

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:

1. The ODAN duty period shall be scheduled for a maximum of fourteen (14) hours of duty however, the Flight Attendant may be required to remain on duty up to fifteen (15) hours to complete an ODAN sequence; and,
2. The ODAN duty period shall contain no more than two (2) segments; and,
3. Each segment in the ODAN duty period shall contain no more than two (2) hours and thirty (30) minutes of block time; and,
4. The Flight Attendant shall be scheduled for a break between segments of no less than four (4) hours pure rest, which is five (5) hours and fifteen (15) minutes block-to-block rest on Domestic ODAN sequences and five (5) hours and thirty (30) minutes block-to-block rest on NIPD ODAN sequences. Additionally, the Flight Attendant shall be scheduled for a break between segments of no more than nine (9) hours and twenty-nine (29) minutes pure rest which is ten (10) hours and forty-four (44) minutes block-to-block rest on Domestic ODAN sequence and eleven (11) hours and fourteen (14) minutes block-to-block on NIPD ODAN sequences.
5. A Flight Attendant on an ODAN sequence may be rescheduled to fly or deadhead on one (1) additional segment either prior to or following the break as described in Paragraph K.4.
6. Notwithstanding Crew Accommodations, Section 6.B.2, on an ODAN with a segment scheduled with more than two (2) hours of block time, an airport hotel shall be used if one exists.

M. DOMESTIC ON-BOARD REQUIREMENTS

1. On a Domestic departure on an aircraft of less than one hundred and sixty-five (165) passenger seats, a Flight Attendant will be required to be on board the aircraft ready to receive passengers thirty (30) minutes prior to scheduled departure.
2. On a Domestic departure on an aircraft of one hundred and sixty-five (165) or more passenger seats, a Flight Attendant will be required to be on board the aircraft ready to receive passengers thirty-five (35) minutes prior to scheduled departure.

N. DOMESTIC REPORT AND RELEASE TIMES

1. A duty period shall begin at report time. Report times shall be as follows:
2. One (1) hour prior to the originally scheduled departure or actual report time, whichever is later, at crew base; and
3. One (1) hour prior to the originally scheduled departure or actual report time, whichever is later, at a layover.
4. The duty period shall begin at report time, as defined in Paragraphs N.1-3, and end at release time. Release time shall be fifteen (15) minutes after the aircraft blocks-in at the gate or the originally scheduled block-in, whichever is later.

O. VOLUNTARY WAIVER OF FLIGHT DUTY LIMITATIONS

1. A Flight Attendant shall not be required to remain on duty beyond the maximum flight duty limits as specified in Paragraph F. If the combination of a delayed departure time and the scheduled flight time(s) projects the Flight Attendant's duty to exceed the maximum duty limitations specified in this Agreement, Crew Schedule may offer, and a Flight Attendant may voluntarily agree to continue working. Once the Flight Attendant has agreed, such