



**TEAMSTERS LOCAL 2750**

## **Joint Implementation Committee (JIC) AIMS updates effective Mar 2, 2022.**

This update is on behalf of the Union members of the JIC and will cover changes that are coming on March 2, 2022. On that date, AIMS will be updated to allow for the correct flags and programming of Minimum Rest Periods as well as the identification of line types in AIMS.

As you are already aware we had an agreement within the JIC that all crew members would make schedule checks every 12 hours during the layover period until line types had been fully implemented. Effective March 2, 2022, those checks will no longer be required for Domestic Scheduled and International Scheduled Primary Line holders (please refer to Article 12.H.1). Those crew members will now be required to check for schedule changes at the commencement of Pre-Duty Rest, Report Time and Release time.

As a reminder, you are now required to check for and acknowledge schedule changes so no more leaving unacknowledged schedule changes. When you check your schedule as required you may acknowledge it on the PCD, in AIMS or by calling Crew Scheduling. If you do not believe the schedule is a legal (FAR or CBA) schedule, then call Crew Scheduling to have the discrepancy resolved. There is an in-depth review of this requirement on the IAP2750 website under the Scheduling Committee ([LINKED HERE](#)) - please review this in detail. We would recommend downloading this and the other CBA Education topics listed on the website. Please share this with other crew members who may be unfamiliar. We all need to have at least a basic understanding of the CBA and enforce it.

The implementation of Article 12.G.2 Minimum Rest Periods will introduce some new concepts into our contract for International Trip Pairings. This will also be effective on March 2, 2022 and will remove the current practice of all layovers on the 747 and 777 being 14 hours. It is critical that you learn and understand this area of the contract to protect your quality of life.

Article 12.G.2 is split into 4 sub-parts, in bold below:

**Article 12.G.2.a** applies to Domestic Operations. That is defined in the contract as any flight between two points in the USA, Canada, Mexico, and the Caribbean. This is a non-reducible 10-hour Minimum Rest Period. This applies to all fleet types when operating in Domestic Operations.

**Article 12.G.2.b** deals with the Minimum Rest Period after a shorter Operating day in International Operations, followed by a Duty Period where you Deadhead only. In this case there is no differentiation for Scheduled versus Operational. If the Duty Period is 12 hours or less (scheduled or actual) then you may receive a Minimum Rest period of 10 hours if the Duty Period after that rest is Deadhead only. Note, because of the way the language is written, if the preceding Duty Period is scheduled at 12 hours or less but actually you are on duty for over 12 hours then Article 12.G.2.c would apply, and you would receive a Minimum Rest period of 14 hours.

Under **Article 12.G.2.c**, for Duty Periods which are **scheduled** up to 18 hours not covered by the first example, the Minimum Scheduled rest period is 14 hours (which can be operationally reduced to 12 hours).

Under **Article 12.G.2.d**, for Duty Periods which are **scheduled** to exceed 18 hours, the Minimum Scheduled rest period is 16 hours (which can be operationally reduced to 14 hours).

The Union and the Company have agreed to the following to implement the two examples below. When you check your schedule at report time there are two possibilities. Either the 14 or 16 hours (or longer) rest periods following your Duty Period are shown in AIMS or AIMS reflects less than the required 14 or 16 hours (scheduling is waiting to see when you are actually released).

When AIMS shows the correct (14 or 16 hours or longer) minimum rest after your duty period when you check your schedule at report time the Company has the ability to operationally reduce your rest down to 12 or 14 hours, as applicable, under the operational reduction concept. This is designed to help maintain an on-time operation should your Duty period be increased due to an operational delay (maintenance, late loading or fueling, holding etc).

If AIMS shows less than 14 or 16 hours (as required) when you check your schedule at Report Time, then when you are released from Duty at the end of the duty period your schedule will be updated to reflect the required 14 or 16 hours. This should be put in place by scheduling but if, when you check your schedule, the adjustment has not been made, contact scheduling and have them update your Trip Pairing to provide the required 14 or 16 hours.

Also remember that 14 or 16 hours do not commence until the update has been made by scheduling and you know your next scheduled Report Time.

If you have any questions regarding this new implementation of Article 12.G.2, please contact the scheduling committee at [scheduling@iap2750.org](mailto:scheduling@iap2750.org).