

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

agreement may not be rescinded. When such Flight Attendant voluntarily agrees to continue working, in addition to any pay for the trip, the Flight Attendant will be paid, but not credited, at the rate of one (1) minute of flight pay for each two (2) minutes on duty for the entire duty period, commencing at the duty period's actual report time and ending fifteen (15) minutes after the actual block-in. Once a Flight Attendant has volunteered to exceed the maximum duty limitations, she/he will receive the pay specified above, even if the duty limitations are not exceeded. In such circumstances, the rest provisions contained in Paragraphs I and J, will apply at the end of the extended duty period. The flight can operate with minimum crew if some of the crew chooses not to fly.

2. Crew Schedule shall contact the Lead/Number 1 Flight Attendant from the applicable crew in order to offer the crew the ability to voluntarily waive the duty limitations; provided however, Crew Schedule may require communication with the other Flight Attendants as necessary.
3. It is understood that it is each individual Flight Attendant's decision whether to waive the duty time limitations. The failure to agree to waive duty time limitations shall not affect any pay protections otherwise provided for in this Agreement.
4. Crew Schedule Error – After Origination

Once a Flight Attendant has commenced a sequence, any violation of the Scheduling, Hours of Service, Speaker, International or Reserve Sections of this Agreement shall be paid at time and a half for the entire sequence (one hundred percent (100%) pay and credit and fifty percent (50%) pay no credit). This provision shall not apply to Crew Schedule errors in the assignment of a sequence prior to the origination of the sequence, which is governed by the Crew Schedule error language specified in Scheduling, Section 10. In the event a dispute exists over whether a violation of this Agreement has occurred, the matter will be resolved through Dispute Resolution and Grievance Procedures, Section 30 and System Board of Adjustment, Section 31.

#### **P. CONSOLIDATION OF ALL-NIGHTERS RESULTING IN FLAGSTOP(S)**

The crew scheduled to fly the all-nighter trip which has been canceled and consolidated into another all-nighter because of operational necessity shall receive pay and credit for the published value of the canceled trip.

#### **Q. INCORPORATION OF FLAGSTOP(S) INTO ALL-NIGHTERS**

As an exception to Paragraph L.5, the crew flying an all-nighter trip into which one (1) or more flagstops have been incorporated because of operational necessity shall receive pay and credit for the published value of the original sequence or for the actual value of the sequence as flown, whichever is greater, plus a total of five (5) hours pay and credit for the resulting flagstop(s).