

Layover (ODL) Rest

| Duty Type Scheduled On-Duty | Scheduled Layover Rest | Actual Operations Company Reduced | Trigger for Comp Rest | Next Scheduled Comp Rest |
|---|------------------------|-----------------------------------|-----------------------|--------------------------|
| Domestic | 9:30 | 8.20 | < 9:00 → | *10:00 |
| NIPD 14:00 hours or less | 9:30 | 8:00 + travel time | < 9:00 → | *10:00 |
| NIPD Mid-Range Over 14:00 hours | 12:00 | 10:00 (FAR) | < 12:00 → | *14:00 |
| Hawaii Block time over 6:00 hrs. | 14:00 | 14:00 | N/A | N/A |
| IPD Non-Long Range 14:00 hours or less | 14:00 | 14:00 | N/A | N/A |
| IPD Mid-Range 14:01-15:00 hours | 14:00 | 14:00 | N/A | N/A |
| IPD Long-Range (12:01-14:15 <i>block time</i>) | 14:00 | 14:00 | N/A | N/A |
| IPD Extended Long-Range (Over 14:15 <i>block time</i>) | 14:00 | 14:00 | N/A | N/A |

*The required compensatory rest must be scheduled to begin no later than 24 hrs. after the beginning of the reduced rest period.

Diversions

- A flight segment departing domestic to IPD station diverts to a DOM or NIPD station must have a scheduled rest period no less than 9:30 hrs.
- A flight segment departing an IPD to domestic station, NIPD, or DOM station must have a scheduled rest period no less than 14:00 hrs.

Return to Gate (RTD) & Delay Until the Next Duty Period (*Applies if the FA has reported or has not reported*)

- *Domestic* – scheduled rest period no less 9:30 hrs.
- *NIPD* – scheduled rest period no less than 9:30 hrs.
- *IPD* – scheduled rest period no less than 10:00 hrs.

Air Interruption (AIR) & Delay Until the Next Duty Period

- *Domestic* – scheduled rest period no less than 9:30
- *NIPD* – scheduled rest period no less than 9:30
- *IPD* - rest period is reducible to no less than 14:00 hrs.

Home Base Rest

| Duty Type Scheduled On-Duty | Scheduled HBR | Company Reduced Rest | FAR Rest | Trigger for Comp Rest | Next Scheduled Comp Rest |
|---|-----------------------|----------------------------|----------|--------------------------|--------------------------------|
| Domestic | RSV 12:00 LH 11:00 | N/A | 8:00 | < 9:00 → | *10:00 |
| NIPD 14:00 hours or less | 12:00 | 10:00 | 8:00 | < 9:00 → | *10:00 |
| NIPD Mid-Range Over 14:00 hours | 12:00 | 10:00 | 10:00 | < 12:00 → | *14:00 |
| Hawaii block time over 6:00 hours | 14:30 | N/A | 8:00 | < 9:00 → | *10:00 |
| IPD Non-Long Range 14:00 hours or less | 14:30 | N/A | 8:00 | < 9:00 → | *10:00 |
| IPD Mid-Range 14:01-15:00 hours | 14:30 | N/A | 10:00 | < 12:00 → | *14:00 |
| IPD Long-Range (12:01-14:15 block time) | 36:00 | N/A | 10:00 | < 12:00 → | *14:00 |
| IPD Extended Long-Range (Over 14:15 block time) | 48:00 | N/A | 24:00 | N/A | N/A |

**The required compensatory rest must be scheduled to begin no later than 24 hrs. after the beginning of the reduced rest period.*

| Home Base Rest (Buffers and Waivers) | | | | | |
|---|-----------------------|--|----------------------------------|-----------------------------|---------------------------------|
| | | Lineholder | | | Reserve |
| Duty Type Scheduled On-Duty | Scheduled HBR | HBR (PBS/ETB/TTS) DEFAULT SCHEDULED | HBR (UBL/TTS/ETB) FA WAIVE | HBR (PBS) FA WAIVE | HBR (RSV to ETB) FA WAIVE |
| Domestic | RSV 12:00 LH 11:00 | 11:45 | 9:30 | 9:30 | 9:30 |
| NIPD 14:00 hours or less | 12:00 | 12:45 | 9:30 | 9:30 | 9:30 |
| NIPD Mid-Range Over 14:00 hours | 12:00 | 12:45 | 11:30 | *12:00 | 11:30 |
| Hawaii block time over 6:00 hours | 14:30 | 15:15 | 9:30 | *12:00 | 9:30 |
| IPD Non-Long Range 14:00 hours or less | 14:30 | 15:15 | 9:30 | 9:30 | 9:30 |
| IPD Mid-Range 14:01-15:00 hours | 14:30 | 15:15 | 11:30 | *12:00 | 11:30 |
| IPD Long-Range (12:01-14:15 <i>block time</i>) | 36:00 | 36:45 | 11:30 | *12:00 | 11:30 |
| IPD Extended Long-Range (Over 14:15 <i>block time</i>) | 48:00 | 48:45 | 25:30 | 25:30 | 25:30 |

* Twelve hours (12:00) is provided to mitigate the need for Compensatory Rest

TABLE E

Max Scheduled Duty Period (hrs.) Based on # of Flight Segments

| Report Time (Home Base) | 1 | 2 | 3 | 4 | 5 | 6 | 7+ |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|
| 0000-0359 | 9:15 | 9:15 | 9:15 | 9:15 | 9:15 | 9:15 | 9:15 |
| 0400-0459 | 10:15 | 10:15 | 10:15 | 10:15 | 9:15 | 9:15 | 9:15 |
| 0500-0559 | 12:15 | 12:15 | 12:15 | 12:15 | 11:45 | 11:15 | 10:45 |
| 0600-0659 | 13:15 | 13:15 | 12:15 | 12:15 | 11:45 | 11:15 | 10:45 |
| 0700-1259 | 13:15 | 13:15 | 13:15 | 13:15 | 12:45 | 12:15 | 11:45 |
| 1300-1659 | 12:15 | 12:15 | 12:15 | 12:15 | 11:45 | 11:15 | 10:45 |
| 1700-2159 | 12:15 | 12:15 | 11:15 | 11:15 | 10:15 | 9:15 | 9:15 |
| 2200-2259 | 11:15 | 11:15 | 10:15 | 10:15 | 9:15 | 9:15 | 9:15 |
| 2300-2359 | 10:15 | 10:15 | 10:15 | 9:15 | 9:15 | 9:15 | 9:15 |

- *NOTE: The above chart is limited to 8:59 minutes block. However, a duty period may exceed in both duty and block time provided the sequence is limited to 1 duty period and to no more than 2 live segments. The scheduled on-duty maximum for such sequence shall be 14 hours and 15 hours in actual operations.*
- **NOT including any deadhead segments**
- **For ODAN & Red Eye exceptions please see JCBA Section 11.K & 11.L**
- **Trip Assignment for Standby applies ONLY to Column 1**

TABLE F

Domestic On-Duty Limitations (Actual Operations)

| Report Time | Re-scheduled On-Duty Max | Operational On-Duty Max |
|-------------|-----------------------------|----------------------------|
| 0500-1659 | 13:15 hours | 15:00 hours |
| 1700-2259 | 12:15 hours | 13:00 hours |
| 2300-0459 | 11:15 hours | 12:00 hours |

- *The above table establishes the maximum on-duty limitations based on report time (home base time).*
- *The above chart is limited to 8:59 minutes scheduled block.*
- *A Flight Attendant will not be required to remain on duty in excess of the duty limitations detailed in the above table.*

Double Up Duty Limitations*Scheduled 30 minute buffer from release of Sequence 1 to report of Sequence 2. Buffer does not apply once trip blocks in.*

| Type | Scheduled | Actual |
|---|-----------|----------|
| Flying to training | 16 hours | N/A |
| Training to DOM duty period | 14 hours | 15 hours |
| Training to NIPD/IPD duty period | 14 hours | 16 hours |
| Domestic to Domestic | 14 hours | 15 hours |
| DOM/NIPD/IPD duty period to NIPD/IPD duty period | 14 hours | 16 hours |

International Duty Limitations

| Duty Type | SKD/RSKD Max | Operational On-Duty Max | Max Block Excluding DHD | Segment Restrictions |
|------------------------------|--------------------------------------|-----------------------------------|-------------------------|---|
| Non-Long Range | 14:00 | 16:00 | 12:00 | A duty period may include any mix of Intl or Intl and Dom segments |
| Mid-Range | 14:01-15:00 | 17:00 | 12:00 | A duty period may include either one Dom segment and one IPD segment, or a one day (2 NIPDs) or two NIPD segments |
| **Long Range | 16:00 | 18:00 | 14:15 | A duty period may include one IPD segment (only) |
| **Extended Long Range | Flt Time+ sign-in/debrief, 20:00 Max | Original scheduled duty plus 3:00 | 18:15 | A duty period may include one IPD segment (only) |

**** 1:15 report + max block + .30 debrief = Max Scheduled**

Mid-Range:

- If the duty **exceeds 16:00 hours**, the Flight Attendant(s) is due VE (Voluntary Extension) pay. Max Duty is **17:00 hours** in actual operations.
- If a Flight Attendant operates or deadheads on a **MID-RANGE segment** scheduled to touch 0300 HBT, the Flight Attendant shall be released for legal rest at the termination of such flight segment.

Long Range – If VE is offered, FA(s) max duty is 19:00 hours.

| DUTY TYPE | DUTY LABEL |
|---------------------|------------|
| NON-LONG RANGE | NR |
| MID-RANGE | MR |
| LONG RANGE | LR |
| EXTENDED LONG RANGE | XL |

Report & Release Time

| Duty Period | Report | Release |
|-----------------|-----------------|----------------|
| Domestic | 1:00 hr. | 15 min |
| NIPD | 1:00 hr. | 30 min. |
| IPD | 1:15 hr. | 30 min. |

- Includes deadhead segments
- Report time is determined by the first segment of the duty period
- Release time is determined by the last segment of the duty period