

**Article 10 – Outstanding Reserve Issues**  
**Joint Version 2.0**  
**Date: 1/6/2011**

- Provided there is no increase in reserve requirements, Variable Reserve schedules, with a reduced reserve guarantee, may be offered for bid. No Flight Attendant will be involuntarily assigned to a Variable Reserve schedules.
- FAs may bid and be awarded stand-alone DFPs, however Company assignments of stand-alone DFPs are limited to one stand-alone DFP on no more than 10% of the assigned reserve selections at a base.
- AM/PM Reserve windows will be determined by base, with general guidelines as follows:
  - AM – On call for assignments scheduled to sign in between the hours of 0200-1700 local base time
  - PM – On call for assignments scheduled to sign in between the hours of 1200-0300 local base time

*Note: Start/end times of 15-hour window subject to change based on specific base/operational requirements. Any changes to the reserve windows will be made for operational reasons only and only after consultation with APFA.*

- At bases with a planned monthly reserve list of 16 or more, no less than 50% of the unassigned reserves will be awarded/assigned AM/PM reserve preferences. The percentage will be determined after subtracting the number of ready reserves required to provide FAA minimum crew for the largest equipment type flown at the base.
- At bases with a planned monthly reserve list of less than 16, the number of AM/PM reserve preferences, if any, will be determined by base during day-before coverage under the supervision of Crew Schedule manager/coordinator and/or senior on duty.
- The actual ratio of AM/PM reserves will differ by base and may be modified daily based on number of ready reserves available after all trips have been covered.
- PM reserves that confirm following day assignments must remain available on ready reserve until midnight, unless released by Crew Schedule.
- 24-hour ready reserves that confirm following day assignments must remain available until 1900 (earlier release subject to mutual agreement) at which time they will be released until the start of such assignment.

- AM/PM reserves with partial releases are not allowed to pick up supplemental flying during an active reserve day.
- AM/PM reserves who call in sick will be charged for a full day of reserve.
- PM Reserves must have >1 day of reserve availability.
- Co-terminal preferences will be awarded first using duration, with the exception that the scheduler will have the ability to override the co-terminal preference.
- Day-of coverage for reserve assignments handled as follows, (1) blocks of availability, (2) remaining days of availability in the month prior to a planned absence of greater than fourteen (14) days, (3) GTD.
  - AM departure would use combined pool of AM and 24-hour ready reserves
  - PM departure would use combined pool of PM and 24-hour ready reserves
  - Trips departing during overlap window would use AM reserves, then 24-hour ready reserves, and then PM reserves

*Note: Scheduler will have ability to override which reserve is assigned based on operational or qualifications needed*

- APFA and the Company will work together on the development and implementation of the new reserve provisions.
- The Company and APFA will review these guidelines periodically during Joint Scheduling Committee Meetings. If necessary to maintain or reduce reserve requirements, modifications may be made by mutual agreement.

## **AM/PM RESERVE GUIDELINES - ATTACHMENT A RESERVE STATUS CHART**

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<b>TODAY</b>	<b>TOMORROW</b>	<b>AVAILABLE AFTER AWARD</b>
AM	ASSIGNMENT	NO
AM	AM	NO
AM	PM	NO
AM	READY	NO UNTIL 2400
PM	ASSIGNMENT	YES UNTIL 2400
PM	AM	YES
PM	PM	YES UNTIL 2400
PM	READY	YES
READY	ASSIGNMENT	YES UNTIL 1900
READY	AM	YES UNTIL 2400
READY	PM	YES UNTIL 2400
READY	READY	YES
ASSIGNMENT	ASSIGNMENT	NO
ASSIGNMENT	AM	NO/REST DETERMINES
ASSIGNMENT	PM	NO/REST DETERMINES
ASSIGNMENT	READY	NO/REST DETERMINES