



DID YOU KNOW?

Jetway Trades (Section 9.G.5.)

Our 2012-2016 Contract provides for many improvements to increase schedule flexibility for all Flight Attendants. Beginning July 18, 2014, a Flight Attendant may now drop the last segment of an ID to another Flight Attendant who is on a day off, and from the same Domicile. This Contract Education piece is put together to ensure that you understand the whole Jetway Trade process and language.

9.G.5. Jetway Trades

9.G.5.a. A Flight Attendant may drop the last segment of an ID to another Flight Attendant by calling Crew Scheduling (SK) no earlier than one (1) calendar day and no later than four (4) hours prior to the scheduled departure of the segment to be traded for all segments that depart and arrive within the United States (including Alaska, Hawaii, Puerto Rico). For flights to/from FRA, HKG, LHR, and NRT and other Flight Attendant domiciles, a Flight Attendant may drop the last segment of an ID to another Flight Attendant by calling Crew Scheduling (SK) no earlier than one (1) calendar day and no later than six (6) hours prior to the scheduled departure of the segment to be traded.

In order to take advantage of this new negotiated Contractual Provision (Jetway Trades) the following must happen:

1. Flight Attendant wishing to drop their last segment of an ID to another Flight Attendant must call Crew Scheduling at 1-800-FLT-LINE option 3, and enter the airport station code where the flight segment wished to be traded originates. No earlier than one (1) calendar day and no later than four (4) hours prior to the flights scheduled departure. This includes flights to and from Alaska, Hawaii and Puerto Rico.

For Flights from FRA, HKG, LHR and NRT to and from other domiciles - no earlier than one (1) calendar day and no later than six (6) hours prior to the flights schedules departure. For example ORD to HKG is a flight segment available to Jetway Trade; however, ORD to PVG is not because PVG is not a domicile.

In order for Crew Scheduling to approve the Jetway Trade the following criteria must be met:

- Both Flight Attendants are Lineholders
- The Flight Attendant trading into the last segment must be on an unassigned day and meet all legalities and qualifications required
- The trade will not be approved if it results in any legality for either Flight Attendant
- The segment traded is not a deadhead segment

9.G.5.b.(2). The Flight Attendant who traded into the last segment of the ID must confirm with Crew Scheduling (SK) no earlier than six (6) hours and no later than two (2) hours prior to scheduled departure. She/he must check in for the flight at the designated reporting time and location per Section 7.I., 12.N. or the bid cover letter as applicable.

2. The actions of the Flight Attendant trading into the segment include:
 - Contacting Crew Scheduling no earlier than six (6) hours and no later than two (2) hours prior to scheduled departure



- Must check-in for the flight at the designated report time and check-in location

The original Flight Attendant should be present at the check-in location and/or aircraft until replacement Flight Attendant arrives for the flight. If, for any reason the replacement Flight Attendant does not show up, the original Flight Attendant must operate the segment.

3. Once the trade is approved by Crew Scheduling neither Flight Attendant may:
- Trade the ID
 - Be awarded PTO, ANP or DAT

Jetway Trades may not be processed during periods of significant irregular operations, or emergency situations.

If the original Flight Attendant is reassigned or drafted during the ID before the replacement Flight Attendant has confirmed with Crew Scheduling, the Jetway Trade is considered voided.

If the original Flight Attendant is reassigned or drafted after the replacement Flight Attendant has confirmed with Crew Scheduling, both Flight Attendants must mutually agree who will continue the ID and advise Crew Scheduling.

If the replacement Flight Attendant is drafted or reassigned after they have checked-in for the segment all Contractual provisions regarding drafting and reassignment go in effect including but not limited to minimum duty and trip rigs. Drafting and reassignment provisions can be found in the Contract.

If the replacement Flight Attendant goes illegal for their next ID after completing the traded segment, they will be removed from the ID and will not receive pay protection nor be subject to reassignment.

Pay Credit

9.G.5.f.1.	<p>(1) The value of the ID for the Flight Attendant trading out shall be reduced by the scheduled flight time of the segment traded.</p> <p>(2) The replacement Flight Attendant's line of flying shall be credited with the greater of the scheduled or actual flight time for the segment.</p> <p>(3) A Jetway Trade, in and of itself, shall not generate a rig for either Flight Attendant.</p>
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Original Flight Attendant's ID credit time will be reduced by the scheduled flight time of segment dropped.

Example: If the ID is a two (2) day trip worth twelve (12) hours and the last segment traded has a scheduled flight time of two (2) hours and fifteen (15) minutes, the original Flight Attendant scheduled flight time will be reduced by two (2) hours and fifteen (15) minutes for a total of nine (9) hours and forty-five (45) minutes.

Replacement Flight Attendant will be paid only the scheduled or actual flight time whichever is greater for that segment.

