

LAA Interim Sequence Pay Protection Examples

Effective May 2016 and only until full JCBA pay protection is implemented

Scenario	F/A Responsibility	Crew Schedule/Crew Tracking Responsibility	Crew Compensation (Pay Comp) Responsibility
<p><u>Turnaround cancels prior to sign-in</u></p> <p>1. I am a lineholder and have a turnaround (TA) (1-day trip) that signs in today at 1000. Crew Schedule leaves a voicemail at 0800 that my trip is cancelled. What is my obligation?</p>	<p>Contract Crew Schedule</p>	<p>Determines one of the following options:</p> <ol style="list-style-type: none"> 1. Deadhead you to work the return leg of the sequence, or 2. Reschedule you to another sequence, or 3. Release you with no further obligation and pay protect 	<p>No later than 3 business days following completion of the protected sequence, the pay protected hours will be added.</p>
<p><u>Turnaround cancels after sign-in</u></p> <p>2. I am a lineholder and have signed in for my TA at 1100 and it cancels after I sign in. What is my obligation?</p>	<p>Contact Crew Schedule</p>	<p>May choose one of the following options within 2 hours from the time of cancellation or departure, whichever is later:</p> <ol style="list-style-type: none"> 1. Deadhead you to work the return leg, or 2. Reschedule you to another sequence, or 3. Assign you to airport availability for up to 4hrs from the time of cancellation or departure, whichever is later, or 4. Release FA and pay protect for full value of sequence 	<p>No later than 3 business days following completion of the protected sequence, the pay protected hours will be added.</p>
<p><u>Two-day trip cancels prior to 1159, with sign-in after 1200</u></p> <p>3. I am a lineholder and I have a 2-day trip that signs in at 1800 tonight, March 20th. Crew schedule left a message</p>	<p>Contact Crew Schedule</p> <p>If you are held for DOSTF, then you will need to add your name to the makeup list,</p>	<p>May choose one of the following:</p> <ol style="list-style-type: none"> 1. Deadhead you to work the balance of your sequence, or 2. Reschedule you to work another sequence, or 3. Hold you for Days Originally Scheduled to Fly (DOSTF), which would be March 21st 	<p>No later than 3 business days following completion of the protected sequence, the pay protected hours will be added.</p>

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<p><i>at 1000 this morning and cancelled my trip. What is my obligation?</i></p>	<p>HIHP/21MAR/21MAR/MU, and send a HISEND by 1159 HBT today with trips you prefer to work, and add "plot to protect".</p> <p>If you did not receive a trip by 1330 HBT, then you have fulfilled your obligation and will be pay protected for the two-day trip.</p> <p>*If you did not receive the message until after the 1159 HBT HISEND round, then you will need to make contact with Crew Schedule when you receive the message. If Crew Schedule does not assign you to one of the first two options above, then call Crew Schedule again between 2000-2400 HBT for possible trip assignment.</p>		
<p><u>Three-day trip cancels after sign-in</u></p> <p>4. <i>I am a lineholder and have a 3-day trip, Mar 25-27th that cancels after sign in today at 0800. What is my obligation?</i></p>	<p>Contact Crew Schedule</p> <p>If held for DOSTF then you will need to do the following:</p> <p>Add your name to the Make-Up list</p>	<p>May choose one of the following within 2 hours from the time of cancellation or departure, whichever is later:</p> <ol style="list-style-type: none"> 1. Deadhead you to work the balance of your trip or; 2. Reschedule you to another trip sequence or; 3. Assign you to airport availability up to 4hrs from original departure time, or time of cancellation, whichever is later, or 4. Hold you for all DOSTF 	<p>No later than 3 business days following completion of the protected sequence, the pay protected hours will be added.</p>

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	<p>for all DOSTF.</p> <p>HIHP/MAR26/MAR27/MU</p> <ol style="list-style-type: none"> 1. Send HISEND on MAR 25 by 1159 HBT with requested trips and “plot to protect”; 2. If trip is not awarded/assigned for Mar 26-27, then send HISEND on Mar 26th by 1159 HBT for trips on Mar 27th. Add “plot to protect” 		
<p><u>High Time Flyer – 3 Day trip cancels after sign-in at 1330</u></p> <p>5. <i>I am a high time lineholder and my 3-day trip, Mar 22-24 cancelled on the first day of the trip after sign-in at 1330. I have 3 HVBL days on my schedule now for Mar 22-24. What is my obligation?</i></p>	<p>Contact Crew Schedule</p> <p>If held for DOSTF, then you will need to do the following:</p> <p>Contact Crew Schedule between 2000-2400 HBT on Mar 22nd for possible trip assignment. If you are not assigned a trip then:</p> <ol style="list-style-type: none"> 1. Add your name to the make-up list for all DOSTF. MAKE-UP entry HIHP/MAR23/MAR24/MU 2. Send HISEND on MAR 23 by 	<p>May choose one of the following within 2 hours from the time of cancellation or departure, whichever is later:</p> <ol style="list-style-type: none"> 1. Deadhead you to work the balance of your trip, or 2. Reschedule you to another trip sequence, or 3. Assign you to airport availability up to 4hrs from original departure time, or time of cancellation, whichever is later, or 4. Hold you for all DOSTF 	<p>No later than 3 business days following completion of the protected sequence, the pay protected hours will be added.</p>

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	<p>1159 HBT with requested trips and "plot to protect"</p> <p>3. If trip is not awarded/assigned for Mar 24, then obligation is fulfilled and trip is pay protected</p> <p>4. If not assigned trip for Mar 23, you may not HIPILOT trip for Mar 23, but may HIPILOT for Mar 24 to satisfy obligation. HIPILOT entry: HIPILOT/POS/SEQ/DATE</p>		
<p><u>Reserve "OR" trip cancels after sign-in</u></p> <p>6. <i>I am a Reserve, and my OR 2-day trip I picked up on my duty-free periods has cancelled after I signed in at 0800 today. What is my obligation?</i></p>	<p>Contact Crew Schedule</p> <p>You must sit 4 hour airport availability first day of scheduled trip in order to fulfill obligation. If no trip is assigned or a trip of lesser value is assigned, then FA will be pay protected for full value of the OR trip.</p>	<p>May schedule FA to 4 hour airport availability (standby) the first day of the scheduled trip.</p> <p>If no trip assigned or a trip of lesser value is assigned, the FA is pay protected for full value of the OR trip.</p>	<p>No later than 3 business days following completion of the protected sequence, the pay protected hours will be added</p>
<p><u>Critical Coverage 2-day trip cancels at 1400 prior to sign-in</u></p> <p>7. <i>I am a lineholder and my Critical Coverage 2-day trip March 24-25 cancelled at 1400 today prior to report. What is my obligation what will my pay protection be with a CC trip?</i></p>	<p>Contact Crew Schedule</p> <p>If no trip is assigned at first contact, Contact Crew Schedule again between 2000-2400 the same night for possible assignment.</p> <p>If no assignment is made, your obligation is fulfilled and the full value of the sequence will be paid at</p>	<p>May choose one of the following:</p> <ol style="list-style-type: none"> 1. Deadhead you to work the balance of your sequence, or 2. Reschedule you to work another sequence, or 3. If no trip is assigned at first contact, Contact Crew Schedule again between 2000-2400 the same night for possible assignment. 	<p>No later than 3 business days following completion of the protected sequence, the pay protected hours will be added.</p>

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	150%. If FA is assigned trip worth less hours than the original sequence, the FA will be paid the greater of the two sequences at 150%.		
<p>8. <i>Mid-Sequence cancellation</i></p>	<p>My original trip was worth 18 hours and I lost 3 hours on the second day of the trip due to a misconnect in DFW. My trip is now only worth 15 hours. Will I be pay protected for the full value of the original trip? What is my obligation</p>	<p>Yes, you will be pay protected for the full value of the original 18 hour trip. You already fulfilled your obligation since you had been rescheduled mid-sequence.</p>	
<p><u>Reschedule at Originating/Mid-Sequence for lineholders and reserves (OR, CR, L2)</u></p> <p>9. <i>My original trip fell apart due to weather in DFW. My original trip was a 3-day trip worth 20 hours. After the reschedule, the value of the trip is 15 hours. Will I be pay protected for the original value of the sequence?</i></p>	<p>Yes, you will be pay protected the full value of the original 20 hour trip.</p>		<p>No later than 3 business days following completion of the protected sequence, the pay protected hours will be added.</p>
<p><u>Illegal after Training for Next Trip</u></p>	<p>Contact Crew Schedule when you arrive at Home Base</p>	<p>May do one of the following:</p> <ol style="list-style-type: none"> 1. Deadhead you to work the return leg of the 	<p>No later than 3 business days following completion of the protected sequence,</p>

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<p><i>10. My flight home from training was delayed and after arriving at Home Base, I do not have legal rest for my 3-day trip tomorrow morning. Will I be pay protected for that trip, and what is my obligation?</i></p>	<p>If Crew Schedule chooses option 3, then FA must participate in HISEND make-up round for all DOSTF</p>	<p>sequence, or 2. Reschedule you to another sequence, or 3. Hold FA for all days originally scheduled to fly (DOSTF)</p>	<p>the pay protected hours will be added.</p>
<p><u>Last Trip in the Last 5 Days Cancels</u> <i>11. My last trip of the month cancelled on March 29th. What is my obligation?</i></p>	<p>Contact Crew Schedule and follow current Last 5 Day procedures to protect the value of your sequence. There are no changes to current procedures for obligation.</p>	<p>Follow current Last 5 day of the month procedures for sequence protection</p>	
<p><u>Illegal Home-Base Rest causes direct conflict with next trip</u> <i>12. My 2-day trip worth 10 hours was delayed and caused me to lose my next 2-day trip worth 10 hours. I arrived back at home base at 1200. What is my obligation? What will I be paid for my second trip worth 10 hours?</i></p>	<p>Contact Crew Schedule</p> <p>If no trip is assigned at first contact, Contact Crew Schedule again between 2000-2400 HBT the same night for possible assignment.</p> <p>You will be paid for the value of the two trips combined. The first trip is now paid 15 hours due to an extra day of flying and 5 hours would be added to your pay for the loss of the second</p>	<p>May choose one of the following:</p> <ol style="list-style-type: none"> 1. Deadhead you to work the balance of your sequence, or 2. Reschedule you to work another sequence, or 3. If no trip is assigned at first contact, Contact Crew Schedule again between 2000-2400 HBT the same night for possible assignment. 	

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	trip.		