

Combined Operations: Bidding for a Line – May 2015

Now that the bid sheets have been posted and the online bidding tool uploaded, many Flight Attendants at the future combined bases are asking abc how to bid at a single base. Even though the international and domestic operations will be combined, sequences are still identified as international or domestic and selections are built purely with sequences from the assigned operation.

To make it easier to bid into the operation that you prefer to fly, we'll still have separate "international" and "domestic" sections of the bid sheet, even though both sections will be available to all Flight Attendants at the combined base. Although the numbering is different, and domestic selections and international are not integrated, you can still bid selections in any order.

That means a bid could look like this with a combination of domestic and international selections bid:

```
F/A BIDDING MAIN MENU FOR SMITH 155291
*****
THE BID BALLOT WILL NOW ACCEPT AN OPTION R3 IN CONJUNCTION
WITH THE R1 AND R2 CODES AFTER A SELECTION.
THE R3 WILL EXCLUDE THAT SELECTION FROM BEING
CONSIDERED IN THE RELIEF AWARD PROCESS.
DETAILS MAY BE FOUND
FOS DIRECTORY HOT PATH - HIDIR/FA/CNTC/RLF -
AA FLIGHT SERVICE WEB SITE AND APFA WEB SITE
*****
CODE      CODE      CODE
-----
1. OPTIONS    6. DELETE A BID  11. TRIGGER TRAIN
2. REMARKS    7. DELETE BALLOT 12. SELECTED RELIEFS
3. DISPLAY    8. CLOSE/SAVE** X MAIN MENU
4. ADD/START* 9. IGNORE CHANGES H HELP
5. INSERT BID 10. BUDDY BIDS
*** ENTER YOUR DESIRED TRANSACTION BELOW. OR H FOR HELP****
-----

CREWMEMBER BID BALLOT RECORD AS OF 17APR15/1541
F/A SMITH GC   BASED LGA   EMP 155291 SEN 5119
MONTH JUN PRIMARY BALLOT PT-N OPTION-N CREATED-ADMN
        ONTO RSRV-N OFF OF RSRV-N SVCQUAL-Y
TRIGGERS - NONE 30 HOUR WAIVER- N VOL PURSER/FFA-N
**LANG.QUAL- NONE          PREM - N

RELIEF SELECTIONS
3300-3350

SELECTIONS
** NOTE ** A-POS 10, B-POS 11, C-POS 12, D-POS 13, ETC..... **
ORDER OF PREFERENCE/READ LEFT TO RIGHT

SEL OPT POSITIONS R SEL OPT POSITIONS R
5000 - 123456789AB 10 - 123456
5103 - 123456789 108 - 1234
```

5005 - 1234 5005 - 5
0123 - 1 0015 - 3
8 SELECTIONS

CREWMEMBER BID BALLOT RECORD AS OF 17APR/1541

Have you always flown domestically until now? Thinking of bidding international selections? You'll want to keep some things in mind:

- The thirty (30) hours in seven (7) days limitation no longer applies effective with the May bidding month either for Domestic or International sequences. (The JCBA Cumulative Duty Limitations, Section 11.B implementation date is still to be determined)
- There is no duty aloft limit for non-long range international flying, meaning that if the scheduled block hours can fit into the 14 hour scheduled duty day, the sequence is built legally.
- A bid will be denied if a schedule conflict exists with the first trip of the next month and that trip is a long-range or extended long range sequence. As a reminder for previously International Flight Attendants, the home base rest waive reduction to twenty four (24) hours does not apply to the bid run.
- In bases like ORD, MIA, DFW and LAX, back up reserves are frequently used due to the need to pull foreign language speakers to cover regular selections. Plan accordingly and back yourself up with some reserve selections.
- The bidding impact of integrating the seniority lists of the bases cannot be predicted since human nature is unpredictable; therefore it would be wise to bid more than you normally might. The consequences of being a Not Enough Bidder are being assigned a selection in reverse order of seniority or winding up with an Open Replacement line. Avoid that by bidding enough.
- **NOTE: The May Cover to the bid sheet contains a wealth of information on the combined operation.**

Changes to the Online Bidding Tool

On the first page of the Online Bidding Tool the division field is changed to be a "selection type". Here the user can choose to see domestic, international, or both selections.

Flight Service Bid Sorting : MAY

Note for viewing 777 selections:

- To see only 777-200 selections check the 772 option
- To see only 777-300 selections check the 773 option
- To see all 777 selections check both 772 and 773

Name: Bryan Opalka Emp ID: 923617
Base: DFW Selection Type: Both
Equipment:

<input checked="" type="checkbox"/> 319	<input checked="" type="checkbox"/> 320	<input checked="" type="checkbox"/> 32T	<input checked="" type="checkbox"/> 71
<input checked="" type="checkbox"/> 757	<input checked="" type="checkbox"/> 757	<input checked="" type="checkbox"/> 75T	<input checked="" type="checkbox"/> 7L
<input checked="" type="checkbox"/> 76T	<input checked="" type="checkbox"/> 772	<input checked="" type="checkbox"/> 773	<input checked="" type="checkbox"/> AB6
<input checked="" type="checkbox"/> S80	<input checked="" type="checkbox"/> S8T	<input checked="" type="checkbox"/> 752	

1 2 3 4 5 6 7 8 9 NEXT STEP >>

On the position preference page, the position preferences are actually tied to the bid sheet to which a selection belongs. For example, the first two items for 320 and 737 only refer to positions

Position Preferences :

320 Bidsheet Equipment

Position 01 Position 02 Position 03 Position 04

PRIMARY POSITIONS

SECONDARY POSITIONS RESET / CLEAR

737 Bidsheet Equipment

Position 01 Position 02 Position 03 Position 04 Position 05

PRIMARY POSITIONS

SECONDARY POSITIONS RESET / CLEAR

757 Bidsheet Equipment

Position 01 Position 02 Position 03 Position 04 Position 05

PRIMARY POSITIONS

SECONDARY POSITIONS RESET / CLEAR

on equipment on international selections because they have their own sheets for international selections. For domestic 737 selections the preference would actually be part of the 757 preference because this is the bid sheet on which the domestic 737 selections appear. For domestic 320 selections the preference could be part of the S80, 757, or WBM preference depending on the type of Airbus equipment. Below is a “general” guide to assist you with where to find an equipment type on the current bid sheets. Please note that this chart is subject to change and selections may contain a mix of equipment types.

Relief and Open Replacement (Availability) Bidding

Relief lines will default to being filled with sequences from the operation the relief line was awarded from, either international or domestic. If you would like a mix of flying, you may indicate that in the remarks. When bidding for open replacement or filler trips on a relief line, you can use the following preferences - which include new preferences for domestic or international sequences for the May bid month. (See *Entering Preferences below*)

Remarks are looked at in the order they are listed. Enter what you desire in priority order. Therefore the highest priority remarks request should be requested first. The program will ignore DF and NP for relief lines.

Code	Explanation of Code	Example	Preference Explanation	Selections Applicable
AT	Arrival Time	AT1500-1600,1800-1900	Preferred trip termination time (second HHMM is optional and defaults to 1 hour after first HHMM).	3000/3300 series
CT	Co-terminal Airport	CTJFK,LGA or (Use slash / if prefer hierarchy)	Means both JFK and LGA are equally desirable	3000/3300 series
DS	Nbr of Days in Sequence	DS3,2 or (use slash / if prefer hierarchy)	Means both 3 day and 2 day are equally desirable	3000/3300 series
DT	Departure Time	DT0800-1000,1000-1200	Prefer sequence origination 0800-1000 or 1000-1200 (second HHMM is optional – defaults to 1 hour after first HHMM).	3000/3300 series
LO	Layover City	LOHNL,LAX,DFW or (use slash / if prefer hierarchy)	Prefer a layover at HNL or LAX or DFW	3000/3300 series
WP	WP2,4,5	WP2,4,5 or (use slash / if prefer hierarchy)	Work position	3000/3300 series
WN	Work Narrow Body Pos	WN1,2,3 or (use slash / if prefer hierarchy)	Narrowbody work position	3000/3300 series
WW	Work Wide Body Pos	WW10,11,12 or (use slash / if prefer hierarchy)	Widebody work position	3000/3300 series
D	Domestic sequences			3000/3300 series
I	International sequences			3000/3300 series
DF	Duty Free Periods (MMDD)	DF0525-0528,0505-0508,0515	Preferred DFPs May 25-28, May 5-8, May 15	3000 series
NP	No Pre-plot	NP	No pre-plotted sequences preferred	3000 series

The computer processes the requests in the order listed. Place your most important request first. Relief replacement is a non-contractual bid preference that American Airlines provides to flight attendants. Those who are awarded reliefs must correctly request preferences in the remarks section of their ballot. Flight attendants are not guaranteed any specific preference(s).

Prior to awarding requests, there are certain objectives that must be met. Open time trips must be plotted. There must be adequate available day coverage spread throughout the month on each relief schedule that is built. As a result of accounting for the above mix of variables, occasionally, specific preferences may be awarded out of seniority order. Relief Schedules: Only use exact categories listed. Seniority, total requests, and operational requirements will affect your bid.

Entering Preferences:

1. If submitting bids using DECS, choose Option 2: Type one line (63 characters is maximum limit) of pertinent remarks if needed.
2. To delete existing remarks, type * on blank line and enter.
3. Always list requests in priority order.
4. Dates must include month and day. (Example: 05(month)/01 (day)
5. AT and DT must show range and time should be in 24 hour format.
6. SEPARATORS - Separators are very, very important and must be used between choices and categories.
 - a. Enter / Slash between category choices or requests to distinguish hierarchy, but only between the separate preference categories. ex:
CTEWR/DS1/DS2/DT1550-1700
 - b. Enter - Dash to indicate a range DT1500-1700
 - c. Enter , Comma between like choices within a category to make requests equally desirable - DS1,2
 - d. Do not space between requests
 - e. When bidding for a co-terminal preference, a comma (,) separating the airports indicates that either airport is equally desirable. A slash (/) between the preferred airports means that the first airport listed is more desirable.
7. Only 10 DFP requests will be considered.
8. When bidding for duty free periods (scheduled days off) enter DF followed by the numeric month and date or a range of dates with a dash (-) between the dates.
9. **Duty free period requests and no preplot are not considered for relief selections.** These schedules will be built to the highest projection possible.
10. When bidding vacation reliefs, trips from open time will be the same division as the relief unless remarks indicate either the opposite division indicator "D" / "I" or specific layover cities. If using the division indicator, any cross division trips for which the flight attendant is qualified, will be considered. If requesting specific layover cities, only those sequences will be considered. For Example a flight attendant holding a domestic rel enters these remarks: DT0800-1000,1300-1500/LOLHR This flight attendant would be considered for LHR layovers. However, if there are non available, the assigned trips from open time would only be domestic.
11. Do not add illegal text or characters. Comments like "please" or "thank you" could negate your request.

Tip: Have your requests handwritten so your ballot will not time out.

Example of Co-Terminal Preference

CTLGA,JFK – Co-terminals LGA and JFK are equally desirable. Trips will be added from either co-terminal.

CTLGA/CTJFK – Co-terminal LGA is more desirable than co-terminal JFK. LGA trips will be added first. JFK trips will be added second if still under-projected.

Example of Duty Free Period Preference

Flight Attendant is requesting May 2nd-5th as a DFP.

Entry: DFMMDD-MMDD (**DF0502-0505** indicates May 2nd-5th as a preferred DFP. The replacement program will try to give May 2nd-5th. If not possible, it will try to give May 2nd-4th. If not possible, it will try to give May 2nd-3rd, etc.

Examples of Combination Requests

AT1500-1600,1700-1900/CTLGA/DS3/WP1 = Arrival time preferred 1500-1600 or 1700-1900, co-terminal LGA, 3 day sequence, work position

CTEWR/DT0800-1000,1300-1500/LOPHX = Co-terminal EWR / Departure Time (indicates equally desirable because a comma separates the times)...0800-1000,1300-1500 / Layover city PHX ***Remember, the program may plot an entire schedule with EWR trips regardless of departure time. If there is only one EWR trip to plot, it will look for trips with the requested departure time.***

DF0525-0528,0505-0508,0515/NP = Duty free periods on 25-28 May, 05-08 May and 15May / no pre-plotted trips

WP2,4,5/DS1,2/LODFW/DF0502-0505,0528-0530 Work Positions 2,4,5 / Turn-arounds and then 2 day Trips / Layover in DFW / Days Off 02-05May and then 28-30May

CTJFK/WW1 = The award program will look for trips out of JFK first (regardless of position). It does not look at Co-Terminal and Widebody requests together. Each request is plotted as a separate category.

Example of an Incorrect and a Correct bid preference:

This would be an **incorrect** bid preference: CT/LGA,JFK,DT/0900/AT/2200/DS/3,2/LO/SAN,SEA,LAX,SFO/I

This would be a **correct** bid preference: CTLGA,JFK/DT0900/AT2200/DS3,2/LOSAN,SEA,LAX,SFO/D

EQUIPMENT-BID POSITIONS-PREMIUMS ON DOMESTIC SELECTIONS EFFECTIVE MAY 2015

Below is a helpful guide (based on the current distribution of flying, subject to change from month to month) identifying positions, based on equipment type, configuration, and destination that receive some type of position premium pay effective May 2nd.

- **Domestic:** any operating or deadheading flight within the 48 contiguous states, Canada and Alaska
- **Premium Pay Position Indicator:** **P = Purser, L = Lead, A = Aft Lead, G = Galley**
- **Flex Position:** Final cabin assignment for a flex position is based on customer load, market flown and FA staffing. Flex positions may be assigned serving duties in multiple cabins. A Purser or Lead may reassign FA positions based on customer distribution and/or operational concerns.
- **VM Position:** Bid complements may vary based on customer load, market flown; VM positions may be included on monthly bid
- Mixed selections may include one or more trip sequences with a mix of equipment within the line or within the sequence.

Equipment	Dom / Transcon	Dom EQ Codes	Dom Bid Sheet Location	FAA	BID	First	Business	Main	Flex Position	VM
777-200 3CLS	Transcon	AE	777	8	10	1P, 5G, 6	4G, 7, 8	2G, 3, 9, 10	6	
777-200 3CLS #	Dom	AE	777	8	8	1L, 5G, 6		2G, 3, 4, 7, 8	6	
777-200 3CLS ##	Transcon	AE	777	8	10		1L, 5G, 6, 4, 7	2G, 3, 8, 9, 10		
777-200 2CLS	Transcon	AF	777	8	10		1L, 5G, 6, 4, 7	2G, 3, 8, 9, 10		
777-200 2CLS	Dom	AF	777	8	8	1L, 5G, 6, 7		2G, 3, 4, 8		
767-300 2CLS	Dom	34, D0, D7	WBM	5	6	1L, 5G, 6		2G, 3, 4, 7	3, 6	7
787-800	Dom	78		8	8	1L, 5G, 6		2G, 3, 4, 7, 8	6	
A321T 3CLS	Transcon	80	WBM	4	6	1P, 5G	4G, 3	2G, 6	6	
757	Dom	49, 62, BA, B0, B1	757	4	4	1L		2A, 3, 4	3	
737	Dom	B9, CE	757	4	4	1L		2, 3, 4	3	
A321S	Dom	75, 76	757	4	4	1L		2, 3, 4	3	
S80	Dom	22, EF, 36, 50	S80	3	3	1L		2, 4	4	
A319	Dom	91	S80	3	3	1L		2, 4		

777-200 3CLS flown as 2CLS; First Class and Main Cabin (16/231)

777-200 3CLS flown as 2CLS ; Business Class and Main Cabin (53/194)

EQUIPMENT-BID POSITIONS-PREMIUMS ON INTERNATIONAL SELECTIONS EFFECTIVE MAY 2015

Below is a helpful guide (based on the current distribution of flying, subject to change from month to month) identifying positions, based on equipment type, configuration, and destination that receive some type of position premium pay effective May 2nd.

- **International Premium Destination (IPD):** to/from Europe, Asia and destinations in Deep South America that have a premium level of service comparable to other European destinations: ASU / BSB / CNF / CWB / EZE / GIG / GRU / LIM / MVD / POA / REC / SSA / SCL /VCP
- **Non-International Premium Destination (NIPD):** International flying that does not meet the definition of IPD flying: Caribbean, Central America, Hawaii, Mexico, Northern rim South America, and LPB / VVI
- **Premium Pay Position Indicator: P = Purser, L = Lead, A = Aft Lead, G = Galley**
- **Flex Position:** Final cabin assignment for a flex position is based on customer load, market flown and FA staffing. Flex positions may be assigned serving duties in multiple cabins. A Purser or Lead may reassign FA positions based on customer distribution and/or operational concerns.
- **VM Position:** Bid complements may vary based on customer load, market flown; VM positions may be included on monthly bid
- Mixed selections may include one or more trip sequences with a mix of equipment within the line or within the sequence.

Equipment	IPD / NIPD	Intl EQ Codes	Intl Bid Sheet Location	FAA	BID	First	Business	Main	Flex Position	VM
777-300 3CLS	IPD-HKG only	82	777	10	12	1P, 5G	4G, 6, 7, 10, 11	2G, 3, 8, 9, 12, 13	10, 11	13
777-300 3CLS	IPD	82	777	10	11	1P, 5G	4G, 6, 7, 10, 11	2G, 3, 8, 9, 12	10, 11	12
777-200 3CLS	IPD	AE	777	8	10	1P, 5G, 6	4G, 7, 8	2G, 3, 9, 10, 11	6, 10	11
777-200 3CLS #	IPD	AE	777	8	11		1P, 5G, 6, 4, 7	2G, 3, 8, 9, 10, 11		11
777-200 2CLS	IPD	AF	777	8	10		1P, 5G, 6, 4, 7	2G, 3, 8, 9, 10, 11		11
767-300	NIPD	34, D0, D7	767	5	6		1L, 5G, 6	2A, 3, 4, 7	3, 6	7
767-300	NIPD-Hawaii only	34, D0, D7	767	5	7		1L, 5G, 6	2A, 3, 4, 7	3, 6	
767-300	IPD	34, D0, D7	767	5	8		1P, 5G, 6, 8	2A, 3, 4, 7, 9	3, 6	9
787-800	IPD	78		8	8		1P, 5G, 6	2A, 3, 4, 7, 8		
787-800	IPD/Asia only	78		8	9		1P, 5G, 6	2A, 3, 4, 7, 8, 9		
757	NIPD	49, 62, BA	757	4	4		1L, 3	2A, 4, 5	3	5
757	IPD	49, 62, BA, B0, B1	757	4	5		1P, 3	2A, 4, 5, 6	3, 6	6
737	NIPD	B9, CE	737	4	4		1L	2, 3, 4, 5	3, 4	5
A319	NIPD	91	320	3	3		1L	2, 3, 4		3
A321S	NIPD	75, 76	320	4	4		1L	2, 3, 4, 5	3	5
S80	NIPD	22, EF, 36, 50	S80	3	3		1L	2, 4	4	

777-200 3CLS flown as 2CLS; Business Class and Main Cabin (53/194)