



## ASSOCIATION OF FLIGHT ATTENDANTS-CWA, AFL-CIO

HAWAIIAN AIRLINES HONOLULU LOCAL EXECUTIVE COUNCIL 43

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February 21, 2023

LEC Grievance Team, Update

Dear Fellow Flight Attendants,

Thank you for sending in your questions, concerns and also filing your SCRs. After reviewing this week's Scheduling Clarification Review (SCR) forms, the following reminders and information may help you:

### **10-HOUR REST RULE: FAR versus CBA**

Many of our Members have asked for clarification between the FAR 10-Hour Rest Rule (FAR 121.467) versus the contractual language in our Collective Bargaining Agreement (a.k.a. "Contract"). The application of the FAA's 10-hour rest is from release from duty to report time. The FAA 10-hour rest starts when you block in plus 15 minutes (block-in plus 30 minutes for customs). It ends one hour and 15 minutes before your scheduled departure. This is different from "rolling time" from the hotel. Separately, the CBA's rest requirement "door-to-door" refers to when you enter the hotel lobby door until when you leave the lobby. The contractual rest language is located in Section 7. Hours of Service, D. Legal Rest Minimums, 2. International.

### **MARCH 2023 – LOWER BID WINDOW**

The Company put out notifications about lowering the March 2023 bid window to 70 hours for the Honolulu-based Flight Attendants. After expressing your questions and concerns to the Master Executive Council (MEC) officers, they believe that there is no seniority violation in either lowering the Minimum PBS Window or Company process to manually adjust bid lines to the 75 hour minimum guarantee. For your reference, the Company published information about this action both in the March 2023 bid packet as well as a February 15, 2023 memo found on the IFS website. From the most recent indication, the MEC officers are continuing to work with the Company on this issue. We look forward to any updates from their office.

### **TRIPS REQUEST AWARDS, Up Gauges**

We received several SCRs asking about Trip Requests and other Flight Attendants getting requested trips. For a portion of these inquiries, additional positions were awarded later in the day due to unplanned aircraft up gauges (NEO/A321 to A330). According to Crew Scheduling, "if the decision to up gauge the equipment comes in after the Trip Request folder runs, then it is included in the Reserve Self-Assignment (RSA) run or assigned to a Reserve Flight Attendant." However, "if the decision to up gauge aircraft [comes] in earlier, scheduling will post the additional positions in opentime so it would be available to all Flight Attendants."

Further clarification speaks that "bid Flight Attendants [have] until 1030/local to put in their requests for the following day. A reserve has until 1330 – after the bid FAs have had their preferences run first." This distinction provides additional information to help our Members understand the scheduling process.

In Solidarity,  
the Council 43 Grievance Team/Committee