



**Pilots 5:15**

**Flight Attendants 4:45**

The background of the top half of the page is a light gray map of the United States. Two blue curved lines with circular endpoints represent flight paths. One path starts in the upper Midwest and ends in the Northeast. The other path starts in the Southeast and ends in the Northeast. The text "Pilots 5:15" is positioned to the right of the first path, and "Flight Attendants 4:45" is positioned to the right of the second path.

## Same Trip. Different Rules.

Delta's Pilot union negotiated the elimination of duty period averaging (DPA) effective November 1st. Instead of calculating credit using that bankruptcy-era formula, they'll now receive a 30-minute increase per duty day, and be credited 5:15 average daily guarantee (ADG).

Delta Flight Attendants flying the same rotations in November will still only receive 4:45 minimum duty period credit, and we have no minimum credit for deadhead-only days. The union contract our Pilots negotiated credits them 5:15 daily (if the duty day ends after 0200), regardless of whether they're working or deadheading.

A great example of this disparity in trip credit can be found on the daily LAX-LIH-LAX rotation. Flight Attendants are credited 11:25 for the 3-day trip (back to base at 0620), while ALPA Pilots get 15:45!

Same trip, very different credit.

We don't get what our Pilots get, we get what Delta Corporate mandates.

With a voice, we can negotiate a legal contract that reflects our worth.

Sign a card today.

*Sources: Delta Pilot Working Agreement, Section 12 – Hours of Service; Delta Flight Attendant Work Rules, Section 2 – Compensation.*

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