

Basics of Class 1.17

In Comply365 on our iEFB, you can find the “Flight Attendant Work Rules and Expectations/Company Policies” in the Inflight Operations Manuals folder. These basic work rules and expectations are considered a guideline for performance on and off the airplane. Included are classes of “Unacceptable Conduct/Behavior” that can result in discipline up to termination. Class I Violations include (but are not limited to): theft, dishonesty, use of illegal drugs, working while under the influence of alcohol, possession of firearms, and sleeping or appearing to sleep while working as a Crewmember (not DHing). Number 17 on the Class I Violation list has been the reason for a VAST number of terminations over the last several years... and it simply involves not being within two (2) hours driving distance of the domicile associated with a Reserve block while liable for contact.

Class I Section 17 of the Flight Attendant Work Rules and Expectations / Company Policies
“Failure to fulfill or complete Reserve obligation by not being within (two) 2 hours driving-distance from domicile (of the Reserve assignment) during Reserve contact hours.” (page 3-2)

Comply365 > My Publications > Collections > Inflight Operations Manuals > FAWRE



“What exactly are the Reserve liable contact hours?”

Article 11.3 in our Contract spells out Reserve contact hours.

- **Senior AM Reserve (SAR):** 0300 Local Time * - 1100 Local Time each day of your block
- **Senior PM Reserve (SPR):** 1000 Local Time - 1800 Local each day of your block
- **Junior AM Reserve (JAR):** 0300 Local Time ** or two (2) hours prior to the first scheduled check-in at domicile, whichever is earlier
- **Junior PM Reserve (JPR):** 1000 Local Time - 2200 Local Time each day of your block
- **Junior Late Reserve (JLR):** 1500 Local Time - 0259 Local Time each day of your block

* SAR is not liable for contact earlier than 0300 CT on each day of their block

** JAR is not liable for contact earlier than 0300 CT on day 1 of their block

“I commute from LAX and the flight to OAK is only 1 hour and 15 minutes. Doesn’t that mean I’m within the 2 hours of travel time?”

No. The work rule specifically says “driving-distance”.

“How do I know if I’m within two (2) hours driving-distance from base?”

The easiest way to determine the distance between your location and the domicile of your Reserve obligation is by checking a navigational app, such as Google Maps. Note the driving time between the two places without taking into account traffic or other potential delays (such as roadwork).

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"If I self-assign, do I still have to be within 2 hours driving distance??"

YES! Whether Crew Scheduling assigned you a trip or you self-assigned, you are still liable for contact by Crew Scheduling during all of your liable for contact hours. If Crew Scheduling needs to change your assignment, they absolutely can as long as they give you the contractually required 2-hour report time. That means you must be available for reassignment until you have checked in... and must be within two (2) hours driving distance in the event this happens.

"I am on Junior AM Reserve (JAR) in Atlanta. I know I don't have to answer the phone until 0400 Local Time on the first day of my block. If I'm not given an assignment on day 1, what time am I liable for contact on day 2?"

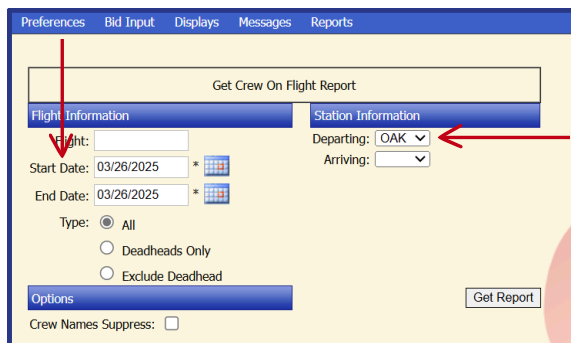
You are correct that on day 1 of your JAR block, you are not liable for contact any earlier than 0300 CT, or 0400 Local Time. On subsequent days of the same block, you would be liable for contact at 0300 Local Time -or- two (2) hours prior to the first scheduled check-in in ATL, whichever is earlier.



"I drive from RNO to OAK, which takes about 3.5 hours on a good day. I drive to a friends house closer to ensure I'm not in violation of Class 1.17... but how do I know when the first scheduled check-in happens in OAK? Is there a report I can pull up?"

Unfortunately, there is not a specific report to easily see the first scheduled check-in for the domicile day. What you will need to reference is the "Crew on Flight" report on CWA.

CWA > Displays > Crew on a Flight



Get Crew On Flight Report

Flight Information: Flight: Start Date: 03/26/2025 End Date: 03/26/2025 Type: ☒ All ☐ Deadheads Only ☐ Exclude Deadhead Options: Crew Names Suppress: ☐ Get Report

Station Information: Departing: OAK Arriving:

1. Pull up the report with the "Start Date" and "End Date" being the date you'd like to find the first scheduled departure. Change the "Departing" box to be the domicile.
2. Look for the first scheduled departure on that domicile day. **Keep in mind that all times on this report are in Central Time.**

Crew on Flight(s) Report

Flight Number: All
Departing Station: OAK , Arriving Station: any
Between Dates: 03/26/2025 - 03/26/2025
Options: All, Sorted By: Departure Time
March, 2025

Dhd	FltNum	FltDate	DepStn	DepTm	ArrStn	ArrTm	Block	Equip	Trip	Ntfy	ChkIn
	2525	03/26/2025	OAK	0730	DEN	1000	230	718	OAB6/26		
									FAA O 01	Y	N
									FAB O 01	Y	N
									FAC Q 01	Y	N

OAK - 03/26/2025

First Scheduled Departure is flight # 2525:

0730 Central Time (0530 Local Time)

First Scheduled Check-in for OAK on 03/26:

0630 Central Time (0430 Local Time)

Two Hours Prior to the First Scheduled Check-in:

0430 Central Time (0230 Local Time)

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“I’m a commuter from CLE and am starting a JAR block tomorrow in MDW. I’m really not feeling well and want to try and sleep off this sore throat. Currently, I am #8 on the Reserve Report for tomorrow and my commuter flight is scheduled to depart at 2130 CT... What should I do?”

We must report in sick as soon as it’s known we are too ill/injured to report to work as scheduled (up to two calendar days in advance). (Art.32.1.a) As a Reserve, you can call in for up to five (5) consecutive days, otherwise just one day will be pulled by Crew Scheduling. (Art.32.1.b) Since you know you won’t be in base for the beginning of your required contact hours and you aren’t planning on taking your commuter flight, please call Crew Scheduling before your commuting flight is scheduled to depart... and definitely before you go to sleep! If you forget and are not within two hours driving distance of base when your contact hours begin, you would be in violation of Class 1.17 and could be subject to discipline.

“Why do you say before my commuter flight departs? Wouldn’t I have up until 0300 CT (my liable for contact start time on JAR) to report in sick?”

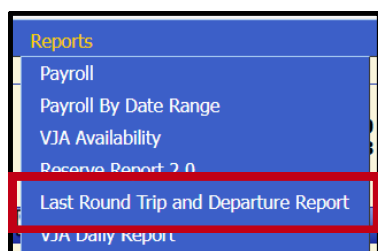
Technically, yes. However, it’s important to report in sick as soon as you know you aren’t going to be available for a scheduled assignment due to illness. With Reserve and Class 1.17, this is exceptionally important! There have been numerous instances where a Flight Attendant who isn’t feeling well takes medication or falls asleep... and forgets to report in sick for work and then is in violation of Class 1.17. It’s best practice to just make that call as soon as you know you aren’t going to be commuting in for your assignment.

“The last roundtrip out of LAS is scheduled to depart at 2040 Local Time, but my commuting flight to SLC leaves at 1815 Local Time. If I’m #4 on the list for a turn, am I safe to go home?”

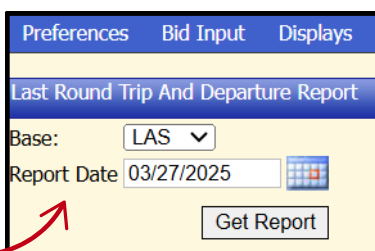
NO!!! You must remain available to Crew Scheduling during your contact hours, or you will be in violation of Class 1.17. Because Crew Scheduling only needs to give you a two-hour report time, you could be called to work that last roundtrip up until it pushes... whether it’s on time or delayed. Only Crew Scheduling can release you early.

“How do I find out what the last scheduled roundtrip is for today?”

CWA > Reports > Last Round Trip and Departure Report



Change
“Base” and
“Report Date”



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