

This year the Mentoring Committee will publish a series of teaching topics to help our new crewmembers with their transition into Atlas. The aim is to cover common questions that pilots have in their first year as Atlas pilots. For questions or suggestions, please contact [mentoring@iap2750.org](mailto:mentoring@iap2750.org)

### **This week's topic: Business Class Travel**

Irrespective of your fleet assignment you will likely spend a considerable amount of time on deadheads. Deadheads can be on either company or commercial aircraft, and depending on the nature of the deadhead either coach or business class. The goal of this update is to focus on the CBA language regarding deadheads, specifically when business class travel should be booked.

### **When to expect a business class (or better) ticket**

The contract defines business class (or better) as a business-class or first-class ticket, not coach. Furthermore, business-class tickets should include lounge access, where available. If your ticket does not include applicable lounge access (ex: a discounted business class ticket that does not grant lounge access, not for cases where a lounge may not be available), ask for a modified booking and contact your travel and hotel committee ([hotels@iap2750.org](mailto:hotels@iap2750.org)) if you are unable to obtain one.

### **The contract states two specific instances when business class travel should be booked:**

#### **1. For all individual deadhead segments that depart or arrive from an international location (a location outside the fifty states) – [CBA 8.A.3]**

For these international deadheads, all segments should be booked in business or better, not just the international legs of such a trip. However, in the case of last-minute bookings or busy route segments business class travel may not be available. If travel is unable to find a business or better booking, you may look for business or better travel from the same metropolitan area. If you find business or better travel that does not interfere with the completion of any assignments contact travel, if approved by crew scheduling the travel department will either authorize a purchase on your company credit card or make the booking themselves. [CBA 8.A.3.b]

**Note:** Should you be making the booking, only do so with authorization and if business class is available first class should not be booked.

If a business or better booking truly is not available, **you may not refuse a coach class ticket in the case that a business class ticket is unavailable.** However, if the flight is international and scheduled for 6 hours or more you will be entitled to \$300. To apply for this, fill out the Involuntary Downgrade Form on Global Net under Crew Expense and Payroll on the Flight Ops Menu.

In a similar vein, deadheads on international AMC deadheads is a common question. To clear up any confusion:

If you are assigned a deadhead on an active AMC international flight, a business class seat must be made available to you. If there is not a business class style seat, contact travel for alternate booking and if need be contact your Travel and Hotel Committee.

## **2. When assigned a commercial deadhead when duty period is scheduled to exceed 16 hours – [CBA 12.C.4.c]**

This section is frequently misunderstood, partly due to the fact that it is listed under Section 12: Hours of Service and not Section 8: Deadhead, but most commonly because of confusion as it pertains to gateway versus alternate travel.

Gateway travel is contractually coach-class travel between your gateway travel airport and your base, anything else is not gateway. Furthermore, your duty stops upon arriving at your base.

However, in cases where your duty day is above 16 hours you are entitled to business class or better travel. If travel is unable to find a business class or better booking you may utilize CBA 8.A.3.b and look for your own business or better booking, from the same metropolitan airport. If you find one, let the travel department know and they may authorize a booking or book it themselves.

### **Examples:**

You are operating or deadheading into days off with NGO-CVG. Estimated block time is 12:15, plus 1.5 hours before and 30 minutes brings the total duty for this flight to 14:15.

- If your base is CVG and you are going to your gateway airport you would not be eligible for business class travel because this is gateway travel.
- If your base is MIA and are continuing CVG-MIA you would be eligible for a business or better ticket on CVG-MIA because this is not gateway travel.

You are delayed in SYD due to curfew restrictions, the next day you operate SYD-NRT on your last work day.

- First of all, scheduling may not extend you for the sole purpose of putting you on a freighter. Accordingly, you will be eligible for business class travel home from NRT because this is alternate travel and not gateway travel. In short, alternate travel is travel is a when you are traveling between a station other than your base and your home.

You are deadheading into position LAX-HNL

- You would not be eligible for business class travel because this is not an international flight.

You are deadheading into position LAX-HNL-GUM

- You would be eligible for business class travel because GUM, despite being a US territory, is a location outside the fifty states.

This is not an all-inclusive list, of course, and the section as a whole is meant as primer for common contractual questions pertaining to business class travel. Deadheading is covered in section 8 of your CBA, and hours of service section 12. Please become acquainted with your CBA and contractual rights. For travel related questions contact your Travel and Hotel Committee at [hotels@iap2750.org](mailto:hotels@iap2750.org).