

IFS Work Rules Revisions

All revisions are denoted in the sections by a vertical bar-line in the left margin next to the revised portion.

Revision	Date	Section Page
#14	1/1/08	<p>Section 1 - Legalities</p> <ul style="list-style-type: none"> • 11C – ULR updates regarding automatic release of ULR standbys; and clarification noting that Latin American transoceanic exception trips fall within 3 time zones and qualify for a scheduled 30 hour rest following any ULR trip. • 17 - 10 hour guaranteed rest following a 16 hour duty day; 8 hours behind the door rest parameters <p>Section 2 - Reroute</p> <ul style="list-style-type: none"> • 26 – Reference to RRO4 – rerouted into off day pay • 33 – Update regarding you may request a hotel for a domicile stopovers • Reroute Charts (pgs 40-43) – updated for 10 hour guaranteed rest following a 16 hour actual duty day; deleted Flow Chart C as it is no longer applicable <p>Section 3 – Access Days</p> <ul style="list-style-type: none"> • 45 – Update to Co-terminal preferences • 54 – Airport Release Requirement update when released 11 hours or less prior to the end of the last A-day. • 58 – Update to the order of A-Day preferences and assignments <p>Section 4 - Compensation</p> <ul style="list-style-type: none"> • 62, 65 – 67, 69 - 70 – Updates to trip credit, earned pay, flight pay chart, report pay, A-Day block guarantee, and FL pay codes • 75A – 75B – Added Rerouted Into Off Day (RRO4) parameters and Reroute Pay chart • 79 – Update to PPT • 85 – Updated Airport Standby parameters <p>Section 5 – Pairings and Bidding</p> <ul style="list-style-type: none"> • 107 – Clarification on changing deadheads to working segments • 108 – Clarification to booking business class on transoceanic flights, reference to HRPM and corporate policy. • 111 – removed outdated references <p>Section 6 – Schedule Changes</p> <ul style="list-style-type: none"> • Section 6 is completely re-dated and the pages re-numbered. All references to the '2 calendar day' timeframe are replaced by '1 calendar day' • 136 – 137 – Update to swaps between flight attendants and Jetway trades • 146-149 - updated and current Trip Coverage procedures

#13	10/26/07	Addendums Seniority Protection Policy; includes memos from Joanne Smith and Mike Campbell, and the Delta Board Policy Statement
#12	7/1/07	Section 4 65 – Update to Hourly Blended Flight Pay Chart to reflect the increases effective on July 1.
#11	5/10/06	Section 5 <ul style="list-style-type: none"> • 112 – 113 – hotels are now provided for any domicile stopover if it exceeds 6:15 in ground time between release from one flight to the departure of the next. Hotels are also provided for domicile layovers that exceed 11 hours from release to report.
#10	4/15/07	Overview <ul style="list-style-type: none"> • i - Update regarding Schedule Planning computer adherence to all published FAA and Delta rule parameters; added references to Operations Specification numbers for equipment staffing and for Ultra Long Range Flying Section 1 - Legalities <ul style="list-style-type: none"> • 2 – Updated equipment chart. All equipment is domestic / Latin America / Caribbean except where noted as Transoceanic • 3 – Update to Reporting for duty parameters. 15 minutes earlier for late Marketing changes; 30 minutes earlier for end-of-month transition replacement pairings. Clarification on midnight departure report times. • 4 – Clarification on mid-rotation contact at airports • 6 - Update to Flying category descriptions to include Ultra Long Range Flying • 11B, 11C – Ultra Long Range Flying parameters • 12 - FAA Clarification on co-terminal limo time and delaying the start of a 24 hour rest • 17 – Reference to Flow Chart C regarding the requested 11 hour rest at layover; minimum rest is 8:30 if Crew Tracking cannot accommodate. Removed incorrect reference to 'duty periods scheduled greater than 14 hours'. Section 2 – Reroute <ul style="list-style-type: none"> • 25 & 31 – Update regarding departure changes up to 15 minutes and no call from Scheduling will be made. • 26 – Reduction of time limit return for reroutes from 18 hours after scheduled release to 10 hours Section 3 – Access Days <ul style="list-style-type: none"> • 44 - Update to Schedule Build and the day in 7 rest for designated bases • 45 - (page 45 reformatted due to updated page 44) • 48 - Update for LAX / NYC ADAY notice from 2 hours to 3 hours • 51 – Added Ultra Long Range rest for ADAYs; clarification for scheduled > 14 hour duty days must receive minimum 14 hour DL rest. Added reference to no piggy-back flying given to an ADAY following an all-niter • 54 – Airport release does not apply to LAX Section 4 – Compensation

- 66 - Update to report pay noting the new codes used for varying time increments
- 69 – Consolidation of Holding pay bullets. Clarification to Flight Pay for Ground time.
- 84 – Updates to Pay for Incompleted Trips to include the trips-missed parameter

Section 5 – Pairings & Bidding

- 100 – Addition regarding created 1 position pairings for load factors, originations, and standby positioning pairings which are created with no deadheads to provide increased customer service and potential revenue.
- 100 – Clarification regarding the dating of pairings with departures between midnight and 0100.
- 104 – Addition: transition replacement pairings may be scheduled to report up to 30 minutes earlier than the replaced pairing. Also, added a clarification on procedures when an extended transition replacement trip causes a 24-in-7 rest problem. Removed incorrect load factor information and consolidated other bullets.
- 108 – Clarification on business class booking of DH seats. Will be 'to the capacity of the reservations parameters', with no over-booking.
- 111 - Updated Unauthorized Deadhead Deviation information. Consolidated bullets and added flight numbering scheme for extra sections, charters and ferry flights.
- 113 – Added hotel exception info regarding cancelled Ultra Long Range flying.
- 115 – Added references to AFPs and added bullet regarding 'day in 7' bidding parameter in designated locations.
- 116 – Removed outdated bidding information.
- 117 & 118 – Updated bidding information
- 120 – Updated Special Assignment bullet adding reference to the EIG, Employee Involvement Group

Section 6 – Schedule Changes

- 136 – Updated LOD swapping information.
- 138, 139 - Clarification on Jetway Trading and AFP pairings. Also each flight attendant in a traded trip is responsible for their own trip portion when reroutes occur or if there is a no-show. Clarification on ADAY obligations of a split trip.
- 143 – Swapping Chart updated for LOD changes effective September 2006.
- 144 – Clarification that move-ups must meet all swapping parameters, including cap or trip trade balancer parameters
- 147 & 148 – Updates to PPT. Removed outdated references
- 152, 153 – Jury procedure updates