



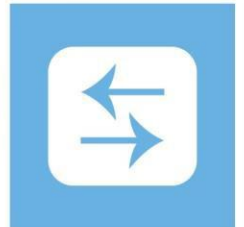
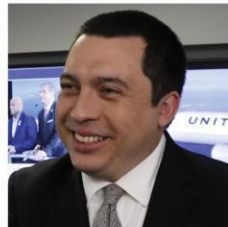
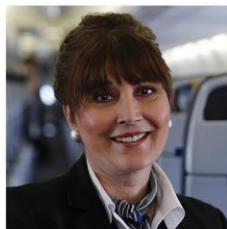
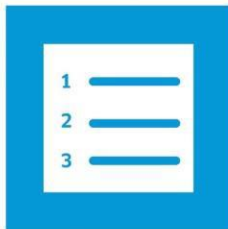
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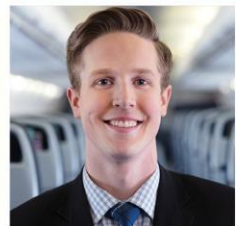
Combined Duty Schedules

Flight Attendant User Guide

November 8, 2024



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Introduction - What is Combined Duty?

In 2016, the Current Flight Attendant Agreement (JCBA) introduced **Section 7.I.16.**, establishing guidelines for **Combined Duty schedules** (also referred to as “piggybacking”). The provision states:

“Open time trades may involve multiple trip pairings. There must be a minimum of one hour and thirty minutes (1:30) block-in to block-out between trip pairings scheduled for the same duty period. If a combined duty period contains an International segment, the International rest and duty limitations shall apply.”

Since then, Combined Duty scheduling has not been available to flight attendants due to system limitations. However, after ongoing development and successful testing since the JCBA implementation in 2018, flight attendants will be able to **trade into or pick up pairings** that create a Combined Duty schedule within the same duty period, **effective November 14, 2024**.

How to work a Combined Duty schedule?

It's important to note that **Scheduling will never assign flight attendants to a Combined Duty schedule**. This type of schedule is entirely **voluntary** and can only occur when a flight attendant picks up or trades into a pairing that creates a Combined Duty period on their schedule.

Flight attendants can create a Combined Duty schedule by **picking up or trading into a second trip via the Electronic Bulletin Board (EBB)**.

Key conditions for Combined Duty schedules

To allow for a Combined Duty schedule, the following conditions apply:

- **All Pairings:** A minimum of 1 hour and 30 minutes (1:30) must be provided between trip pairings within the same duty period.
- **Scheduled Duty Time:** Combined duty scheduling must adhere to scheduled duty time parameters, not actual duty time.
- **Trade rules:** If a flight attendant trades into a Combined Duty schedule, all trade rules apply (e.g., automatic opting, waiving 1:7, minimum days off). Additionally, all other contractual rules and FAR regulations must be observed (e.g., 35:7, 10-hour minimum rest).
- **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.

Exceptions where Combined duty is not permitted

The following scenarios are excluded from Combined Duty scheduling:

- **Reserves:** Flight attendants returning from a Reserve assignment cannot pick up a pairing within the same duty period, as they are not permitted to create a Combined Duty schedule while on Reserve status. They must complete the required minimum rest at



home before flying again. This type of schedule is only allowed for Reserves when picking up a pairing(s) on a day(s) off.

- **Out-of-Base Pairings:** A flight attendant returning from working an Out-of-base assignment cannot combined this with a home-base pick-up within the same duty period. Similarly, a flight attendant returning from a home-base pairing cannot pick up an Out-of-base pairing in the same duty period.
- **Co-Terminals:** Flight Attendants cannot combine different terminals for their home base.
- **End-of-Month Conflicts:** Combined Duty scheduling cannot be used to resolve an end-of-month conflict. Flight attendants may use the trade process to resolve EOM conflicts, but the resolution must not involve pairings within the same duty period.
- **Partial pairings:** Flight attendants may combine with partial pairings picked up from open or from another flight attendant.
- **Training pairings:** Combined Duty scheduling is not permitted for Training pairings
- **International/Domestic:** You may only combine International pairings with International pairings or Domestic pairings with Domestic pairings. Combining Domestic pairings with International or Mixed pairings is not permitted. Section 7.Y.1. of the contract prohibits more than one domestic segment on either side of an international flight.

Here's how it works:

In the example below, this EWR-based flight attendant is scheduled for a three-day **EWR-LHR** pairing that departs on Nov 7th and returns on Nov 9th. The **total duty time of the final duty period is 9 hours and 50 minutes**. They also want to pick up a four-day pairing to **ORD to work ORD-FRA**, one of their preferred locations, which also starts on the 9th. The **scheduled duty time for the first day of the second (LHR) pairing is 3 hours and 19 minutes**. Here are the pairings:

1st pairing on last duty period = 9:20 duty time (9:50 minus :30 debrief)

Pairing #	Start Date	Check-In	End	Days	Position	Credit	Block
▼ E6024	11/07/24	20:45	11:50	3	FA01	15:35	15:35
Updated Scheduled Print Pairing Details							
Total Rig	Deadhead		TAFB		Layover		
00:00	00:00		39:05		LHR		
▼ DP 01 11/07/24	Report	Debrief	Block	Duty	Duty Rig		
	20:45	10:45	00:00	09:00	00:00		
Date	Flight #	Tail #	Equipment	Departure	Arrival	Flight	Sit
07	UA 940	6457	763 - 76L	EWR 22:00 E C121	LHR 09:52 E HOLD	06:52 E	--:--
Layover 20:38 in LHR 11/08/24 - 11/09/24							► Layover Information
▼ DP 02 11/09/24	Report	Debrief	Block	Duty	Duty Rig		
	07:00	11:50	00:00	09:50	00:00		
Date	Flight #	Tail #	Equipment	Departure	Arrival	Flight	Sit
09	UA 883	6671	763 - 76L	LHR 08:00 HOLD	EWR 11:20	08:20	--:--
							► Crew

2nd pairing = 2:19 duty time for day 1 (3:19 minus 1:00 check-in)



Pairing #	Start Date	Check-In	End	Days	Position	Credit	Block
E9A1R	11/09/24	12:10	14:25	4	FA01	21:13	17:10
Updated Scheduled		Print Pairing Details					
Total Rig	Deadhead	TAEF		Layover			
01:29	02:34	74:15		ORD, FRA			
▼ DP 01 11/09/24	Report 12:10	Debrief 14:29	Block 00:00	Duty 03:19	Duty Rig 00:00		
Date	Flight #	Tail #	Equipment	Departure	Arrival	Flight	Sit
09	UA 351	3823	739 - 37K	EWR 12:55	ORD 14:29	02:34	--:--
Layover 23:46 in ORD 11/09/24 - 11/10/24							► Layover Information
▼ DP 02 11/10/24	Report 14:15	Debrief 07:05	Block 08:20	Duty 09:50	Duty Rig 00:00		
Date	Flight #	Tail #	Equipment	Departure	Arrival	Flight	Sit
10	UA 944	1005	787 - 78J	ORD 15:15	FRA 06:35	08:20	--:--
Layover 27:00 in FRA 11/11/24 - 11/12/24							► Layover Information
▼ DP 03 11/12/24	Report 10:05	Debrief 14:25	Block 08:50	Duty 10:20	Duty Rig 00:00		
Date	Flight #	Tail #	Equipment	Departure	Arrival	Flight	Sit
12	UA 961	-	787 - 78J	FRA 11:05	EWR 13:55	08:50	--:--
							► Crew

Master Schedule

This is how it appears on your Master Schedule in CCS. Please note the “CD” code next to the pairing numbers:



November, 2024

Date	Schedule	Start	End	Block Time	Credit	Trip Guar	Blk In Status
23 L							
24 L							
25 L							
26 L							
27 L							
28 L							
29 L	E6225 FA01	20:40		07:10	07:15		
30 L							
31 L							
01 L	E6025 FA01	21:45					
02 L							
03 L							
04 L							
05 L							
06 L							
07 L	E6024 CD FA01	20:45					
08 L							
09 L							11:5
10 L	E9A1R CD FA01	12:10					
11 L							
12 L							
13 L							
14 L							
15 L							
16 L							
17 L							
18 L							
19 L							
20 L							
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25 L							
26 L							
27 L							
28 L							
29 L							
30 L							
31 L							

To pick up the second FRA pairing, the combined schedule must meet the required parameters, including a **minimum connection time of 1 hour and 30 minutes** between pairings. In this case, the scheduled arrival time of the first pairing is at **11:20**, and scheduled departure time of the second pairing is at **12:55**, providing a total connection time of **1 hour and 35 minutes**.

The combination of flying now creates a total duty day projected at **13 hours and 14 minutes**:

1st pairing = 9:20
 2nd pairing = 2:19
Connection time = 1:35
Total duty day = 13:14

Since this is considered **Mixed flying**, they can be scheduled up to **14:00 hours of duty time** (per **Sections 6.T and 6.U** of the JCBA). Therefore, this combination of flying is legal, and would be approved by the system.



What Flight Attendants need to know

Most of the time, these Combined Duty periods will be scheduled automatically without assistance from anyone in Crew Scheduling. However, they may need to take action when an operational irregularity (i.e., delay, misconnect, cancellation) impacts your Combined Duty schedule and creates an illegality that must be resolved.

What you'll see

Using the same example above, let's say your inbound flight back into EWR has delayed, and you no longer have 1:30 between pairings. Scheduling will be alerted to a **minimum connection or misconnect legality**. It will appear as a regular legality in the **History section** of your Master Schedule.

On the calendar, you'll notice the CD code next to the pairing number, and also a color-coded bar next to the pairing number indicating a minimum connection legality:

U283462 - FA - Kim Montgomery - EWR Last update 14:21 CDT

Summary

Sys Seniority	Language Qual	FSL Award	Line Award Number	EOM Conflict	PartnerShip/JobShare
2189	--	NO	03162	NO	NO

Month to Date Block	Block	Flight Max	Credit	Sick Bank	Deadhead
10:52	49:46	95:00	86:56	379:09	--

October, 2024

Date	Schedule	Start	End	Block Time	Credit	Trip Guar	Blk In Status
29 L							
30 L	◆ MSG	00:01	23:59		00:00		
01 L							
02 L	E5100 CD FA01	20:10					
03 L							
04 L							
05 L	E522A CD FA01	14:01					
06 L			14:40	11:45	18:43	78:09	
07 L			08:14	03:39	12:01	12:04	
08 L							
09 L	E5100 FA01	20:10					
10 L							
11 L							
12 L			13:03	10:52	18:43	18:43	
13 L							
14 L							

You'll also notice legality description at the bottom of the screen in the **Alerts** section, as shown:



Alerts (2)								
Daily (2)								
MSG DISPLAY	Pairing	Station	FLT	Eff. Date	ORI	DES	DPTR	ARVL
Outbound Cancellations - OCNCL - OUTBOUND CANCEL	E5109/23	EWR	138/23		EWR	KFJ	21:25	07:00
Misconnect - G05 - BLW CMD GRD MIN EST	E2222A/05	EWR	3345/05		EWR	RDJ	15:21	17:05

How it will be resolved

To resolve the legality, Scheduling will follow the same procedures outlined in the JCBA that is currently used. For example, if a delay results in a misconnect or minimum connection, or causes the flight attendant to exceed duty limits, it will be addressed in accordance with **Sections 7.Q. and 7.W.** of the JCBA, such as reassigning you to another flight, removing the flight segment or delaying the outbound flight to ensure proper connection time.

As part of the resolution, Scheduling will notify you of any schedule changes, following the guidelines in **Section 7.X.** of the JCBA.

By understanding the specifics of Combined Duty scheduling and following these procedures, you can ensure that operational irregularities are handled smoothly while maintaining compliance with JCBA requirements.