

In this educational piece, we will review the “R1 and CRT Letter of Clarification”. The LOC focuses on how a crewmember’s CRT is affected during R-1, along with how crewmembers begin a duty assignment. The LOC can be located under the resources tab on the union website: https://iap2750.org/wp-content/uploads/2019/12/LOC_R1andCRT.pdf.

The LOC is long and complex, so we will focus on the two main sections to keep this brief. In each scenario the company can choose one of two paths.

The first section:

A Regular, Hybrid, or VTO Crewmember has not departed their residence. Basically, the crewmember’s entire line has been replaced by R-1 or a trip pairing has been replaced by R-1.

Per the LOC, R-1 rules apply:

- i. *CRT **does not** accrue until and unless the crewmember reports for duty **other than** R-1.*
- ii. *Crewmember contact and reporting requirements are in accordance with Section 31 R-1 provisions.*
- iii. *Rest requirements following R-1 are based on Section 12.*

If the company calls and assigns a NEW DUTY ASSIGNMENT (not R-1), Section iv. applies and describes what crew scheduling must do moving forward from the time when you are notified.

Section iv. states, “*If the Crewmember is given a NEW DUTY ASSIGNMENT while on R-1, the time between notification of the new duty assignment and the new report time shall be designated as Day(s) Off or Layover at Residence subject to the provisions of Paragraph B.1 and Paragraph B.2, below.*”

After notifying the Crewmember of the new assignment, Crew Scheduling **MUST** remove R-1 from time of notification to the beginning of the new duty assignment. They have 2 options of what they can replace it with:

Option 1: Days Off

- i. *CRT does not accrue until and unless you report for duty other than R-1.*
- ii. *The company must inform you of the number of Day(s) off you have and the report time of the new assignment.*
- iii. *A Crewmember that receives a duty assignment after Day(s) Off is eligible for Gateway Travel under Section 6 of the Agreement from their residence airport, Gateway Airport or Base, whichever is closer.*

- **WHAT YOU NEED TO KNOW:** CRT does not accrue. You must know that they are days off and you must know your report time and your gateway travel (if eligible) just like on normal days off.

OR

Option 2: Layover at Residence

- i. *CRT does accrue during Layover at Residence beginning at time scheduled by the Company.*
 - ii. *Crewmember contact, reporting, and rest requirements for Layover at Residence are in accordance with Section 12.E.*
 - iii. *If a Crewmember receives a duty assignment while on Layover at Residence, his report time shall be based on reporting for duty at the airport described in subparagraph iv., below.*
 - iv. *A Crewmember that receives a duty assignment while on Layover at Residence will **deadhead** from their residence airport, Gateway Airport or Base, whichever is closer, when such travel is required.*
- **WHAT YOU NEED TO KNOW:** CRT does accrue, you are responsible for layover schedule checks, and your report time is based off of deadheading from your residence airport, Gateway Airport or Base. It is considered deadheading because you are “on duty” just like R-1.

The second section:

A Regular, Hybrid, or VTO Crewmember has departed their residence. In plain language: the crewmember is out flying and his pairing is changed to R-1. He is returned home or to a location mutually agreed upon to begin R-1, after a proper rest period per CBA Section 12.

Part A: Crewmember is assigned R-1 and No Other Duty Assignment Follows:

- i. *CRT ends when the crewmember was released from duty at their base.*
 - ii. *A Crewmember with Gateway rights is eligible for Gateway Travel. This means the company will buy you a ticket home or to a mutually agreeable location.*
 - iii. *A Crewmember shall receive the applicable rest based on release at base (non-gateway eligible) or arriving at gateway airport. It shall be the **Crewmember's responsibility** to notify the Company of any circumstances that adversely affect them receiving minimum rest, such as delayed flights or a drive home.*
 - iv. *Crewmember contact and reporting requirements are in accordance with Section 31 R-1 provisions.*
- **WHAT YOU NEED TO KNOW:** CRT ends because you will be on R-1; the company must buy you a ticket if you are gateway eligible, and you must follow R-1 contactability/reporting rules while on R-1.

OR

Part B: Assigned R-1 and Another Duty Assignment Follows:

- i. Crewmember contact and reporting requirements are in accordance with Section 31 R-1 provisions.*
- ii. Rest requirements following R-1 are in accordance with Section 12.*
- iii. Travel from residence to the location of the new duty assignment shall be in accordance with Paragraph 1.B.1 or Paragraph 1.B.2 of this LOC, whichever is applicable.*

➤ **WHAT YOU NEED TO KNOW:** If you are given an assignment other than R-1, the above **Option 1 or 2** still applies. CRT will continue the entire time. These options determine if you are gatewaying to base or deadheading to the assignment. Layover = Deadhead. Days Off = Gateway. Rest is in accordance with CBA and contactability/reporting are in accordance with Section 31.

With a proper understanding of this LOC, a crewmember can protect their CRT while on R-1, along with having enough rest to deadhead to start a trip.

If you have any questions, please feel free to reach out to us at Scheduling@iap2750.org.

Fly Safe,

2750 Scheduling Committee