

actual operation of a trip sequence, the crew upon reaching the layover hotel should contact the Company directly to reschedule the crew.

If a layover results in less than nine (9) hours rest, the Flight Attendant shall be provided with compensatory rest. Compensatory rest must be at least ten (10) hours and must be scheduled to begin no later than twenty-four (24) hours after the beginning of the reduced rest period. The compensatory rest must occur between the end of the scheduled duty period and the beginning of the subsequent duty period and may be on a layover or home base.

2. When a Flight Attendant does not receive her/his minimum overnight rest period (eight (8) hours and twenty (20) minutes), she/he shall be considered on duty with all Duty Rigs and premiums applicable to continue on the sequence. A Flight Attendant who feels she/he cannot continue on the sequence shall be relieved at the earliest possible time without causing a delay and may claim sick time for the remainder of her/his sequence. It is also understood that a Flight Attendant who elects to be relieved in accordance with the above will not have that sick call recorded in her/his sick time totals.

K. DOMESTIC FLIGHT SEGMENT LIMITS AND PATTERNS SCHEDULED WITHIN A SEQUENCE

1. Within a duty period, if a flight segment is scheduled to touch 0100 through 0101 local time as calculated at either the departure or destination station such sequence is classified as a Red-Eye sequence.
2. A Red-Eye duty period shall have no more than two (2) scheduled flight segments and no more than one (1) scheduled aircraft connection. Such connection limitation is not applicable in actual operations.
3. Sequences may be constructed with more than one (1) duty period beginning within the same day.
4. Sequences shall be constructed so that if a Flight Attendant operates or deadheads on a flight segment that touches 0300 HBT, the Flight Attendant shall be released for legal rest at the termination of such flight segment. This Paragraph shall not restrict a Flight Attendant from one (1) additional landing or a deadhead to crew base on account of an operational diversion provided that the Flight Attendant does not exceed the maximum duty time as provided in Paragraph F.
5. All Domestic sequences shall be constructed so as not to exceed four (4) duty periods with duty over four (4) days, and shall begin and end in a Flight Attendant's crew base, co-terminal or satellite unless otherwise provided for in this Agreement.
6. The number of sequences which contain Domestic or NIPD flying and consist of four (4) days duration shall be limited to a maximum of thirty percent (30%) of the total number of sequences which contain Domestic or NIPD flying within a crew base. Exceptions to this thirty percent (30%) limitation are four (4) day sequences which contain IPD segments.

L. ON-DUTY ALL-NIGHTER DUTY PERIODS (ODAN) – (Domestic and International)

As an exception to Paragraphs E and F, ODAN sequences consist of a single, stand-alone duty period which shall not be incorporated with any other duty period. An ODAN sequence includes all of the on-duty hours between 0100 and 0500 HBT.

The Company may schedule ODAN duty periods subject to the following restrictions: