



TEAMSTERS LOCAL 2750

Scheduling Teaching Topic: Schedule Changes and Extensions

Updated May 2022

Your schedule may, and often does, change. When, how, and under what circumstances it may be changed, and crewmember's rights and responsibilities relative to those changes and extensions are defined in the CBA Article 25 and is the topic of this article. We address the methods of Notifications in a separate document (Schedule Checks and Contactability).

Changes

Changes to your schedule are covered in the CBA Article 25.N. Whenever the Company makes changes, the revised schedule must meet all the requirements of the applicable FARs and the CBA. For *all* Line Holders, that new schedule must not depart from the Crewmember's Base earlier than the scheduled departure of the original Trip Pairing and must block in at the Crewmember's Base at or before 0659Z of the Work Day she was originally scheduled to return to her Base, unless the Crewmember agrees otherwise. With a few exceptions, our CBA generally has no provisions for preserving a crewmember's specific awarded flights, destinations, type of flying, Block Time, or CRT credit, though Primary Line Holders are afforded Bid Line Guarantee. When a Crewmember is required to check their schedule and finds a Change, they are now *required* to acknowledge that change. Except for a revised early report time, new flying after displacement for OE, or a voluntary extension (both covered below), there is no concept of "accepting" a Change, only acknowledgement.

Primary Line Holders in Scheduled Operations have some protections in that their schedule can only be changed in certain circumstances. These are

enumerated in Article 25.N.1, and generally restrict changes to those that serve to limit disruption or are beyond the control of the Company. Examples include flight cancellations, weather restrictions, delays that would cause further down-line delays, delays that would cause a crewmember to be extended, or reassigning a crewmember to cover duties that could not be reasonably covered through the Open Time system. Primary Domestic Scheduled Line Holders may not be assigned non-Domestic Scheduled flights without Crewmember consent.

If the change effects the beginning of a Trip, the Crewmember may be placed on R1 if they are still at home, otherwise the Company may not assign any Reserve duty to a Primary Line Holder, *unless* the Crewmember is returned to his residence (or other mutually agreeable location), in which case, the Crewmember may be assigned only to R1.

The Company may change the schedule of Crew Members who hold **Primary Lines in Ad Hoc Operations, Secondary Lines, or Reserve Lines**, as long as the new Trip Pairing fits within their awarded footprint. If the change effects the beginning of a Trip, the Crewmember may be placed on R1 if they are still at home.

For *domestic* operations, the Company may not change a **Reserve Line Holder's** schedule more than forty-eight (48) hours prior to the start of the Crew Member's reserve period. For *international* operations, the Company may not change a reserve **Reserve Line Holder's** schedule more than seventy-two (72) hours prior to the start of the Crew Member's reserve period unless more time is required to move the Crew Member into position. The Company shall have the right to determine the base from which reserves will be assigned to a particular flight assignment.

Pre-Departure Schedule Changes

The Company may change a crew member's schedule *prior* to the start of Pre-Duty Rest; however, the crew member must receive at least a Pre-duty rest period or any required FAR rest period, whichever is greater, before the next report time. As an example: A crew member is scheduled for 48hr Layover. After completing their post duty Minimum Rest, they check their schedule and see a revised earlier departure. They must be given Pre-Duty Rest before commencing that new Duty.

For changes after Pre-Duty Rest Period has commenced,

- If the Crew Member *has* received a wake-up call, (or does not require a wake-up call), then the Duty Period will commence at the Originally Scheduled Report Time. As an example, after wake-up a crew member

checks their schedule before leaving the hotel and sees that their flight is delayed. The original Duty on time remains as previously scheduled.

- If a Crew Member has *not* received a wake-up call, the Crew Member's Originally Scheduled Report Time may be delayed for up to 5 hours (or, with the Crew Member's concurrence, to a later time). If the flight is delayed more than 5 hours, the Crew Member will be put back into rest and receive a Rest Period of 10 hours or more prior to his next Duty Period.

Rolling delays

After Report Time, Crew Members will not be required to remain on an aircraft or an airport environment for a period of greater than four (4) hours after his Originally Scheduled Departure Time due to a delayed status, except that in locations where a Company lounge is available (Crew Bases), where the limit shall be six (6) hours. The Crew Member may waive the four (4) hour/six (6) hour limit. If the flight does not depart, the Crew Member will receive a Rest Period of ten (10) hours or more prior to his next Duty Period.

Changes for Flight Training

If a Crew Member who is *not* a Reserve Line Holder is displaced from a flight to accommodate flight training (OE, line checks, etc), that displacement will be offered to the affected Crew Member(s) in seniority order by Category. If no Crew Member(s) accepts the displacement, then the most junior Crew Member in that Category will be displaced. When a Crew Member is displaced, the following provisions will apply:

- If the Crew Member is removed from the entire Trip Pairing, he will be placed on Days Off for the entire Trip.
- If the Crew Member receives a displacement that includes the first leg(s) of his Trip Pairing, then he will remain on Days Off until his next flight assignment transitions his Base, or he deadheads from his Base to a different location to resume his Trip Pairing.
- If the Crew Member receives a displacement that includes the remaining leg(s) of his Trip Pairing, then the Crew Member will be placed on Days Off immediately after his last flight assignment transitions his Base.
- The Crew Member may be required to deadhead on his displaced leg(s) until he is required to be an operating Crew Member.

In all instances above, he will be credited and paid as if he had not been displaced.

If the Crew Member receives a displacement that does not include the first or last

leg(s) of his Trip Pairing, then the Crew Member shall have no obligation to perform any Work for the Company (other than a deadhead to resume his Trip Pairing) from the time of displacement until he resumes his Trip Pairing unless the Crew Member agrees otherwise.

A displaced Crew Member is eligible to be rescheduled. If the Company offers rescheduled flying to the affected Crew Member, and if he accepts it, he will be credited and paid for the displaced legs *and* shall also be credited and paid for the block-hour value of the rescheduled flying on top of any other pay.

Extensions

Article 25.O EXTENSIONS INTO DAYS OFF defines the rules about extensions. An extension is any duty that extends past 06:59z of the last day of your Originally Published Schedule. A crewmember's ability to have their schedule extended by the Company is limited by the nature of the reason for the extension as well as their line status. Crew Members may be extended for up to two (2) Days in a Domestic operation and for up to three (3) Days in an International operation, and only may be extended for a longer period in situations involving "Acts of God." For purposes of the monthly limitation on the number of extension Days, extension Days count towards the month in which the extension occurs. A Crew Member does not receive additional Days Off in the Bid Month as a result of extension Days. The Company may not extend you into a day that you have elected as a Guaranteed Day Off (GDO) or a Vacation day.

As a Primary/Secondary Line Holder, the company may only extend your last scheduled flight in the event of a delay to that *specific* flight; the company cannot extend you by adding to or changing your last scheduled flight, unless you concur. If you see your pattern extended well in advance, and you believe the Company has opportunity to replace you on that flight, call them to express your concern. If the amount of time required to complete the delayed Trip exceeds the available extension days (usually 2 or 3), the Crewmember may either accept/volunteer for the extended trip (for 6hrs credit/day), or decline the extension, in which case she will be provided commercial and/or deadhead transportation to Base prior to 0659Z of the last available extension Work Day. If the Crewmember is not returned to Base by the end of the available extension days, she will be deemed to have been involuntarily assigned by the Company, and will receive 12hrs credit for each day further extended. This is the only circumstance in which an extension is considered "Involuntary".

Reserve.

The Company may extend a Reserve Line Holder for any reason, as long as the Trip Pairing that is scheduled to, and actually does, begin by no later than 0659Z of the last Day of reserve assignment (i.e. in the Crewmember's original Bid Line), and is scheduled to return the Crewmember to his Base by not later than 0659Z of the last extension Work Day available to the Company.

If the Crewmember accepts a schedule change that returns to base after 2359z of the last day of their pattern, she shall be deemed to have volunteered to Work on each scheduled Day Off covered by the new assignment and shall receive the compensation for volunteers (2/4/6hrs). But be aware that this new Trip shall be deemed her “assigned Trip Pairing”. This means that if you agree to work some desirable flight that extends your original pattern and the Company takes you off it for any reason, which they may, they still own you for those extra days, and may send you home early with no pay protection, change your trip to something else entirely, or even extend you up to three *additional* days!

Your Stewards would like to remind you to review the wealth of information available to help you evaluate each situation and determine your ability to be extended and the appropriateness of assignment, and to reach out to your Stewards if you think your extension is not CBA compliant.

If your schedule has been modified, and your original flying is still operating, you may request to have your schedule restored, but unless the change was non-compliant the Company is under no obligation whatsoever to do so.

1. Read and know Your Rights.
 - Your CBA – Available on the [iap2750/Resources](#) web page, GlobalNet, and in *Comply365* on your company iPad (and hopefully on your own devices or in your flight bag!)
 - Additional resources and guides are available to read or download from the [iap2750.org/Resources and Scheduling Committee](#) web pages.
2. Be your own advocate – If you think that an extension is not CBA-compliant, first contact Crew Scheduling and (politely!) ask for an explanation or verification. If you still cannot find the answer or resolution to your situation, contact a Steward! The preferred method is via email:
 - Email the Stewards (StewardsAtlas@iap2750.org) – Emails are instantly entered into the Union’s Help-desk system and forwarded to all committee members worldwide!
 - Call the Steward on Duty Hotline +1 (717) 727-2750 , press 2