

Article 8 - Hours of Service

Crew Rest

Crew Rest (or RON) is your overnight. We have contractual and FAR rest protections. Both are calculated the same way.

Scheduled Crew Rest: A duty day will run continuously unless broken by a rest period that is originally scheduled for at least 11 hours (end of debrief to report).

Contractually Illegal Crew Rest: Less than 11 hours rest (end of debrief to report)

FAR Illegal Crew Rest: Less than 10 hours rest (end of debrief to report)

You **CAN NOT** work a flight with FAR Illegal Crew Rest. Crew Scheduling will adjust your trip if you fall below 10 hours of rest. DHing is allowed.

“Those calculations are really confusing! How do I read my trip sheet and know if I have legal or illegal crew rest?”

It really sounds more confusing than it is! There are two numbers on your trip sheet, but you can hard focus on the RON hours.

		Herb Time		<- Click to toggle. ->										Totals					
Date	Flight	Depart	Arrive	Eq	Pax	Position	I	L	MT	RE	Block	Ground	Meal	Wrk Codes	Block	Duty	GTP	Credit	Overfly
Rpt 1410																			
12 Feb	2061	LAX 1510	SMF 1640	800	124						130	40						170	
12 Feb	827	SMF 1720	PHX 1910	800	156						150	55						210	
12 Feb	839	PHX 2005	MKE 2320	800	113						315	1900	S					400	
Rls 2350															635	940		780	
MKE:1800																			
Rpt 1750																			
13 Feb	4960	MKE 1820	BNA 1955	778	156						135	240							
13 Feb	1693	BNA 2235	SAT 0130	800	24						255	1515	S						
Rls 0200															430	810		604	D
SAT:1415																			
Rpt 1615																			
14 Feb	1024	SAT 1645	DAL 1755	700	105						0	120	EX					130	
14 Feb	3755	DAL 1915	LAX 2250	800	135						335	0	S					420	
Rls 2320															335	705		550	



This number is calculated from block to block and is no longer relevant when calculating our rest.
You can ignore this number.

These numbers are calculated from release (end of debrief) to report. If this shows less than 10 hours, you are FAR illegal and cannot work the next day without an adjustment to your schedule. This FAR mandated 10 hours of rest is not reducible by Crew Scheduling or the Flight Attendant.

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“If my flight runs late and reduces my Crew Rest below 10 hours, do I still have to fly it, or will my rest be adjusted?”

With the FAR mandated 10-Hour Rest Rule (effective July 1, 2022), all Flight Attendants are required to receive a minimum of 10 hours rest (end of debrief to report) on overnights and in domicile. If your overnight is less than 10 hours, Crew Scheduling **must** make an adjustment to keep you FAR legal. Because the intent of the 10-Hour Rest Rule is to mitigate Flight Attendant fatigue and increase Crew and Passenger safety, there is no option to reduce our rest for premium pay.

“Do these Crew Rest protections apply to both Lineholder and Reserve Flight Attendants?”

Yes! Both Lineholder and Reserve Flight Attendants must receive the FAR required 10 hours of minimum rest when on an overnight or domicile break.

“While on an overnight, do I have to answer the phone if Crew Scheduling calls?”

NO! You are not required to keep Crew Scheduling aware of your whereabouts during your off-duty periods. This is true whether you are a Lineholder or Reserve. If Crew Scheduling calls you in the airport or jetway (this includes a message from Ops or a Pilot), you are required to answer or return their call. (Article 8.3.C)

NOTE: The 10-Hour Rest Letter of Agreement (LOA) was fully incorporated into Contract 2024 language.



REMEMBER:

You are not required to answer your cell phone, the hotel phone, a knock on your door or an owl on your windowsill while on an overnight. It is also not your responsibility to notify your other Crew Members of a reschedule while on an overnight.



IMPORTANT



With the 10-Hour Rest Rule LOA and Contract 2024, all crew rest is calculated from the end of debrief to report.