



TA Summary: Section 12 – Hours of Service

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A Tentative Agreement Summary shall include highlights of significant changes to the current Collective Bargaining Agreement (CBA)

Paragraph	2015 CBA	TA
12.A.8.a.	<p>Extension limits</p> <ul style="list-style-type: none"> • Domestic: 36 Hours • International: 84 Hours 	<p>Extension limits</p> <ul style="list-style-type: none"> • Domestic: 30 Hours • International: 72 Hours
12.A.8.b.	<p>Maintenance or weather disruptions particular to the pilot’s specific flight shall, but only to that limited extent, provide the Company with the ability to exceed the 36/84 hour limit without the pilot’s consent. Notifications of the use of this provision shall occur using the provisions of Section 12.A.7.</p>	<p>Specific flight clarification: For a flight which operates on multiple days (e.g., SAN-MEM Monday through Friday) under the same flight number, a “specific flight” is a flight on a specific date, included in a trip awarded / assigned to a particular pilot, and not a flight scheduled to operate under the same flight number on a different date.</p> <p>Example: Pilot A is scheduled to operate SAN-MEM on Tuesday as Flight 7. A flight is also scheduled to operate SAN-MEM on Friday also labeled Flight 7. Pilot A’s “specific flight” 7 on Tuesday.</p>
12.A.9.b.iii.	<p>Regarding a fatigue call, the pilot may be removed from his trip and placed in sick leave status IAW the CBA. The pilot automatically returns from sick leave at the conclusion of the trip.</p>	<p>After being removed from a trip for fatigue, the pilot will no longer be “automatic well” after conclusion of the trip. The pilot will be returned from sick leave 24 hours after removal.</p>
12.A.9.b.iii.	<p>New Provision</p>	<p>The pilot has the ability to check in well prior to 24-hour window.</p>
12.A.b.iii	<p>Typo Correction</p>	<p>The first sentence of 12.A.9.b.iii. will read “...subject to 12.A.9.g.” instead of “...12.A.9.f.”</p>
12.A.12	<p>New Provision</p>	<p>Study pairings, part of the Collection of Human Performance/Alertness Data MOU, will no longer have a maximum bid period compensation limit</p>
12.B.1.a. Note	<p>New Provision</p>	<p>The Company will implement a means to provide pilots with a notification of a revised scheduled showtime and, when possible, the revised corresponding ground transportation</p>

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12.B.3.a.iii.	A base airport standby pilot may only be assigned a trip with a showtime during the 5 hour standby period. If a pilot blocks out on that trip, he shall be subject to scheduled limitations for the entire duty period, unless extended to operational limitations with the prior approval of the Vice President, Flight Operations, or his designee	Pilot launched on trip from base airport standby will be subject to operational limits vice scheduled limits. Therefore, prior VP approval will no longer be required.
12.B.3.b.ix.	New Provision	The Company can only extend pilots assigned trips during a base hotel standby period 30 hours (domestic) and 72 hours (international)
12.C.2.b.	A pilot may be scheduled as an operating crew member to exceed 8 block hours during any 24 consecutive hours. Prior to exceeding 8 ABH in that period, however, he shall have received an intervening legal rest period of twice the block hours flown since his last legal rest period, or 9 hours, whichever is greater, except as provided in Section 12.C.2.c.ii. or iii.	The minimum rest prior to exceeding 8-in-24 will increase to 9:30.
12.C.2.c.ii.	If a pilot is originally scheduled to exceed 8 block hours in 24 consecutive hours, as provided but due to headwinds, ATC delays or other unavoidable circumstances (including any intermediate stops for these reasons), the pilot gets a minimum of 8 hours of rest	The minimum rest increases to 9 hours if the pilot does not receive the rest due to headwinds, ATC delays, etc.

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12.C.2.d.i.(c)	If a pilot's trip (or series of trips) as awarded or assigned exceeds 7:35 in consecutive 24 hour periods during two consecutive Day Duty Periods, then, among other things: The pilot requires a scheduled rest period of at least 13:00 following that second consecutive Day Duty Period, operationally reducible to 12:00.	The scheduled rest remains 13:00 hours, but may now be operationally reduced to 11 hours Note: The SIG may approve bid pack Exception Pairings of scheduled rest with at least 12 hours vice 13 hours.
12.C.2.d.iii.	New Provision	Exception Pairings will now be designated in the bid pack and in VIPS
12.C.3.a.	For domestic crew planning, a layover preceding deadhead duty may be scheduled to a minimum of 8 hours.	The minimum layover preceding DH duty increases to 8:30.
	New Provision	12.C.4 Note: If the sunrise sort returns, there will be a New Sunrise Sort Hard Parameter (i.e., no unilateral Company withdrawal) that states, unless approved by the SIG, a Sunrise Sort Duty Period cannot be scheduled with a follow-on minimum layover of less than 18 hours prior to an operating leg. (See also 25 Appendix A, Hard Parameters, Domestic)
12.C.6.a.	A domestic rest period shall be scheduled for not less than 9 hours (8 hours when the following duty period consists entirely of deadhead), and shall not be operationally less than 8 hours.	<ul style="list-style-type: none"> • Scheduled rest period increases to 9:30 • Operationally the rest period increases to 9 • Scheduled and operationally the rest period when followed by a DH increases to 8:30
12.C.6.b.i.	Domestically, if pilot who exceeds 8 ABH in any consecutive 24 hour period the pilot must be scheduled for a rest period of 17 hours prior to performing his next duty as an operating crew member (when Sections 12.C.2.b. or c. are applicable). This rest period may be operationally reduced as necessary, consistent with FAR limitations.	The operational reduction in rest will no longer be to FAR limitations. It will not be less than 11 hours.

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12.C.6.b.ii.	Domestically, if a pilot exceeds 8 ABH in 24 consecutive hours, the pilot must be scheduled for a rest period of 13 hours prior to performing his next duty as an operating crew member (when Sections 12.C.2.d.i. or ii. are applicable). This rest period may be operationally reduced to 12 hours.	The scheduled rest remains 13:00 hours, but may now be operationally reduced to 11 hours
12.D.1.d.	International Duty Free Buffer: A pilot shall be relieved of all duty for at least 24 consecutive hours prior to the start of an international trip scheduled to exceed 120 consecutive hours. A pilot may, however, be on reserve (during which time he performed no flying or standby duty) within 24 hours of the showtime for an international trip scheduled to exceed 120 consecutive hours.	The 24 hour international duty free buffer prior to start will not apply to trips scheduled to domestic parameters under 12.D.1.c.i. (i.e., 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).
12.D.1.f.	A double crew may be scheduled only when the duty period requires such crew, or when the Company anticipates that such crew may be required	The Company may augment with 3 pilot or 4 pilot crew (the CBA 2015 “double crew”): <ul style="list-style-type: none"> • When Company reasonably anticipates crew may be required due to extended block hours or duty time, • If directed by VP Flight Ops for the sole purpose of safety, or With SIG approval
12.D.1.j	New Provision	<ul style="list-style-type: none"> • The Company will supply sleep kits for all augmented crews. Kits will consist of at least one pillow with pillowcase, two blankets, and a mattress liner.