

## R3 – Hot Airport Standby - CBA 31.D

This week's topic is more directed towards our 767 fleet, where airport standby is common. If you are on the 767 it is practically inevitable that you will one day be placed on R3, it can be awarded as part of a line or as an R2 assignments. If you are on the 747, while this may not immediately pertain to you it is in the contract that we all operate and thus worth a view. The goal of this is to serve as a sort of how-to for those who may be assigned R3 for the first time or a refresher for someone who may not have had the assignment recently and wish to go over the applicable contractual rights and obligations.

### The Basics

R3 assignments do not get a wakeup call, you are expected to wake yourself and report at the station at the appropriate time. Van times may vary or be on a schedule like Cincinnati. While you can generally expect transportation 30 minutes prior to the beginning of your R3 period you can contact the travel desk for confirmation.

While on R3 you must be contactable by one of three methods:

- a. Personal cellphone
- b. PCD
- c. Airport operations office

You must designate the method of contact that shall be used by crew scheduling[CBA 31.D.1].

Acceptable methods of this are via PCD chat and/or email. Email is recommended because it's easy to CC or BCC yourself as verification, however a screenshot of PCD chat could also work. Personally, I send a PCD chat message and an email. An acknowledgement of the email and or PCD chat is NOT required.

**Once a method is designated, you are not required to be contactable through any other method.** As an example: If you designate airport ops as your contact, go to the bunk, turn off your phone, and go to sleep you will be contacted via ops if you are needed to be notified. If you wakeup and notice missed calls and voicemails on your personal phone or PCD do not be scared, nervous, or intimidated. If there was not an ops representative available to notify you then you are not required to abruptly change your notification method to suit the needs of the company. If in doing this you get a NOSH on your schedule, document your designation method via screenshot and/or email and contact the stewards at [stewards@iap2750.org](mailto:stewards@iap2750.org).

### Duration and Callout Time

An airport reserve period will typically be 6 hours, however if the location is lacking a lounge or crew rest facilities then the duration is limited to 4 hours. All time spent on R3 will be considered duty, total duty limits are described under CBA 12.C.

R3 begins when you report to the airport, once there you must be in position to block out within 90 minutes. It is not required to show up in uniform, due to the timeframe it is common to show up in more comfortable attire and change as necessary, however some do choose to report in uniform.

[31.D.2-4]

**Finally, 31.D.7 has a few other restrictions and notes pertaining to duty periods, below are the highlights of this section:**

- R3 may not be preceded or followed by R1 in the same duty period
- If R2 follows an R3 assignment during the same duty period, the reserve duty period begins at the beginning of R3 and continues throughout R2
- If an R2 assignment precedes an R3 assignment during the same duty period, then reserve duty begins at the beginning of the R2 period and continues during the R3 up to a maximum of 16 hours cumulative reserve duty.
- If either of the above two apply, you may be assigned a trip with a maximum scheduled duty period of 14 hours regardless of if a longer period would be permissible under 12.C, however the 14 hour duty period may be extended under the applicable extension provisions included within 12.C

## COVID-19 MOU R3

The 2020 Expanded COVID-19 MOU that became effective April 10, 2020 adds language that allows R3 to be performed at a hotel. Because this is a new development there are undoubtedly misunderstandings and questions, this section is meant to put in clear terms what you can expect for hotel R3 under the aforementioned MOU.

- While the MOU went effective on the 10<sup>th</sup>, hotel R3 was staggered within stations, but as of publication all R3 should be done at a hotel.
- The R3 hotel may not be the same as your scheduled hotel. You will most likely move hotels only for the R3 period, and if unused on R3 you will return to the previous hotel at the end of the period. Below is a list of the current R3 hotels:
  - a. MIA – Current Hotels
  - b. CVG – Hilton Airport
  - c. BWI – Hyatt Place Airport
  - d. PDX – Sheraton Airport
- As with typical R3 you will not receive a wakeup call and you should expect to catch a van 30 minutes prior to the beginning of the R3 period.
- Expect a van to be waiting onsite for crews needing to be transported to the airport.
- Your contact method for hotel R3 will be the same as hotel R2 described under CBA 31.C.3:
  - a. Personal telephone
  - b. Hotel Telephone
  - c. PCD

You must designate one of the above methods to be used by crew scheduling for contact during hotel R3.

- If your R3 is to be performed at a hotel you will receive an email from Richard Blanchet with more specific details.

As always, this week's update is meant as a primer to your individual understanding of the CBA and is not a substitute for your individual reading of the CBA and/or MOU. While we try to address the most

common questions this is not an exhaustive description of the topics. For further questions regarding R3 please contact your scheduling committee at [scheduling@iap2750.org](mailto:scheduling@iap2750.org) and for questions specific to the Expanded COVID-19 MOU please contact the stewards at [stewards@iap2750.org](mailto:stewards@iap2750.org) or ExCo at <mailto:exco@iap2750.org>.