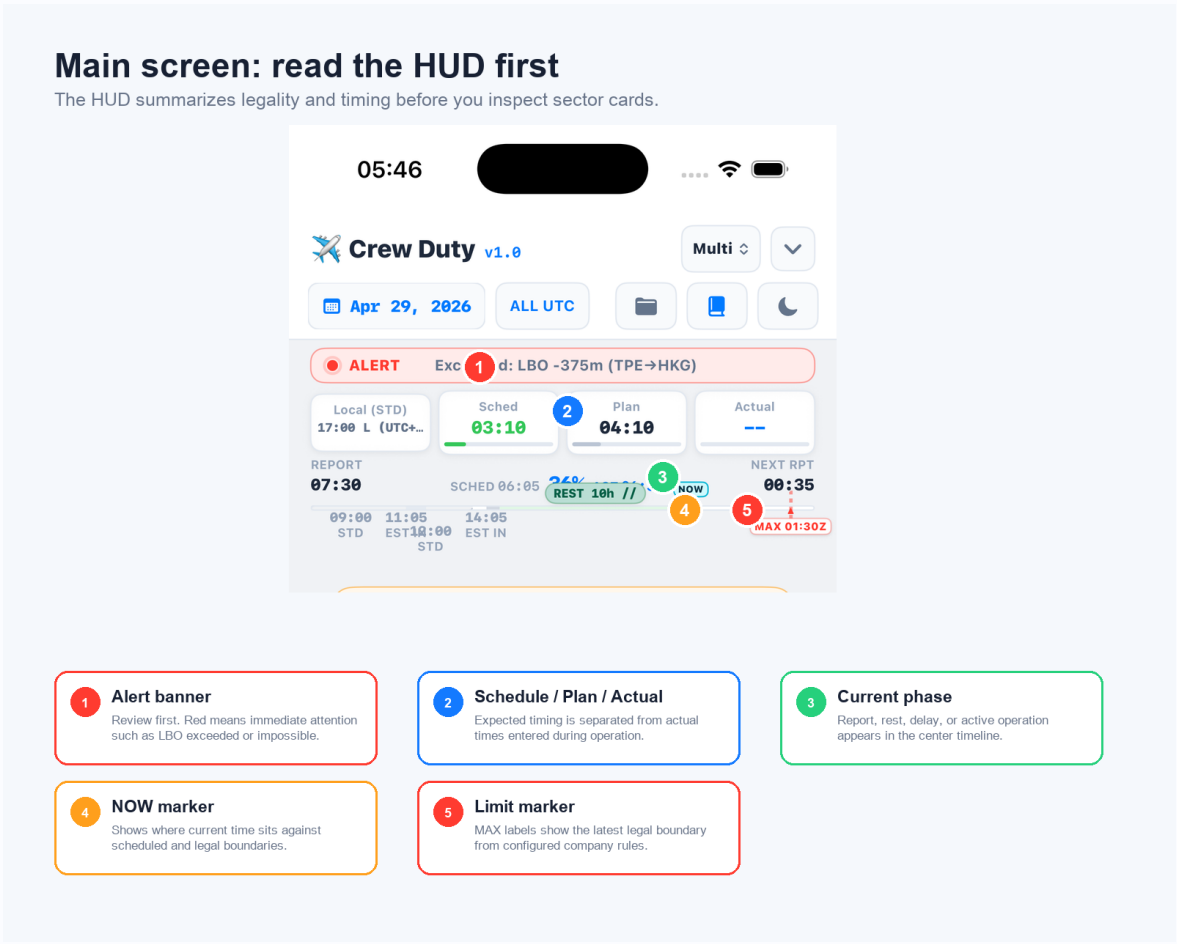

Figure 3. HUD breakdown: phase, timeline, legal limits, and alert banner.

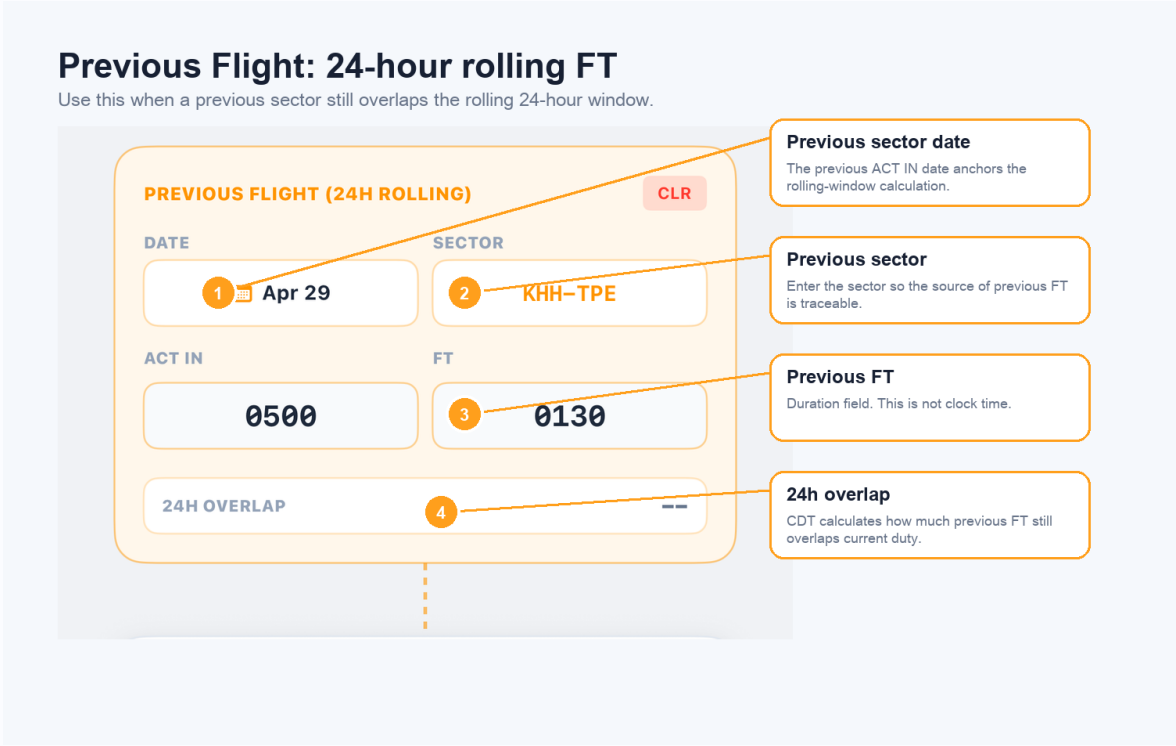

Figure 4. Previous Flight section feeds the rolling 24-hour Flight Time (FT) calculation.

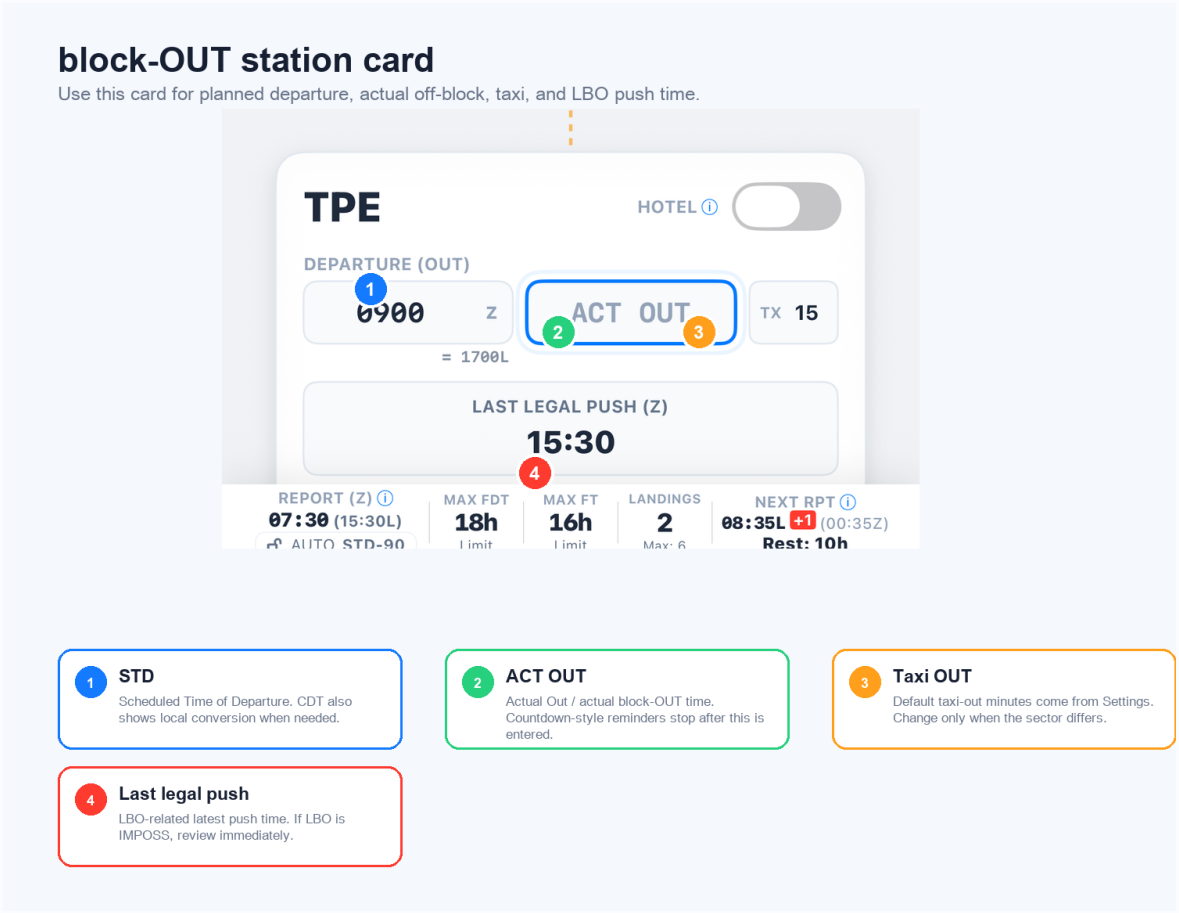

Figure 5. block-OUT station card: Scheduled Time of Departure (STD), Actual Out (ACT OUT), taxi, and latest legal push.

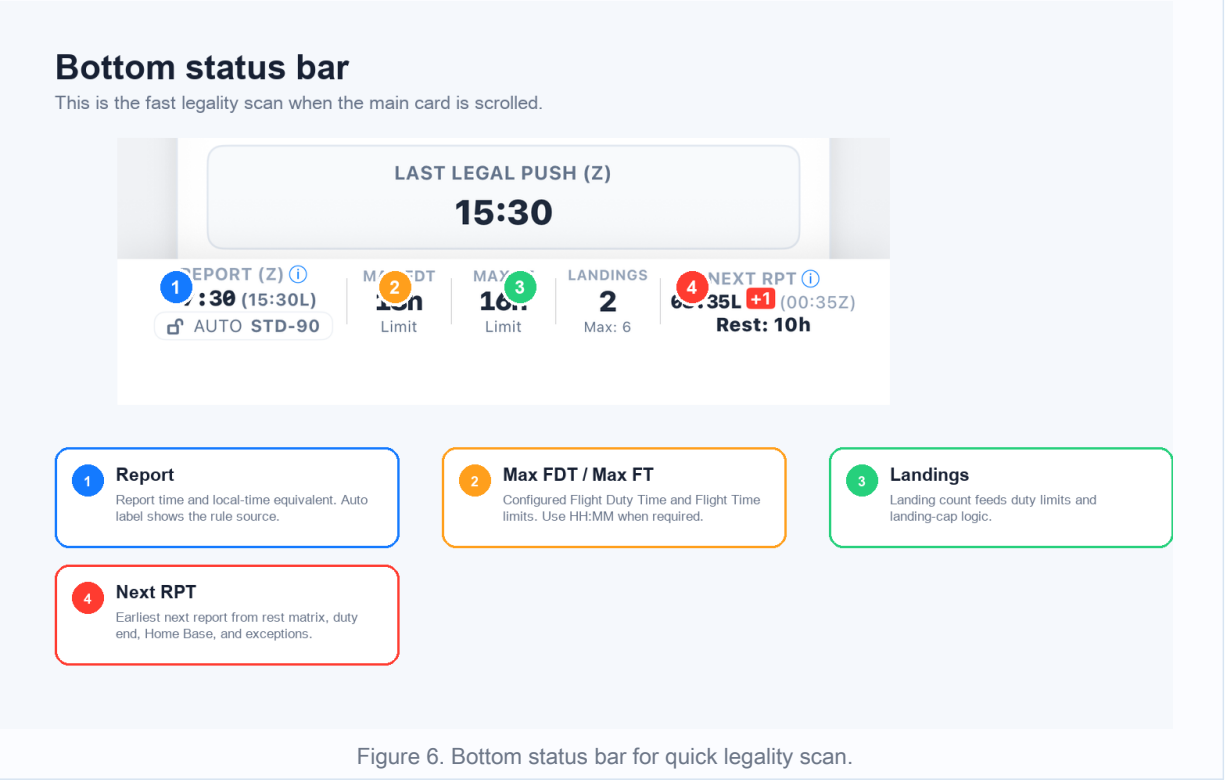

Figure 6. Bottom status bar for quick legality scan.

5.1 HUD

Read the HUD first. It summarizes:

- Current phase
- Countdown / elapsed time
- Max FDT
- Max FT in 24h
- LBO
- Next Duty / rest result
- Caution / Alert status

Color concept:

- Green: normal or safe.
- Blue: active operation / action phase.
- Orange: delay, caution, or close to a limit.
- Red: alert, exceedance, or impossible condition.

5.2 Station card

Station cards are used for station and time input:

- Station code, such as `TPE`
- `STD`
- `STA`
- `ACT OUT`
- `ACT IN`
- Taxi badge

Departure stations focus on `STD` / `ACT OUT`. Arrival stations focus on `STA` / `ACT IN`.

5.3 Flight leg card

The card between two stations shows:

- `FLIGHT LEG` or `ACM (Pos)`
- `Sched`
- `Plan FT`
- `Act`
- Rest planner shortcut

Plan FT is OFP sector flight time. Actual values update from ACT OUT and ACT IN.

6 LBO status

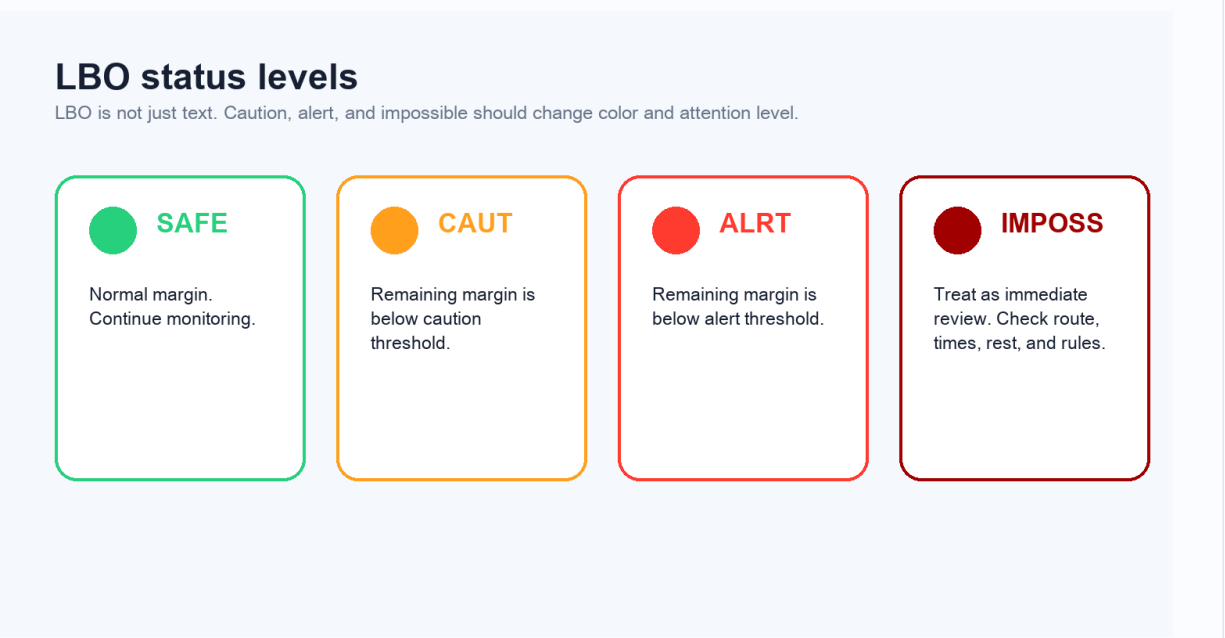

Figure 7. LBO status levels and required attention.

LBO is an important warning item calculated from settings, time, rest assumptions, and duty state.

Common statuses:

- Normal: sufficient remaining margin.
- `CAUT`: Remaining margin is below LBO Caution Threshold.
- `ALRT`: Remaining margin is below LBO Alert Threshold.
- `IMPOSS`: The current condition cannot satisfy the requirement.

If LBO shows `IMPOSS`, do not treat it as normal text. Recheck duty timing, rest, route, schedule, dispatch plan, and company rules before continuing.

7 Max FDT / FDP

Max FDT / FDP is the available duty limit. It can be affected by:

- Crew type: Single / Multi / Double
- Rest facility: C1 / C2 / C3
- Landing count
- Night operation
- Split duty
- Discretion
- ULR
- Company-specific settings

> If your company uses a non-whole-hour limit such as `12:30`, enter HH:MM. Do not approximate as 12h or 13h.

8 Max FT in 24h

Max FT in 24h is a rolling 24-hour flight-time limit.

CDT principles:

- Use gross FT.
- Do not deduct in-flight rest credit.
- ACM contribution depends on Settings.
- Single, Multi, and Double crew can have separate limits.
- C2 / C3 can share one non-C1 cap or use separate caps.

If the result is close to or over a limit, recheck:

- Whether Plan FT is OFP sector flight time.
- Whether ACT OUT and ACT IN are correct.
- Whether ACM settings match company rules.
- Whether the crew type is correct.

9 Next Duty Planner

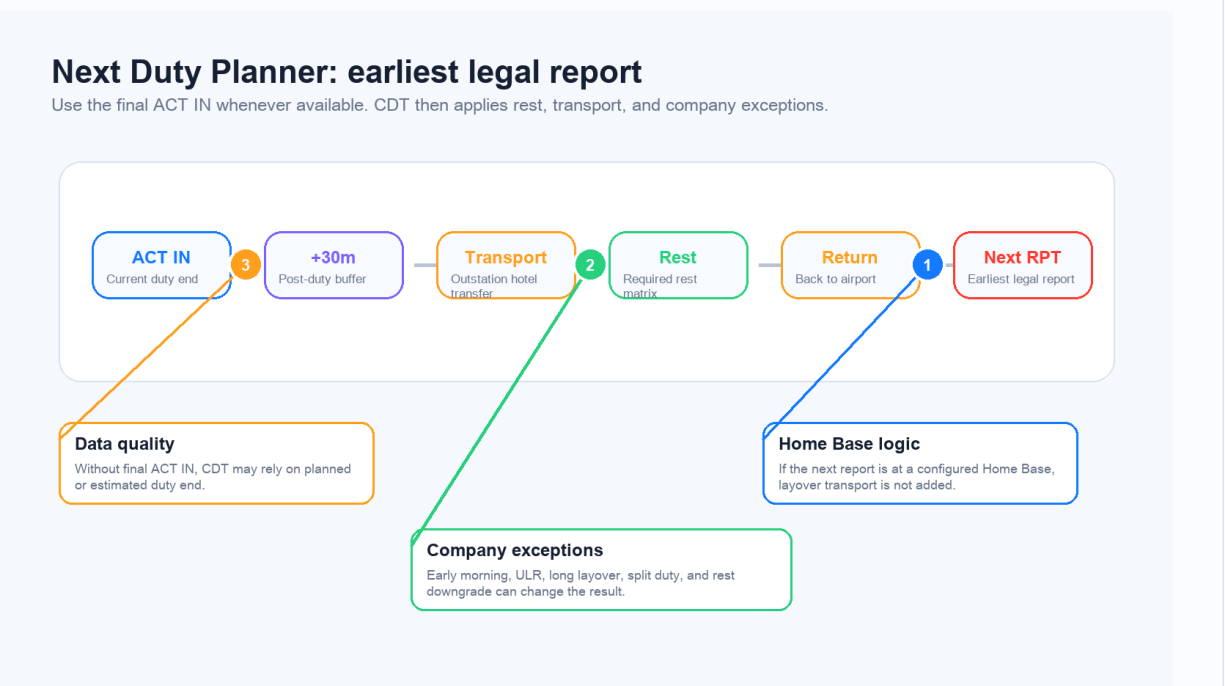

Figure 8. Next Duty Planner flow from current duty end to earliest legal report.

Next Duty Planner estimates the earliest legal report for the next duty.

Use it after the current duty has a reliable end time. The final `ACT IN` is the preferred source. If final `ACT IN` is blank, CDT may have to use plan or estimate values, which is less reliable.

It can use:

- Current duty end
- Home base / outstation status
- Rest matrix
- Early morning rules
- ULR / long layover
- Transport time
- Split duty
- Company rest rules

Typical calculation flow:

1. Current duty ends at `ACT IN`.
2. CDT applies post-duty buffer / debrief handling where configured.

3 If the next report is outstation, transport time can be added to and from the hotel.

4 Required rest is applied from the configured rest matrix and exceptions.

5 The result becomes the earliest legal report time for the next duty.

If the next duty reports at a configured Home Base, layover transport time is not applied. If the next duty code is a non-flight duty, confirm the report offset or manual override before relying on the result.

10 In-Flight Rest Planner

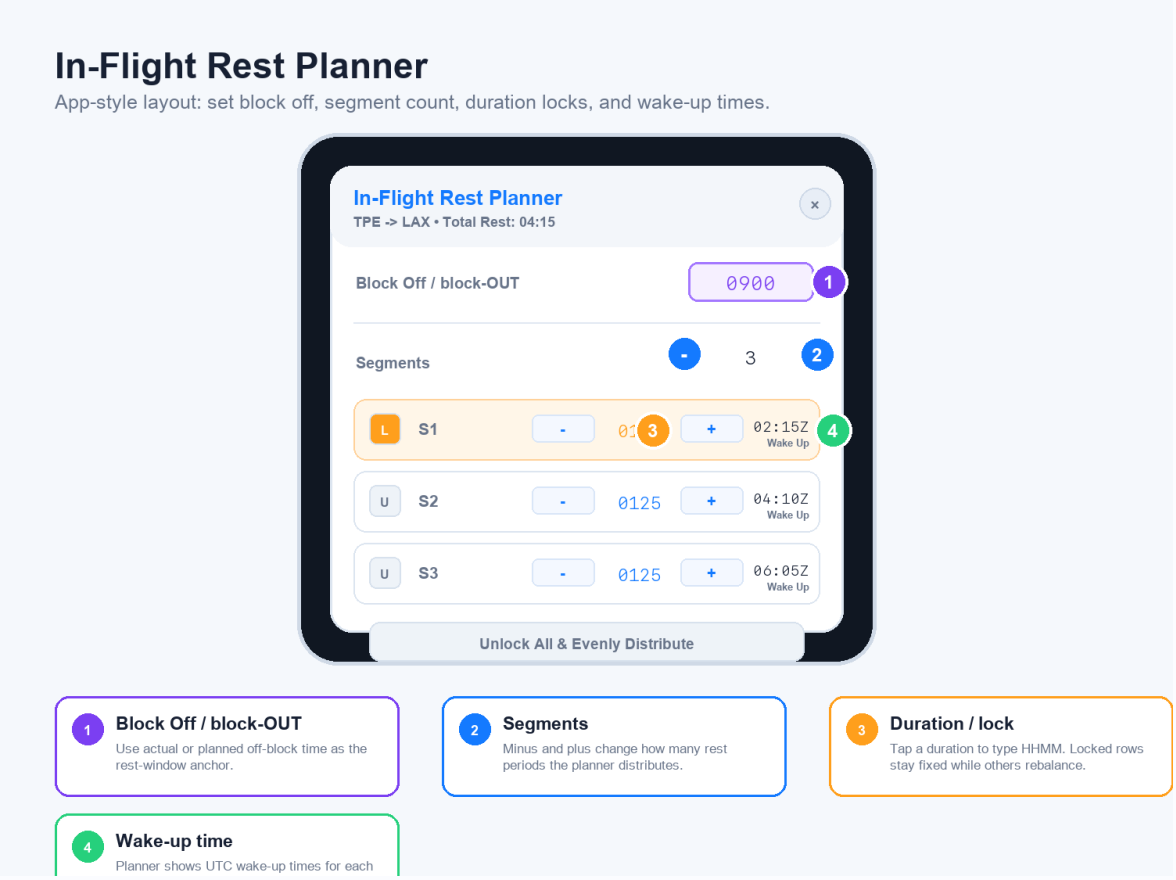

Figure 9. Rest Planner distributes rest segments and buffers; it does not reduce Maximum Flight Time (Max FT) in 24 hours.

Use In-Flight Rest Planner for multi crew or double crew duties that require planned in-flight rest.

You can configure:

- Rest segment count
- Start time for each rest segment
- End time for each rest segment
- Buffers

The planner redistributes rest based on the currently available window. If you change one segment, other segments may be recalculated.

> Important:

- Rest Planner is a rest distribution tool.
- It does not reduce Max FT in 24h.
- `FT Start Buffer`, `FT End Buffer`, `STD Start Buffer`, and `STA End Buffer` define protected non-rest time.

11 Lock Screen, Dynamic Island, and notifications

Figure 10. Reminder surfaces focus on Report, STD T-10, DLY, and ACT OUT stop point.

These surfaces are critical-window displays. They are not full flight-monitoring surfaces.

Displayed phases:

1. Report countdown.
2. After report and before STD.
3. After STD and before ACT OUT, showing `DLY` elapsed time.

Content should include:

- Route
- Phase
- Expected time
- UTC / local time context
- Countdown or elapsed delay
- Action button when needed

Stop condition:

- After ACT OUT is entered, that sector's countdown-style notification and Dynamic Island content stops.

Platform limits:

- Local notifications can be scheduled for future reminders.
- Dynamic Island / Live Activity cannot always create itself if the app has no execution opportunity.

- The most reliable practice is to open CDT within about 1 hour before report.

12 Apple Watch

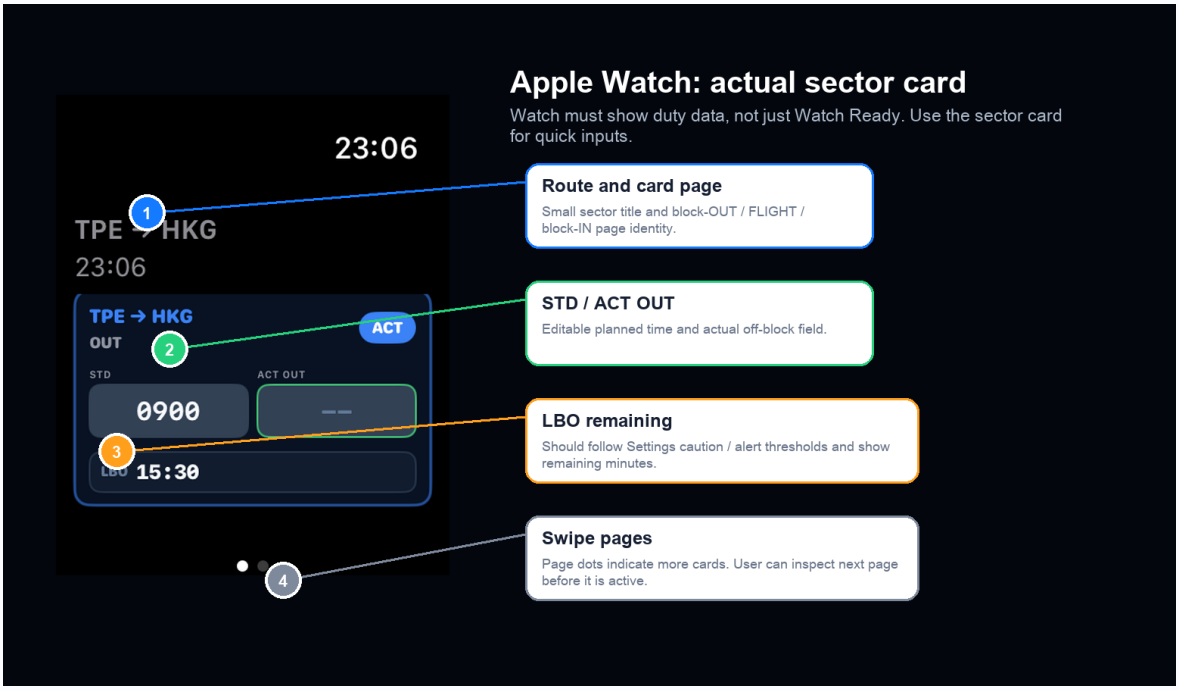

Figure 11. Actual Watch sector card with route, ACT button, LBO remaining, and swipe pages.

Figure 12. Apple Watch phase comparison for block-OUT, FLIGHT, and block-IN pages.

The Apple Watch app is a simplified input and viewing surface for the current iPhone duty.

12.1 Sync

Watch reads the current duty snapshot from iPhone. If Watch shows `Waiting for iPhone duty data`, confirm:

- CDT has been opened on iPhone.
- iPhone and Watch are paired.
- The Watch app is installed.
- iPhone CDT has a current route / duty loaded.

12.2 Watch sector cards

Watch uses swipeable sector cards. A sector can have:

- block-OUT page: route name, `STD`, `ACT OUT`, and that sector's LBO remaining.
- FLIGHT page: `Plan FT`, flight-time input, and the in-flight rest planner button when Multi Crew or Double Crew applies.
- block-IN page: route name, `STA`, `ACT IN`, and turn context. Intermediate sectors show `Turn (plan)` or `Turn (actual)` depending on available data; the final sector shows Max FDT end context.

You can swipe ahead to preview later sectors.

Color follows phase:

- Green before report.
- Blue after report and before STD.
- Orange after STD while ACT OUT is still blank.
- Completed or alert states follow app rules.

12.3 Entering time on Watch

Watch can enter:

- `STD`
- `STA`
- `ACT OUT`
- `ACT IN`
- Flight time / rest planner times

When current-time input is needed, an action button may appear in the relevant phase.

12.4 Offline input

Watch supports offline-capable edits. Offline edits are queued and sync when iPhone becomes reachable.

After sync, confirm on iPhone that the data updated correctly. If the route changed on iPhone while Watch was offline, refresh Watch duty data before relying on queued edits.

13 Route, Settings, and backup

CDT uses different storage concepts:

- Settings / Profile: Company rules, limits, and preferences.
- Route / Duty: A specific flight or duty scenario.

Recommended usage:

- Back up company rules with `Export Current Settings...`.
- Use separate settings profiles for different operators, fleets, aircraft types, or bases.
- Do not mix route data into settings profiles.

This keeps company-rule updates separate from flight data.

14 Example workflows

14.1 Single sector

Scenario: `TPE -> HKG`

1. Confirm Settings match company rules.
2. Build route: `TPE,HKG`.
3. Enter `STD`.
4. Enter `STA`.
5. Enter `Plan FT` from OFP sector flight time.
6. Monitor the report / STD action window.
7. Enter `ACT OUT` at off-block.
8. Enter `ACT IN` at on-block.
9. Review Max FDT, Max FT, LBO, and Next Duty.

14.2 Return duty

Scenario: `TPE -> HKG -> TPE`

1. Build route: `TPE,HKG,TPE`.
2. Enter STD, STA, and Plan FT for sector 1.
3. Enter STD, STA, and Plan FT for sector 2.
4. Check turnaround against `Min Turnaround`.
5. During operation, enter sector 1 ACT OUT / ACT IN.
6. Then enter sector 2 ACT OUT / ACT IN.
7. Review next rest / next duty after completion.

14.3 Multi crew / Double crew

1. Select the correct crew type.
2. Confirm Max FDP Limits, Max FT in 24h, and Aircraft Rest Facility.
3. Open In-Flight Rest Planner if in-flight rest is required.
4. Set rest segments.
5. Confirm the rest plan matches company rules.
6. Remember that rest planner does not reduce Max FT in 24h.

14.4 Watch ACT OUT

1. Load the duty on iPhone.
2. Open CDT on Apple Watch.
3. Swipe to the active block-OUT page.
4. Enter ACT OUT or use the action button.
5. Confirm sync on iPhone.

15 Common mistakes

Entering block time as Plan FT

Incorrect. Plan FT should be OFP sector flight time, not block time.

Adding taxi time into Plan FT

Incorrect. Taxi OUT / Taxi IN is handled by Settings and taxi fields. Do not double-count taxi in Plan FT.

Reading legal results before Settings are configured

Incorrect. Max FDT, Max FT, Rest Matrix, LBO, Night Ops, ULR, and ACM are company-specific. Until Settings are configured, results are only a default-app demonstration.

Notification disappears after ACT OUT

This is by design. CDT's countdown-style Lock Screen and Dynamic Island reminder stops after ACT OUT.

Notification appears but Dynamic Island does not

This can be an iOS platform limitation. Local notifications can be scheduled, but Live Activity / Dynamic Island needs an app execution opportunity to reliably start or update. Open CDT within about 1 hour before report.

Watch shows Waiting for iPhone duty data

Open CDT on iPhone first, confirm a duty is loaded, then reopen Watch CDT.

LBO shows IMPOSS

This means the current condition cannot satisfy LBO. Check duty timing, rest, route, company rules, and dispatch plan.

16 Pre-release / operational self-check

Before relying on CDT operationally, verify:

- Home Base is correct.
- Report rules are correct.
- Default Taxi OUT / Default Taxi IN are correct.
- Max FDP / FDT is correct.
- Max FT in 24h is correct and uses gross FT if required by your company.
- Rest Facility C1 / C2 / C3 is correct.
- Rest Matrix is correct.
- Night Ops / Early Morning rules are correct.
- Split Duty / Discretion rules are correct.
- ULR / Long Layover rules are correct.
- ACM / Positioning rules are correct.
- LBO caution / alert thresholds are correct.
- Cabin reference is understood as reference-only.
- Apple Watch can sync iPhone duty.
- Lock Screen / notification behavior has been tested.

If any item is uncertain, do not treat CDT output as a company legality conclusion.