

NOVEMBER 2018 FLIGHT ATTENDANT WORKSHEET

Pairing Number 6101

This grouping is over 14 Hours, the Side Letter applies and the Max Duty is Total Duty Day + 2Hrs.

FLIGHT NUMBER	FROM:	TO:	CHECK IN TIME	DEPARTURE TIME:	ARRIVAL TIME:	BLOCK TIME:	DUTY TIME:	FIRST OVERDUTY HR:	DROP TIME, LAX TIME:
3	LAX	HNL	8:45 AM	10:00	13:55	5:55	14:30	10:31 PM	7:41 PM
2	HNL	LAX		15:40	23:00	5:20			

Pairing Number 6102

This grouping is over 14 Hours, the Side Letter applies and the Max Duty is Total Duty Day + 2Hrs.

FLIGHT NUMBER	FROM:	TO:	CHECK IN TIME	DEPARTURE TIME:	ARRIVAL TIME:	BLOCK TIME:	DUTY TIME:	FIRST OVERDUTY HR:	DROP TIME, LAX TIME:
3	LAX	HNL	8:45 AM	10:00	12:55	5:55	14:40	10:31 PM	7:46 PM
2	HNL	LAX		14:45	23:10	5:25			

Pairing Number 6103

This grouping is over 14 Hours, the Side Letter applies and the Max Duty is Total Duty Day + 2Hrs.

FLIGHT NUMBER	FROM:	TO:	CHECK IN TIME	DEPARTURE TIME:	ARRIVAL TIME:	BLOCK TIME:	DUTY TIME:	FIRST OVERDUTY HR:	DROP TIME, LAX TIME:
61	LAX	KOA	9:45 AM	11:00	13:45	5:45	14:10	11:31 PM	8:21 PM
62	KOA	LAX		15:20	23:40	5:20			

Pairing Number 6104

This grouping is over 14 Hours, the Side Letter applies and the Max Duty is Total Duty Day + 2Hrs.

FLIGHT NUMBER	FROM:	TO:	CHECK IN TIME	DEPARTURE TIME:	ARRIVAL TIME:	BLOCK TIME:	DUTY TIME:	FIRST OVERDUTY HR:	DROP TIME, LAX TIME:
61	LAX	KOA	9:45 AM	11:00	14:55	5:55	14:10	11:31 PM	8:21 PM
62	KOA	LAX		16:20	23:40	5:20			

Pairing Number 6105

This grouping is over 14 Hours, the Side Letter applies and the Max Duty is Total Duty Day + 2Hrs.

FLIGHT NUMBER	FROM:	TO:	CHECK IN TIME	DEPARTURE TIME:	ARRIVAL TIME:	BLOCK TIME:	DUTY TIME:	FIRST OVERDUTY HR:	DROP TIME, LAX TIME:
61	LAX	KOA	9:45 AM	11:00	15:00	6:00	14:10	11:31 PM	8:26 PM
62	KOA	LAX		16:25	23:40	5:15			

Pairing Number 6106

This grouping is over 14 Hours, the Side Letter applies and the Max Duty is Total Duty Day + 2Hrs.

FLIGHT NUMBER	FROM:	TO:	CHECK IN TIME	DEPARTURE TIME:	ARRIVAL TIME:	BLOCK TIME:	DUTY TIME:	FIRST OVERDUTY HR:	DROP TIME, LAX TIME:
61	LAX	LIH	6:45 AM	8:00	11:00	6:00	15:30	8:31 PM	6:26 PM
62	LIH	LAX		13:25	22:00	5:35			

Pairing Number 6107

This grouping is over 14 Hours, the Side Letter applies and the Max Duty is Total Duty Day + 2Hrs.

FLIGHT NUMBER	FROM:	TO:	CHECK IN TIME	DEPARTURE TIME:	ARRIVAL TIME:	BLOCK TIME:	DUTY TIME:	FIRST OVERDUTY HR:	DROP TIME, LAX TIME:
63	LAX	LIH	6:45 AM	8:00	12:15	6:15	15:30	8:31 PM	6:36 PM
64	LIH	LAX		14:35	22:00	5:25			

Pairing Number 6108

This grouping is over 14 Hours, the Side Letter applies and the Max Duty is Total Duty Day + 2Hrs.

FLIGHT NUMBER	FROM:	TO:	CHECK IN TIME	DEPARTURE TIME:	ARRIVAL TIME:	BLOCK TIME:	DUTY TIME:	FIRST OVERDUTY HR:	DROP TIME, LAX TIME:
63	LAX	LIH	6:45 AM	8:00	12:10	6:10	15:30	8:31 PM	6:31 PM
64	LIH	LAX		14:30	22:00	5:30			

Pairing Number 6109

FLIGHT NUMBER	FROM:	TO:	CHECK IN TIME	DEPARTURE TIME:	ARRIVAL TIME:	BLOCK TIME:	DUTY TIME:	FIRST OVERDUTY HR:	DROP TIME, LAX TIME:
33	LAX	OGG	7:45 AM	9:00	12:45	5:45	13:50	9:31 PM	6:16 PM
34	OGG	LAX		14:15	21:20	5:05			

Pairing Number 6110

This grouping is over 14 Hours, the Side Letter applies and the Max Duty is Total Duty Day + 2Hrs.

FLIGHT NUMBER	FROM:	TO:	CHECK IN TIME	DEPARTURE TIME:	ARRIVAL TIME:	BLOCK TIME:	DUTY TIME:	FIRST OVERDUTY HR:	DROP TIME, LAX TIME:
33	LAX	OGG	7:45 AM	9:00	11:50	5:50	14:15	9:31 PM	6:31 PM
34	OGG	LAX		13:30	21:45	5:15			

HOW TO CALCULATE FIRST OVERDUTY HOUR:

TAKE YOUR SCHEDULED DEPARTURE TIME FROM THE FIRST LEG + .31 (PM)

HOW TO CALCULATE THE MAGIC TIME:

TAKE THE SECOND PRINTED ARRIVAL TIME + 2 HOURS - THE BLOCK TIME + :01 = THE MAGIC TIME

EXAMPLE: USING PAIRING 6110 FLIGHT 34 ARRIVAL TIME: 21:45 +2 HRS = 23:45 - BLOCK TIME: 5:15 = 18:30 +.01 = 18:31 (6:31PM)

**If you are delayed please keep track of the length of the delay.

**If you are at your base, starting your day and a delay accrues you are released 8 hrs from the Scheduled Departure Time - NOT CHECK IN (Sec 7.E.2)

**A FA shall NOT be provided with positive space travel authorization for a flight she/he was scheduled to work and from which she/he removed herself/himself to keep from exceeding maximum duty limits, unless authorized by Crew Scheduling. (Sec 31.D.)