



# Duty Day

**Neither our scheduled or rescheduled duty day increased in TA2024.** The calculation of crew rest (end of debrief to check-in/report) was adjusted with the 10-Hour Rest Rule LOA in January 2022. This change allowed our rest (overnight and domicile break) to be calculated consistently for contractual rest and FAR rest. TA2024 changes the calculation of duty day (original, Reserve, and reschedule) to also remain consistent for contractual and FAR purposes.

## “Why is this a good thing?”

CWA shows our duty day as calculated for FAR purposes (check-in/report to end of debrief). Currently DHR is calculated the same way (check-in/report to end of debrief) but our duty day is calculated differently dependent on whether you are going into an overnight (check-in/report to block-in) or domicile (check-in/report to end of debrief). This makes calculating extended duty premiums confusing on a good day! TA2024 makes the calculation for duty day check-in/report to end of debrief. In doing so, our CWA screen (or CrewHub) will finally accurately reflect our duty day. **While the numbers make it look like our duty day has increased, the ONLY thing that has changed is the calculation including debrief.**

		Herb Time		<- Click to toggle. ->										Totals			
Date	Flight	Depart	Arrive	Eq	Pax	Position	I	L	MT	Block	Ground	Meal	Wrk Codes	Block	Duty	Credit	Overfly
04 Apr	DH 2347	DEN 1400	HOU 1620	700	0					0	145				270		
04 Apr	2211	HOU 1805	LGA 2130	7M8	0					325	1555	S			400		
		Rpt 1300	Rls 2200											325	900	670	
LGA:1455																	
05 Apr	2814	LGA 1325	MSY 1700	800	0					335	120	S			420		
05 Apr	6019	MSY 1820	DAL 1955	800	0					135	45				180		
05 Apr	6468	DAL 2040	ELP 2225	800	0					145	2150				200		
		Rpt 1255	Rls 2255											655	1000	800	
ELP:2050																	
06 Apr	569	ELP 2015	LAS 2210	800	0					155	45				220		
06 Apr	3179	LAS 2255	DEN 0045	800	0					150	0				210		
		Rpt 1945	Rls 0115											345	530	430	

### CURRENT DUTY DAY CALCULATION

**Day 1: 1300 CT (check-in) to 2130 CT (block-in)**  
= 8:30 hours duty day

**Day 2: 1255 CT (report) to 2225 CT (block-in)**  
= 9:30 hours duty day

**Day 3: 1945 CT (report) to 0115 CT (end of debrief)** = 5:30 hours duty day

**NOTICE:** Our contractual duty day for the first two days (into an overnight) is different than what CWA reflects in the “DUTY” column.

### TA2024 DUTY DAY CALCULATION

**Day 1: 1300 CT (check-in) to 2200 CT (end of debrief) = 9:00 hours duty day**

**Day 2: 1255 CT (report) to 2255 CT (end of debrief) = 10:00 hours duty day**

**Day 3: 1945 CT (report) to 0115 CT (end of debrief) = 5:30 hours duty day**

**NOTE:** With the change in duty day calculation, TA2024 ensures the “DUTY” column matches our contractual duty day.

## “Is this a necessary change?”

Consistency is always a good thing! The last thing a Flight Attendant who experiences an extended duty day needs to do is remember the difference between calculating their duty into an overnight and into domicile. Making CWA match our contractual language calculation allows for ease of reading our CWA/CrewHub screens... and future negotiated improvements to duty day language with less confusion.



# Duty Day

**“But Article 8.2 says that we can have any originally scheduled duty day of ‘11 consecutive hours’ into an overnight! Isn’t this increasing our duty day by 30 minutes?!”**

**TA2024 does not introduce a longer duty day.** The calculation for contractual duty day has changed from check-in/report to block-in, to check-in/report to end of debrief. Debrief is defined in Article 5 as the “thirty (30) minutes immediately after block arrival...” That is the additional 30 minutes reflected in this language. This is not an actual increase in our duty day (or maximum reschedule duty period), just an adjustment in how that duty time is calculated.

BANM SA		REPORT AT 16:05				Effective Date: Mar 09			
	FLT	EQP	DEPARTS	ARRIVES	BLK	BLK	DUTY	CR	LAYOVER
	156	800	BWI 1705	ORF 1805	1:00			1.10	
	156	800	ORF 1850	MDW 2110	AC 2:20			2.70	
	S 4274	800	MDW 2220	TUS 0305	4:45			5.60	TUS 17:50
Refer to Intranet Hotel List / Inflt Home Page					8:05	11:00		9.40	
	REPORT AT 20:25								
	3246	700	TUS 2055	SAN 2215	1:20			1.50	
	3246	700	SAN 2255	SFO 0040	1:45			2.00	SFO 15:20
Refer to Intranet Hotel List / Inflt Home Page					3:05	4:15		4.00 M	
	REPORT AT 15:30								
	320	700	SFO 1600	LAX 1725	1:25			1.60	
	SP 3387	700	LAX 1810	BWI 2305	4:55			6.20	
					6:20	8:05		7.80	
Trip Credit 21.20		BLK HRS 17:30		No. LEGS 7	TAFB 54:30		ABC		

**CURRENT SCHEDULED DUTY DAY (Article 8.2):**

10:30 hours from check-in/report to block-in at a RON or check-in/report to end of debrief in domicile

**DAY 1 (Current CBA):** 1605 CT (check-in) to 0305 CT (block-in) = 10:30 hour duty day

**NOTICE:** The bid packet and CWA shows the duty day for Day 1 as 11:00 duty hours. This is because that is calculated including the 30 minute debrief.

**TA2024 DUTY DAY CALCULATION**

Day 1: 1605 CT (check-in) to 0335 CT (end of debrief) = 11:00 hour duty day

This change in TA2024 will make our duty day calculation match the “DUTY” column on our bid packet and CWA/CrewHub. **Our actual scheduled duty day and rescheduled max duty day did not increase in TA2024.**

Variable Boarding Times (Article 8.2.A.1.c)

In our current CBA, Flight Attendants must report to the plane for domestic flying thirty (30) minutes and regulatory requirement flying forty-five (45) minutes prior to scheduled departure. Southwest Airlines has been concerned about on-time performance since the beginning of time. Because our duty day begins at the time we report, SWA did not want a consistent 45 minute report time. Why? That would actually shorten the time we are available for duty!

When variable report times are introduced, TWU Local 556 and Flight Attendants will be notified in advance. These different reporting times will be indicated in the bid packet, CWA trip screen, and in CrewHub. Variable report times will also be consistent on any bid line and will not change week-to-week.