

CATERING PARAMETERS

DOMESTIC

DUTY TIME	CATERING
Less than 5:30	None
< 5:30* (2300-0529 LCL block-out)	Mini-Snack
< 5:30* (0530-0830 LCL block-out)	Breakfast Snack
5:30-7:29	One Snack
7:30-11:29	One Meal
Greater than 11:29	One Meal and One Snack

*Or otherwise not scheduled for catering.

- ◆ Domestic flights are catered from the point of origin and hot meal service is not required.
- ◆ If required catering is not delivered by departure time, CRS will attempt to arrange catering down line. If required catering is not delivered down line, the entitled pilot is eligible to expense a meal for up to \$25 upon arrival at the layover city. The pilot shall submit a Pilot Ops Report (POR) regarding the catering failure and attach a copy of such POR to his expense report in order to secure reimbursement.
- ◆ Jumpseaters will not be catered domestically except when a flight is scheduled to be catered, all Company scheduled deadheading pilots on that flight shall also be catered.

INTERNATIONAL

DUTY TIME	CATERING
Less than 5:30	Mini-snack
5:30-7:29	One Snack
7:30-9:00	One Meal
Greater than 9:00	Two Meals

- ◆ An international flight shall not be delayed for catering if it is scheduled for snack or mini-snack service only, or if it is scheduled to domestic parameters.
- ◆ Jumpseaters will be provided one meal on a flight where the crew is provided meal service. Generally, meal selection is not available for jumpseaters, however, deviating crewmembers are entitled to meal selection, provided they are both confirmed on the jumpseat and request meal selection at least 12 hours before showtime of the flight. International flights shall never be delayed waiting for jumpseater catering.
- ◆ All international flights are catered from the point of origin.
- ◆ For purposes of catering parameters, Canada, Mexico, and Puerto Rico will be considered international locations as far as duty time is concerned, however, meal selection is not available at these locations.

GENERAL

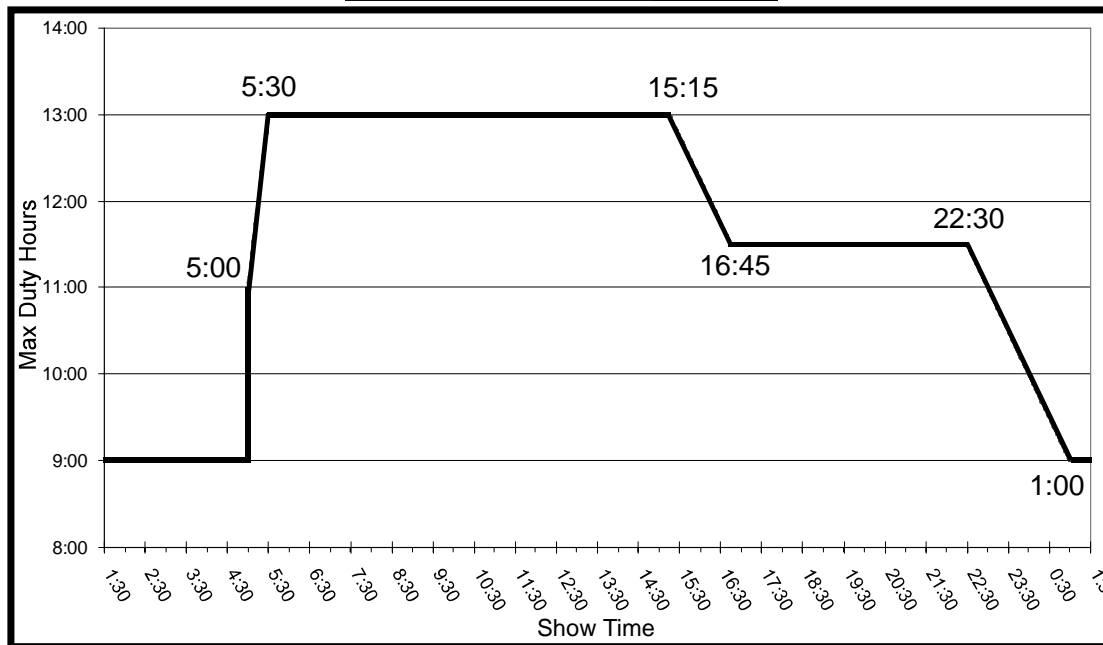
- ◆ Domestically, if a flight sequence is scheduled for an intermediate stop for more than 2 hours (block-in to block-out) at a hub or sort facility with open dining facilities, catering shall not be provided. However, a flight shall be catered if the individual flight (or flt/dh) segments before or after the 2 hour intermediate stop would otherwise require catering.
- ◆ If a pilot on airport standby is assigned a flight, a snack shall be provided regardless of whether the flight would otherwise be eligible for catering.
- ◆ If a pilot on hotel standby is assigned a flight with a report time less than 1:30 from time of notification, he shall receive a mini-snack at the point of origin.
- ◆ Flights originating in any base, IND, OAK, EWR, or AFW shall be catered with hot coffee and at least 1 ice chest containing ice, water, and an assortment of juices and sodas. Flights originating from other stations shall be catered with hot coffee, ice, and water. All required drinks, including coffee, shall be placed on the aircraft by ground personnel.
- ◆ When operational circumstances warrant (e.g. hub malfunctions, weather, or aircraft maintenance delays, etc.), a Captain operating a flight not scheduled for catering may request that catering be provided. These requests shall not be unreasonably denied.
- ◆ When combined in the same duty period with Company assigned flying, deadhead travel time (air or ground) shall be included in applying the catering provisions 5.E.1.a/b.
- ◆ **NOCAT CITIES** shall be designated in the bid pack. A pilot shall be entitled, upon submission of an online expense report identifying the NOCAT city, to \$25 for each occurrence in which the Company was required to provide catering.

Reference Contract Section 5.E.1-6 for contract language

DOMESTIC DUTY PROVISIONS

Reference Section 12.C for contract language

BLENDED DUTY LIMITS



BLENDED DUTY LIMITS applicable to the scheduled limitations shall be as follows:

- ◆ Day to Night Transition: 1515 to 1645 with 1:1 slope
- ◆ Night to Critical Transition: 2230 to 0100 with 1:1 slope
- ◆ Critical to Day Transition: 0500 to 0530 blend from 11 hours to 13 hours
- ◆ If a pilot's duty period contains flight segments with at least 4 hours between block-in and block-out, and a day room is scheduled and reserved during that time, normal domestic on duty limitations (non-blended) shall apply.

BLENDED OPERATIONAL DUTY LIMITS

SHOWTIME	OPERATIONAL DUTY LIMIT
0500-0530	:30 over the scheduled limit
0531-0600	1:00 over the scheduled limit
0601-0500	1:30 over the scheduled limit

Domestic provisions apply to activities conducted entirely within the contiguous 48 states and to trips constructed under 12.D.1.b and 12.D.1.c.

12.D.1.b applies to SIBA and FDA trips operating entirely outside of the locations in 12.D.1.c.i (trips that operate entirely within Alaska; or within or between Canada, Mexico, Bermuda, and Puerto Rico, or between any of these locations and the contiguous 48 states), provided they are not scheduled to exceed domestic block hour and on-duty limitations, and are subject to the additional restrictions listed in 12.D.1.b.i-v.

12.D.1.c applies to trips that operate entirely within Alaska; or within or between Canada, Mexico, Bermuda, and Puerto Rico, or between any of these locations and the contiguous 48 states; or FDA trips operating exclusively in the "European Theater."

DOMESTIC REST PROVISIONS (12.C.6)

A domestic rest period shall be scheduled for not less than 9 hours (8 hours when the following duty period consists entirely of a deadhead to base), and shall be operationally not less than 8 hours.

A pilot who exceeds 8-in-24 shall be scheduled for a rest period of 17 hours prior to performing his next duty as a crewmember. This rest period may be operationally reduced as necessary, consistent with FAR limitations.

If a pilot operationally received a layover of less than 11 hours, immediately following operation in the critical period, his next layover must be at least 12 hours, unless the remainder of his trip contains only deadheading, except in an operational emergency.

NON-BLENDED DUTY LIMITATIONS

DAY	SCHEDULED	OPERATIONAL	FAR
0500 - 1559 LBT	13:00	14:30	16:00
Optional assignment awarded in excess of day limitations (e.g. SOF,SWP,PDO,VLT,DRF)	13:00/13:30 (12.C.4.e.i & ii)	15:00	16:00
NIGHT			
1600 - 0059 LBT	11:30	13:00	16:00
Optional assignment awarded in excess of day limitations (e.g. SOF,SWP,PDO,VLT,DRF)	13:30	15:00	16:00
CRITICAL			
0100 - 0459 LBT	9:00	10:30	16:00
Optional assignment awarded in excess of day limitations (e.g. SOF,SWP,PDO,VLT,DRF)	9:00	10:30	16:00

RESERVE & STANDBY LIMITS

AIRPORT STANDBY (5 hours max) has normally scheduled duty time limits beginning at the start of the assigned Standby period. Showtime for any assignment must be in the scheduled duty period.

HOTEL STANDBY periods shall not exceed 11:30 hours. If assigned a trip, duty limits start at the showtime for that trip, and if assigned domestic duty that is not entirely a deadhead, the pilot shall be scheduled for release to a legal rest period not later than the scheduled on-duty limit for that showtime, but in any case the pilot shall be released to a legal rest period not later than 4:30 hours after the end of the standby period.

RESERVE assignments must have a showtime within the reserve period. Duty limits start at showtime. A pilot who departs their domicile to operate a domestic duty period that is not entirely a deadhead shall be scheduled for release to a legal rest period not later than 4 hours after the end of the Reserve Period.

RESERVE PERIOD A is from 0130-1329 LBT (R1.5 notification window is 0000-1159 LBT, R3 notification window is 2230 (day before)-1029 LBT).

RESERVE PERIOD A+ is from 0730-1929 LBT (R1.5 notification window is 0600-1759 LBT, R3 notification window is 0430-1629 LBT).

RESERVE PERIOD B is from 1330-0129 LBT (R1.5 notification window is 1200-2359 LBT, R3 notification window is 1030-2229 LBT).

RESERVE PERIOD B+ is from 1930-0729 LBT (R1.5 notification window is 1800-0629 LBT, R3 notification window is 1630-0429LBT).

R-24 is from 0130-0129 LBT. Notification window is 0130-0129 LBT the day prior to starting R24. None required on last R-day.

INTERNATIONAL DUTY PROVISIONS

Reference Section 12.D.2 for official contract language

GRID GENERAL APPLICABILITY: up until 96 hours prior to the showtime, else refer to Non-Grid duty limits chart.

INTERNATIONAL GRID

INBOUND FLIGHT SEGMENT	CREW COMPLEMENT	SLEEP STATE	SCHEDULED DUTY	NUMBER OF LANDINGS	BLOCK HOURS
TZD of 5 or more	2 Pilots	Reset	13:30	3	8
		Reset	12:00	4	
		Adjusted	10:00	2	
		Not Adjusted	8:30	2	
	2 Pilots + RFO	Reset	13:30	2	12
		Adjusted	12:30	2	
		Not Adjusted	10:00	2	
	2 Full Crews (Non-A380)	Reset	18:00	*1	16
		Adjusted	16:00	*1	
		Not Adjusted	16:00	1	
	2 Full Crews (A380)	Reset	20:00	*1	16
		Adjusted	18:00	*1	
		Not Adjusted	18:00	1	
	2 Pilots 1 S/O	Reset	13:30	3	12
		Adjusted	12:30	2	
		Not Adjusted	10:00	2	
	2 Full Crews + 1 Pilot (A380)	Reset	22:00	2	20
		Adjusted	20:00	2	
		Adjusted	21:30	1	
		Not Adjusted	20:00	1	
TZD of less than 5	2 Pilots	Reset/Adjusted	13:30	3	8
		Reset/Adjusted	12:00	4	
		Not Adjusted	12:00	4	
	2 Pilots + RFO	Reset/Adjusted	13:30	2	12
		Not Adjusted	10:00	2	
	2 Full Crews (Non-A380)	Reset/Adjusted	18:00	*1	16
		Not Adjusted	16:00	1	
	2 Full Crews (A380)	Reset/Adjusted	20:00	*1	16
		Not Adjusted	18:00	*1	
	2 Pilots 1 S/O	Reset/Adjusted	13:30	3	12
		Not Adjusted	11:30	2	
	2 Full Crews + 1 Pilot (A380 Only)	Reset/Adjusted	22:00	2	20
		Not Adjusted	20:00	1	

*The landing limit may be increased by one for the accommodation of a scheduled "tech stop," or where otherwise authorized by the VP of Flight Ops, SCP, or DO.

"Tech Stop" duty periods may operate up to reset duty limits if preceding duty period was at least adjusted.

REST STATES (layover period):

RESET: 32 hours or more (30 hours or more after a DH into theater for European SIBA)

ADJUSTED: 18 hours or more

NOT ADJUSTED: Less than 18 hours

INTERNATIONAL GRID LIMITS FOR DUTY PERIOD WITH DH

LANDINGS			DUTY LIMITS		
DH ONLY	LIVE TO DH	DH TO LIVE	DH ONLY	LIVE TO DH	DH TO LIVE
No Limit	No Limit	Grid	Section 12.D.5.b and D.5.c	Grid based on reset parameters	Grid

INTERNATIONAL GRID MINIMUM LAYOVER

PRECEDING DUTY PERIOD	REQUIRED LAYOVER (HOURS)	DUTY PERIOD FOLLOWING
Revenue Operation	14	Revenue Operation
Revenue Operation	12	Hotel Standby
Revenue Operation	12	Deadhead Only
Deadhead Only	14	Revenue Operation
Deadhead Only	12	Hotel Standby
Deadhead Only	12	Deadhead Only
Hotel Standby	12	Revenue Operation
Hotel Standby	12	Hotel Standby
Hotel Standby	12	Deadhead

NON-GRID INTERNATIONAL LIMITS

BLOCK HOURS		
CREW	SCHEDULED	OPERATIONAL
2 PILOT	Not to exceed 8 SBH in 24 hours	May exceed 8-in-24 due to ATC, winds, or other unavoidable circumstances to continue to base or destination. May not block out from a location without legal rest.
3 PILOT	Not to exceed 12 SBH in 24 hours or 11:30 SBH in 24 hours with 2 landings or 10 SBH in 24 hours with 3 or more landings	May exceed 12-in-24 due to ATC, winds, or other unavoidable circumstances to continue to base or destination. May not block out from a location without legal rest.
DOUBLE CREW	Not to exceed 16 SBH in 24 hours	May not exceed 16-in-24
DOUBLE "PLUS"	Not to exceed 20 SBH in 24 hours	May not exceed 20-in-24
ON DUTY LIMITS		
CREW	SCHEDULED	OPERATIONAL
2 PILOT	Max of 13:30 on duty. If DP is DH only, may be scheduled up to 16 hours max (non-stop flight only).	Max 15 hours on duty. Up to 16 hours for extenuating circumstances. (DHs may be extended up to 17:30)
3 PILOT	Same as 2 Pilot	Max 15 or up to 16:30 (extenuating circ.)
DOUBLE CREW	Max 18 hours on duty. (Max 20 hours on duty for a 4 pilot A380 crew).	Max 19:30 hours on duty. (Max 21:30 operationally for a 4 pilot A380 crew).
DOUBLE "PLUS"	Max 22 hours on duty	Max 23:30 hours on duty

An international legal rest period shall be a minimum of 12 hours. If scheduled for more than 8 SBH or 12 hours on duty, the following rest period shall be scheduled for at least 17 hours, operationally reducible to 16 hours or 12 hours (12.D.7.c).

International provisions apply to flight activities that originate from, have a destination of, or make an intermediate stop at a location outside of the contiguous 48 states except as provided in 12.D.1.b or c (trips that operate entirely within Alaska; or within or between Canada, Mexico, Bermuda, and Puerto Rico, or between any of these locations and the contiguous 48 states; or FDA trips operating exclusively in the "European Theater."

CURRENT FAR121 FLIGHT / DUTY TIME LIMITATIONS & REST REQUIREMENTS

	DOMESTIC	FLAG	PILOTS	SUPPLEMENTAL
FLIGHT HOUR LIMITS	1,000 hours (Calendar Year) 100 hours (Calendar Month) 30 hours (7 Consecutive Days) 8 hours (Single Duty Period - Scheduled)	1,000 hours (12 Calendar Months) 32 hours (7 Consecutive Days)	1	1,000 hours (1 Calendar Year) 100 hours (30 Consecutive Days)
		100 hours (Calendar Month) 8 hours (24 Consecutive Hours)	2	8 hours (Single Duty Period)
		300 hours (90 Consecutive Days) 120 hours (30 Consecutive Days) 12 hours (24 Consecutive Hours)	3	12 hours (Single Duty Period)*
		350 hours (90 Consecutive Days)	4	16 hours (Single Duty Period)*
MAX DUTY TIME (CBA MAY BE MORE RESTRICTIVE)	<9 hours block = 16 hrs ≥9 hours block = 15hrs	No regulatory limit – DO req'd ≥ 16 hours**	2	16 hours
		No regulatory limit – DO req'd ≥ 18 hours**	3	18 hours
		No regulatory limit – DO req'd ≥ 20 hours**	4	20 hours (may exceed - DO req'd ≥ 20 hrs*)
MIN REST REQUIREMENTS	During 24 consecutive hours: <8 hours block = 9 hours rest ≥8 hours block = 10 hours rest ≥9 hours block = 11 hours rest	> 2 times block hours flown since preceding rest (not less than 8 hours)		If > 20 hours in 48 or 24 in 72 = > 18 hrs rest
		>8 hours = >18 hours rest		4 Pilots = 10 hrs after duty period of <24 hrs
		If >20 hours in 48 or 24 in 72 = >18 hrs rest		4 Pilots = 16 hrs after duty period of >24 hrs
		4 Pilots = upon return to base rest = >2 times total hours flown since last rest at base		4 Pilots = upon return to base rest = >2x total hours flown since last rest at base
DOMESTIC REDUCED REST REQ'S (2 ND REST MUST BEGIN NLT 24HRS AFTER START OF REDUCED REST)	<8 hours block = (reducible to 8 hrs rest w/ ≥10 hours rest NLT 24 hrs)	* Adequate Sleeping Quarters Required ** Authorization required from Flight Operations Duty Officer prior to takeoff when the flight plan enroute and taxi time indicates duty time in excess of 16, 18, or 20 hours as applicable CBA LIMITS MAY BE MORE RESTRICTIVE (see previous pages and CBA 12.C & 12.D for full restrictions)		
	≥8 hours block = (reducible to 8 hrs rest w/≥11 hours rest NLT 24 hrs)			
	≥9 hours block = reducible to 9 hrs rest with ≥12 hours rest NLT 24 hrs			

SUB & OVERAGE OPTIONS DUE TO TRIP EXTENSION

Reference Sections 4.BB.3 and 4.BB.4 for contract language

If a trip is extended so that it creates a conflict with a subsequent trip for which a pilot holds trip guarantee, the pilot has three options covered under Sections 4.BB.3.c and 4.BB.4.b :

1. **DROP/OVERAGE:** Drop the trip in conflict without pay and receive overage for the trip as if the dropped trip had never been there. The dropped trip will be eligible for make-up (M/U) and those CHs will be placed in the pilot's make-up bank. OR
2. **SUBSTITUTION:** Elect to remain eligible for substitution (SUB) for the trip in conflict. The pilot will receive trip guarantee for the original trip that was extended and for the trip conflict, but will not receive overage during the time the extended trip overlapped the trip that went SUB; however, any portion of the extended trip which covers time previously free of duty (must be a legal rest period) will be counted as overage in accordance with normal overage rules provided in Section 4.BB.5. OR
3. **OPEN TIME PRIORITY:** Elect OTP, if eligible under Section 25. H.11.a. In this case, the pilot will receive trip guarantee for the original trip that was extended, and overage will be paid as if the conflicting trip(s) had been dropped. The pilot's OTP bank will be credited with the CH value of the trip(s) for which OTP was elected. Credit hours flown in OTP status (PMU pay code) will be paid at 125% in accordance with Section 4.N of the CBA.

TIMING

The pilot should make every effort to choose between his options when he is first notified of the conflict. However, the pilot will be allowed to choose between Drop/Overage (option 1) and SUB (option 2) until 30 minutes after block-in from the extended trip. A pilot wishing to elect OTP MUST do so by the deadlines as follow:

1. For trips with SUB window of 72 hours or less, the pilot must elect OTP prior to show time of the trip upon which he is electing OTP. The only exception to this is if you are notified of the conflict after the show time of the trip, in which case you can elect OTP upon notification of the conflict (in most cases, this will be notification of trip extension - CRS may not specifically mention SUB eligibility).
2. For trips with SUB windows longer than 72 hours, the pilot may elect OTP up to the next 0900 after the show time of the trip for which he is electing OTP.

NOTE: Unlike the other two options, there is no ability to elect OTP 30 minutes after block-in from the extended trip unless it can be done in accordance with the above parameters, even if it was inconvenient to elect OTP in the required time frame.

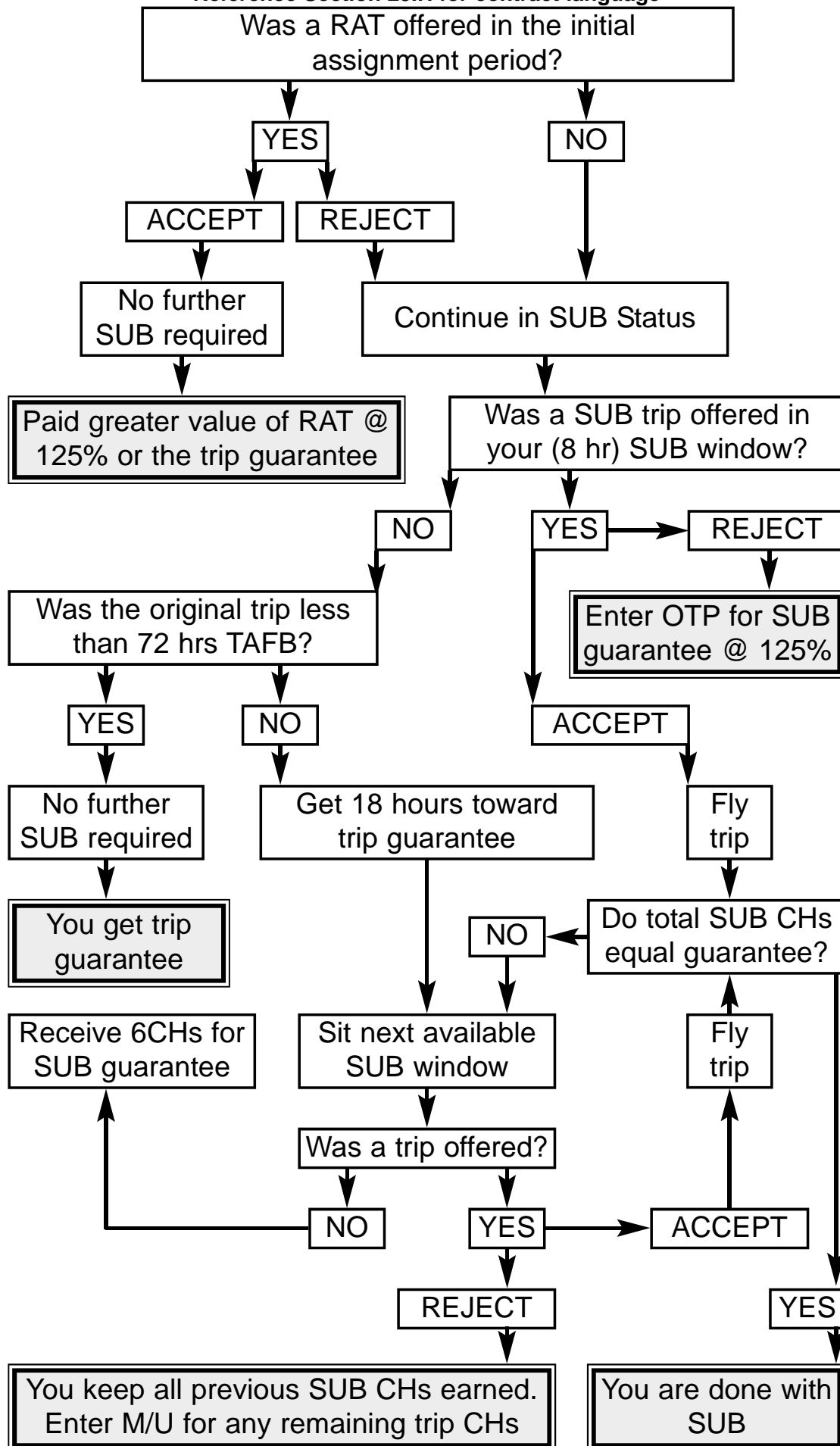
DEFAULT SETTING

If a pilot fails to make his election within 30 minutes after block-in, the pilot is deemed to have chosen the SUB option, and there will be no retroactive adjustments (see Section 4.BB.3.c.ii and 4.BB.4.c).

SUBSTITUTION

DECISION TREE AFTER NOTIFICATION OF TRIP CANCELLATION/REVISION

Reference Section 25.H for contract language



EXTRA PAY PROVISIONS

CATEGORY	CH	QUALIFICATIONS/NOTES
BASE REPLACEMENT	3	If a pilot blocks out on a base replacement trip (25.Q & 4.AA)
	150%	If a pilot is involuntarily assigned and blocks out on a base replacement trip (25.Q.2 & 4.AA)
DISRUPTION¹ DUTY PERIOD (4.W & 25.S.2)	1:30/DP	1/ If trip originally scheduled with one layover, rescheduled with no layover 2/ Back-end DH deleted on trip originally scheduled with revenue flight (DH bank remains intact) 3/ Standby period added immediately prior to originally sked DH at beginning or end of trip 4/ Standby period added to duty period for reasons other than maintenance or weather
	LANDINGS ² :30/1:30	If actual landings exceed scheduled landings (when trip awarded or assigned)
	LAYOVER ³ 1:30/TRIP	If more than half the layover cities change (layover occurs in a different city)
EXTRA DUTY PERIOD¹	3:30/DP	If the actual # of DPs operated exceeds the # of DPs sked when trip was awarded/assigned (4.Y)
FAR EXTENSION	3	If a pilots duty period is extended beyond the 1:30 operational limits (4.X & 25.T)
GRID PENALTY EVENTS	CHART	3 CH/event and/or 50% premium - See International Grid and Grid Penalty Event pages
OVERAGE (4.BB.7)	150%	If a trip extends more than 2 hours into time scheduled free from duty at base (up to 12CH at 150%)
	200%	If an extended trip earns more than 12CH overage the amount over 12CH paid at 200%
RECALL FROM REST	3	If a pilot is recalled from a legal rest period (4.Z)
RESERVE	1:30	If a pilots reserve period changes to A or B+ (25.M.3.d.vii)
SPECIAL EXEMPTION	3	If a flight requires a special exemption (e.g., hydrazine); requires paylog submission (4.T)
SPECIAL PROJECT	\$20/HR	For a pilot working on a special project while on a scheduled day off, not more than 8hrs/day (4.S)
TAXI	3 or duty rig	If a pilot reports for or performs a/c ground ops for a purpose other than flight (N/A on a trip/stby) (4.U)
WX REPLACEMENT	2:30	If a pilot on a trip is removed from scheduled activity to replace a weather restricted pilot (4.CC)

¹The following pay codes are eligible for disruption and extra duty period pay: TRP, AST, SOF, SWP, M/U, MUV, MUD, MUS, CIA.

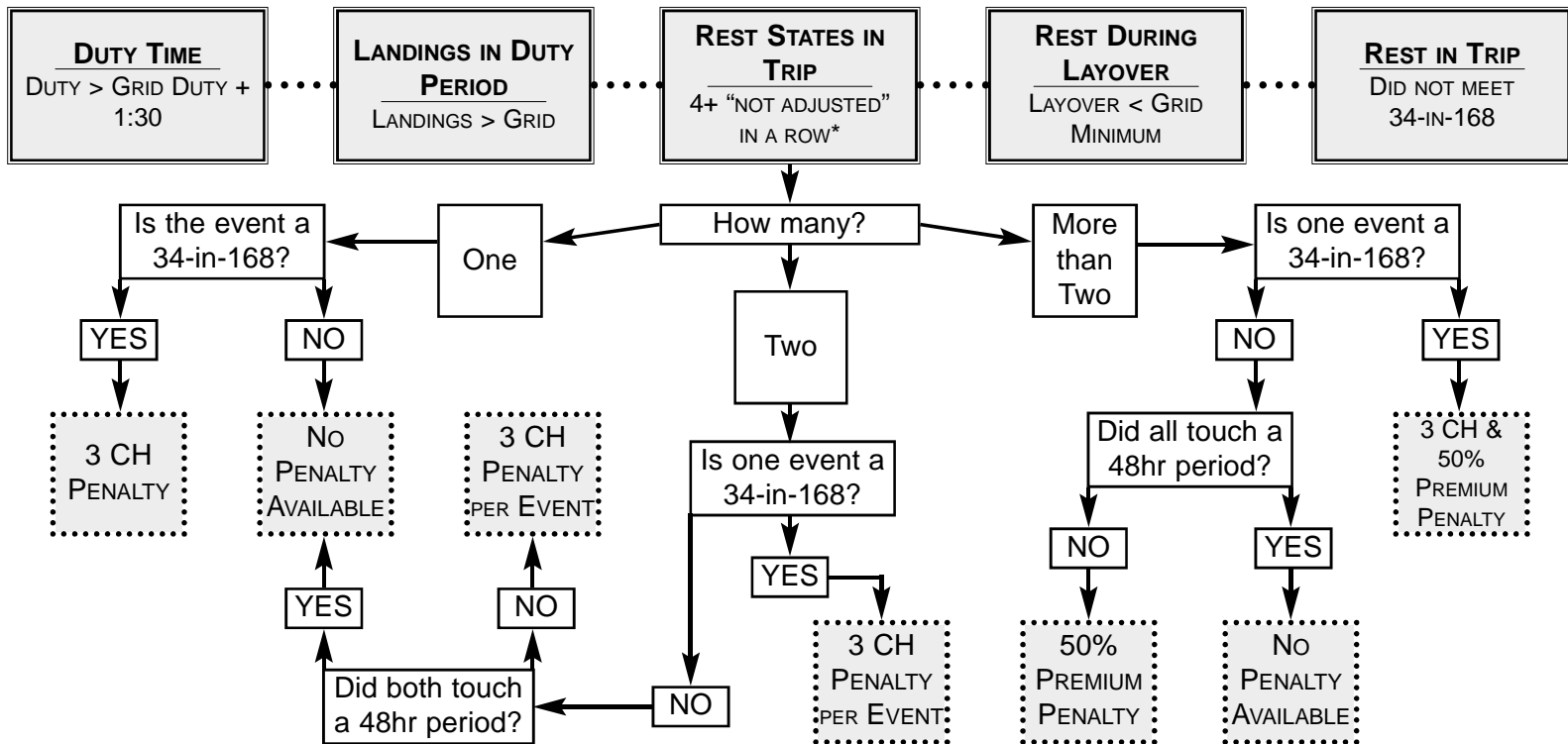
²For a landing to be eligible, it must not have occurred in any of the following circumstances: (a) as the result of a diversion due to weather or maintenance; (b) during a standby sequence; (c) during a duty period that was paid as an extra duty period (4.Y); (d) as the result of a DH at the end of a trip being revised to operate back to base; or (e) on a flight identified in the bid pack as a sweep flight.

³The following are not considered layover changes: (a) a change between hotels in the same location; (b) a change between cities identified by the SIG as co-terminal; or (c) cancellation of a layover.

GRID PENALTY EVENTS (GPEs)

BASICS: COMPARE ACTUAL TO THE INTERNATIONAL GRID
Reference Section 12.D.11 and 4.EE for contract language

**Each event counts as a separate GPE*



DEVIATIONS & DEADHEADS

Reference Section 8 for contract language

Except as provided in Section 8.C.1.f.ii, a pilot who deviated is responsible for his scheduled, revised, rerouted, or cancelled trip. A deviating pilot must ensure compliance with FAR crew rest requirements prior to operating a company flight.

FRONT-END DEVIATION	BACK-END DEVIATION
CHECK-IN PROCEDURES	PROCEDURES
1. DEVIATION NOTIFICATION	1. DEVIATION NOTIFICATION
Notify the company through VIPS	Notify the company through VIPS
No LATER THAN 60 HOURS PRIOR TO THE SHOWTIME OF THE SCHEDULED DEADHEAD (or if a pilot is notified of a trip assignment less than 60 hours prior to the showtime of the deadhead, upon notification).	DOMESTIC^D - No LATER THAN 8 HOURS PRIOR TO THE SHOWTIME OF THE SCHEDULED DH* INTERNATIONAL^I - No LATER THAN 60 HOURS PRIOR TO THE SHOWTIME OF THE SCHEDULED DH *If the airline requires an earlier notification to avoid cancellation penalties, the deviation notification must occur 12 hours prior to the carrier's no penalty deadline. <i>Reserve and SUB pilots must call CRS (800)238-7527 within 30 minutes of the arrival time of the SCHEDULED deadhead for post-duty availability, reference CBA 25.M.3.f (RSV) and 25.H.3.f (SUB).</i>
2. INITIAL DEVIATION CHECK-IN	DEVIATION NOTES
Use VIPS else contact CRS	1. Once a pilot has deviated, he may not un-deviate. 2. A deviating pilot must give notification of deviation on a revised front-end deadhead. 3. After a pilot provides notification of his deviation from a deadhead that beings or ends outside the 48 States, Canada, or Mexico, he may not trade, drop, nor authorize a PDO bump unless authorized by CRS or his ACP.
48 TO 4 HOURS PRIOR TO THE SHOWTIME OF THE SCHEDULED DEADHEAD (Can also satisfy requirements of Final Deviation Check-In if already in position for the first revenue leg when pilot makes this call).	DOMESTIC^D - flights that operate entirely within North America (i.e., Alaska, Canada, Mexico, Caribbean, Puerto Rico, 48 States) INTERNATIONAL^I - flights that either takes off from or lands in a city outside North America.
3. FINAL DEVIATION CHECK-IN	
Use VIPS else call CRS collect (901) 565-8975	
DOMESTIC^D - No LATER THAN 8 HOURS PRIOR TO THE SHOWTIME OF A REVENUE FLIGHT INTERNATIONAL^I - No LATER THAN 12 HOURS PRIOR TO THE SHOWTIME OF A REVENUE FLIGHT A pilot must be positioned within 100 nautical miles, or at a distance approved by his ACP, of the airport from which the first revenue flight will depart in order to accomplish Final Deviation Check-In.	

DEADHEAD CLASS OF SERVICE

SKED BLOCK HOURS	DUTY TIME	CLASS OF SERVICE ²
5 Hours or Less		Y
5+ to < 10 Hours		C or F ³
FDX + DH ¹ = 8+ Hours	<11:30	Y (if DH <1:30 SBH)
FDX + DH ¹ = 8+ Hours ⁵		C or F ³
FDX + China DH ⁶		C or F ³
ASIA only ⁵	≥9:30 & ≤32hr LO after	C ⁵
10 hours or Greater		F-DF, C-DF/FF, F-FF ⁴
Non-stop flights only	16+	F-DF, F-FF ⁴ , C-DF/FF

¹FDX + DH is the FedEx revenue flight scheduled block hours plus the scheduled block hours of the deadhead flight (if greater than 8 hours).

² Y is coach class, C is business class, and F is first class

³Either C or F may be booked at company option.

⁴DF is a Global Travel discounted fare ticket, FF is a Global Travel full fare ticket.

⁵SIG soft parameter. N/A if positioning to a layover with no further revenue flights in trip.

⁶SIG soft parameter.

CAN SCHEDULING DO THAT TO ME?

If a pilot feels that Crew Scheduling is dealing with him in a manner that violates the CBA or FARs, he should proceed as follows:

1. Discuss the issue with a Scheduling Supervisor and/or the manager of Crew Scheduling.
2. Contact the FedEx Duty Officer at 877-FLT-DUTY.
3. Contact your Assistant Chief Pilot via beeper if necessary.
4. Contact FDX MEC Contract Enforcement at (901) 842-2210, x2211, or x2212, 0900-1700 CT M-F, or e-mail fedex-enforcement@alpa.org.

If unable to resolve the issue in time:

1. Inform Crew Scheduling that you will comply **IF** compliance will not violate FARs.
2. Obtain the name and employee number of any Crew Scheduling personnel that you deal with.
3. Keep copies of all paperwork (i.e. pairing and all revisions, flight plan release, crew pay log.)

◆ While operating the trip, keep in mind your responsibility regarding fatigue and adequate rest for you and your crew.

◆ Remember that individual pilots bear joint responsibility with the Company for complying with all FARs. This fact may bring a different perspective to “fly now, grieve later,” for the pilot must ensure that he does not violate any FAR.

◆ If a member desires to file a grievance, he should contact FDX MEC Contract Enforcement to begin the process as soon as practical. Keep in mind there is a 60 calendar-day period from the date on which the pilot acquired knowledge, or reasonably should have acquired knowledge of the fact(s) or event(s) giving rise to the grievance.