

SECTION 12 - RESERVE DUTY

A. RESERVE LINES

1. Flight Attendants will use PBS to bid for either a regular line of flying or a Reserve line of flying. Reserve lines will reflect reserve (RSV) duty days and days off ("Golden Days" and "Flex Days"). A Reserve's RSV duty day will begin at 0000 Home Base Time and end at 2359 Home Base Time (HBT), subject to the Reserve Availability Periods (RAPs) specified in Paragraph G. Flight Attendants holding a Reserve line will be Reserve Flight Attendants ("Reserve(s)"). There will be Reserve line(s) that contain Golden Day(s) on holidays and weekends in each base.
2. The Company agrees to consult with and consider recommendations from the National Scheduling Chair regarding Reserve issues.
3. Reserve Rotation

The number of Flight Attendants required to serve reserve is dependent upon the needs of the service, as determined by the Company.

- a. Flight Attendants hired before the date of ratification will sit rotating Reserve in accordance with the following provisions:
 - i. If needed as a Reserve, for the first twelve (12) months after initial training, a Flight Attendant shall be on straight Reserve;
 - ii. If needed as a Reserve, once having completed a full year of Reserve duty, a Flight Attendant will serve Reserve on a one (1) month on/ one (1) month off Reserve rotation for a period of three (3) years;
 - iii. If needed as a Reserve after four (4) years, the Flight Attendant will serve Reserve duty on a one (1) month on/ three (3) months off rotation;
 - iv. If additional Flight Attendants are required to stand Reserve duty in a particular month, they will be selected in reverse order of seniority. Their Reserve duty will not exceed their applicable rotation.
- b. Flight Attendants hired on or after the date of ratification and the subsequent date of implementation as established in the Implementation Letter of Agreement will sit rotating Reserve in accordance with the following provisions:
 - i. If needed as a reserve, for the first two (2) years after initial training, a Flight Attendant shall be on straight Reserve;
 - ii. If needed as a Reserve, once having completed two (2) full years of Reserve duty, a Flight Attendant will serve Reserve on a one (1) month on/ one (1) month off Reserve rotation for a period of three (3) years;
 - iii. If needed as a Reserve following b.ii., above, a Flight Attendant will serve Reserve duty on a one (1) month on/three (3) months off rotation;
 - iv. If additional Flight Attendants are required to stand Reserve duty in a particular month, they will be selected in reverse order of seniority. Their Reserve duty will not exceed their applicable rotation.

c. Senior Bump

Seniority permitting, a Flight Attendant who is not designated as Reserve may change their assigned reserve month by bidding "Reserve" in a month that they would not be on the assigned reserve list. Such election must be made prior to the opening of the PBS process and will result in a reserve line of flying. The Flight Attendant will not be eligible for a regular line of flying. When a Flight Attendant bids onto reserve out of regular rotation, it changes their future reserve cycle with one exception: A Flight Attendant who is on reserve by their own choosing during the same month they are on more than three (3) days approved vacation in a month or Voluntary Leave of Absence (VLOA) have not fulfilled their reserve obligation.

- i. When a Flight Attendant desires to initiate "Senior Bump", they must indicate such preference.
- ii. Flight Attendant who is designated as Reserve but desire to be bumped off should bid a regular trip selection(s) and/or reserve selection(s). The Flight Attendant's desire will be honored only if their seniority who has not already bumped a more senior Flight Attendant off reserve.
- iii. Should the number of Flight Attendants desiring to bump onto reserve exceed the number of Flight Attendants desiring to bump off reserve, the junior Flight Attendant(s) may be displaced from the planned reserve list.
- iv. Flight Attendant(s) who are bumped off or are displaced from the planned reserve list will be considered available for the next month's reserve rotation.

d. Transfer: Effect on Rotation

If a Flight Attendant transfers to a base where their seniority places them in the reserve duty group, the Flight Attendant will be scheduled on reserve the first full scheduling month that they are at the new base. Such assignment shall be irrespective of previous service as a reserve at the former base. The Company and the APFA will explore options for staggering reserve rotations for new hires and recalls.

- e. The Company agrees to meet upon request with APFA to discuss possible methods to reduce Reserve seniority levels in high seniority bases.

4. Vacation/VLOA/LOA: Effect on Reserve Rotation

- a. A Flight Attendant who is granted a vacation or an approved paid leave of absence for part or all of the month during which they would normally be scheduled for active reserve duty will be considered as fulfilling their obligation for an entire month's service as an active reserve and will maintain their normal position in rotation. Notwithstanding the exception in Paragraph 12.A.3.b, the above shall not apply to a Flight Attendant who bids reserve out of her/his regular rotation.
- b. No Reserve will be granted a Voluntary Leave of Absence (VLOA), until all leaves have been granted to Flight Attendants with monthly flying assignments. Once these leaves have been granted and there is still an overage, a Reserve may be granted a leave. Any Reserve granted a VLOA will not receive Reserve credit for that bid period.

B. SCHEDULED DAYS FREE OF DUTY

1. A Reserve will be provided scheduled days free of duty as provided for in Scheduling, Section 10. Reserve day off patterns shall conform to the patterns established in Scheduling,

Section 10.D.18.

2. Golden Days

- a. A Reserve may not be assigned flight duty on a Golden Day unless they consent to such assignment.
- b. A Reserve may bid for and be awarded a sequence in ROTA/D that originates on a RSV day and is scheduled to return to the Reserve's crew base on a Golden Day. Any pay hours for such sequence will be paid as pay and credit. The Reserve shall be deemed to have waived such portion of their Golden Day and there shall be no reinstatement of such day.
 - i. Future (ROTA): A Reserve may elect to work into a Golden Day(s) and the Reserve shall make such choice known to Future Crew Scheduling prior to 1500 HBT, concurrent with the beginning of Future Reserve processing. Such election may not be revoked during Future Reserve processing. If not awarded a sequence in Future Processing, the Reserve may, at their option, revoke their election and have their Golden Day(s) reinstated.
 - ii. Daily (ROTD): A Reserve may elect to work into a Golden Day(s) and the Reserve shall make such choice known to Daily Crew Scheduling. If contacted for sequence assignment, the Reserve must accept such sequence assignment, provided they are legal to operate the sequence. Such Reserve may opt to reconsider and protect their day(s) off, as long as they remove their bid from ROTD prior to being contacted for a Daily sequence assignment.

c. Bidding in TTS/UBL on Days Off

A Reserve may bid for a sequence in TTS/UBL that originates on their Golden Day and terminates on a day off. Any pay hours on their day off starting at 0000 of their day off shall be paid as pay, no credit. The Reserve shall be deemed to have waived such portion of their Golden Day and there shall be no reinstatement of such day.

- d. If actual operations cause a Reserve's duty period to be extended into the Reserve's Golden Day(s), any pay hours on or after 0000 of their Golden Day shall be paid at pay no credit. If actual operations cause a Reserve's duty period to be extended for one (1) hour or less into the Reserve's Golden Day(s), such day will not be restored. In addition, if actual operations cause a Reserve's duty period to be extended for more than one (1) hour into the Reserve's Golden Day(s), the options specified in Paragraph D, shall apply. The Reserve will be released from all duty for the remainder of the day they return to base.

3. Flex Days

- a. A Reserve may be assigned flight duty into a Flex Day(s) in accordance with the language specified in Paragraphs J and K, and the assignment language in Paragraph M. Once an assignment is made on a Flex Day(s), a new day off will be scheduled in accordance with Paragraph D, and the pay associated with the Flex Day(s) shall be paid as pay and credit. A Reserve may, at their option, give up the Flex Day(s) without reinstatement.
- b. A Reserve who voluntarily picks up a sequence(s) on their Flex Day(s) shall be deemed to have waived such Flex Day(s) in accordance with Paragraph B.3.a, and there shall be no reinstatement.

- c. Other than as specified in Paragraph B.3.a, a Flex Day may not be moved by the Company without the consent of the Reserve.
- d. A Reserve may bid for and be awarded a sequence in ROTA/D that originates on a RSV day and is scheduled to return to the Reserve's base during any portion of their Flex Day. Any pay hours for such sequence will be paid as pay and credit.
 - i. Future (ROTA): A Reserve may elect to work into a Flex Day(s) and the Reserve shall make such choice known to Future Crew Scheduling prior to 1500 HBT, concurrent with the beginning of Future Reserve processing. Such election may not be revoked during Future Reserve processing. If not awarded a sequence in Future Processing, the Reserve may, at their option, may revoke their election and have their Flex Day(s) reinstated.
 - ii. Daily (ROTD): A Reserve may elect to work into a Flex Day(s) and the Reserve shall make such choice known to Daily Crew Scheduling. If contacted for sequence assignment, the Reserve must accept such sequence assignment, provided they are legal to operate the sequence. Such Reserve may opt to reconsider and protect their day(s) off, as long as they remove their bid from ROTD prior to being contacted for a Daily sequence assignment.
- e. Bidding in TTS/UBL on Days Off

A Reserve may bid for a sequence in TTS/UBL that originates on their Flex Day and terminates on a day off. Any pay hours on her/his day off, starting at 0000 of the Reserve's day off, shall be paid as pay no credit. The Reserve shall be deemed to have waived such portion of their Flex Day and there shall be no reinstatement of such day.
- f. If actual operations cause a Reserve's duty period to be extended into their Flex Day(s), any pay hours on or after 0000 of the Reserve's Flex Day shall be paid at pay no credit. If actual operations cause a Reserve's duty period to be extended for one (1) hour or less into the Reserve's Flex Day such day will not be restored. In addition, if actual operations cause a Reserve's duty period to be extended for more than one (1) hour into the Reserve's Flex Day(s), the options specified in Paragraph D, shall apply. The Reserve will be released from all duty for the remainder of the day they return to base.
- g. Pay and Credit vs. Pay, No Credit on Reserve Days Off

| PAY & CREDIT (Pay toward guarantee & hours count toward RSV monthly max*) vs. PAY, NO CREDIT (Pay above guarantee, hours do not count toward RSV monthly max) | | | |
|--|----------------------|----------------------|--|
| Sequence | Sequence Origination | Sequence Termination | Pay & Credit or Pay, No Credit |
| Actual Ops worked into FD/GD | RSV Day | FD/GD | Beginning on FD/GD at 0000 Pay, No Credit |
| ETB/TTS/UBL Pick-Up | FD/GD | FD/GD | Pay, No Credit |
| ROTA/D "Award into FD/GD" | RSV Day | FD/GD | Pay & Credit |
| ROTA/D Assignment/Award | RSV Day | RSV Day | Pay & Credit |
| ROTA/D Assignment into FD | RSV Day | FD | Pay & Credit |

**Aggressive hours above 40 hours (K.4.b) do not count toward calling out of time.*

A Reserve may not be assigned training on a Flex or Golden Day unless they consent to such assignment.

C. TRADING DAYS OFF

1. Trading Days Off with other Flight Attendants

- a. Reserves shall be allowed to trade days off utilizing ETB or another electronic system. Patterns of days off traded must conform to the patterns established in Scheduling, Section 10.D.18.
- b. As a result of a trade, if one or more Golden Day(s) is placed in front of a Flex Day(s), such Golden Day(s) will be converted to a Flex Day(s) and the original Flex Day will be converted to a Golden Day. If the swap would result in a Reserve having more than the number of Golden Day(s) off as provided for in Scheduling, Section 10.D.18.b, one of the Reserve's Golden Day(s) will be converted to a Flex Day.
- c. Reserves may trade days off concurrent with the electronic system bid timeline on a daily basis.
- d. Trades must occur within the same bid month.

2. Trading Days Off with the Company

- a. A Reserve may request to trade their days off with the Company, which may include one (1) or more days off. All such requests will be subject to Company approval.
- b. Reserve Flight Attendants' requests for trades of days off will be awarded from among those Flight Attendants having requests on file at the specific time such requests are to be processed each day. For the purposes of awarding a day off trade request, all Flight Attendants serving Reserve at the base will be combined into a single seniority list according to the day(s) approved for trade, and requests will be awarded in seniority order.
- c. A Reserve Flight Attendant requesting to trade their day(s) off must submit a ballot to the Company beginning on the 24th of the month prior, no later than 1200 HBT at least two (2) days prior to the first day requested to be traded. Such ballot must be processed (starting on the 25th of the month), in seniority order, and will be awarded by no later than 1200 HBT the day after it was submitted. Ballots will remain active until the Reserve Flight Attendant removes their ballot, prior to being processed, or it has been approved. This process is an automated process, and the timelines can be adjusted by mutual agreement of APFA and the Company.
- d. Reserve Flight Attendant's desiring to trade days off with the Company will be held to the same parameters of C.1.a-b and d.

D. RESCHEDULING OF FLEX AND GOLDEN DAYS

1. In the event a Reserve has been assigned on a Flex Day, or the Reserve has worked into a Golden Day or Flex Day because of actual operations as specified in Paragraphs B.2.c and B.4.c, the Reserve and the Company shall mutually agree to the reinstatement of a Golden Day on a different day in that bid period. If the Reserve and the Company do not mutually agree, the day(s) off shall be placed at the end of the Reserve's current block of Reserve days off.
2. The Reserve will be required to contact Crew Scheduling for the reinstatement of their

Golden Day within forty-eight (48) hours of the assignment into such Flex or Golden Day to mutually agree upon an alternative day.

3. If the Reserve fails to call within forty-eight (48) hours of the assignment into such Flex or Golden Day, or the Reserve has no more days of availability in the bid period to be converted into a Golden Day, they shall receive pay no credit equal to the value of a Reserve day, i.e., minimum reserve guarantee divided by the number of originally scheduled days in that line that are not Golden or Flex Days, in lieu of the day(s) off.

If the Reserve has no more days of availability in the bid period to be converted to Golden Days, the Reserve may not be utilized on the Flex Day unless they consent to such assignment in which case the pay protections specified in this Paragraph D, shall apply.

E. RESERVE CREW BASE REST

1. Following any Reserve sequence, a Reserve shall be provided no less than twelve (12) hours rest (calculated from release from duty to report for duty) at the Reserve's home crew base which is reducible at their option as specified in Scheduling, Section 10.
2. Unless notified of an assignment for the current reserve duty day in accordance with Paragraph M upon check-out from a Reserve's sequence, or upon completion of a Standby assignment at their home or Temporary Duty Assignment (TDY) crew base, they shall be considered released from Reserve duty to begin her/his legal crew base rest period.
3. A Reserve will not be required to be available for contact by Crew Scheduling during their crew base rest as specified in Hours of Service, Section 11.
4. Upon release into such uninterrupted rest period at a home or TDY crew base, a Reserve; will not be called by Crew Scheduling for the first eight (8) and thirty (30) minutes, unless there is an operational need to notify the Flight Attendant of a schedule change to their next flying assignment. In such event, the Flight Attendant will not be obligated to answer such call. A Reserve will be required to check the Crew Management System to review and acknowledge any assignment concurrent with the commencement of a RAP or Standby assignment.
5. After the Reserve has completed their rest, they will be placed on a full RAP shift. If a Reserve has not completed their rest prior to the start time of their scheduled full RAP the Reserve will be available to begin the RAP one (1) minute after completion of the rest and the end time will remain the same as the originally published RAP, unless the Reserve requests to be placed on the next full RAP.

Example: The rest following a reserve sequence ends at 0800. A Reserve was originally assigned RAP A with an 0700 start time. The Reserve will be available on their RAP A at 0801 unless the Reserve requests to be placed on the next full RAP. The end of the RAP will remain as originally scheduled at 1900.

6. At Crew Scheduling's option, at any point a deficit of Reserves exists in a particular RAP, Crew Scheduling may offer the option for Reserves, on a first come, first served basis, to request to be reassigned to the RAP where the deficit exists.

F. STANDBY RESERVE

1. A Standby is a Reserve (Standby) who has been awarded or assigned Standby duty in uniform at the airport without a specific flight assignment for the purpose of covering a sequence in order to prevent a delay. A Standby may also be utilized for the purpose of deplaning, boarding or remaining with through passengers on the aircraft.

2. A Reserve awarded or assigned Standby duty must be legal and available for the number of duty days required for the Standby shift. A Flight Attendant must be legal and available for the number of hours times the minimum day (e.g., five (5) hours for a one-day trip, ten (10) hours for a two-day Standby shift, etc.)
3. Standby duty may be awarded or assigned by Future Scheduling or by Daily Scheduling. The number of Standby shifts designated by base will be determined by Crew Scheduling.
4. A Reserve may be assigned to either a four (4) or six (6) hour Standby shift. Pay and credit for such Standby shifts shall be as established in Paragraph F.9. The scheduled length of the Standby shift must be indicated in the Future Reserve bidding and communicated to the Reserve at the time of the Future or Daily assignment. A Reserve is not required to check-in with the Company at the end of the Standby shift. A Standby who does not receive flight duty shall be released to begin their uninterrupted crew base rest at the end of their Standby shift.

A Reserve currently sitting on standby may request to extend their shift to a total of six (6) hour or eight (8) hours with Crew Scheduling approval. Pay and credit for such extension shall be established in Paragraph F.9.a.

5. No Reserve may be involuntarily assigned to a Standby shift more than two (2) times in a month, unless all legal and available Reserves at the base have been assigned two (2) times. If assigned standby in ROTD, the above rule will apply for all legal and available Reserves within the associated RAP(s).
6. Duty time for a Standby shift will begin upon scheduled report time at the airport and will continue until released for applicable legal rest as provided in Hours of Service, Section 11. However, if a Standby is awarded or assigned a sequence that checks-in prior to their initial report time at the airport, they shall begin accruing duty time one (1) hour before a Domestic or NIPD sequence's scheduled departure or one (1) hour and fifteen (15) minutes before an IPD sequence's scheduled departure. If the Standby is not assigned a sequence, duty time shall terminate at the end of the Standby shift. If the Standby is not assigned a sequence, duty time will terminate when they are released at the end of the Standby shift. If the Standby is assigned a sequence, duty time will terminate when they are released at the end of the duty period for the assigned sequence.
7. In no event shall a combination of Standby and flight duty be scheduled to exceed the duty time limitations of Hours of Service, Section 11, or International Flying, Section 14, whichever is applicable.
8. If assigned a sequence, such sequence must be scheduled to depart no later than two (2) hours after the Standby scheduled release time.

9. **Standby Pay and Credit**

- a. A Standby who does not fly shall be entitled to three (3) hours and thirty (30) minutes for a shift of four (4) hours, five (5) hours and fifteen (15) minutes for a shift of six (6) hours, and seven (7) hours for a shift of eight (8) hours.
- b. A Standby who is assigned a sequence departing within their Standby shift shall receive the scheduled or actual value of the sequence, whichever is greater. In addition, the duty time while on Standby duty, up to the Standby's sequence report time (11.N. or 14.E.), based on departure time of the sequence at time of sequence assignment, shall be paid and credited with one (1) hour for each one and one-quarter (1.25) hours on duty.

Example:

A Reserve has a Standby shift from 0600 to 1200. The Reserve is assigned a domestic sequence originally scheduled to depart at 1100 (estimated time of departure at the time of sequence assignment to the Standby). The Reserve would receive Standby duty rig pay (one for one and one-quarter) for the time between 0600 Standby report and the 1000 Standby's sequence report time in addition to the full value of the sequence.

Example:

A Reserve has a Standby shift from 0600 to 1200. At 1030, the Reserve is assigned a domestic sequence originally scheduled to depart at 0500, but now with a departure time of 1030 (estimated time of departure at the time of sequence assignment to the Standby). The Reserve would receive Standby duty rig pay (one for one and one-quarter) for the time between 0600 Standby report and the 0930 Standby's sequence report time in addition to the full value of the sequence.

Example:

A Reserve has a Standby shift from 0700 to 1300. The Reserve is assigned a domestic sequence scheduled to depart at 0730 (estimated time of departure at the time of sequence assignment to the Standby). The Reserve would receive no standby duty rig pay for the Standby shift, however, the Reserve would receive duty rig pay (11.D.5.) based on the 0630 report time for the Standby sequence.

- c. A Standby who is assigned a sequence departing outside their Standby shift shall receive the scheduled or actual value of the sequence, whichever is greater. In addition, the duty time while on Standby, and including any additional time up to the report time of the sequence, shall be paid and credited with one (1) hour for each one and one-quarter (1.25) hours on duty.

Example:

A Reserve has a Standby shift from 0700 to 1100. The Reserve is assigned a domestic sequence that departs at 1300 (estimated time of departure at time of sequence assignment to the Standby). The Reserve would receive daily duty rig pay (one for one and one-quarter) for the time between 0700 Standby report and the 1200 Standby's sequence report in addition to the full value of the sequence.

- d. A Standby who is not released at the end of the scheduled Standby shift because of boarding duty that is assigned before the end of the Standby shift and that continue beyond the end of the Standby shift, shall be compensated for the additional time at the rate of one (1) minute of pay and credit for each one (1) minute of duty beyond the end of the scheduled Standby shift.
10. For the purpose of sequence coverage, a Standby, if signed-in or scheduled to be on duty one (1) hour before scheduled departure of an open time sequence, will be utilized for any sequence that becomes available within two (2) hours of scheduled departure or any sequence that remains uncovered within two (2) hours of scheduled departure.
 11. A Reserve shall be given no less than two (2) hours' notice and three (3) hours' notice for a co-terminal to report to the crew room for Standby duty.
 12. Boarding duty, if utilized, will be based on days of availability, Standby report time, and in the same terminal, unless Standbys are available for the same number of days, report time, and are in the same terminal, in which case inverse seniority will be utilized.
 13. A Standby will not be assigned boarding duty unless the estimated time of arrival of the inbound crew is prior to the end of their Standby shift. If the crew does not arrive before the end of the Standby shift, such Standby will be replaced by an oncoming Standby if available. Such Standby will be released after the boarding of that flight and will not be subject to any further boarding duties or flight assignments. A Standby may accept the boarding duties

which extend beyond the Standby shift and shall be paid in accordance with Paragraph F.9.d.

14. Duties of a Standby are limited to those assigned to other Flight Attendants.
15. If a Reserve is on Standby, any Standby Daily assignment shall take precedence over any assignment by Future Scheduling.
16. A Standby will be assigned a sequence based on qualifications, days of availability, Standby report time, and in the same terminal. If qualifications, days of availability, Standby report times and terminal are the same, the assignment will be made by inverse seniority. A Standby shall not be assigned a sequence into their Flex Day(s) unless they are the only Standby available to operate the sequence and Crew Scheduling is unable to split the trip prior to their Flex Day(s).
17. A Standby must be available for immediate contact and assignment while on Standby duty but is not required to be present in the Standby room.
18. A Reserve may trade a Standby shift with another Reserve who has a Standby shift on the same day. Such trade request must occur prior to the commencement of the Standby shift but in no case later than 1500 HBT on the day the Standby shift is scheduled, concurrent with Future Reserve Processing for the following day.
19. A Standby may request to be released prior to the end of the standby shift. If Crew Scheduling approves such request, the standby shift pay and credit will not be reduced.

G. RESERVE AVAILABILITY PERIOD (RAP)

1. There shall be no more than four (4) RAPs.

| RAP A | RAP B | RAP C | RAP D |
|---|---|---|--|
| <ul style="list-style-type: none"> • Start times determined by the Company, RAP A could start as early as 0000 HBT | <ul style="list-style-type: none"> • Start times determined by the Company | <ul style="list-style-type: none"> • Start times determined by the Company | <ul style="list-style-type: none"> • 1400-0200 HBT (end time will be 2359 HBT if last day of Reserve block) • Once all departures are airborne, and there are no known diversions or returning flights, RAP will be modified to end at that time |

NOTE: The RAPs above are scheduled RAPs and may be modified in actual operations in accordance with 12.E.5., if a Flight Attendant does not receive their full rest prior to the RAP start time or in the case of a removal/cancellation in accordance with 12.M.5.b.

2. Crew Scheduling shall publish in the bid package the start times for each RAP for the following bid period by each base. All RAPs shall begin on the hour. The availability window for each RAP shall be twelve (12) hours. A Reserve will be automatically released at the end of their assigned RAP if they are not given an assignment. A Reserve will be released from the last RAP of the day no later than 2359 HBT of their last day of availability.

A Reserve will not be required to be contactable outside of their RAP. A Reserve will be required to be available to accept a duty assignment during their twelve (12) hour RAP. The sequence report may be no later than two (2) hours after the end of the RAP. For the purpose of Paragraph G.2, the report time shall be the same as the crew assigned to the sequence or, if the Reserve is joining a sequence in progress, the known departure time at

the time of assignment plus the check-in time (one (1) hour for Domestic or NIPD, or one (1) hour and fifteen (15) minutes for IPD).

As an exception to G.2., a Reserve with a Flex Day following their RAP may only be assigned a sequence with a sign-in on or before 2359 HBT on the last day of Reserve.

Examples:

A Reserve has a RAP 0300 to 1500. The original sequence was PHX-SEA-PHX-LAX-PHX. A Reserve was called out to replace a Flight Attendant on the PHX-LAX-PHX portion. At the time of the call, the PHX-LAX known departure time was 1805. The Reserve could not be given the assignment since the check-in time would have been at 1705.

3. Reserves may be assigned sequences or Standby shifts that report within a RAP prior to the start of the RAP. At the commencement of a RAP, Reserves are responsible for reviewing and acknowledging all assignments through the automated system, except as required in Section 12.N.
4. A Reserve on a RAP may be assigned a Standby shift that terminates no later than two (2) hours after the end of their assigned RAP.
5. At their option, a Reserve may extend the end of her/his RAP. A Reserve may not add the extension to the beginning of the RAP. Extensions to the beginning of the RAP are subject to Crew Scheduling discretion.
6. A Reserve may call Crew Scheduling to request to be released from a RAP. If granted, there shall be no reduction in the Reserve's guarantee. Such request may be made the day prior or the day of and will be approved at the discretion of Crew Scheduling.

H. MINIMUM RESERVE CALL OUT TIME

1. A Reserve shall be required to report within two (2) hours from the time they are notified of a sequence by Crew Scheduling. If a Reserve reports to the airport after sign-in time for the sequence, they shall receive pay and credit for the sequence as if they had checked in for the sequence at the same time as the rest of the crew. As an exception, Reserve Flight Attendants at co-terminals shall be provided three (3) hours call out.
2. Former Shuttle Flight Attendants who were based in DCA on the date the Shuttle Fence was removed will be grandfathered for a three (3) hour Reserve report time if they reside outside of the two (2) hour Mainline report time, unless they bid to or are displaced to another base.
3. Crew Scheduling shall first attempt to contact a Reserve at the Reserve's primary telephone number. A Reserve may use a cellular phone number as their primary telephone number. If a message device is encountered, the Scheduler shall leave a message.
4. If a secondary contact number is provided and Crew Scheduling is unable to contact a Reserve at the Reserve's primary telephone number, the Scheduler shall promptly attempt to contact the Reserve on the secondary contact number. If a message device is encountered, the Scheduler shall leave a message. The Reserve shall have fifteen (15) minutes to respond to Crew Scheduling from the second call if a secondary contact number is provided, or fifteen (15) minutes to respond to Crew Scheduling from the initial call if no secondary contact number is provided.

I. FUTURE RESERVE BIDDING (ROTA)

1. A Reserve shall utilize an electronic system to submit a daily bid. Such daily bid must be entered into the electronic system no later than 1500 HBT for sequences which report on or

after 0200 HBT the next day through and including sequences that report until 0159 HBT the subsequent day. The Reserve may indicate that such standing bid which will remain on file within the electronic system. Such bids shall be submitted through the electronic system for the following:

- a. Specific sequences (not applicable to standing bids);
 - b. Sequence preferences consistent with those available for TTS;
 - c. Specific Standby shifts; Each standby shift will be given a specific identifier (similar to sequence numbers) with set start, end times, required days of availability, crew base, and terminal.
 - d. Specific RAPs.
2. Crew Scheduling shall utilize the Reserve's standing bid to complete a Reserve award or assignment when a Reserve has not otherwise submitted a daily bid. If a standing bid is not on file and the Reserve fails to submit a daily bid, Crew Scheduling shall assign that Reserve during the processing of Reserve awards.

J. FUTURE SCHEDULING AWARD AND ASSIGNMENT (ROTA)

1. The intent of this Section is to provide an orderly process for covering all sequences and Standby shifts which remain open at the time of future processing subject to the number of Reserves who are legal and available to fly. If Crew Scheduling determines an operational need due to insufficient Reserve coverage in a particular crew base, sequences may be redistributed to another crew base(s). Crew Scheduling will redistribute all known open time that needs to be allocated, based on operational need, to another crew base(s) by 1200 HBT. As an exception, Crew Scheduling may redistribute at any time due to extenuating circumstances not known prior to 1200 HBT. A snapshot of open sequences, Standby shifts and Reserve bids will be taken at the commencement of future processing. Sequences or Standby shifts which remain open after future processing will be assigned according to Paragraph M. Other sequences and Standby shifts that subsequently open during future processing will be assigned by Daily Scheduling according to Paragraph K.
2. Reserve awards and assignments shall begin one (1) day prior at 1500 HBT. Open sequence positions which have not been awarded from the Unsuccessful Bidders List and which remain open at 1500 HBT shall be awarded to Reserves.
3. For the purposes of determining whether a grouping is Open or Closed, the reference to a sequence as used in Paragraph J, shall not include Standby shifts.
4. Crew Scheduling shall publish Standby, sequence, and RAP assignments for the following day for sequences which report on or after 0200 HBT the next day through and including sequences that report until 0159 HBT the subsequent day no later than 1930 HBT through an automated system. A Reserve shall acknowledge the assignment through the automated system, which may include a voice response system prior to 2230 HBT. If the Reserve is on a sequence and unavailable to contact the automated system prior to 2230 HBT, they will be responsible for reviewing and acknowledging their assignment through the automated system, which may include a voice response system no later than one (1) hour after release.
5. Groupings of sequences and groupings of Reserves shall be established prior to the award or assignment of sequences.

- a. Reserves shall be grouped according to remaining number of RSV days in their current RSV Day sequence. Reserves with more than four (4) days of availability will be placed in the four (4) day group.
- b. Sequences shall be grouped according to number of calendar days each sequence touches. ODAN sequences shall be placed in the two (2) day sequence group.
- c. If the number of sequences in any sequence group is equal to or exceeds the number of Reserves in the corresponding Reserve group, the group will be considered a "Closed" group. A Reserve group will be considered and referred to as a Closed group until the award or assignment of a sequence from the Closed group causes the number of sequences in that group to fall below the corresponding number of Reserves in the group. If at any time, the number of sequences in any sequence group is less than the number of Reserves in the corresponding group, the group will be considered and referred to as an "Open" Group.

As an exception, a Reserve in a Closed group at the time of processing may select an IPD trip, a pure NIPD trip, or a one (1) day sequence greater than eight (8) hours and fifty-nine (59) minutes block. This exception shall not apply during the period of November 15th through January 5th.

As an exception, an Open group will be considered Closed at the point when at a Reserve's time of processing, sequences in higher groups would, at the end of processing, remain uncovered. In such case a Reserve may be awarded or assigned to work on Flex Days.

Example:

There are two (2) Reserve(s) with two (2) days of availability (one of which has a Flex Day and is the most senior Reserve), and one (1) Reserve with three (3) days of availability, and three (3) Reserves with four (4) days of availability. All Reserves are legal for all sequences. There is one (1) two-day sequence, two (2) three-day sequences, and one (1) four-day sequence.

The two-day Reserve with a Flex Day is not required to take the three-day sequence because the total number of Reserves in the higher groupings (those with three (3) or four (4) days of availability) equals four (4) Reserves, which is greater than the number of sequences in groups three (3) and four (4) (three (3) sequences).

- d. During Future Reserve Processing, Reserve will be given an option to:
 - i. Bid to fly a sequence;
 - ii. Bid for a Standby duty; or
 - iii. Conditionally Remain on Call (ROC) subject to covering all sequences and Standby shifts which remain open at the time of future processing in accordance with Paragraph J.10.
6. Sequences and Standby shifts which remain open after processing the list of Reserves shall be assigned in inverse order of seniority in accordance with Paragraph J.9.
 7. Sequence and Standby Shift Awards to Reserves on RSV Days
 - a. Sequences and Standby shifts shall be offered in seniority order to Reserves within the base. The most senior Reserve on an RSV Day regardless of days of their availability grouping shall be processed first.

- b. At the Reserve's time of processing, if the grouping to which the Reserve belongs is Closed, the Reserve must select a sequence from their grouping, except when sequences in higher groups would, at the end of processing, remain uncovered. In such case a Reserve may be awarded a sequence from a higher grouping.
 - c. At the Reserve's time of processing, if the grouping to which the Reserve belongs is Open, subject to Paragraph J.7.d, they may ROC. Such election shall be conditional and shall not become final until all remaining sequences and Standby shifts are awarded or assigned.
 - d. At the Reserve's time of processing, if the grouping to which the Reserve belongs is Open, subject to Paragraph J.5.c, the Reserve may select a sequence from their respective grouping or a different grouping, conditionally ROC pursuant to Paragraph J.10, or select a Standby shift. Such sequence may overlap the same or fewer days than the Reserve's scheduled RSV days. If such Reserve opts to choose a sequence from another group, the Reserve may select from any group. The choice to operate a sequence with fewer days than the Reserve has available:
 - i. Shall not subsequently cause another Reserve to be flown into a Flex Day;
 - ii. Shall not cause a sequence to be split;
 - iii. Shall not cause a sequence to remain uncovered.
8. Sequence Awards to Reserves into One (1) or More Days Off
- a. A Reserve may bid to voluntarily work into one (1) or more days off.
 - i. If at the time of processing the grouping to which the Reserve requests to join is closed, they will be processed according to Paragraph J.5.c.
 - ii. If at the time of processing the grouping to which the Reserve requests to join is open, they will not be awarded the requested sequence into their day off and will be processed in seniority order in their own grouping.
 - b. Days off on which Reserves voluntarily operate shall not be reinstated.
9. Sequence Assignment to Reserves into One (1) or More Flex Days
- a. A Reserve may be assigned a sequence by Future Scheduling into their Flex Day consistent with this Section and Paragraph 12.M.4.
 - b. At a Reserve's time of processing, if the Reserve's corresponding grouping is Open and the next highest grouping(s) is Closed, a Reserve may be assigned into one (1) or more Flex Days according to Paragraph J.5.c.
10. Remain on Call (ROC)
- a. At a Reserve's time of processing, the choice to ROC:
 - i. Shall not subsequently cause another Reserve to be flown into a Flex Day;
 - ii. Shall not cause a sequence to be split;
 - iii. Shall not cause a sequence to remain uncovered.

- b. At a Reserve's time of processing, a Reserve may elect to ROC. However:
 - i. the Reserve may subsequently be assigned a sequence or Standby shift, after more junior Reserves not legal to operate sequence(s) have been processed;
 - ii. the Reserve who is afforded the option to ROC may be assigned a remaining sequence or Standby shift in the event that a more junior Reserve becomes unavailable during processing (e.g., sick, daily assignment);
 - iii. such remaining sequences and Standby shifts will be assigned to the most junior Reserves consistent with their preferences and seniority, while protecting Flex Days.

Example: Ten (10) Reserves were allowed to ROC in the initial run. Due to legality issues, two (2) sequences and one (1) Standby shift remain to be assigned after the initial run is processed. The sequences and Standby shifts will be assigned to three (3) most junior remaining Reserves, starting with the third most junior's preferences.

- c. Once a Reserve elects to ROC, the number of available Reserves in the grouping shall be reduced by one (1). A Reserve's election to ROC may cause a grouping to become Closed.
 - d. At a Reserve's time of processing, a Reserve who belongs to a Closed grouping may not ROC.
 - e. A Reserve who ROCs shall be awarded a RAP pursuant to this Paragraph, and shall only be assigned a sequence which reports within their RAP as specified in Paragraph K.
11. A Reserve awarded or assigned a sequence from Future Scheduling shall be required to complete their Reserve duty (Standby/RAP or sequence) for the current day. At Crew Scheduling's discretion, a Reserve may be released from their current RAP. At the conclusion of the Reserve's current day assignment, they shall be released until the report time of the RAP or Future Assignment the following day. Such Reserve shall be processed according to the rules specified in Paragraph K.2, unless they indicate to Crew Scheduling they wish to be assigned a sequence according to the regular Daily Processing rules.

12. RAP Awards

After all sequences and Standby shifts have been assigned, the remaining Reserves, including those that elected to ROC, will be assigned as follows:

- a. Crew Scheduling shall determine a minimum and maximum number of Reserves, if any, to assign to each RAP for the following day. The total Reserves assigned shall be equal to the number of Reserves available;
- b. Reserves to be assigned to a RAP shall be placed in groupings based on their days of availability. Such groupings shall be established for one (1) day of availability, two (2) days of availability, three (3) days of availability and four (4) or more days of availability;
- c. Reserves will be assigned to a RAP in seniority order within the days of availability groupings utilizing the Reserve's daily and standing bid, provided the Reserve is legal and available for the entire RAP, except as provided in Paragraph E.4. The choice of RAPs within that grouping for a senior Flight Attendant may not preclude a more junior Reserve from receiving eleven (11) hours between RAPs. However, if there are not sufficient Reserves to cover a particular RAP, a Reserve may be assigned to a RAP with less than eleven (11) hours between their previous RAP.

13. Sequence Splits

- a. In the event that the number of sequences in any sequence group exceeds the number of Reserves in that group, Crew Scheduling may elect to split a sequence(s) to balance the number of Reserves and sequences within a grouping.
- b. In the event that Crew Scheduling elects to split sequences for Reserve processing, such sequences shall be split prior to the beginning of or during the Future and Daily Reserve award process for Reserve assignment or award.

K. DAILY SCHEDULING AWARD AND ASSIGNMENT (ROTD)

1. General

- a. Sequences which open during or after the Future Scheduling Award and Assignment Process 1500 HBT one (1) day prior, and which report during the current or following day, shall be assigned according to Paragraph K.
- b. Release from Duty
 - i. Daily (Next Day Assignment) – A Reserve assigned a RAP for the next day, shall complete their current day's RAP assignment. If the Reserve receives an assignment within their RAP for the next day, they shall be released from the next day's RAP until report time of such assignment. However, in the case of irregular operations as declared by the Director of Crew Scheduling or their designee, the Reserve shall not be released from the next day's RAP and will be responsible to be available for possible reassignment during their RAP.
 - ii. Daily (Day of Assignment) – A Reserve on a RAP for the current day shall be released from their RAP until the report time of an assigned sequence/Standby duty at the time of such assignment. However, in the case of irregular operations as declared by the Director of Crew Scheduling or their designee, the Reserve shall not be released from their RAP and will be responsible to be available for possible reassignment during their RAP.
- c. The Company will award/assign open time trips through ROTD after running through necessary processes (e.g., in-base UBL, out-of-base UBL, etc.) within sixty (60) minutes from the end of the first UBL run. As an exception, trips that open less than three (3) hours prior to departure, four (4) hours in co-terminal, will be immediately awarded/assigned through ROTD after running through UBL (no holding). However, trips that open any time from 0001-0500 HBT and depart after 1100 HBT may be held until 0700 HBT. The Company shall rerun UBL immediately prior to awarding/assigning any trip(s) in ROTD.
- d. An open Standby shift shall be treated the same as a sequence for the purpose of Daily Awards and Assignments. Open sequence positions and Standby shifts which are covered by this Paragraph K shall be assigned as soon as possible after such position opens. Flight Attendants may be assigned sequences or Standby shifts that report within a RAP prior to the start of the RAP. At the commencement of a RAP, Flight Attendants are responsible for reviewing and acknowledging all assignments through the automated system. As an exception, Crew Scheduling must make positive contact with any Reserve with a RAP commencing between 0000-0500 HBT. A Reserve with a RAP commencing between 0000-0500 HBT will not be required to acknowledge awards/assignments at the start of their RAP. A Flight Attendant shall not be called during the period of 0000 to

0500 HBT unless the departure is within three (3) hours or unless necessary to prevent a delay.

- e. Groupings of sequences and groupings of Reserves shall be established for the purposes of assigning sequences. All Reserves shall be grouped according to remaining number of RSV days in their current RSV Day sequence. Reserves with more than four (4) days of availability will be placed in the four (4) day group. Reserves not legal for all RSV days shall be placed in the group for which sequences they are legal to operate.
 - f. Groupings of Reserves on RSV days shall be ordered as follows:
 - i. RAP award;
 - ii. Least to most (ASG/Clicks) number of previous ROTA/D awards/assignments as specified in Paragraph K.5;
 - iii. Then inverse seniority.
 - g. If a sequence is legal for more than one (1) RAP, Crew Scheduling shall assign the sequence as follows:
 - i. A Reserve in the earlier RAP according to K.2.b - e;
 - ii. A Reserve on a later RAP provided according to K.2.b - e;
 - iii. A Reserve in the earlier RAP according to K.2.f.
 - iv. A Reserve in the later RAP according to K.2.f.
 - v. A Reserve on the earlier RAP according to K.2.g.
 - vi. A Reserve on the later RAP according to K.2.g.
 - vii. A Reserve on the earlier RAP according to K.2.h.
 - viii. A Reserve on the later RAP according to K.2.h.
 - ix. A Reserve on the earlier RAP according to K.2.i.
 - x. A Reserve on the later RAP according to K.2.i.
 - xi. K.2.j.
2. For sequences which are open more than two (2) hours prior to scheduled departure (three (3) hours in co-terminal bases), Crew Scheduling shall assign such sequence in the following order subject to the provisions of Paragraph K.1:
- a. UBL Processing
 - i. A Flight Attendant on the Unsuccessful Bidder's list pursuant to Scheduling, Section 10.F.3.b;
 - ii. Out-of-base Flight Attendants on the Unsuccessful Bidder's List, pursuant to Scheduling, Section 10.
 - b. "Aggressive Reserve" Processing

- i. "Aggressive Reserves" on RSV Days within their RAP, from the most senior to the most junior, who are legal to operate the sequence in its' entirety and provided the sequence matches the Aggressive Reserve's list of preferences as specified in Paragraph K.4.d. An Aggressive Reserve called by Daily Scheduling during the Daily Reserve Assignment process shall be required to accept any sequence which meets their list of preferences;
 - ii. "Aggressive Reserves" on a Reserve Day(s) without a RAP, from the most senior to the most junior, who are legal to operate the sequence in its' entirety provided the sequence matches the Aggressive Reserve's list of preferences as specified in Paragraph K.4.d.
 - c. Reserves on a RAP from the same grouping who are legal to operate the sequence in its entirety according to the priority established in Paragraph K.1.f;
 - d. Reserves on a RAP from the next highest grouping according to the priority established in Paragraph K.1.e;
 - e. With Crew Scheduling consent, "Aggressive Reserves" on a RAP who indicate a desire to be awarded into a Flex Day(s) or Golden Day(s) provided the sequence matches the Aggressive Reserve's list of preference as specified in Paragraph K.4.d;
 - f. A Reserve on a RAP holding a Future assignment or award for the following day who can operate the sequence in its entirety. Such Future assignment will be dropped;
 - g. Reserves on a RAP from any grouping who must work into one (1) Flex Day. Such sequence shall be assigned according to the priority established in Paragraph K.1.f;
 - h. Reserves on a RAP from any grouping who must work on two (2) or more Flex Days. Such sequence shall be assigned according to the priority established in Paragraph K.1.f;
 - i. Reserves on a RAP from any grouping who must work into one (1) Flex Day and holds an ETB/TTS/UBL sequence on that Flex Day. Such ETB/TTS/UBL sequence will be dropped and there will be no pay protection for the ETB/TTS/UBL sequence. Such sequence assignment shall be assigned according to the priority established in Paragraph K.1.f;
 - j. Sequences or Standby shifts which remain open after daily processing will be assigned according to Paragraph M.
3. For sequences which open or remain open within two (2) hours prior to scheduled departure (three (3) hours in co-terminal bases), Crew Scheduling shall assign such sequences in the following order of assignment:
- a. Less than Minimum Call-Out UBL for Lineholders and Reserves on off days;
 - b. Less than minimum Call-Out Out of Base Lineholders and Reserves on days off;
 - c. Less than Minimum Call-Out Aggressive Reserves;
 - d. A Standby Reserve if signed in or scheduled to be on duty and signed in at least one (1) hour prior to departure according to the parameters of Paragraph F;
 - e. If no Standby is available, the order of assignment as specified in Paragraph K.2. If a greater delay of a flight would be realized by using the provisions of Paragraph K.2, Crew

Scheduling may cover such flights by assigning a Standby if one is scheduled to be on duty at the time of departure.

- f. Crew Scheduling will assign sequences as specified in Paragraph K.2.b.-j, or Paragraph O., such assignments will be awarded to the first positive contact with a Flight Attendant. Although the fifteen (15) minute response time is still in effect, Crew Scheduling will not be required to wait for a return call and will continue processing until positive contact is made.
- g. If the sequence continues to remain open, such assignment will be processed according to the parameters of Paragraph M.

4. Aggressive Reserve Status

- a. A Reserve requesting to be awarded first on RSV days, or on RSV days into Flex/Golden Days must electronically indicate placement into "Aggressive Reserve" status. Such election may be made daily, or for the entire month.
- b. Once a Reserve reaches forty (40) hours awarded on Aggressive Reserve status in a month, any additional hours awarded on Aggressive Reserve status above the forty (40) hours shall not be credited when determining if the Reserve has met or exceeded the monthly pay cap.

Example: A Reserve begins the month with forty (40) hours of vacation and has a RSVCOT of forty (40) hours. The Reserve bids aggressive and is awarded a 20-hour sequence and will have twenty (20) hours applied as aggressive hours. The Reserve will have twenty (20) hours applied toward their calling out of time for a total of sixty (60) hours (RSVCOT).

- c. Credited hours will be calculated based on a Reserve's month-to-date hours credited to the minute, including credit associated with, but not limited to flight time, sick, vacation, jury duty, bereavement, APFA business, deadhead, etc. Pay no credit hours, ETB/TTS/UBL sequence time, etc., shall not be considered when calculating credited hours. Credited hours shall be updated at 0000 of each day to reflect all hours credited to that time.
- d. Aggressive Reserves may indicate conditional status for sequences with the following parameters:
 - i. Minimum notification time from assignment to departure;
 - ii. Sequence preferences consistent with those available in TTS;
 - iii. The Flex or Golden Days on which the Reserve is available;
 - iv. Desire Standby shifts;
 - v. The RAP(s) for which the Reserve is available.

L. ASG INDICATOR

- a. Each Reserve assigned or awarded by ROTA/D to a sequence will be credited with an ASG code. At the time of assignment, the ASG code will be credited to a Reserve for each calendar day of the sequence.

- b. If the credited number of the ASG code is different than the number of days the Reserve actually flew, then the Reserve may electronically request to have the ASG code adjusted.
- c. After receiving the assigned credit, if the Reserve is unable to report for the assigned sequence, such credit will be removed.
- d. The ASG code will be applied during the month in which the Reserve flew. For carryover trips, the ASG code will be applied in the new month for those days the Reserve flew in that month.

M. RESERVE SEQUENCE CANCELLATION/REMOVAL

- 1. Prior to Report - If a Reserve is removed from their sequence prior to report due to illegality or cancellation and no RAP was originally assigned, the Reserve shall assume duty for the remainder of the RAP in which the sequence originally reported. If the sequence originally reported in multiple RAPs, Crew Scheduling shall assign the Reserve to the earlier RAP.
- 2. After Report - If a Reserve reports to the airport for a sequence but does not fly (i.e., Reserve reports on time and the flight departs without the Reserve), the Reserve shall only be required to remain available for further scheduling purposes on that same day. Crew Scheduling may require the Reserve to do one of the following:
 - a. be placed on standby duty (not to exceed six (6) hours) for the remainder of their RAP*, or;
 - b. be placed on standby duty (not to exceed six (6) hours) if no RAP originally assigned*, or;
 - c. Released from duty with applicable call-out pay

*A Reserve with any sequence assignment that day will use their report time for the original sequence to determine the applicable maximum duty day. Pay and Credit for any Standby time or assignments from Standby will be in accordance with Paragraph 12.F.9.

- 3. After Report - If a Reserve reports to the airport for a sequence and the flight is delayed or cancelled, the Reserve will be covered under Section 10.J.3.d. If the Reserve is not rescheduled in accordance with Section 10.J.3.d., the Reserve may elect to be processed in accordance with M.1 or M.2. If The Reserve elects M.2, Crew Scheduling will assign the Reserve pursuant to M.2.a, b, or c. The Reserve will continue to have a Reserve obligation for any remaining Reserve Day(s) that were part of the original sequence.
- 4. After Report (Standby)
 - a. If a Standby is assigned a sequence and the flight is delayed or cancelled and the crew is removed from the sequence, the Reserve will be covered under Section 10.J.3.d. The Reserve will continue to have a Reserve obligation for any remaining Reserve Day(s) that were part of the original sequence.
 - b. If a Reserve is assigned a sequence from standby and the sequence is removed prior to origination and not covered in a. above, the Reserve will return to the standby assignment.
- 5. After Origination - A Reserve who has originated a multi-day sequence and is removed mid-sequence due to a reschedule or disruption, if not rescheduled, the Reserve will be released once at base for the remainder of the day, unless rescheduled in accordance with Paragraph 12.O. The Reserve will continue to have a Reserve obligation for any remaining Reserve

Day(s) that were part of the original sequence.

6. ROTA/RAP Assignment for the Day Following the Cancellation/Removal

- a. If the cancellation/removal occurs prior to the ROTA run for the following day, the Reserve will be awarded/assigned in accordance with Paragraph 12.J.
- b. If the cancellation/removal occurs after ROTA has run for the following day, the Reserve will be placed on a full RAP following legal rest. The Reserve may request to be placed on a RAP with a modified start time to accommodate legal rest. Crew Scheduling may but is not required to award the RAP with a modified start time to the Reserve. The RAP will begin one (1) minute after the completion of the required rest and will contain the same end time as the original RAP. A Reserve will not be required to have more than one (1) report on the same calendar day.

N. CALLING OUT OF TIME

The monthly maximum for Reserves will be consistent with the monthly maximum established for Lineholders in each base. The Company may elect not to flex the monthly maximum for Reserves when increasing the monthly maximum for Lineholders during a flex month as provided in Section 10.D.13.e. A Reserve will not be required to accept an assignment that would result in them exceeding the monthly maximum. A Reserve shall not be required to be on call once they have reached the monthly maximum less the value of a minimum day and will be released from any obligation to remain on call for the remainder of the month. At the time of processing, Crew Scheduling will allow a Reserve to ROC or to accept the sequence and exceed the monthly maximum or at Crew Scheduling's discretion, split a sequence to allow a Reserve to reach the monthly maximum. As specified in Paragraph K.4.b, pay and credit hours awarded or assigned while in Aggressive Reserve status shall not be credited when determining if the Reserve has met or exceeded the monthly cap.

O. PRIORITY OF TRIP ASSIGNMENT

The intent of this section is to provide an orderly process for covering all sequences and Standby shifts which remain open after future or daily processing. The priority of assignment will be as follows:

1. Transfer sequence(s) to other bases.
2. A Reserve on a RAP who was previously assigned a sequence by Daily may be reassigned according to Paragraph K.2.f, and Scheduling, Sections 10.J.4 and 10.J.5.
 - a. Reserves will be assigned in the following manner:
 - i. Assigning the earliest departure to the least senior Reserve with a previously assigned sequence, who is available to fly the sequence in its entirety; or
 - ii. If no Reserve is available to take the sequence in its entirety without creating a conflict with their Flex Days, the sequence will be assigned in inverse seniority order such that disruption of Flex Days is minimized.
 - b. A previously assigned unreleased available for duty Reserve who previously volunteered to take an assignment on a RSV day(s) that continues into their Flex Day(s) or Golden Day(s) shall not be reassigned unless there are no other Reserves available to take such a trip, but in no case will the Reserve Flight Attendant be reassigned into their Golden Day(s).

- c. A Reserve who voluntarily makes themselves available on days free from duty (Flex Day(s) and or Golden Day(s)) to Future or Daily Scheduling for a sequence that originates on a Flex Day(s) or Golden Day(s) shall not be reassigned.
 - d. A Reserve who is awarded or assigned a different sequence(s) of a lesser value shall be pay protected to the published value of such originally awarded or assigned sequence. To be eligible for such pay protection, such Reserve must remain available for duty for all of the duty periods covered by the originally awarded or assigned sequence.
3. At the option of Crew Scheduling, to legal and available inbound Reserves.
 4. A Reserve on a Flex Day in inverse seniority order.
 5. To a legal and available member of Inflight management holding a seniority number on the System Seniority List.
 6. A Lineholder on days off in inverse seniority order. The following limitations, in addition to those in Hours of Service, Section 11, shall apply:
 - a. A Lineholder shall not be involuntarily assigned while on vacation or on groupings of days off that touch a vacation period;
 - b. A Lineholder shall not be involuntarily assigned more than twice per bid period;
 - c. Crew Scheduling shall only use a Lineholder's contact numbers when calling to make an involuntary assignment.
 - d. If the involuntary assignment causes the Flight Attendant's line to be projected over their TTS bidding credit window and there is not a trip(s) or segment(s) occurring after the involuntary assignment which could be dropped to bring their line projection into the TTS bidding credit window, the Flight Attendant may refuse the involuntary assignment. A Flight Attendant who is involuntarily assigned a trip will have the option of flying their sequence(s) later in the month and exceeding the TTS bidding credit window, splitting a later sequence of the Flight Attendant's choice off at a point at or below the monthly maximum pursuant to Scheduling, Section 10.M, or dropping a later trip of the Flight Attendant's choice.

P. SEQUENCE VERIFICATION AND RESERVE SIGN-IN

1. Each time a Reserve logs into the system, the Reserve shall be required to electronically acknowledge all changes to that Reserve's line in the current bid period and the next bid period, if applicable, before proceeding to any other function in the system.
2. A Reserve shall be required to check their future assignment (ROTA) as specified in Paragraph J.4.
3. Daily assignments (ROTD) for the following day occurring after ROTA processing will be added to the Crew Scheduling system and the Reserve may acknowledge the assignment prior to the commencement of their RAP. However, Reserves who have already acknowledged an assignment for the following day will be notified of any sequence reassignment by positive contact.
4. At the commencement of a RAP, it is the Reserve's responsibility to review and acknowledge through an electronic system any assignment that has already been added to their schedule. The Reserve shall receive a receipt confirming the acknowledgement. As an exception to this, Crew Scheduling must make positive contact with any Reserve with a RAP commencing

between 0000-0500 if the Reserve has not already acknowledged the assignment through the electronic system and received a receipt confirming the acknowledgement. A Reserve with a RAP commencing between 0000-0500 will not be required to acknowledge the award/assignment at the start of their RAP.

5. Daily assignments (ROTD) for the same day, occurring once the RAP has commenced, will be made by positive contact, unless the Flight Attendant has electronically acknowledged the assignment. A Flight Attendant shall not be called during the period of 0000-0500 HBT unless the departure is within three (3) hours or unless necessary to prevent a delay.
6. If a Reserve fails to acknowledge an assignment(s) as required, Crew Scheduling may remove the Reserve from the affected sequence. In that case, the Reserve shall forfeit all pay and credit associated with the sequence and their guarantee may be adjusted as specified in Paragraph S.
7. If a Reserve has not checked-in for a sequence by ten (10) minutes past the scheduled report time, Crew Scheduling may remove the Reserve from the affected sequence. In that case, the Reserve shall forfeit all pay and credit associated with the sequence and their guarantee may be adjusted as specified in Paragraph S.

Q. ASSIGNMENT/REPORT INFORMATION

The Company shall provide a Reserve access to an electronic reserve status system providing real-time information that allows a Reserve to view the following. The system shall run continuously in the crew tracking system and be accessible through the Internet.

The following information will be provided by 1200 HBT daily and updated on a real-time basis:

1. Reserve's name, seniority number, reserve availability shift, and bids, which shall be sorted and displayed by seniority;
2. Date, sequence number, sequence credit, and release time of last assignment;
3. Date, sequence number, sequence credit, and release time of current assignment;
4. Date, sequence number, and time current sequence was assigned by Crew Scheduling;
5. Total bid period-to-date earned pay and credit and bid period projected pay and credit;
6. Days of availability remaining; and,
7. Number of Flex Days off adjacent to last day of reserve availability.
8. All standby shifts; start time, base, duration, airport and terminal, minimum days of availability required, and how many Reserves needed for each standby shift.
9. Number of Reserves required for RAP and number of speaker positions by language required for each RAP.
10. For each Reserve on standby, the Reserve's name, seniority number, employee number, start time and end time, airport and terminal, activity if assigned (sequence and boardings), if released or extended for standby, days of availability, and total bid period-to-date earned pay and credit and bid period projected pay and credit.

R. NOT LEGAL TO FLY

If as a result of unscheduled conflicts that would cause a Flight Attendant to remain on duty/on call for seven (7) consecutive calendar days or more without twenty-four (24) consecutive hours free from all restraint or duty, an off day (not legal to fly day) will be scheduled on the day following the termination of the assignment.

S. MONTH TO MONTH INTEGRATION

1. Reserve to Lineholder

If an assignment of a sequence which continues from one month into the next is necessary, the Flight Attendant shall operate such sequence in its entirety.

Such Reserve shall not be assigned a sequence until after the point in the Reserve order of assignment language in which Reserves have been assigned sequences into Flex Days. Such Reserve will be pay protected for any flight time lost, if applicable, as a result of operating the continuation of such sequence. If an assignment of a sequence in the current month causes an illegality for a sequence in the subsequent month, pay protection provided for consistent with Illegal Through No Fault shall apply.

2. Lineholder to Reserve

A transition sequence awarded during PBS, TTS, or ETB which overlaps Flex or Golden Days in the subsequent month shall be paid as pay no credit and such days off shall not be restored. A transition sequence awarded during PBS, TTS, or ETB which overlaps available days in the subsequent month shall be paid as pay and credit. If such sequence has been awarded prior to PBS, the Flight Attendant shall be able to elect during the PBS bid whether to treat the trip as RSV or days off.

T. RESERVE TRIP TRADING/DROPPING

1. Reserve Trip Trades

- a. A Reserve may trade a reserve assignment with another Flight Attendant.
- b. Time will be pay and credit and will not affect reserve guarantee.
- c. Reserve trip trades on days off will be as specified in Scheduling, Section 10.

2. Reserve Trip Drop to Another Flight Attendant

A Reserve may utilize the ETB or Trades through Crew Scheduling to relinquish a trip sequence to another Flight Attendant.

- a. A Reserve relinquishing a trip sequence will have their Reserve Guarantee reduced by the value of the relinquished trip and such hours will be applied to their monthly maximum.
- b. All legalities related to the dropped trip sequence will be assumed, as scheduled to be flown. A Reserve at their option may waive such home base rest consistent with Scheduling, Section 10.

U. RESERVE FLIGHT ATTENDANTS WITH MISSED TRIPS

When a Reserve Flight Attendant receives a missed trip for a particular assignment, the Flight Attendant will be subject to one (1) of the following options:

1. Release from their availability obligation for the remainder of the day. If this option is chosen, then the Reserve's guarantee will be docked for that one (1) day only. The Flight Attendant will then be released until their next day of obligation to the Company.
2. Remain available for the remainder of that day. In this option, Crew Scheduling may, at its discretion, either: 1) assign the Flight Attendant to another trip; 2) assign the Flight Attendant to airport Standby; or 3) assign the Flight Attendant back to their reserve obligation for that day. If the Flight Attendant is held available to Crew Scheduling under Paragraph S and is not assigned another sequence or Standby duty, then their guarantee will not be docked for that day, even if a trip is not assigned for that day.
3. Under the options in Paragraphs S.1.a and S.1.b, the original missed trip will remain on the Flight Attendant's record for attendance purposes.

V. GENERAL

1. When an award or assignment is given to a Reserve, Crew Scheduling will identify the published sequence number. If it is an unpublished sequence, the Reserve will be notified of the entire sequence, including routing, duty time, credit, sequence number(s), aircraft type(s), report time, and release time. If the layover hotel is different from the normally scheduled hotel, the Reserve will also be notified of the contact number and any special transportation arrangements.
2. All times in this Section are HBT unless otherwise specified.

W. EXCEPTION TO STANDBY ASSIGNMENTS - (OUT-OF-BASE RESERVE STANDBY ASSIGNMENT)

1. A Reserve may be assigned or awarded a Reserve Standby shift in another base if the Company determines that there are no remaining Reserves in that base to cover the Reserve Standby shift(s). Such assignment will be in accordance with Reserve Duty, Section 12. The Reserve must have the days and hours of availability specified in Reserve Duty, Section 12.F, in addition to any credit or block hours associated with the deadhead to/from the out-of-base Reserve Standby assignment. In addition, if accepting the out-of-base assignment, including the deadhead to the assignment, would cause the Flight Attendant to exceed the provisions of Hours of Service, Section 11, the Flight Attendant shall have the option of refusing the assignment.
2. A Reserve on an out-of-base Reserve Standby assignment shall receive the greater of the following:
 - a. Trip Rig from time of check-in for departure from the Reserve's base until released in their base;
 - b. If not assigned a trip while on Reserve Standby Duty, Reserve Standby pay in addition to the greater of the deadhead(s) credit or Duty Rig, excluding time spent on Reserve Standby;
 - c. If assigned a trip while on Reserve Standby Duty, the value of the trip in addition to the greater of the deadhead(s) pay or Duty Rig until report time for the trip. Additionally, the Flight Attendant will receive the greater of the deadhead credit or Duty Rig from release from the trip until release in their base.
 - d. A Flight Attendant will receive no less than the minimum daily average for any day(s) spent deadheading to or from an out-of-base Reserve Standby assignment or any days spent on an out-of-base Reserve Standby assignment. If a Flight Attendant deadheads

and serves Reserve Standby in the same day, such Flight Attendant will only receive minimum guarantee for that day.

3. If deadheading to the Reserve Standby assignment, the Duty Rig in Paragraphs I.2.b and I.2.c will start at check-in for the deadhead flight. If deadheading back to the base, the Duty Rig will end at checkout in the Flight Attendant's base. The value of the Reserve Standby shift and/or sequence will be as established in Reserve Duty, Section 12.F. Deadheads to and from an out-of-base Reserve Standby assignment will receive one hundred percent (100%) deadhead pay and credit.
4. A Flight Attendant already on Reserve Standby Duty in their base may receive an out-of-base Reserve Standby assignment only if they have the days and hours of availability for the new Reserve Standby assignment as specified in Paragraph I.1. The start of the Reserve Standby shift in their base shall be used for purposes of calculating the Duty and Trip Rigs specified in Paragraph I.2 and the minimum guarantee for the day.
5. Any out-of-base Reserves on Reserve Standby Duty will be processed in seniority order among themselves regardless of the shift start time after in base Reserve Standbys have been offered the trips.