

## Combined Duty Q & A for flight attendants

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### What is a Combined Duty schedule?

When a flight attendant trades into or picks up a pairing that begins on the same day their previous pairing ends, there must be at least one hour and thirty minutes between the pairings if they are part of the same duty period. If the duty period involves both international and domestic flying, international rest and duty rules will apply.

### What are the general rules for a Combined Duty schedule?

Section 7.I.16. of the JCBA requires only one condition to allow for a Combined Duty schedule: There must be **1 hour and 30 minutes block-to-block between pairings**.

#### Other notes on Combined Duty:

- **Pairing connection:** A minimum of 1 hour and 30 minutes (block-to-block) must be provided between trip pairings within the same duty period. Debrief and check-in times must not overlap, and scheduling cannot manipulate these times to accommodate Combined Duty pick-ups.
- **Scheduled Duty Time:** Combined Duty scheduling must adhere to scheduled duty time limits, not actual duty time. Even if a flight attendant completes the first pairing and is within the check-in window for the second, scheduled duty time limitations still apply for trades.
- **Trade rules:** All trade rules apply when a flight attendant trades into a Combined Duty schedule (e.g., automatic opting, waiving 1-in-7 rule, minimum days off). Additionally, all other contractual rules and FAR regulations (e.g., 10-hour minimum rest) must be followed.
- **High Value Trip (HVT):** A Combined Duty schedule cannot include any High Value Trips, as referenced in Section 6.S. of the JCBA.
- **Pay:** For pay purposes, the two pairings are treated as independent pairings, not as one.

### How can flight attendants create a Combined Duty schedule?

Flight attendants can **pick up or trade into a pairing** that creates a Combined Duty period on their schedule. This can be done the same way as picking up or trading into a second trip through the Electronic Bulletin Board.

### Can flight attendants be awarded a schedule that contains Combined Duty periods?

No, **schedules are not built with Combined Duty periods** and therefore flight attendants are not able to bid for or be awarded a schedule that includes Combined Duty periods.

### Can Reserves pick up Combined Duty flying?

Flight attendants returning from a **Reserve assignment** are **not allowed to pick up a pairing** in the same duty period. They must complete the required minimum rest at home before flying again. However, if Reserves have picked up a pairing during their off days, they may pick up Combined Duty flying during their off days as long as they are legal for the assignment.

### **Can Combined Duty flying be picked up with out-of-base pairings?**

A flight attendant returning from an **out-of-base assignment cannot combine it with a home-base pick-up** within the same duty period. Likewise, a flight attendant returning from a **home-base pairing cannot pick up an out-of-base pairing** in the same duty period.

### **Can flight attendants do partial trip trades through advertisements?**

Yes, flight attendants **can pick up partial pairings from advertisements**, in addition to picking up from open time and creating a Combined Duty schedule. The pairing must be legal and adhere to the rules for Combined Duty regarding duty and connection time. Additionally, you may only combine International pairings with International pairings, or Domestic pairings with Domestic pairings. Combining Domestic pairings with International or Mixed flying is not permitted.

### **During the end of month adjustment process, can flight attendants be reassigned into Combined Duty pairings?**

No, Combined Duty scheduling **cannot be used to resolve an end-of-month conflict**. Flight attendants may use the trade process to address EOM conflicts, but the resolution must not involve pairings within the same duty period.

### **What happens if the flight attendant has a Combined Duty schedule and is on Pairing A when there is now a disruption to Pairing B?**

In this case, the scheduler must reassign the flight attendant to a completely new pairing, ensuring that they receive the full minimum rest at home first.

### **Can I pick up a training pairing after a working pairing or pick up a working pairing after a training pairing to create a Combined Duty schedule?**

No. Combined Duty scheduling is not permitted for Training pairings.