



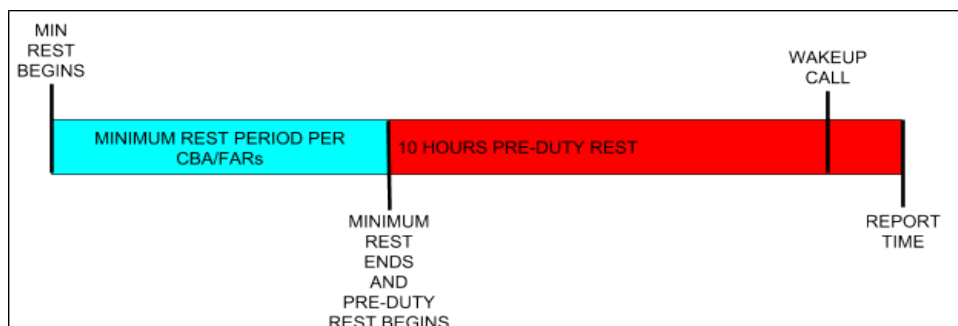
## TEAMSTERS LOCAL 2750

# Scheduling Teaching Topic: Rest and Layovers

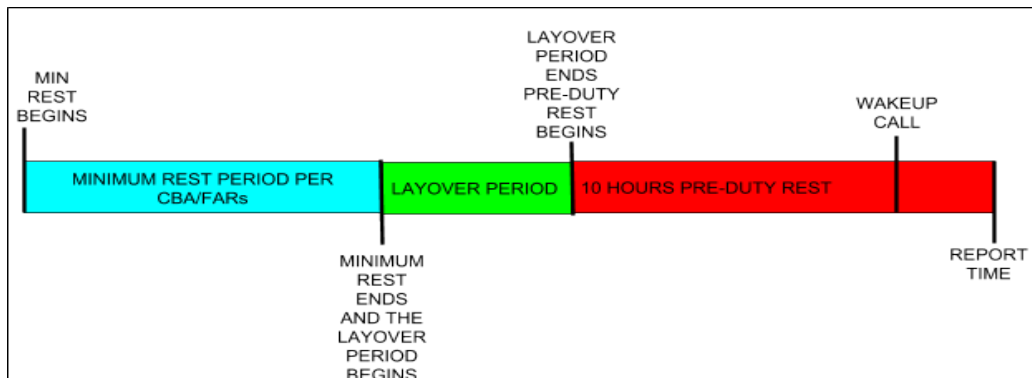
Rest requirements are detailed in Article 12 (Hours of Service), section F. There are three types of Rest defined in the CBA: Minimum Rest, Pre-Duty Rest, and weekly rest.

- 1) Post-duty rest is referred to as **Minimum Rest** and is defined as “A period of time free from all responsibility for Work or duty following completion of as duty period and during which time the crew member cannot be required to be contactable by the Company.” This starts at Release Time, usually :30 after block-in (See table in 12.C.1).
- 2) A **Pre-Duty Rest** of 10 hours, including 8 hours of uninterrupted sleep opportunity, is required for all duties. Travel to/from the hotel is considered part of the rest period but must not infringe on the 8hrs sleep opportunity. Pre-Duty Rest cannot be waived or reduced. This ends at Report Time (again, see table in 12.C.1). A wakeup call is not considered by the FAA as an interruption to rest.
- 3) Weekly rest requirements is discussed at the bottom of this article.

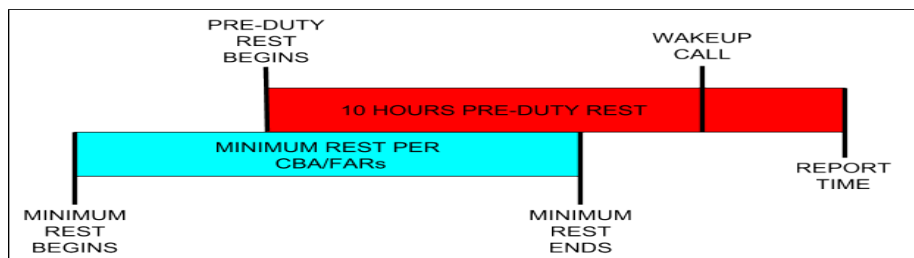
As specified in Definition 2.JJ, “Pre-Duty rest may overlap in whole or in part with Minimum Rest.” Any time that may exist between Minimum Rest and Pre-Duty Rest is a defined as **Layover Period**.



**MINIMUM REST AND PRE-DUTY REST OVERNIGHT. THERE IS NO LAYOVER PERIOD.**



**OVERNIGHT THAT INCLUDES A LAYOVER PERIOD.**



**PRE-DUTY REST AND MINIMUM REST OVERLAP. BOTH REST REQUIREMENTS ARE SATISFIED, EVEN THOUGH THEY OVERLAP. THERE IS NO LAYOVER PERIOD.**

The length of the post-duty Minimum Rest depends on the type and length of duty just performed and shall be the greater of either CBA 12.H required rest or FAR-required “Heavy Rest”, all detailed as follows:

For *Domestic Operations*, the minimum scheduled and actual rest period is **10 hours** - there is no provision to reduce rest below 10 hours. A new provision in Article 12.G.7 stipulates that if a crew member engaged in domestic operations receives a rest period of less than 11 hours immediately following operating during the critical period (the hours of 0100-0459 local Base time), they must receive at least 12 hours rest on the next layover. For the purposes of Rest requirements, *Domestic Operations* means flying that operates between two airports located within the United States, Mexico, Canada and/or the Caribbean.

For *International Operations* there are 5 possible minimum rest periods, two of which may be operationally reduced:

- 1) If the previous Duty period did not exceed **12 hours** and you are *not* going to be an operating Crew Member in the next duty period, the minimum rest period is 10 hours. This may not be reduced. Example: Operate CVG-ANC, Rest, then deadhead to next assignment.
- 2) If you are *scheduled* up to 18 hours, then the minimum rest period *scheduled* will be **14 hours** – this will be a common minimum rest period. The minimum of 14 hours must be scheduled, but it may be “operationally reduced” (only by delays after Report Time) to 12 hours. If the duty exceeds 18 hours, there is no provision for additional rest.
- 3) If you are *scheduled* over 18 hours the minimum scheduled rest period is **16 hours**. This may be “operationally reduced” to 14 hours (again, only by delays after Report Time). Per Hours of Service limitations (12.D.1.C), only Article 33 Hostile or Infectious Disease area operations are allowed to be scheduled over 18 hours.
- 4) If you are operating under CFR 121-485 (requiring 4 crewmembers due to *scheduled* block of >12hrs), the minimum rest upon return to Base is at least **twice the hours** flown in such 4-crewmember flights since last departing Base. This is referred to as “**heavy rest**”. This is an FAR legal requirement.
- 5) If you are operating a passenger flight and have travelled more than 60° longitude (e.g. ANC to Asia or the East Coast, North America to Europe) *and* have been away from Base for more than 168 hours, Part 117.25 requires a minimum of 56 hours of “**heavy rest**” upon return to Base.

There are two exceptions to these limits. One is when a pre-departure delay, of more than 5 hours, has caused the crew member to be put back into rest, then a **10-hour** rest period may be assigned – this is discussed in more detail in the article about Schedule Checks and Changes.

The other exception is for Augmented (three or more crewmembers) flights on the 767. Since none of the Atlas Boeing 767 cargo aircraft have enhanced rest facilities, Article 12.F.3 requires the minimum rest after an augmented flight on the 767 will be **18 hours**. A Crew Member may, *but is not required to*, accept the 18-hour rest to be reduced to 14 hours. Additionally, because of this lack of rest facilities, currently four-crew Augmented flights are prohibited on the 767.

Paragraphs 12.G.3 & 6 give a crew member the ability to adjust the beginning of their rest in the event the release time (or Duty off time) was more than 30 minutes after block in or delays such as times to clear Customs or transportation delays. You can now report the actual arrival behind the hotel room door as the start of your Minimum Rest, as long as you proceed to your room without undue delay. Crew members should use these provisions to protect their rest in the event they experience a duty off delay.

The language in 12.G.5 defines the weekly rest periods. The old “24-in-7” rest periods have been replaced with a 32-hour rest period each week, to harmonize with Part 117’s and industry-standard requirements. The company must now schedule 32 hours free of duty in the 168 hours (7 days) prior to a duty period involving any flight or deadhead duty. This must be prospectively scheduled, i.e.. you must be notified of this rest period *before* the rest period commences. This change will now allow a crew member to have two full sleep cycles within a single rest period. The scheduled 32 hours may be reduced to 30 hours if you are late being released from the duty period prior to the rest, but there are no provisions for any further reduction, even when the FAR’s only require a 24 in 7. Crew members should not accept, and should immediately report to the union, any requests by the company to reduce the 32-hour contractual rest. Days Off are considered as satisfying this rest requirement. Gateway travel is not considered Duty, so does not interrupt your Days Off.

How do I get help??

If you believe that your schedule has a less-than adequate or CBA-compliant rest period:

- Seek Self Help first - contact Crew Scheduling and request a proper rest interval.
- Email the Scheduling Committee - [Scheduling@iap2750.org](mailto:Scheduling@iap2750.org) (If necessary, the Committee will contact a Steward)
- If time critical and emailing the Committee is impractical, Call the on-call Steward at [717-727-2750](tel:717-727-2750), then press 2