

This year the Mentoring Committee will publish a series of teaching topics to help our new crewmembers with their transition into Atlas. The aim is to cover common questions that pilots have in their first year as Atlas pilots. For questions or suggestions, please contact mentoring@iap2750.org

This week's topic: Contactability on an Overnight

This week's update is a continuation from last week where we discussed layovers and overnights. If you have not yet reviewed it please take a moment to review it as it serves as a primer for this week's topic.

One of the most misunderstood and asked about topics revolves around our contactability during overnights, or our schedule checks. There are a few instances when we need to check our schedules, commonly referred to as our "10 hour checks" but it is a little more in depth than that. This update aims to clear up some very common questions and misunderstandings regarding the subject. Attached are three examples of different timelines and their corresponding contactabilities.

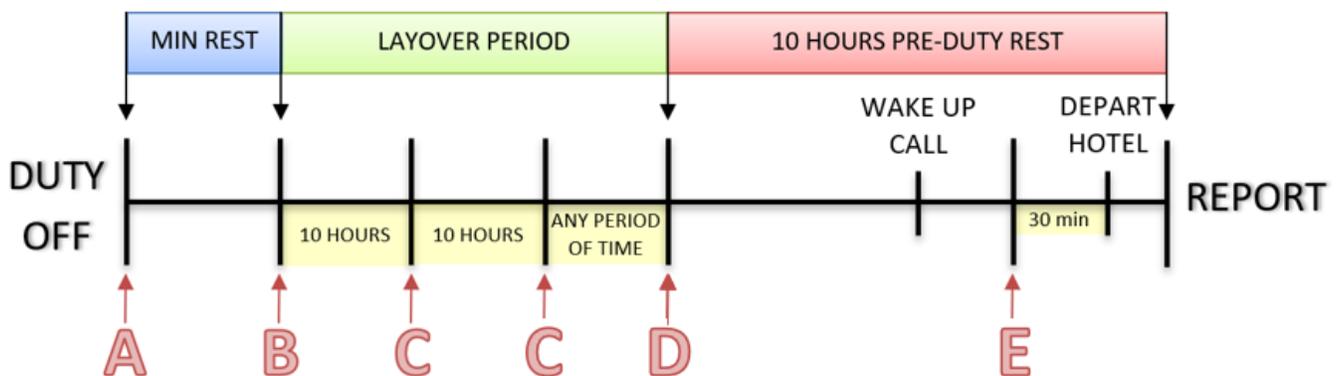


Figure 1– Shows an overnight that contains a minimum rest period, a layover, and a pre-duty rest period.

The following information applies to all crewmembers on an overnight, regardless of what type of line you have – Regular, Hybrid, VTO, or Reserve.

- A. Before entering rest, a crewmember must know his/her report time for the next duty assignment. Your first schedule check when starting an overnight is prior to your duty off time. In many cases you will find schedule changes here to be adjustments to 24/7s or 30/168s due to a late arrival.
- B. Upon ending your minimum rest period and entering your Layover a schedule check is required per CBA 12.E.2.b.

*“The Crewmember shall check for a Company communication using a PCD or personal computer or contact crew scheduling **at the start of the Layover Period...**”*

- C. Based on the time at the start of your Layover period, crewmembers shall check their schedules every 10 hours thereafter until the end of their layover period per CBA 12.E.2.b.

*“The Crewmember shall check for a Company communication using a PCD or personal computer or contact crew scheduling at the start of the Layover Period, if any, **every ten (10) hours thereafter...**”*

D. Crewmembers shall check their schedules at the end of a layover period per CBA 12.E.2.b.

*“The Crewmember shall check for a Company communication using a PCD or personal computer or contact crew scheduling at the start of the Layover Period, if any, every ten (10) hours thereafter **and at the end of the Layover Period.**”*

E. Crewmembers are required to check their schedule 30 minutes prior to leaving the hotel per CBA 12.F.2.

“The Crewmember shall check for a Company communication using a PCD or personal computer or contact crew scheduling thirty (30) minutes prior to departing from the hotel.”

When do I have to check my schedule if I am on a 24/7 or 30/168? During “heavy rest” or other FAR required rest periods, when do I have to check my schedule?

- If a crewmember is scheduled for a 24/7, 30/168, or other FAR required rest such as augmented crew rest this rest period falls into the CBA defined minimum rest period. We could not provide graphics for every situation possible, but the concepts are the same.
- **No** CBA mandated schedule checks (A-E in the graphic examples) are required during any FAR required rest period. This includes any rest defined in FAR Part 121 or 117, depending on your operation.

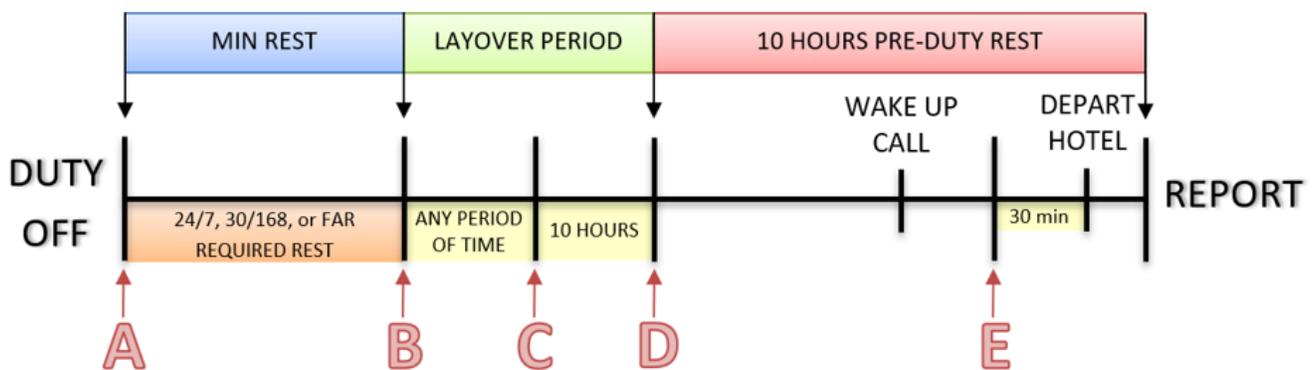


Figure 2 – Shows FAR required rest at the beginning of an overnight that includes a layover period.

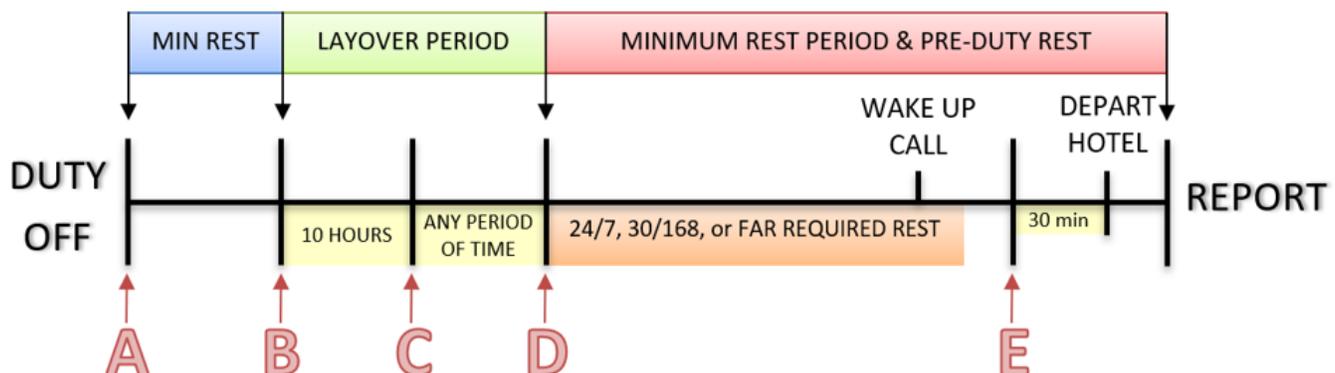


Figure 3 – Shows FAR required rest at the end of an overnight that includes a layover period.

As always, this is meant as a guidance to aid in your understanding and is not an all-inclusive list. Please, review your CBA and understand your contractual rights. For scheduling issues, you can contact your scheduling committee at scheduling@iap2750.org.