

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 she/he be reassigned into her/his Golden Day(s).

- c. A Reserve who voluntarily makes herself/himself 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 Schedule, to legal and available inbound Reserves.
 4. A Reserve on a Flex Day in inverse seniority order.
 5. 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 Schedule 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 her/his 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 her/his 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 her/his 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.

N. SEQUENCE VERIFICATION AND RESERVE CHECK-IN

1. Each time a Reserve logs into the crew tracking system, that 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 crew tracking system. 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 her/his schedule.
2. A Reserve shall be required to check her/his future assignment as specified in Paragraph J.4.
3. Daily assignments occurring between 1800 and 0200 HBT for the following day will be added to the Crew Schedule system and will require the Reserve to electronically acknowledge such assignment. However, Reserves who have already acknowledged an assignment between 1800 and 0200 HBT for the following day will be notified of any sequence reassignment by positive contact.

4. Daily assignments occurring after 0200 HBT to a Reserve for the same day will be made by positive contact. A Flight Attendant shall not be called during the period of 0000 and 0500 HBT unless the departure is within three (3) hours or unless necessary to prevent a delay.
5. If a Reserve fails to acknowledge an assignment(s) as required, Crew Schedule may remove the Reserve from the affected sequence. In that case, the Reserve shall forfeit all pay and credit associated with the sequence and her/his guarantee may be adjusted as specified in Paragraph S.
6. If a Reserve has not checked-in for a sequence by ten (10) minutes past the scheduled report time, Crew Schedule may remove the Reserve from the affected sequence. In that case, the Reserve shall forfeit all pay and credit associated with the sequence and her/his guarantee may be adjusted as specified in Paragraph S.

O. ASSIGNMENT INFORMATION

1. 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.
2. Reserve's name, seniority number, reserve availability shift, and bids, which shall be sorted and displayed by seniority;
3. Date, sequence number, sequence credit, and release time of last assignment;
4. Date, sequence number, sequence credit, and release time of current assignment;
5. Date, sequence number, and time current sequence was assigned by Crew Schedule;
6. Total bid period-to-date earned pay and credit and bid period projected pay and credit;
7. Days of availability remaining; and,
8. Number of Flex Days off adjacent to last day of reserve availability.

P. 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.

Q. MONTH TO MONTH INTEGRATION

1. Reserve to Lineholder

If an assignment of a sequence which continues from one month into the next is necessary, she/he 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.