



ASSOCIATION OF PROFESSIONAL  
FLIGHT ATTENDANTS  
1004 W. EULESS BLVD.  
EULESS, TX 76040  
[www.apfa.org](http://www.apfa.org)

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# BASEbrief

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**BASE CHAIRPERSON**

Matt Foust - (314) 809-6711  
APFA Ext.: 8445  
chstl@apfa.org

**BASE VICE-CHAIRPERSON**

Forrest Blake - (703) 568-5693  
APFA Ext.: 8465  
vcstl@apfa.org

**APFA HEADQUARTERS**

PHONE: 817-540-0108  
FAX: 817-540-2077  
NATIONAL HOTLINE:  
1- 800-399-2732

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Hello Everyone,

In this issue of our base brief we are highlighting Bid Line Pay Protection and AVBL. We have received many questions about these two issues and think this will help clarify any questions you may have. We hope you find this issue valuable. Please keep it in a safe place for future reference.

**BID LINE PAY PROTECTION:**

To determine your Bid Line Guarantee use this entry once bids finalize: 7X/emp #/month. This entry will show what your bid line will be protected up to providing you fulfill all obligations.

Your bid line guarantee will work like this: Let's say for example in June if a FA holds a line worth 90 hours and drops down to 80 hours as a result of an OE, the new guarantee will be 80 hours. If the FA then thru MU or OE picks up a 15-hour trip they will increase their projection to 95 hours and will restore their original bid line guarantee of 90 hours. If however, the same FA loses a trip mid sequence he or she will have no obligation to protect their guarantee other than they may be rescheduled as determined by crew schedule. For example: A FA has a 15-hour three-day sequence, day two and three cancel. The sequence is now only worth 5-hours. The FA's projection will drop to 85 hours, but the guarantee will remain at 90. The FA will have no obligation to contact Crew Schedule upon returning to base, but may be rescheduled as determined by Crew Schedule.

If the Illegality or Cancellation occurs at sequence origination the FA must contact Crew Schedule and it is imperative that the FA place his/her name on the make-up list for DOSTF (days originally scheduled to fly) and must participate in the HISEND MU round or applicable MIC window. A FA who chooses not to participate in the HISEND MU round or does not call during the 2000-2400 MIC window will have his/her Bid Line guarantee reduced.

We have also streamlined L5D (Last 5 Days) sequence pay protection. The rules of L5D pay protection have not changed with the new Bid Line Guarantee. The trip must originate within the last five days of the contractual month and must be the last trip on the FA's schedule and the FA does no flying on that sequence. The L5D pay protection applies to ANY sequence on the FA's schedule. To qualify for L5D pay protection the FA must participate in the HISEND MU round similar to the Bid Line Guarantee Protection obligation. The FA is not obligated beyond the HISEND MU round but may choose to accept a trip from CS after the HISEND MU round and any trip will satisfy the L5D Pay protection. The pay protection is limited to the contractual month i.e. you are not obligated to accept a carry-over trip.

Please refer to the more detailed information on the Scheduling page of [apfa.org](http://apfa.org) for more explanation.

**AVBL: (Availability)**

- Includes Relief (RL) and Regular (RP) AVBL FA's who are considered regularly scheduled FA's. Bid line may consist of plotted trips, AVBL days. Or a combination of both. A full AVBL schedule will have no more than 18 AVBL days.
- Guarantee is 75 hours (increases to 80 once Domestic and International operations are combined)

- AVBL schedules with a full line of available days (18 AVBL days) are subject to an incremental guarantee reduction when voluntarily reducing time, e.g. trip trade, unpaid absence.
- Partial AVBL schedules will reduce guarantee to equal PPROJ when voluntarily reducing time.
- An unscheduled AVBL day has a daily value of 4:10 when credited for a paid or unpaid absence.
- AVBL FA may plot trips that fly into or out of AVBL days.
- Pre-plotting is unrestricted, e.g. turns may be plotted on any AVBL day.
- AVBL Fas may add trip sequences through pre-plot (AX), self-plot between 0500-1200—the day before (AX), or by participating in the HISEND MU Round. Crew Schedule may assign trip sequences by 1330 the day before an available day (AV).
- The Company (Crew Schedule and Crew Planning) can schedule FA no more than 85 hours in PROJ unless hours are part of actual awarded Relief selection. FA may self-plot to applicable monthly max in SPROJ.
- FA who is **not on Availability** on the last day of the month may request to be released from all remaining AVBL days when PROJ is at 80:01 or greater.
- FA who is **on Availability** on the last day of the month may request to be released from all remaining AVBL days, including the last day, when PROJ is 82:01 or greater.

Stay tuned for the next base brief where we will be highlighting issues on:

- Single carrier representation
- Hot aircraft issues
- Early Boarding issues