

- 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.

Pay/Credit Provision for Split Trips	Company Initiated Splits and Replacement Flight Attendant (the one who did not cause the split.)	Flight Attendant causing the split-Sick, Emergency, Personal, Bereavement, Union Business, Reserve split for ETB, Stuck Commuting
Trip Rig and Per Diem	Calculated to/from point of split, including any necessary deadhead and report and de-brief.*	Trip Rig does not apply. Per Diem ends following the last segment worked.
Duty Rig	Calculated to/from point of split, including any necessary deadhead and report and de-brief.*	Duty rig calculated for duty periods completed prior to/following the day of the split only, as applicable.
Minimum Day	The sequence will be recalculated and a five (5) hour average duty period established for each day of the sequence.	The greater of the three (3) hour minimum day or scheduled or actual segments flown, for duty periods completed prior to the day/following the day of the split, if applicable, and actual pay for the day of the split.

4. *Deadhead pay applies to/from the point of the split. When a duty period consists solely of a deadhead flight into position to pick up or to return to base from a split trip, the Flight Attendant will receive the greater of the two (2) hours or actual deadhead time.

N. SEQUENCE TRADES DAY OF DEPARTURE

A Flight Attendant, on the day of departure, may electronically exchange sequences or positions on sequences which depart on the same day at a crew base.

O. PROJECTION AND ADJUSTMENT

1. General

- a. Upon publication of a Flight Attendant's PBS award, a monthly bidding credit window shall be established between forty (40) credited hours and one hundred (100) credited hours of Company Time (including any Vacation, Training, etc.) in her/his line. For a High Option Flight Attendant, her/his TTS cap shall be her/his PBS High Option cap plus five (5) hours.
- b. When a change in contractual month occurs during a sequence, pay and credit for the time flown before midnight shall be paid and credited to the month in which the Flight Attendant originated the flight. In the event a duty period actually terminates on the last day of the month, but the arrival time at the crew base, based on local time of the last point of departure, flying time and credit associated with the duty period would extend past midnight, such time will be paid and credited in the following month. Midnight shall be determined on the basis of local time at the point of last take off.
- c. Accumulated actual credit, when added to future scheduled activity, shall constitute a Flight Attendant's projected credited time.
- d. Sequences picked up while utilizing ETB will increase a Lineholder's projection and her/his TTS maximum bidding credit window. Sequences dropped utilizing the ETB will reduce a Lineholder's projection and her/his TTS maximum bidding credit window. Except for adjustments because of ETB activity, the TTS maximum shall remain constant throughout the month.