

Misconceptions

Misconception 1

I just came back from a Europe flight and landed at 7am. I am no longer legal for my next pairing and I on reassignment starting tomorrow for the next three days. I do NOT need to answer my phone tonight.

FALSE! You are on prone rest between the 2nd and 11th hour only. Therefore, between 9am and 6pm you do not have to answer your phone but after that you do. For reassignment Crew Sked can call you between 7pm and 8pm and for this example, you HAVE to answer the phone but they CANNOT assign you anything until your 24 hours crew rest is up so in this case duty can begin at 7:15am the following day.

Misconception 2

I have a No-Show in my file from last year. If I get another one its no big deal.

FALSE! Having a no show goes down on file as such and will lead to disciplinary measures. Getting multiple no shows within a two year period will continue to follow the disciplinary sanction of progression. This progression looks like, a cautionary letter, warning letter, one day suspension, three day suspension, ten day suspension and then finally termination.

Misconception 3

I am doing a turnaround flight and when I get to the airport, crew sked calls and drafts me for a completely different flight number that is a multi day pairing. This is okay.

A BIG FALSE! As per B10.01.02 you can only be drafted at the airport to operate another turn around flight not a multi day pairing.

Misconception 4

If I answer the phone for a draft on a day off, I have to take it otherwise it can be deemed a flight refusal.

TRUE! Unless you are on CONG days off, do not answer the phone if you do not want the draft. White days and CON days are “catch me if you can” days and if you do answer the phone from crew sked on these days, and don’t take the flight, it can do down as a flight refusal. This is something that was recently brought to our attention and the Local will be further addressing it with the component.

Misconception 5

I am RSV AM and crew sked calls me just before the end of my reserve period and assigns me a flight that leaves at 2300 that night. I can refuse this.

FALSE! Crew sked can assign you a flight that leaves outside of your AM RSV period as long as it DOES NOT depart more than 12 hours later. Article B08.08.03 states that **“Twelve hours prior to departure, all flights will be assigned as per Article B9.”**

Misconception 6

I put myself on open for a flight and then at the 72 hour mark and 48 hour mark, it was not attributed to me. I have therefore been automatically removed from the listing for this open bid.

FALSE! Unless you go into the trip trade system and delete your selected bid for that specific open bid, you are still considered as wanting the flight and crew sked can still award it to you up until 12 hours prior to the flight. Therefore, if you don't wish still have this open bid, make sure you delete your bid in trip trade.

Misconception 7

I bid for a rotation that shows a layover of 19 hrs and 15 minutes. This means I will be staying at -20 hours airport hotel, NOT the downtown hotel.

FALSE! Layover time that is indicated in the rotations, does not determine whether or not you are downtown or at the airport hotel. As per article 19.03, the layover duration is calculated from **BLOCK TO BLOCK**. The layover time in the rotations is calculated **DUTY TO DUTY**. Block to Block is what determines if you are downtown or at the airport.

We hope we have clarified some of the common misconceptions that you may have encountered over the summer.

In Solidarity,

Christy, Sheena, Aida & Lisette