

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.

- c. The Flight Attendant shall be pay protected for the cancelled portion(s) of such sequence.
 - d. If the Company does not make such request, the Flight Attendant shall be released and pay protected for the entire sequence.
- 4. If a Lineholder is legal to originate and to complete her/his last sequence of the bid month, but some portion(s) of such sequence are cancelled, she/he will be pay protected for the cancelled portion(s) but will be obligated to fly the portion(s) of the sequence that are not cancelled.
 - 5. After origination, a Flight Attendant on her/his last trip of the month may be rescheduled in accordance with Paragraph J.4.

M. SEQUENCE SPLITS

- 1. All sequence splits shall be limited to the Flight Attendant's crew base except:
 - a. When a Flight Attendant must split a sequence to comply with an involuntary legality after sequence award;
 - b. For emergency of a personal nature;
 - c. For sick;
 - d. At Company request;
 - e. In accordance with the provisions of Training, Section 29;
 - f. For a Reserve in accordance with Reserve Duty, Section 12.L.
- 2. Company Initiated Splits or Replacement Flight Attendants
 - a. A Flight Attendant who splits onto or off of a sequence shall receive Trip Rig and Duty Rig from the point at which the sequence is split, except that duty time related to deadheading will only be paid for the replacement Flight Attendant unless such split is made at Company request.
 - b. The sequence will be recalculated and a five (5) hour average duty period established for each day of the sequence.
- 3. Flight Attendant causing the Split
 - a. Trip rig does not apply.
 - b. Duty Rig calculated for duty periods completed prior to/following the day of the split only, as applicable.
 - c. The greater of the three (3) hour minimum day or the scheduled or actual segments flown, or actual if greater, for duty periods completed prior to/following the day of the split, if applicable, and actual pay for the day of the split.
 - d. There shall be no pay or credit for a deadhead generated as a result of such split.