



INTERNATIONAL WALKTIME WORKSHEET

Convert all times to local time!

"Walk time" is defined as the point at which the accumulated on-duty time, added to the scheduled flight time and release time would exceed the maximum actual on-duty limitations.

Report Time: _____

Add (+)

Max Duty Day _____

Equals (=)

Time you are Illegal: _____

Subtract (-)

Sched Flight Time: _____

(last segment)

Subtract (-)

Release Time: **:30** minutes

WALK TIME: _____

(door must be closed by this time)

	SCHEDULED ON DUTY MAX	ACTUAL DUTY MAX
NON EXTENDED DUTY	13:00	15:00
EXTENDED DUTY	20:00	Greater of 18:00 or Scheduled duty period + 3 hours

International Flying: All flying and deadheading outside the contiguous forty-eight (48) states of the United States, the District of Columbia and Canada from the last point of departure at which the crew flying the pattern outside the contiguous forty-eight (48) states of the United States, the District of Columbia and Canada goes aboard the airplane. "International Flying" also means all deadheading over domestic routes which occurs within a trip hour period where all other flying and deadheading is International Flying.

Extended Duty Flight: A non-stop international flight which is scheduled to exceed thirteen hours (13:00) on duty when combined with the required report and release time.

7. Polling Procedures for Exceeding Maximum Scheduled Duty Limitations (p 5.23)

When an international flight is delayed, and the possibility exists that the Flight Attendants scheduled to operate such flight may exceed the maximum scheduled daily on duty limitations, the polling procedures listed below shall be followed:

- a. The Flight Attendants shall be polled at two hours and fifteen minutes (2:15) prior to their "walk time". The "walk time" is defined as the point at which the accumulated on-duty time, added to the scheduled flight time and release time would exceed the maximum actual on-duty limitations.
- b. Polling shall be conducted by the Purser or the Lead Flight Attendant at the direction of a Flight Attendant Manager or Crew Scheduler/Coordinator.
- c. Each Flight Attendant shall be polled to determine if he/she will elect to:
 - (1) Be replaced if the "walk time" occurs prior to the departure of the flight; or
 - (2) Remain scheduled to operate the flight and extend his/her on-duty period for two additional hours (2:00).
- d. A Flight Attendant who elects to be replaced in accordance with **subparagraph c.(1)**, above, shall be replaced if his/her replacement arrives at the "walk time".

However, that Flight Attendant shall:

- (1) Not be replaced if the flight departs prior to the "walk time";
 - (2) Have the option of reversing his/her election to be replaced if that Flight Attendant's replacement has not arrived at the "walk time" and the flight has been cleared to depart.
- e. A Flight Attendant who elects to be replaced in accordance with **subparagraph c.(1)**, above, shall remain on the aircraft, or in the gate area as directed, until released by **Crew Scheduling**.
 - f. If it appears the delay may continue beyond the two hour (2:00) extension point, the polling process shall be repeated every two hours (2:00) until the Flight Attendant elects to be replaced or the flight is rescheduled or canceled.

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