

NOVEMBER CHANGES

| New Domestic On-Duty Limitations (All times Local Base Time) | <ul style="list-style-type: none"> Duty aloft eliminated and now limited by maximum duty day <p>ON DUTY LIMITATIONS – DOMESTIC</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 33%;">Departure</th> <th style="width: 33%;">Scheduled/Rescheduled On-Duty Maximum</th> <th style="width: 33%;">Operational</th> </tr> </thead> <tbody> <tr> <td>0600-2059</td> <td>14 Hours</td> <td>16 Hours</td> </tr> <tr> <td>2100-0559</td> <td>12 Hours</td> <td>14 Hours</td> </tr> </tbody> </table> <p><i>Diurnal Restriction: If, within a duty period, any leg departs after 2100 local base time and that leg or subsequent legs within the duty period crosses 2 or more time zones from west to east, that duty period will be limited to the nighttime diurnal.</i></p> <p><i>Training Duty Day: 14 hours scheduled, 16 hours maximum for both divisions</i></p> | Departure | Scheduled/Rescheduled On-Duty Maximum | Operational | 0600-2059 | 14 Hours | 16 Hours | 2100-0559 | 12 Hours | 14 Hours |
|---|--|-------------|---------------------------------------|-------------|-----------|----------|----------|-----------|----------|----------|
| Departure | Scheduled/Rescheduled On-Duty Maximum | Operational | | | | | | | | |
| 0600-2059 | 14 Hours | 16 Hours | | | | | | | | |
| 2100-0559 | 12 Hours | 14 Hours | | | | | | | | |
| New Reassignment Maximum for both Operations | <p><i>RA (reassignment max) 90 hours (85 hours until January 2013) provided Crew Scheduling can adjust FAs schedule (SPROJ) back to 90 hours (85 hours through December 2012)</i></p> | | | | | | | | | |
| Increase Monthly Bid Lines | <ul style="list-style-type: none"> Monthly line average at each base moving toward a minimum of 80 hours with a maximum of 90 hours. Lines built over 85 hours capped at 16 duty periods scheduled with 18 in actual operation. | | | | | | | | | |
| New FA Option System | <ul style="list-style-type: none"> No Option: 100 hours schedule maximum (SPROJ) Option: Schedule projection (SPROJ) may exceed 100 hours | | | | | | | | | |
| New AVBL rules | <ul style="list-style-type: none"> No more GTD for release Release at 80:01 PROJ (82:01 PROJ if AVBL on the last day of the month) Self-Plot to 100 SPROJ / Company can build/ plot to 85 PROJ max Fly in / Fly out of AVBL days (must call CS to plot) Turn-around restrictions for self-plot eliminated | | | | | | | | | |
| Mutual Transfer Requests | <ul style="list-style-type: none"> International mutual lateral transfers aligned with Domestic procedures (no more self matching) Matches processed monthly Transfer awards may not be rescinded Transfer list purged on November 1st | | | | | | | | | |

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Staffing Changes

- DOM B757 staffed at 4 including transcons
- INTL: 757 Hawaii staffed at 4
- INTL 757 Caribbean/Latin America staffed at 5 (Except BSB/REC/SSA/ASU)

High time Domestic Turns

LAX/IAD/LAX
JFK/LAS/JFK
MIA/LAS/MIA

New Domestic International Training

Letter of Agreement outlining procedures for Company's training to combine Domestic and International Reserve

AVBL schedule with 75 hour guarantee
Lines posted on bidsheet

All days of training paid at 4.40 hours per training day

No drafting for November and December

Allowed non-reserves to have access to at least 15% of training slots

