

## ORDER OF ASSIGNMENT OF FLYING THAT BECOMES AVAILABLE

1. Time which becomes open subsequent to 1400 CT for the next day's operation:

- a. At the beginning of each shift, Crew Scheduling will print a list of available reserves in time balancing order (least accrued time to most accrued time), except the first day of the bid period when Flight Attendants will be placed on the list in seniority order. This list is currently known as the "N6DF" list. It is Crew Scheduling's equivalent to the Flight Attendant HI33 list. The Crew Scheduler filling the open time will follow the order of the list (least accrued time to most accrued time) as nearly as possible to assign the open positions in time balancing order.

2. Time which becomes open on the day of operation:

- a. At the beginning of each shift, Crew Scheduling will print "N6DF" list of all available reserve Flight Attendants in time balancing order (least accrued to most accrued time) except the first day of the bid period when Flight Attendants will be placed on the list in seniority order.
- b. The entire group of Flight Attendants who may be available for the assignment is then broken into three (3) groups. Each of these groups is treated as a separate "bucket". This means that when a Crew Scheduler desires to fill an unassigned position, she/he will begin by evaluating all the Flight Attendants in Bucket #1. If no Flight Attendant is available for assignment, she/he will proceed to Bucket #2. If still no Flight Attendant is available for the assignment, the Scheduler proceeds to Bucket #3.

i. Lineholder and Reserve Flight Attendants who have "lost" flying in some manner (e.g., downgrade, cancellation, misconnect)

- a) Late arriving Flight Attendants using the Commuter Policy who have lost one or more round pairings;
- b) Flight Attendants who have lost time due to a Downgrade;
- c) Flight Attendants who have lost time due to a cancellation or misconnect.

ii. Volunteer/Make-up List

- a. This list consists of Flight Attendants who have called Crew Scheduling to inform that they would like to pick up additional time and are available for assignment on that particular day.

iii. Reserve Flight Attendants

- a) At home Reserve Flight Attendants for whom there is at least two (2) hours call out time available;
- b) Reserves already on a pairing whose legalities may permit the assignment of additional time;
- c) Airport Standby Reserves

c. Assignments made in Bucket #3 will be given in the order listed above to legal and available Reserves in accordance with Section 9.

d. Based on the needs of the Company's operation, the Crew Scheduler retains discretion to adjust the order of assignments to more neatly fit within the legalities of the group of Flight Attendants legal and available for assignment(s).

e. If following procedures, and if time still remains open, Crew Scheduling will employ the Junior Manning/Extension Procedures according to paragraph N. of this Section.