



February 5, 2013

#### Bid line planning Chair Report to the MEC

The past 3 months have been very busy in the Planning Dept. With the closing of LAX, contract implementation starting January 1<sup>st</sup> and PBS implementation planned for later this year unplanned events and contract violations have been on the increase.

On December 10 Carol Harper and myself met with Linda Kunz to hear the M.E.C. Grievance for lack of variety in the schedules. At that hearing we presented evidence showing that the schedules had deteriorated due to pilot and or Flight Attendant staffing over the past year. Changes in the planning department's management and lack of communication with the chair as well as differences in the way the schedule was optimized had all contributed to a shift toward 4-day trips and a lack of variety at all bases. During the hearing Kimberly Rowland (manager of planning) requested 2 months to work on improving variety in the schedules, January and February's schedules posted with dismal variety, much like Decembers. With Sky west coming into the DFW market variety at that Hub has increased for Eagle with 4-day trip ratios planned at around 52% down from the 70's and 80's and a marked improvement in variety. Unfortunately, variety remains down in Chicago in both fleets, EMB 4 day trips are projected at 84% and CRJ having mostly 4 days with a sprinkling of 2 day back to backs. SJU and MIA schedules remain static thru this grievance period. All in all, the grievance brought our concerns to managements attention, however, variety depends on having enough crew to be able to build anything besides 4-day trips and current staffing numbers on the pilot side prohibit

that. Any increase in variety for March is directly attributable to Sky West absorbing overnights.

New York's planning rep met with the planners this month and was able to increase commutability as well as variety within their mix. This was a direct result of NY losing flying to MIA and a decrease of bridge trips from NY-MIA market. I have to commend Nelson Rivera and Jon Orozco for making every effort to achieve the best schedule for their bases.

With the implementation of the Bankruptcy contract came changes in the mix for reserves. As well as implementation dates. The company was able to publish RBL lines in Feb but was unable to offer hybrid lines as scheduled due to a payroll computer issue. AFA filed a grievance to protect the affected Flight Attendant's rights as soon as the violation was discovered. I am currently following up with management to be sure the March package is not lacking hybrid trip mixes.

Earlier this summer I was present for the PBS roadshows and reviewed vendors in conjunction with the negotiating committee. With the selection of Navtech as our provider we move on to implementation. This phase is expected to take 10-12 months. Recently the Negotiating committee and I met with representatives from management and Navtech programmers to cover our contract needs and their programming parameters. This process will be ongoing and I will keep the MEC informed of developments and implementation dates when known.

In Solidarity,

Marti Carnes

MEC Bid line Planning Planning Chair