

11. Notification of Delay

- a. When a Flight Attendant's originating trip of the day is delayed and she/he is notified of this delay prior to leaving for the airport, her/his duty day begins at her/his rescheduled report time. If Crew Schedule is unable to reach the Flight Attendant before she/he departs for the field, and she/he reports for the original departure time, her/his duty day begins at the originally scheduled report time. However, if the call is placed by Crew Schedule three (3) hours or more prior to the originally scheduled departure time and the Flight Attendant cannot be contacted, she/he will be considered notified. Crew Schedule will use its best efforts to notify a Flight Attendant affected by a delay as soon as practicable after Crew Schedule becomes aware of the delay.
- b. If a courtesy call notifying a Flight Attendant that her/his trip has been cancelled in its entirety has been received less than three (3) hours prior to report, call out pay as specified in Hours of Service, Section 11, would apply. However, if the Flight Attendant has not departed her/his residence, then the three (3) hours call out pay specified in Hours of Service would not apply.

K. ILLEGAL THROUGH NO FAULT

1. If, after the time of award, a Flight Attendant becomes illegal (contractual or FAR) through no fault of her/his own to originate her/his sequence, such Flight Attendant shall have the option of splitting on to the sequence, once she/he becomes legal at the point the sequence passes through her/his crew base. If the sequence does not pass through the Flight Attendant's crew base, she/he will be permitted to pick up the sequence at the point where she/he becomes legal. However, if it is impractical for the Company to split the Flight Attendant on to the sequence, the Flight Attendant shall be released from the sequence and paid the value of the originally scheduled sequence. To receive pay protections under this Paragraph, the Flight Attendant must be FAR Illegal, a Lineholder, or a Reserve on an ETB trip, except as provided for in Paragraph K.1.b.

Example: A Flight Attendant arrives in late Monday night from her/his sequence and becomes FAR illegal for the following two-day sequence on Tuesday/Wednesday PHX-LGA-
RON-LGA-PHX. It would be impractical for the Company to deadhead the Flight Attendant to LGA fly the LGA-PHX segment as the Company already had the sequence covered by another Flight Attendant. In this situation, the Flight Attendant would not be permitted to split on the trip and would receive pay and credit for the entire sequence as it was flown by a substitute crew.

- a. For sequences other than such Flight Attendant's last sequence or series of sequences of the bid month, such Flight Attendant shall be paid and credited for any portion(s) of the sequence flown by a substitute crew, up to the point where she/he splits back on or could have split back on.
- b. As an exception to this Paragraph, a Reserve awarded a sequence via the ETB on Flex Days and subsequently awarded/assigned a sequence by Crew Schedule on Flex Days prior to such ETB trip will not be afforded pay protection. A Reserve awarded a sequence on a Flex Day(s) shall only be assigned a sequence in accordance with Paragraph G.4.
- c. If such sequence was the Flight Attendant's last sequence or series of sequences of the bid month, she/he shall be paid and credited in accordance with Paragraph L.4.

2. Illegal After Time of Award But Prior to Origination

- a. If, after the time of award but prior to origination, a Flight Attendant remains legal for the origination of her/his sequence but is projected to become illegal through no fault of her/his own to complete such sequence, she/he must originate the sequence and split off at the latest point it passes through her/his crew base and she/he remains legal. If the sequence does not pass through her/his crew base, prior to her/him becoming illegal, she/he will be required to split the sequence at the point prior to when she/he becomes illegal.
- b. Such Flight Attendant shall be paid and credited for any portion(s) of the sequence flown by a substitute crew after the point where she/he splits off. In the event such sequence is her/his last sequence or series of sequences of the bid month, the Flight Attendant shall be paid and credited for the remainder of the sequence regardless of whether the remainder of the sequence was flown by a substitute crew.
- c. Notwithstanding the foregoing, the Flight Attendant may request, and the Company may consent, to drop the sequence and any pay protection would be waived.

3. Illegal After Origination

If, after originating a sequence a Flight Attendant becomes illegal to complete the sequence, such Flight Attendant shall be split off at the latest point the sequence passes through her/his crew base and she/he remains legal. If the sequence does not pass through the Flight Attendant's crew base prior to her/him becoming illegal, she/he shall be split off at the point of illegality. In either circumstance the Flight Attendant will be pay protected for any portion(s) flown by a substitute crewmember after splitting off. If such sequence is the Flight Attendant's last sequence or series of sequences of the bid month, she/he shall be paid in accordance with Paragraph L.4.

L. LAST SEQUENCE OF THE MONTH PAY AND CREDIT

1. When a Lineholder's last series of sequences in a bid month is cancelled in its entirety, or when a Lineholder is illegal through no fault to originate her/his last sequence of the bid month, she/he shall be paid and credited for the entire sequence.
2. When a Lineholder becomes illegal after origination (whether such illegality is known prior to or after origination) for a portion(s) of her/his last sequence of the bid month, she/he must originate such sequence and shall be split off at the latest point the sequence passes through her/his crew base and she/he remains legal. If the sequence does not pass through the Flight Attendant's crew base prior to her/his becoming illegal, she/he shall be split off at the point of illegality. In either circumstance, she/he will be paid and credited for the portion(s) of the sequence for which she/he was illegal.
3. If a Lineholder is unable to originate her/his last sequence of the bid month because the origination has cancelled (whether known prior to or after report), the Company may request the Flight Attendant to split onto such sequence, and the Flight Attendant must split on, subject to the following conditions:
 - a. The notification of the split must occur prior to the completion of the first scheduled duty period of such sequence. When a Lineholder reports to the airport and signs in for the sequence and is subsequently notified of the split, she/he will be provided with hotel accommodations in the event the sequence does not originate on the same day.
 - b. The Company's request must be made pursuant to Paragraph J.