

**D. INTERNATIONAL DUTY TIME LIMITATIONS**

Duty Type	On-Duty		Max Block <i>excluding deadhead</i>	Segment Restrictions
	Max Scheduled	Max Actual		
Non-Long Range	14:00	16:00*	12:00	A duty period may include any mix of International or International and Domestic segments.
Mid-Range	15:00	17:00*	12:00	A duty period may include either one (1) Domestic segment and one (1) IPD segment, or a one day turn (2 NIPDs) or two (2) NIPD segments.
Long Range	16:00	18:00	14:30	A duty period may include one (1) IPD segment (only).
Extended Long Range	Flt time plus sign-in/de-brief, max 20:00	Original scheduled duty plus 3:00	NA	A duty period may include one (1) IPD segment (only).

\*Exceeding sixteen (16) hours on-duty maximum in actual operations will be subject to the two hundred percent (200%) pay premium as described below.

Note: The total number of mid-range duty periods will be limited to no more than five percent (5%) of all International duty periods system wide.

No more than fifteen percent (15%) of all duties which operate between such crew base and Hawaii shall be scheduled in the Mid-Range category.

Mid-Range duties scheduled between any crew base and Hawaii shall not span the duty hours beginning at 0100 and ending at 0400 (HBT).

**1. Non-Long Range Duty Period**

An on-duty period, containing an International segment(s) or International and Domestic segments, shall not be scheduled or rescheduled to remain on-duty in excess of fourteen (14) consecutive hours and, in no case, shall a Flight Attendant be required to remain on duty in excess of sixteen (16) hours during any such on-duty period. A Flight Attendant shall not be required to remain on-duty beyond the maximum flight duty limits as specified in this Paragraph. If the combination of a delayed departure time and scheduled flight time(s) projects the Flight Attendant's duty to exceed the maximum duty of sixteen (16) hours, Crew Schedule may offer, and a Flight Attendant may voluntarily agree to continue working. A Flight Attendant crew who agrees to remain on-duty for more than sixteen (16) hours shall receive pay for the duty period at a rate of two hundred percent (200%) including premiums and credit at one hundred percent (100%). The flight can operate with minimum crew if some of the crew chooses not to fly. Once a Flight Attendant has volunteered to exceed the maximum duty limitations, she/he will receive the pay specified above, even if the duty limitations are not exceeded. In such circumstances, the rest provisions contained in Paragraphs H and I, will apply at the end of the extended duty period.

**2. Mid-Range Duty Period**

a. An on-duty period containing either one (1) Domestic segment and one (1) IPD segment, or a one-day turn consisting of two (2) NIPD segments, may be scheduled up

to twelve (12) hours block. A Mid-Range duty period must be scheduled over fourteen (14) duty hours. A Flight Attendant may be scheduled or rescheduled to remain on-duty up to fifteen (15) consecutive hours; however, in no case shall a Flight Attendant be required to remain on-duty in excess of seventeen (17) hours during any such on-duty period. A Flight Attendant required to remain on-duty for more than sixteen (16) hours in actual operations shall receive pay for the duty period at a rate of two hundred percent (200%) including premiums and credit at one hundred percent (100%). If the Flight Attendant operates or deadheads on a mid-range duty period flight segment that touches 0300 HBT, the Flight Attendant shall be released for legal rest at the termination of such flight segment.

- b. Such flight requiring an operational fuel landing shall be operated using the eighteen (18) hour on-duty limitation.

### 3. Long Range Duty Period

- a. An on-duty period containing one (1) scheduled International segment of scheduled up to fourteen (14) hours and thirty (30) minutes block, may be scheduled or rescheduled to remain on-duty up to sixteen (16) consecutive hours, however, in no case shall a Flight Attendant be required to remain on-duty in excess of eighteen (18) hours during any such on-duty period.
- b. Such flight requiring an operational fuel landing shall be operated using the eighteen (18) hour on-duty limitation.

### 4. Extended Long Range Duty Period

In any on-duty period containing one (1) scheduled International segment of over fourteen (14) hours and thirty (30) minutes block, a Flight Attendant may be scheduled to remain on-duty for a period not to exceed sign-in time, plus the scheduled flight time of the trip, plus de-brief, with a maximum scheduled on-duty time of twenty (20) hours. In no case will a Flight Attendant be required to remain on duty in excess of an amount of time equal to the originally scheduled duty period maximum plus three (3) hours.

A duty period containing International flying will consist of no more than one (1) scheduled non-stop flight leg. The flight is considered "non-stop" even if a stop is made for operational reasons.

Example: A duty period containing an extended-long-range International flight leg of sixteen (16) hours will have:

- a. A scheduled on-duty period (including sign-in and de-brief) of seventeen (17) hours and forty-five (45) minutes;
- b. An actual on-duty limit duty-period of seventeen (17) hours and forty-five (45) minutes plus three (3) hours (includes any operational fuel landing).

## E. INTERNATIONAL FLYING - REPORT AND RELEASE FROM DUTY

### 1. IPD Report to Release Period

IPD flights require a report for duty of one (1) hour and fifteen (15) minutes prior to scheduled departure and continuing until such Flight Attendant is released from duty thirty (30) minutes after block-in time of the last flight segment, or scheduled arrival, or actual release time, whichever is later. If the originating flight is a Domestic or NIPD segment, the report time for duty is reduced to one (1) hour and if the terminating flight is a Domestic or