



## **2 Hour Obligation Under Section 8.F.2.g.**

**Section 8.F.2.g. advises us that when a Flight Attendant loses all or a portion of trip sequence, she/he will be required to remain available at the airport for no more than two hours (2:00) for additional flight assignment. This language assumes you are already at the airport when you have lost the flying.**

**However, the CIC has determined that there are instances in which you may not necessarily be at the airport awaiting an assignment to new flying. For example, if the first round trip of your sequence has canceled, there is a possibility that at the time of cancellation, you had not yet arrived at the airport to begin that sequence. While you may not physically need to be present at the airport, you do need to be available to work an assignment to new flying without causing a delay to the flight.**

**This leaves us with the question of when does this 2-hour obligation clock begin ticking? The CIC has determined that the two hours begins at the scheduled departure time of the lost flight. This applies when the flying was lost less than 24 hours prior to the start of the trip sequence. If the flying is lost more than 24 hours prior to the start of the trip sequence, a different set of time parameters will be followed and those can be found in Section 8.F.6.**

**The assigned new flying need not be scheduled to depart within the 2-hour window, but the assignment must be given by Crew Scheduling within 2 hours of the scheduled departure time of the lost flight.**

### **Example 1:**

**Flight #4257 (CLE/ORD) canceled. In this example, F/A Smith would need to be available to receive assigned new flying for two hours beginning at 10:45 and ending at 12:45. Crew Scheduling would have needed to assign the deadhead leg, flight #4236 to her, sometime between 10:45 and 12:45.**

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HSS/01/9130/21MAR<<
SEQ 9130      BASE ORD  SEL 113 ORG SCH DOM EMJ R/A
FA1 SMITH S      EMP NBR 123456
  DT EQ  FLT STA DEP  STA ARR  AC  FLY  GTR  GRD
SKD 21 E5 4221 ORD 0645  CLE 0900  1.15  0.00
ACT 21 E5 4221 ORD 0654  CLE 0927  1.33  1.33  0.00
SKD 21 E5 4257 CLE 0925  ORD 1000  1.35  0.00
ACT 21 E5 4257 CLE 1045  ORD 1120  1.35  CXLD
SKD 21 E7 4236 CLE 1450  ORD 1520 RA 0.45MQ
ACT 21 XX 4236 CLE 1545  ORD 1745 RA 0.00MQ
D/P GTR 1.33      P/C 0.45D TL 2.18
HALF DAY COUNT CLE 2
                SKD TL 2.45  ACT TL 1.33
SKD ONDUTY 9.50  ODL 0.00
ACT ONDUTY 12.15 ODL 0.00
SKD 22 E5 4312 TOL 0620  ORD 0625  1.05  0.00
ACT  E5 4312 TOL      ORD 0.00  0.00  CXLD
D/P GTR 0.00      P/C 0.00  TL 0.00
                SKD TL 0.00  ACT TL 0.00
SKD ONDUTY 10.35  TAXABLE EXP 12.15
EST ONDUTY 12.15
SEQ GTR 1.33      P/C 0.45  TL 2.18  TAFB 12.15

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## Example 2:

The next scenario is one in which the Flight Attendant is scheduled for multiple flights, but they cancel at separate times, independently of each other.

Flight #s 4029 & 4076 (ORD/CVG/ORD) cancel, so Flight Attendant Smith needs to be available to receive assigned new flying for 2 hours beginning at 07:40 and ending at 09:40. She waits the two hours, but Crew Scheduling does not assign her to any new flying. She then proceeds to the gate to begin her safety checks for flight #4011 (ORD/FWA). Her Captain informs her that the flight has been canceled as well as the return flight #4294 (FWA/ORD). Does Flight Attendant Smith now have to wait another two hours? The answer is no. The CIC has agreed that there will be only a single, two-hour wait period per duty day. Therefore, in this example Flight Attendant Smith has already completed a two-hour wait period within that duty day beginning at 07:40 and ending at 09:40. She need not wait another two hours to be assigned to new flying. If, no new flying is assigned within the debrief period (15 mins. Domestic & 30 mins. International), then she has fulfilled her obligation.

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HSS/01/9245/21MAR«
SEQ 9245          BASE ORD  SEL 161 ORG SCH DOM EMJ
FA1 SMITH S      EMP NBR 123456
      DT EQ  FLT STA DEP  STA ARR  AC  FLY  GTR  GRD  ACT
SKD 21 E5 4029 ORD 0740  CVG 0950  1.10  0.00
ACT   E5 4029 ORD      CVG      0.00  CXLD
SKD 21 E5 4076 CVG 1015  ORD 1030  1.15  0.00
ACT   E5 4076 CVG      ORD      0.00  CXLD
SKD 21 E5 4011 ORD 1115  FWA 1305  0.50  0.00
ACT   E5 4011 ORD      FWA      0.00  CXLD
SKD 21 E5 4294 FWA 1330  ORD 1330  1.00  0.00
ACT   E5 4294 FWA      ORD      0.00  CXLD
      SKD TL 0.00  ACT TL 0.00

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### Example 3:

The next scenario is one in which an overnight cancels. Flight #4495 (ORD/YYZ) on March 20<sup>th</sup> cancels as does flight #4496 (YYZ/ORD) on March 21<sup>st</sup>. Flight Attendant Smith will need to be available to receive assigned new flying for 2 hours beginning at 17:40 and ending at 19:40 on March 20<sup>th</sup>. If the leg out of the overnight (flight #4496) is not re-assigned during that time, then Flight Attendant Smith will also need to be available to receive assigned new flying for a 2-hour period on March 21<sup>st</sup> beginning at 06:30 and ending at 08:30. March 20<sup>th</sup> and the 21<sup>st</sup> are two separate duty periods and as such, Flight Attendant Smith will be subject to two separate, 2-hour wait obligations.

However, in the example below you will also notice that flight #s 4211 & 4031 (ORD/IND/ORD) on March 21<sup>st</sup>, have also canceled. If Flight Attendant Smith fulfilled her obligation and awaited assignment to new flying, from 06:30 until 08:30 on March 21<sup>st</sup> because of the cancelation of flight #4496 (YYZ/ORD), then she need not wait another two hours subsequent to the cancelation of flight #s 4211 & 4031 (ORD/IND/ORD). If, no new flying is assigned within the debrief period (15 mins. Domestic & 30 mins. International), then she has fulfilled her obligation.

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HSS/01/9167/20MAR«
SEQ 9167          BASE ORD  SEL 137 ORG SCH DOM EMJ
FA1 SMITH S      EMP NBR 123456
      DT EQ  FLT STA DEP  STA ARR  AC  FLY  GTR  GRD  ACT
SKD 20 E5 3923 ORD 0925  SHV 1140  2.15  0.30
ACT 20 E5 3923 ORD 0930  SHV 1134  2.04  2.15 0.31

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SKD 20 E5 4513 SHV 1210	ORD 1415	2.05		3.25
ACT 20 E5 4513 SHV 1205	ORD 1414	2.09	2.09	3.41
SKD 20 E5 4495 ORD 1740	YYZ 2015	1.35		0.00
ACT E5 4495 ORD	YYZ	0.00	CXLD	
D/P GTR 6.28	P/C 0.00 TL 4.24			
HALF DAY COUNT YYZ 3				
	SKD TL 5.55	ACT TL 6.17		
SKD ONDUTY 11.20	ODL 9.25			
ACT ONDUTY 12.04	ODL 10.15			
SKD 21 E5 4496 YYZ 0630	ORD 0730	2.00		0.00
ACT E5 4496 YYZ	ORD	0.00	CXLD	
SKD 21 E5 4211 ORD 0810	IND 1010	1.00		0.00
ACT E5 4211 ORD	IND	0.00	CXLD	
SKD 21 E5 4031 IND 1035	ORD 1045	1.10		0.00
ACT E5 4031 IND	ORD	0.00	CXLD	
D/P GTR 2.14	P/C 0.00 TL 2.14			
	SKD TL 2.00	ACT TL 2.14		
SKD ONDUTY 2.35		EXP		23.42