



## TEAMSTERS LOCAL 2750

# Scheduling Teaching Topic: Schedule Codes

Updated Feb 2023

Your schedule may, and often does, change. Below is a list of codes that may appear on your schedule, what they mean, and what they mean to you:

AWRD	Placed on days at either the start or end of a block of Work Days that were originally awarded as Work Days, but duties were removed (either through vacation slide, the Secondary Line conversion process, or other reason). While there is no specific pay or credit for AWRD days, it does keep those days marked as “available for Work” to preserve Minimum Monthly Guarantee or Bid Line Guarantee, per CBA 3.B.1.
CKIN	Used at the beginning of a pattern to note that the Report time is on the zulu day before a flight. Example, your trip starts with a Departure Time of 0100z on the 2 <sup>nd</sup> , so your Report time is at 23:30z on the 1 <sup>st</sup> . CHKN is placed on the 1 <sup>st</sup> to note that CRT starts when you Report.
CMED	Covid medical leave. CRT stops, but Minimum Monthly Guarantee is not reduced, and sick bank is not deducted.
DBRF	Used at the end of a pattern to note that the Duty Off time is on the zulu day after a flight blocks in. Example, your trip ends with an Arrival Time of 0645z on the 1 <sup>st</sup> . DBRF is placed on the 2 <sup>nd</sup> to note that your Duty Off time is at 07:15z on the 2 <sup>nd</sup> . CRT stops when your Duty Off.
DISP	Displaced for Training. Crew member has been displaced from their assigned flight(s) due to another crew’s training. That day’s credit is preserved, and any replacement credit is in addition to the originally assigned credit. CRT is not affected.
EXP	Expired qualification, due to lapse of landing currency, recurrent training (online, classroom, or SIM, annual line check), or medical certificate. No effect on your Minimum Monthly Guarantee.
FTG	Crew member called in Fatigued. CRT continues and Bid Line Guarantee is not affected.

HOM	Layover at Home. Used to alert Scheduling that crew is/may not be at normal layover location. CRT continues.
LMED	Used for a medical leave of more than 30 days. See CAB Article CBA Section 13.B for details.
MED	Used for a medical leave call of 30 days or less. No CRT accrues for that day, regardless of location. One day of sick bank is used per day of MED if your CRT for the month would fall below the Minimum Monthly Guarantee of 64hrs.
NOGO	Crew reported, but flight did not operate during that duty period. CRT continues, and crew will be credited no less than 2 hrs.
NOSH	Crew was scheduled for Duty but did not report as assigned. Credit for the Duty is removed, and availability for the month is reduced, potentially reducing Minimum Guarantee for the month, and Bid Line Guarantee is removed for that portion of the Trip.
OFBT	Base Transfer. An alert to Scheduling that the crew member changes Base as of that day, and to plan return-to-base travel, Gateway, etc accordingly. There is no time Off or pay implications.
PEND	Pending – A temporary note entered by Crew Scheduling, used until the proper code is determined, usually by a Chief Pilot.
REST	Used at the end of a sequence of flights to note that you are due Augmented (“Heavy”) Rest and cannot be assigned further Duty until that rest has been completed. There is no specific pay or credit (or penalty) associated with REST, it’s just a scheduling note. If it is mid-pattern, CRT continues; if at the end of a pattern, CRT stops at Duty Off time as normal.
SCDY	Crew is on a Secondary Line (or has Training that conflicts with a portion of a trip) and that day has not yet been populated with duties No effect on CRT.
TRP	Used occasionally at the beginning of a Secondary Line to protect CRT when a crewmember Gateways to Base, but then the first flight delays or cancels.
WORK	Like CKIN, in that it indicates a day with duties that may not be obvious from the schedule. The new definition of a Work Day is 0700z-0659z. As an example, a trip that has a report time between 0000z and 0659z, the previous calendar day is considered a Work Day.

While this list is not exhaustive, it does cover most of the situations crew will experience. Suggestions for improvement are encouraged – [Scheduling@IAP2750.org](mailto:Scheduling@IAP2750.org)

1. Read and know Your Rights. Your CBA is available on the [iap2750/Resources](http://iap2750/Resources) web page, GlobalNet, and in *Comply365* on your company iPad (and hopefully on your own devices or in your flight bag!)

2. Be your own advocate. If you think that a schedule element is not correct or CBA-compliant, first contact Crew Scheduling and (politely!) ask for an explanation or verification.
3. If they cannot answer your question to your satisfaction, contact a Union Committee:
  - [Scheduling@iap2750.org](mailto:Scheduling@iap2750.org) for scheduling rules and policy questions, or:
  - [Payroll@iap2750.org](mailto:Payroll@iap2750.org) for questions about pay and credit.
4. 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](mailto: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