

TTS daily processing occurs on any day, the Company may not change the red flag designation until the TTS awards are complete for that day.

I. INVOLUNTARY ASSIGNMENT

Involuntary assignments shall only be made according to the Priority of Open Trip Assignment language specified in Reserve Duty, Section 12.

J. RESCHEDULING

1. General Provisions

- a. The provisions of Paragraph J are intended to allow for orderly rescheduling procedures in the event of last minute operational irregularities that have a high probability of resulting in sequence delays or cancellations. These provisions are not intended to be utilized in such a manner so as to effectively require a Lineholder to serve as a Reserve.
- b. In the event a Flight Attendant loses her/his entire month's trip selection or balance of her/his month's schedule because of a schedule change, including natural disaster and/or extraordinary circumstances, the following shall apply: A Flight Attendant whose pay projection falls below her/his monthly guarantee as a result of the Schedule Change shall be required to make a "reasonable effort" as defined in Paragraph D.19.d.i, to make up the time. A Flight Attendant may choose to waive pay protection and be released from any obligation to remain available to the Company. This provision is to address the major issues specified above and is not intended to apply to normal scheduling changes affecting individual Flight Attendants.
- c. The intent of Paragraph J is that a Flight Attendant should be permitted to operate the sequences that she/he was awarded through PBS, TTS, ETB, etc. Consequently, a Flight Attendant should not be removed from her/his sequence unless all options have been utilized to prevent a cancellation or delay including assignment to any available Reserve or Standby Reserve.
- d. A Reserve on an ETB trip will be considered a Lineholder for the purposes of Section 10.
- e. The term "rescheduled" as used in Section 10 means any and all deviations from a Flight Attendant's awarded sequence, as originally published, with the following exceptions:
 - i. Cancelled segments that occur at any time during the sequence without requiring the Flight Attendant to operate a different sequence. However, the cancellation of a scheduled flight and the creation of a new unpublished flight between the same city pairs within four (4) hours of the original scheduled departure time does not constitute a cancelled segment and would require payment to the Flight Attendant for the cancelled flight unless the Flight Attendant has requested to be released from duty in accordance with Hours of Service, Section 11.M. Further, flights scheduled as extra sections more than forty-eight (48) hours in advance of the cancelled flight are not considered "new unpublished flights" for purposes of this Paragraph. If an extra section is created less than forty-eight (48) hours prior to the cancellation, the extra section shall require payment to the Flight Attendant for the cancelled flight unless the Company can demonstrate that the creation of this "new unpublished flight" is not related to the cancellation.
 - ii. Deadheading to position a crew because of a cancelled flight(s) to continue a series of flight(s) on the original sequence.