

to twelve (12) hours block. A Mid-Range duty period must be scheduled over fourteen (14) duty hours. A Flight Attendant may be scheduled or rescheduled to remain on-duty up to fifteen (15) consecutive hours; however, in no case shall a Flight Attendant be required to remain on-duty in excess of seventeen (17) hours during any such on-duty period. A Flight Attendant required to remain on-duty for more than sixteen (16) hours in actual operations shall receive pay for the duty period at a rate of two hundred percent (200%) including premiums and credit at one hundred percent (100%). If the Flight Attendant operates or deadheads on a mid-range duty period flight segment that touches 0300 HBT, the Flight Attendant shall be released for legal rest at the termination of such flight segment.

- b. Such flight requiring an operational fuel landing shall be operated using the eighteen (18) hour on-duty limitation.

### 3. Long Range Duty Period

- a. An on-duty period containing one (1) scheduled International segment of scheduled up to fourteen (14) hours and thirty (30) minutes block, may be scheduled or rescheduled to remain on-duty up to sixteen (16) consecutive hours, however, in no case shall a Flight Attendant be required to remain on-duty in excess of eighteen (18) hours during any such on-duty period.
- b. Such flight requiring an operational fuel landing shall be operated using the eighteen (18) hour on-duty limitation.

### 4. Extended Long Range Duty Period

In any on-duty period containing one (1) scheduled International segment of over fourteen (14) hours and thirty (30) minutes block, a Flight Attendant may be scheduled to remain on-duty for a period not to exceed sign-in time, plus the scheduled flight time of the trip, plus de-brief, with a maximum scheduled on-duty time of twenty (20) hours. In no case will a Flight Attendant be required to remain on duty in excess of an amount of time equal to the originally scheduled duty period maximum plus three (3) hours.

A duty period containing International flying will consist of no more than one (1) scheduled non-stop flight leg. The flight is considered "non-stop" even if a stop is made for operational reasons.

Example: A duty period containing an extended-long-range International flight leg of sixteen (16) hours will have:

- a. A scheduled on-duty period (including sign-in and de-brief) of seventeen (17) hours and forty-five (45) minutes;
- b. An actual on-duty limit duty-period of seventeen (17) hours and forty-five (45) minutes plus three (3) hours (includes any operational fuel landing).

## **E. INTERNATIONAL FLYING - REPORT AND RELEASE FROM DUTY**

### **1. IPD Report to Release Period**

IPD flights require a report for duty of one (1) hour and fifteen (15) minutes prior to scheduled departure and continuing until such Flight Attendant is released from duty thirty (30) minutes after block-in time of the last flight segment, or scheduled arrival, or actual release time, whichever is later. If the originating flight is a Domestic or NIPD segment, the report time for duty is reduced to one (1) hour and if the terminating flight is a Domestic or

NIPD segment, the release from duty is fifteen (15) minutes after block-in for Domestic and thirty (30) minutes after block-in for NIPD.

Example:

Report For Duty	Routing Path	Release From Duty
1:15	DFW-LGW-DFW	:30
1:00	PHL-CLT-LGW-CLT-PHL	:15
1:00	ORD-DFW-LGW-CLT-(RON)	:30

**2. NIPD Report to Release Period**

NIPD flights require a report for duty of one (1) hour prior to scheduled departure and continuing until such Flight Attendant is released from duty thirty (30) minutes after block-in time of the last flight segment, or scheduled arrival, or actual release time, whichever is later. If the terminating flight is a Domestic segment, the release from duty is reduced to fifteen (15) minutes after block-in.

Example:

Report For Duty	Routing Path	Release From Duty
1:00	DFW-CUN-DFW	:30
1:00	PHL-CLT-SJU-CLT-PHL	:15
1:00	ORD-DFW-SJO-CLT-(RON)	:30

**F. INTERNATIONAL ON-BOARD REQUIREMENTS**

1. On a duty period containing an International flight with an originating IPD segment, a Flight Attendant will be required to be onboard the aircraft ready to receive the passengers at fifty (50) minutes prior to scheduled departure.
2. On a duty period containing an International flight with an originating NIPD segment, a Flight Attendant will be required to be onboard the aircraft ready to receive the passengers at forty-five (45) minutes.
3. On a duty period containing an International flight with an originating Domestic segment, a Flight Attendant will be required to be onboard the aircraft ready to receive the passengers pursuant to Hours of Service, Section 11.M.

**G. DUTY PERIODS**

A duty period containing IPD flying shall be limited to:

IPD flying only; or

IPD flying plus one (1) additional operating or deadheading segment of any type preceding or following the IPD segment.

**H. REST PERIODS AT HOME BASE STATION** (Calculated from release from duty to report for duty)

1. A Flight Attendant shall be scheduled for no less than twelve (12) hours rest at her/his home crew base immediately following a non-IPD duty period. This twelve (12) hour rest period may be reduced by the Company two (2) hours in actual operations.
2. A Flight Attendant shall be provided no less than fourteen (14) hours and thirty (30) minutes rest at her/his home crew base immediately following an IPD duty period\*, except as follows: