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| 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 debrief.* | 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 debrief.* | 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.