

You may have experienced irregular operations with your flight today and we wanted to share some helpful contractual information that may apply to your situation. If you have specific questions please contact your appropriate Council Officers or Scheduling Committee. If you are a Reserve and have a specific question related to Section 11 of the contract please reach out to your reserve committee chairs in your domicile.

Domicile	Officers	Scheduling Committee
ANC	<a href="mailto:anc@afaalaska.org">anc@afaalaska.org</a>	<a href="mailto:Anc.scheduling@afaalaska.org">Anc.scheduling@afaalaska.org</a>
PDX	<a href="mailto:pdx@afaalaska.org">pdx@afaalaska.org</a>	<a href="mailto:Pdx.scheduling@afaalaska.org">Pdx.scheduling@afaalaska.org</a>
SAN	<a href="mailto:san@afaalaska.org">san@afaalaska.org</a>	<a href="mailto:San.scheduling@afaalaska.org">San.scheduling@afaalaska.org</a>
LAX	<a href="mailto:lax@afaalaska.org">lax@afaalaska.org</a>	<a href="mailto:Lax.scheduling@afaalaska.org">Lax.scheduling@afaalaska.org</a>
SEA	<a href="mailto:sea@afaalaska.org">sea@afaalaska.org</a>	<a href="mailto:Sea.scheduling@afaalaska.org">Sea.scheduling@afaalaska.org</a>

### **Tarmac Delay in Excess of 60 minutes:**

Section 21.J. – Ground and Block Delays, requires activity claim form

### **Diversion:**

Section 21.J.3 – Ground and Block Delays, also see Addendum to Section 21, question #1, requires activity claim form.

### **Irregular Operations:**

**Section 8.F.** – Flying over duty of 12:30, minimum 1 tfp paid at 2.0x the rate. File activity claim

**Section 8.G.** – Projected or actual 14 hours, if at domicile/co-term may be replaced. Outstation may require you to remain on sequence.

**Section 8.H.** – Compensatory “Double Out” Rest. Flying in excess of 12 hours 30 minutes requires rest double the time spent on duty upon return to domicile. You may choose to remain on trips that fall within the double out rest period, within legalities, and be compensated 1.5x the rate of pay for affected duty period(s) in the subsequent sequence.

- Important FYI. If your duty day did exceed 14 hours, crew scheduling is required per CFR 121.467 b.7. to provide at least 12 consecutive hours of rest when a FA has duty more than 14 hours but less than 20 hours.

**Section 8.I.** Night Rule. If you are on duty at 4:29 local time (initial departure station time of that duty period) and have an irregularity in your pairing you may qualify for pay protection, removal from sequence or additional compensation for remaining on the trip.

**Section 8.K.** – Reduced RON Rest under 9 hours 30 minutes:

1. If a Flight Attendant on a multi-day sequence receives less than nine hours and thirty minutes (9:30) rest from release to report, the Flight Attendant may // be required to remain on the sequence and be paid at two and one-half times (2.5x) // the trip rate for flights flown, including any surface deadhead, for the entire sequence in addition to any applicable Minimum Pay Rules and/or Sit Pay at straight time.

2. If the Flight Attendant is replaced at the SIP by Crew Scheduling the Flight Attendant will be paid for the entire sequence at straight time.

3. For a Reserve, s/he will be paid at one and one-half times (1.5x) // the trip rate for flights flown, including any surface deadhead, for the entire sequence in addition to any applicable Minimum Pay Rules and/or Sit Pay at straight time above guarantee and // will be credited at straight time toward guarantee.

**Section 8.L.** – 48 hours rest every 7 days. If you did not waive your 48/7 and want it restored you must contact Crew Scheduling to receive the restoration.

**Section 8.M.** – Domicile Rest. 11:30 rest, may operationally be reduced to 10:30 rest. If you waive your rest below 11:30, then you could be reduced to 8 hours rest (CFR).

**Section 8.N.** – Waiver of Contractual Rest. A Flight Attendant who waives any contractual required rest, and who then operationally would fall below the CFR-required rest period, will be pulled from sufficient flights to resolve the CFR illegality. The FA will not be pay protected. If you are stranded due to the illegality, file for stranded pay.

**Section 10.E.1.a.** – Flying into a day off, minimum days off. You must block in after 12:01 into your day off with a release of 12:16 or later and the irregularity must take you under the 12 days off at the time of the incident. For Reserve you are guaranteed 12 days in a 30 days bid month and 13 days in a 31 days bid month. Additional 4 TFP on top of all other compensation is due if you qualify.

**Section 10.R.** – Reassignments. This is where you will find contractual information for pay, legalities and order of reassignment.

**Section 10.R.7.** – Unscheduled overnights. If a stranding leads to a RON that results in flying during a duty period starting on a scheduled day off, you are paid as if you were Junior Assigned per Section 9.D.1.d.. The compensation is 2.5x the rate of pay, but excludes sit premium and minimum pay rules.

**Section 10.S.** – Pre-cancellation. Find out about your options when your flight downgrades or cancels.

**Section 16.A.4.** (sick leave not accrued on stranded) – This is just an FYI, that you will not accrue sick leave on your stranded pay.

**Section 21.N.** – Stranded pay. Also see Addendum to Section 21, question #9. Stranded pay is negated by pay protection. You get the greater of the strand or the pay protect. Each crew member must file their own activity claim form for the appropriate pay. There are two applications of stranded pay:

Regular stranding – your departure is delayed 2 hours 1 minute from scheduled. You get stranded from the time you were scheduled to depart until you actually depart the station or domicile/co-term. Each subsequent 4 hours you receive an additional 1 TFP of stranded pay.

Stranded overnight – you become stranded overnight in a station. You accumulate the stranding from the time you were scheduled to return to the station or domicile/coterm

until you actually return. Same application of first 2 hours and 1 minute, then each subsequent 4 hours you receive additional 1 TFP of stranded.

**Section 21.J.** – Covers diversions, over block and delay pay. If your actual block time exceeds your scheduled block time by eleven minutes (:11) or more, you are paid one-half (0.5) TFP per hour, prorated and rounded up to the nearest one-tenth (0.1) TFP, at the Flight Attendant's step rate including the first eleven minutes (:11) for block and ground delays. Block delays will be paid automatically with a few exceptions that you must submit an Activity Claim Form for:

a. Block delays over sixty minutes (:60).

b. Block delays on a flight that crosses midnight (12:00 AM) at any time. Section 21.J. [Block and Ground Delays] [See Arbitration #37-94 (Gaunt 2/5/96)].

**Section 21.M.3.** – Pay protection. You have the ability to pick up on top of pay protection and you receive both the pay protection and picked up flying.

**Section 21.Q.** – Flying greater than scheduled. If given a reassignment on a scheduled day of work, you are paid 1.5x the rate of pay on flying that exceeds what you were scheduled on a day by day basis. Also, see Section 10.R.5. for reassignments.

**Section 21.R.** – Quarterly productivity premium. What counts? Everything, except sick leave and vacation. This includes but is not limited to pay protection, jury duty, sit premium, minimum pay rules, bereavement, stranded pay, delay pay, overblock pay and any other compensation paid in TFP.

**Activity Claim Form** - Go to the flight attendant webpage, click administration, click benefits and pay, click activity claim form. Fill out the form with the flt #, sequence # (pairing number), month and day. Fill out what you believe you are due. If unsure, put 1 TFP in "Other/General". Then write out the situation in the comments. The pay analyst will reply to your request for compensation usually within a week.

Please note this is a quick reference guide and summary to the CBA provisions and there may be individual circumstances which differ. Please reach out to your local officer for clarification.