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HRDG 4500a - APHIS Imports and Exports Overtime Interpretation - Section A

Last Modified:

Supplement 4500A
APHIS Imports & Exports Overtime Interpretation
Section A - Call Out Assignments

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- Multiple Assignments

Inside Metropolitan Area - Workday

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CALL OUT ASSIGNMENTS

Inside Metropolitan Area - Non-workday Multiple Assignments

Example 1:

Officer works the following on a Saturday (non-workday).

Airplane	ETA	ATA	END	No CTT ½	CTT Full	CTT Reg	OT Hours	Sun	OT Hours
Airplane 1	1100	1100	1300		X	2			
Airplane 2	1230	1230	1300						
Airplane 3	1415	1415	1530		X	2			

Rationale:

Multiple call out rule applies. A/C 1 and A/C 2 are prorated together as continuous time 1100-1300 (2 hours) and stated in [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph G.1. A/C 3 is then paid under [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph G.2.b., as a full call out because it arrived 3 hours or more after the beginning of the first job. The April 7, 1986 memorandum from A. Smith also supports this position.

Example 2:

Officer works the following on a Saturday (non-workday).

Airplane	ETA	ATA	END	No CTT	½ CTT	Full CTT	Reg OT Hours	Sun OT Hours
Airplane 1	1800	1800	1850		X		1	
Airplane 2	1903	1903	2040				1 3/4	
Airplane 3	2105	2105	2200		X		2	

Rationale:

Multiple call out rule applies. A/C 1 and A/C 2 are defined under [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph G.1., and prorated as one assignment because their ETA's are within the first 2-hour minimum. A/C 3 is defined and paid in accordance with [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph G.2.b., because it has arrived 3 hours after the beginning of the first job.

Example 3:

On a Saturday (non-workday) officer works the following aircraft inside the metropolitan area.

Airplane	ETA	ATA	END	No CTT	½ CTT	Full CTT	OT Hours
Airplane 1	1300	1300	1500		X		2
Airplane 2	1600	1515	1600	X			2

Rationale:

Multiple call out rule applies between A/C 1 and A/C 2 See [APHIS Directive 402.3](#) (46.44 KB) , Attachment 3, paragraph G.2.a. There is a break in service between A/C 1 and A/C 2. In this case, the ATA of A/C 2 is the limiting factor. Because the ATA is less than 3 hours from the beginning of the first job, only ½ CTT is paid for A/C 2.

Example 4:

On a Saturday (non-workday), officer works the following aircraft inside the metropolitan area. For aircraft 2, if officer arrived at 1530, how is start time reported on overtime documents?

Airplane ETA ATA Officer Arrives @ Recorded Start Time

Airplane 1	1300	1300	1300	1300
Airplane 2	1600	1515	1530	1530

Rationale:

The start time of 1530 is recorded on overtime documents for A/C 2 because this is when work was started.

Example 5:

On a Saturday (non-workday), officer works the following aircraft inside the metropolitan area. Aircraft 2, original ETA was 1530 and at 1515 officer gets new ETA of 1630.

Airplane ETA New ETA ATA End No CTT ½ CTT Full CTT OT Hours

Airplane 1	1300		1300	1500		X	2
Airplane 2	1530	1630	1630	1730		X	2

Rationale:

The multiple call out rule applies between A/C 1 and A/C 2 as stated in [APHIS Directive 402.3](#) (46.44 KB) , Attachment 3, paragraph G.2.b. By establishing a new ETA for A/C 2, the official ETA and/or starting time for A/C 2 is now 3 hours or more from the start of A/C 1. Therefore, as stated in the [APHIS Directive 402.3](#) (46.44 KB) cited above, entitlements for A/C 2 will include another full CTT and 2-hour minimum.

Example 6:

On a Saturday (non-workday), an officer is assigned to inspect 5 produce trucks on the Mexican border. The assignment starts at 1000.

Truck ETA ATA End No CTT ½ CTT Full CTT Reg OT Hours

Truck 1 1000 1001 1015

Truck 2 1020 1036

Truck 3 1050 1110

Truck 4 1135 1155

Truck 5 1210 1230 X 2 ½

Rationale:

Assuming that the ETA for all the trucks was 1000, and all trucks had arrived within the 2-hour minimum and were being presented for inspection, all the trucks would be inspected as one continuous job according to [APHIS Directive 402.3](#) (46.44 KB), section V, paragraph C.1., and section V, paragraph G. The 1210 ATA for truck 5 would not be considered a break in service in this situation because the truck was available for inspection and in the process of being presented.

** If the 5th truck had not arrived within the 2-hour minimum and the ETA was changed to 1210, the entitlement for inspection of truck 5 would be an additional 2-hour minimum and ½ CTT based on the multiple call out rule. See [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph G.2.a.

Example 7:

On a Saturday (non-workday), an officer is assigned to inspect 5 produce trucks on the Mexican border. The assignment starts at 1000. The broker tells the officer at 1015 of a sixth truck with an ETA of 1111. The ATA for the sixth truck is 1111 and work on this truck is completed at 1134.

Truck ETA ATA End No CTT ½ CTT Full CTT Reg OT Hours

Truck 1 1000 1001 1015

Truck 2 1020 1036

Truck 3 1050 1110

Truck 4 1135 1155

Truck 5 1210 1230

Truck 6 1111 1134 X 2 ½

Rationale:

Assuming that the ETA for all the trucks was 1000, and all trucks had arrived within the 2-hour minimum and were being presented for inspection, all the trucks would be inspected as one continuous job according to [APHIS Directive 402.3](#) (46.44 KB) , section V, paragraph C.1., and section V, paragraph G. The 1210 ATA for truck 5 would not be considered a break in service in this situation because the truck was available for inspection and in the process of being presented. Since the additional truck arrived while the inspections were in progress, no additional time was incurred.

Example 8:

On a Saturday (non-workday), an officer is assigned to inspect 5 produce trucks on the Mexican border. The assignment starts at 1000. The broker tells the officer at 1015 of a sixth truck with an ETA of 1235. This truck is inspected and released at 1250.

Truck ETA ATA End No CTT ½ CTT Full CTT Reg OT Hours

Truck 1	1000	1001	1015			
Truck 2		1020	1036			
Truck 3		1050	1110			
Truck 4		1135	1155			
Truck 5		1210	1230		X	2 ½
Truck 6		1235	1250		X	2

Rationale:

Assuming that the ETA for all the trucks was 1000, and all trucks had arrived within the 2-hour minimum and were being presented for inspection, all the trucks would be inspected as one continuous job according to [APHIS Directive 402.3](#) (46.44 KB) , section V, paragraph C.1., section V, paragraph G. Since truck 6 arrived after the original inspections were completed, an additional callout is justified. [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph G.2.

Example 9:

On a non-workday an officer is assigned a cargo clearance for 0800. The cargo is not made available until 1000 and the inspection is completed at 1030.

Cargo ETA ATA End No CTT ½ CTT Full CTT Reg OT Hours

Cargo	0800	1000	1030		X		2 ½
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Rationale:

Officer is entitled to full CTT and 2 ½ hours overtime from 0800-1030, according to [APHIS Directive 402.3](#) (46.44 KB), Attachment 2, paragraph C., Footnote [c]; and Attachment 3, paragraph G.1. This is considered as continuous OT. **NOTE:** Cargo Inspections--Once the 2-hour minimum has been met, if the cargo has not been presented for inspection and a new ETA has not been provided, the officer is not expected to remain at the job site.

Example 10:

On a non-workday an officer is assigned a cargo clearance for 0800. The cargo is not available, and a new ETA of 1000 is given at 0950. Inspection is completed at 1030.

Cargo ETA ATA End No CTT ½ CTT Full CTT Reg OT Hours

Cargo 1	0800		0950		X		2
Cargo 2	1000		1030	X			2

Rationale:

The multiple call out rule applies. Officer is entitled to full CTT and a 2-hour minimum from 0800-1000. According to [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph G.2.a., the officer is entitled to an additional 2-hour minimum and ½ CTT for the work performed between 1000-1030.

CALL OUT ASSIGNMENTS**Inside Metropolitan Area - Workday****Single Assignments****Example 11:**

On a workday an officer is assigned to inspect a vessel at 1700. Officer leaves the port and arrives at the vessel site at 1645. The agent meets the officer at the dock at 1645 and cancels the job.

Vessel ETA ATA End No CTT ½ CTT Full CTT Reg OT Hours

Vessel 1 1700 None None X

2

Rationale:

Officer reported to worksite and agent canceled on arrival at 1645. No CTT is authorized since job was canceled at 1645 by agent on site. [APHIS Directive 402.3](#) (46.44 KB), section V, paragraph C.1., section V, paragraph G.1., and Attachment 2, paragraph A.2.

Example 12:

On a workday an officer is assigned to inspect a vessel at 1700. The officer remains at the PPQ office and the agent calls and cancels at 1645.

Vessel ETA ATA End No CTT ½ CTT Full CTT Reg OT Hours

Vessel 1700 None None x

0

Rationale:

No entitlement since the officer did not report to worksite prior to the job being canceled. [APHIS Directive 402.3](#) (46.44 KB), section V, which refers to provisions of Title 5, U.S. Code. Further information is contained in 5 Code of Federal Regulations (CFR) Sections 550.111 (a) (2) and 550.112 (h).

Example 13:

On a workday an officer is assigned to inspect a vessel at 1700. The officer goes home and the supervisor calls him/her at home at 1645 to inform him/her that the assignment was canceled.

Vessel ETA ATA End No CTT ½ CTT Full CTT Reg OT Hours

Vessel 1700 None None X

0

Rationale:

No entitlement since the officer did not report to worksite prior to the job being canceled. [APHIS Directive 402.3](#) (46.44 KB), section V, which refers to provisions of Title 5 U.S. Code. Further information is contained in 5 CFR sections 550.111 (a) (2) and 550.112 (h).

CALL OUT ASSIGNMENTS

Inside Metropolitan Area - Workday Multiple Assignments

Example 14:

On a workday, an officer reports to clear a vessel at 1730 as ordered. The vessel has not arrived and a new ETA of 1915 is given by agent. The officer has a second assignment at 2100 at another dock several miles away, also within the metropolitan area. Vessel 1 arrives and is boarded at 2022 and finished at 2100. At 2202, the officer boards vessel 2 (which had arrived at 2030) and finishes at 2300.

Overtime Work	ETA	New ETA	ATA	End	No CTT	½ CTT	Full CTT	OT Hours
Vessel 1	1730	1915	2022	2100		X		3 ½
Vessel 2	2100	n.a.	2030 (Work Begins at 2202)	2300			X	2

Rationale:

Multiple call out rule applies. Entitlements regarding vessel 1 are stated under [APHIS Directive 402.3](#) (46.44 KB), Attachment 2, paragraph A.2. The 2-hour minimum starts when the officer reports for vessel 1 at 1730. Only ½ CTT is applicable to the officer since the ETA is within 61 minutes of the end of the TOD. Since vessel 2 was boarded at 2202, full CTT and an additional 2-hour minimum is applicable according to [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph G.2.b.

CALL OUT ASSIGNMENTS

Inside Metropolitan Area - Workday Continuous Servicewith Call Out

Example 15:

Officer works continuous overtime from 1630 - 1800. Second assignment is a vessel at 1820, ending at 1920.

Overtime Work Begin	End	No CTT	½ CTT	Full CTT	OT Hours
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Continuous	1630	1800 X	1 ½
Vessel 2	ETA/ ATA 1820 1920 X		2

Rationale:

The nature of the continuous service extends the TOD until 1800, entitling the officer to 1 ½ hours of overtime pay for that period and no CTT. See J. Frey/A. Finamore April 23, 1984 memorandum for clarification of this issue. Under this premise, even though there is a break in service after the continuous assignment, a 2-hour minimum and no CTT is applicable for vessel 2 since the ETA/ATA is less than 30 minutes after the end of the shift. See [APHIS Directive 402.3](#) (46.44 KB), section V, paragraph G.1.; Attachment 2, paragraph A.2.; and C. Havens/G. Burgess October 12, 1989 memorandum.

Example 16:

Officer works continuous overtime from 1630 - 1800. The second assignment is a vessel with the ETA/ATA of 1830, ending at 1930.

Overtime Work	Begin	End	No CTT ½	CTT Full	CTT OT Hours
Continuous	1630	1800 X			1 ½
Vessel 2	ETA/ ATA 1830 1930		X		2

Rationale:

The nature of the continuous service extends the TOD until 1800 entitling the officer to 1 ½ hours of overtime pay for that period and no CTT. See J. Frey/A. Finamore April 23, 1984 memorandum for clarification of this issue. Under this premise, vessel 2 has now arrived 30 minutes after the end of the TOD and is provided service at this time. In accordance with [APHIS Directive 402.3](#) (46.44 KB), section V, paragraph G.1.c., and Attachment 2, paragraph A.2., the officer is entitled to ½ CTT and a 2-hour minimum.

Example 17:

On a workday, officer continues to work until 1700.

Overtime Work	End	No CTT ½	CTT Full	CTT OT Hours
Continuous	1700 X			½

Same officer begins next assignment the next workday at 0700 and finishes assignment at 0815.

Overtime Work Work Begins Work Ends No CTT ½ CTT Full CTT OT Hours

Assignment 2	0700	0815	X	2
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Rationale:

Multiple call out rule does not apply because the job the previous night was continuous service. To be eligible for the full CTT entitlement, the 2-hour minimum must be applicable as stated in [APHIS Directive 402.3](#) (46.44 KB), Attachment 2, paragraph A.1., and the Note under Attachment 3, paragraph G., which states, "...commuted traveltime allowances are never payable if the 2-hour minimum guarantee is not applicable."

Example 18:

On a workday, officer works continuously until 1637. Next assignment ETA and ATA are at 1700 and assignment ends at 1800.

Overtime Work	ETA	ATA	End	No CTT ½ CTT Full CTT OT Hours
Continuous			1637	X 0
Additional Assignment	1700	1700	1800	X 2

Rationale:

The continuous overtime assignment is governed by the 8-minute rule as stated in [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph F.1. The officer is therefore not eligible for any entitlements. For the additional overtime assignment, the officer is entitled to ½ CTT and the 2-hour minimum as stated in [APHIS Directive 402.3](#) (46.44 KB), Attachment 2, paragraph A.2., because the additional assignment starts between 30-60 minutes after the end of the TOD.

Example 19:

On a workday, officer works continuously until 1640. Next aircraft ETA and ATA are at 1646 and end at 1715.

Overtime Work ETA ATA End No CTT ½ CTT Full CTT OT Hours

Continuous			1640	X			¼
Additional Assignment	1646	1646	1715	X			½

Rationale:

Even though the officer finished at 1640 he/she is paid until 1645 as mandated by the 8-minute rule in [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph F.1. The nature of the continuous service extends the TOD until 1645 entitling the officer to ¼ hour of continuous overtime pay for that period and no CTT. See J. Frey/A. Finamore April 23, 1984 memorandum for clarification of this issue. The additional assignment is now considered as a continuation of service since there was not a break of 2 minutes or more between jobs as required under [APHIS Directive 402.3](#) (46.44 KB), Attachment 2, paragraph A.2. The October 12, 1989 memorandum from C. Havens also supports this position.

Example 20:

On a workday, officer works continuously until 1840. The ETA of the next aircraft is 1845. The ATA is 1842 and finishes at 2000.

Overtime Work ETA ATA End No CTT ½ CTT Full CTT OT Hours

Continuous			1840	X			2 ¼
Additional Assignment	1845	1842	2000	X			1 ¼

Rationale:

Even though the officer finished at 1840, he/she is paid until 1845 as mandated by the 8-minute rule in [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph F.1. The nature of the continuous service extends the TOD until 1845 entitling the officer to 2 ¼ hours of continuous overtime pay for that period and no CTT. See J. Frey/A. Finamore April 23, 1984 memorandum for clarification of this issue. The next assignment entitles the employee to an additional 1 ¼ hours of overtime because it is now considered as a continuation of service since there was not a break of 2 minutes or more between jobs as required under [APHIS Directive 402.3](#) (46.44 KB), Attachment 2, paragraph A.2. The October 12, 1989 memorandum from C. Havens also supports this position.

CALL OUT ASSIGNMENTS

Outside Metropolitan Area - Non-workday Multiple Assignments

Example 21:

An officer travels on a Saturday (non-workday) from his/her work station (a) to a work station in another work unit (b) to cover two aircraft arrivals. A 5-hour CTT is established when service is provided to (b) from (a). Area (a) has an established 2-hour CTT within the metropolitan area and Area (b) has a 3-hour CTT within the metropolitan area.

Airplane	ETA	ATA	End	In	Out	½ CTT	Full CTT	OT	Hours
Airplane 1	1000	1003	1115	X			X		2
Airplane 2	1225	1225	1325	X	X				2

Rationale:

Multiple call out rule applies as stated in [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph G.2.a. The entitlement for CTT is stated in 7 CFR 354.2, and [APHIS Directive 402.3](#) (46.44 KB), section V, paragraph G.2.a. The fact that the employee is in work station (b) after completion of the first assignment is not in itself disqualifying in terms of the CTT entitlement. CTT allowances are paid at the rate that has been established for service performed at a particular area. **NOTE:** In this instance, entitlement for A/C 1 is full CTT (5 hours) and entitlement for A/C 2 is ½ CTT (2.5 hours) since both airplanes are outside the metropolitan area.

Exception: As stated in 7 CFR 354, any inspection point to which an employee may be temporarily detailed is considered within the metropolitan area and is therefore accorded 1 hour of CTT.

Example 22:

An officer travels on a Saturday (non-workday) outside the metropolitan area for vessel 1; (Saturday 1000 - 1100); second vessel arrives at 1300 (at same dock).

Vessel	ETA	ATA	End	In	Out	½ CTT	Full CTT	OT	Hours
Vessel 1	1000	1010	1100	X			X		2

Vessel 2	1300	1300	1400	X		X		2
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Rationale:

Multiple call out rule applies as defined under [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph G.2.a. The entitlement for CTT is defined in 7 CFR 354.2, and [APHIS Directive 402.3](#) (46.44 KB), section V, paragraph G.2.a. The fact that the employee is in work station (b) after completion of the first assignment is not in itself disqualifying in terms of the CTT entitlement. CTT allowances are paid at the rate that has been established for service performed at a particular area.

Exception: As stated in 7 CFR 354, any inspection point to which an employee may be temporarily detailed is considered within the metropolitan area and is therefore accorded 1 hour of CTT.

CALL OUT ASSIGNMENTS

Outside Metropolitan Area - Non Workday

Multiple Assignments, Multiple CTT Rates

Example 23:

Officer travels on a Saturday (non-workday) outside metropolitan area (3-hour CTT), works 1000 - 1100; then travels to another dock outside the metropolitan area with a 4-hour CTT. CTT for inside the metropolitan area for the work unit is 2 hours.

Vessel ETA ATA End In Out ½ CTT Full CTT OT Hours

Vessel 1	1000	1010	1100	3		X		2
Vessel 2	1230	1230	1330	4	X			2

Rationale:

The multiple call out rule applies since there is a break in service and 2 hours or more between vessels ([APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph F.1.a. and paragraph G.2.a.). Vessel 2 will receive ½ CTT entitlement. The entitlement for CTT is defined in 7 CFR 354.2; [APHIS Directive 402.3](#) (46.44 KB), section V, paragraph G.2; and Attachment 2, page 2, Footnote [a], and will be paid in accordance with the established rate where the work occurred.

CALL OUT ASSIGNMENTS

Outside Metropolitan Area - Workday

Work Begins or Ends within Tour of Duty

Example 24:

The officer is performing work on a workday outside the metropolitan area. Officer completes work at 1615 and returns to duty station at 1845.

Airplane	Work Complete	Returns to Duty Station	In	Out	No CTT	½ CTT	Full CTT	OT Hours
Airplane	1615	1845	X	X				2 ¼

Rational:

Work is completed at 1615; no entitlement to overtime pay for return travel under Title 7, U.S. Code. CTT is only applicable when overtime or holiday work is performed as stated in [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph B.

The travel is, however, payable under Title 5 U.S. Code. Because the event necessitating the travel is administratively uncontrollable, any return travel time outside regular hours **which is directed by the Agency** is payable as overtime.

Example 25:

The officer is performing work on a workday outside the metropolitan area. The officer is requested to report at 0800.

Airplane	Requested Time	Returns to Duty Station	In	Out	½ CTT	CTT	OT Hours
Airplane	0800	n.a.	X	X			*

Rationale:

No entitlement to overtime pay under Title 7 U.S. Code. CTT is applicable only when overtime or holiday work is actually performed as per [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph B. The fact that the officer was requested outside his/her metropolitan area does not meet the requirements for Title 7 overtime pay unless work is performed outside the normal TOD. When no overtime is requested, travel to an assignment outside the metropolitan area normally will

occur during the TOD.

*The travel is, however, payable under Title 5 U.S.Code as travel overtime. Because the event necessitating the travel is administratively uncontrollable, any travel time, outside regular hours to or from the temporary duty site, **which is directed by the Agency** is payable as overtime. The number of hours of overtime paid will depend on the amount of time traveled (i.e., if the officer traveled 2 hours to get to the temporary duty station, the amount of overtime to be paid is 2 hours).

CALL OUT ASSIGNMENTS

Outside Metropolitan Area - Workday

Work Begins within 59 Minutes Before or 29 Minutes After TOD

Example 26:

The officer is performing work on a workday outside the metropolitan area. Officer completes work at 1645 and returns to duty station at 1915.

Airplane	Completes Work	Returns to Duty Station	In Out	No CTT	½ CTT	Full CTT	OT Hours
Airplane	1645	1915	X		X		¼

Rationale:

One half CTT is applicable outside the metropolitan area when the 2-hour minimum does not apply and overtime is performed less than one hour after the TOD. See [APHIS Directive 402.3](#) (46.44 KB), Attachment 2, paragraph B.2. Additionally, the officer is entitled to ¼ hour of overtime pay for the actual time work was performed.

Example 27:

The officer is performing work on a workday outside the metropolitan area. Officer begins work at 0745 and returns to duty station at 1115.

Airplane	Begins Work	Returns to Duty Station	In Out	No CTT	½ CTT	Full CTT	OT Hours
Airplane	0745	1115	X		X		¼

Rationale:

One half CTT is applicable outside the metropolitan area when the 2-hour minimum does not apply and overtime is performed less than 1 hour before the TOD. See [APHIS Directive 402.3](#) (46.44 KB), Attachment 2, paragraph B.1. Additionally, the officer is entitled to ¼ hour of overtime pay for the actual time work was performed.

Example 28:

The officer is performing work on a workday outside the metropolitan area. Officer begins work at 0745, and returns to duty station at 1115. However, officer worked from 1800 - 2000 the previous night.

Airplane	Begins Work	Returns to Duty Station	In Out	No CTT	½ CTT	Full CTT	OT Hours
Airplane	0745	1115	X		X		¼

Rationale:

Multiple call out rule does not apply since the 0745 job begins less than 1 hour before the TOD as stated in [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph G.2. Note: The officer is entitled to ½ CTT and ¼ hour overtime pay as stated in [APHIS Directive 402.3](#) (46.44 KB), Attachment 2, paragraph B.1., because the work performed before the TOD was outside the metropolitan area.

CALL OUT ASSIGNMENTS

Both Inside and Outside Metropolitan Area Multiple Assignments - Non-workday

Example 29:

On a non-workday an officer has two vessel assignments. The first assignment is at 1000 inside the metropolitan area and the second assignment is at 1100 outside the metropolitan area. Officer completes vessel 1 at 1030 and vessel 2 at 1135.

Vessel	ETA	ATA	End	In Out	No CTT	½ CTT	Full CTT	OT Hours
Vessel 1	1000	1000	1030					
Vessel 2	1100	1100	1135	X		X		2

Rationale:

Multiple call out rule does not apply since both vessels are completed within 2 hours of the ETA of vessel 1. Officer travels outside the metropolitan area and is therefore entitled to the CTT rate for travel outside the metropolitan area per 7 CFR 354.1 (a)(2) and 354.2.

CALL OUT ASSIGNMENTS

Both Inside and Outside Metropolitan Area

Multiple Assignments - Workday

Example 30:

An officer reports to clear vessel 1 at 1730 as ordered. Vessel 1 has not arrived and a new ETA of 1915 is given by agent. The officer has a second assignment at 2100 at another dock 30 miles away outside the metropolitan area. Vessel 1 arrives and is boarded at 2022 and finished at 2100. At 2202 the officer boards vessel 2 (which had arrived at 2030) and finishes at 2300.

Overtime Work	ETA	New ETA	ATA	End	In	Out	$\frac{1}{2}$ CTT	Full CTT	OT Hours
Vessel 1	1730	1915	2022	2100	X		X		3 $\frac{1}{2}$
Vessel 2	2100	n.a.	2030 work begins 2202	2300		X		X	2

Rationale:

Multiple call out rule applies. Entitlements regarding vessel 1 are stated in [APHIS Directive 402.3](#) (46.44 KB), Attachment 2, paragraph A.2. The 2-hour minimum starts when the officer reports for vessel 1 at 1730. Only $\frac{1}{2}$ CTT is applicable since the ETA is within 61 minutes of the end of the TOD. Since vessel 2 was boarded at 2202, full CTT at the outside metropolitan area rate and an additional 2-hour minimum is applicable in accordance with [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph G.2.b., 7 CFR 354.1 (a)(2) and 354.2.

CALL OUT ASSIGNMENTS

Covering Separate Days

Multiple Assignments

Example 31:

The officer is performing work on a workday outside the metropolitan area. Officer begins work at 0745, and returns to duty station at 1115. However, officer worked from 1800 - 2000 the previous night.

Airplane	Begins Work	Returns to Duty Station	In Out	No CTT	½ CTT	Full CTT	OT Hours
Airplane	0745	1115	X		X		¼

Rationale:

Multiple call out rule does not apply since the 0745 job begins less than 1 hour before the TOD as stated in [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph G.2. Note: The officer is entitled to ½ CTT and ¼ hour overtime pay as stated in [APHIS Directive 402.3](#) (46.44 KB), Attachment 2, paragraph B.1., because the work performed before the TOD was outside the metropolitan area.

Example 32:

Officer works overtime as follows:

Overtime Work	ETA	ATA	End	No CTT	½ CTT	Full CTT	OT Hours
Vessel 1	2000	2000	2200		X	2	
Vessel 2	0700	0700	0800		X	2	

Rationale:

The multiple call out rule applies as stated in [APHIS Directive 402.3](#) (46.44 KB), Attachment 3, paragraph G.2.b. A break in service has occurred, 3 hours or more have elapsed since the beginning of the first assignment, and the second or subsequent assignment begin 60 minutes or more before the start of the TOD.

CALL OUT ASSIGNMENTS

Covering Separate Days

Continuous Service with Call Out

Example 33:

On a workday, officer continues to work until 1700.

Overtime Work End No CTT ½ CTT Full CTT OT Hours

Continuous	1700	X		½
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Same officer begins next assignment the next workday at 0700 and finishes assignment at 0815.

Overtime Work Work Begins Work Ends No CTT ½ CTT Full CTT OT Hours

Assignment 2	0700	0815	X	2
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Rationale:

Multiple call out rule does not apply because the job the previous night was continuous service. To be eligible for the full CTT entitlement, the 2-hour minimum must be applicable as stated in [APHIS Directive 402.3](#) (46.44 KB), Attachment 2, paragraph A.1., and the Note under Attachment 3, paragraph G., which states, "...commuted traveltime allowances are never payable if the 2-hour minimum guarantee is not applicable."

CALL OUT ASSIGNMENTS

Assignments of Extended Duration

Example 34:

Officer begins cargo inspection at 1530 that is expected to last until 2300. Broker requests overtime service from 1630-2300. How would you provide relief, if any, in this situation?

Rationale:

In order that health, safety, and other factors impacting officers on long-term overtime assignments be addressed, the committee recommends that ports be encouraged to develop agreements/procedures to provide appropriate relief on a local level.

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