



- FLEXIBILITY - SCHEDULING OPTIONS	 7 Regular Bases — 8 Satellite Bases	 9 Regular Bases — 3 Satellite Bases
Bidding Trips To Increase Hours/Month	YES (no cap on hours flown)	YES (no cap on hours flown)
Swaps - Trip Trades	Higher & Equal Trip Length Permitted	Higher, Equal & Lower Trip Value Permitted
Jetway Trades	YES	NO
En Route Trades	NO	YES (same or different base)
Mutual Swaps - Trip Trades (same base)	YES (per trip)	YES (per trip or entire line)
Trip Trades (between bases)	NO	YES (per trip or entire line)
Pattern Segment Release (downline release)	NO	YES
Trip Drops	YES <i>(must fly a minimum of 540 hours/year to qualify for company-subsidized health insurance benefits & PPT for the following year)</i>	YES <i>(can drop to "0" hours in any month - at no additional cost or loss of company-subsidized insurance benefits for the following year)</i>
Split Lines	NO	YES
DAL - Incentive Pay (IPY4) NWA - Premium Pay Patterns	Additional 4 hours of flight pay (total for trip)	Paid the value of the pattern + an additional 25% at the FA's applicable hourly rate of pay
Satellite Bases/AFP's	<ul style="list-style-type: none"> Minimal to no Open Time. Can only swap trips with FAs in their AFP location & their AFP Open Time. Daily PPT will not be awarded. Time off should be managed using pre-month PPT process, CBS & trading with another FA without involving Crew Scheduling. 	NWA FAs are subject to the same rules in Regular bases and Satellite Bases.

DEFINITIONS

Swap/Trip Trade: The exchange of rotations (DAL) or patterns (NWA) between FAs or with Open Time.

Trip Length: The number of calendar days over which a scheduled pairing operates from report to release.

Trip Value: The total amount of time a rotation/pattern is worth for scheduling & pay purposes.

Jetway Trades: A swap (trade) between FAs to divide the working segments of a trip into two portions. There can only be one 'split' to any trip. The 'split' point must be in a base city. AFP FAs can only jetway trade portions of their trips to other AFP FAs in the system. However, the 'split' point can be in a base city or an AFP (satellite) location.

En Route Trade: Two FAs can trade the balance of their trips at layover stations or after departure from base. Trades cannot project a FA under 52:00 or more than 10:00 over their original monthly projections.

Pattern Segment Release: A FA who is scheduled to work or be pattern-positioned to base on the last segment of the trip, may request to be released from the trip at the downline location from which the last segment is scheduled to operate. The request is granted on a first-come, first-served basis, the FA is not required on the segment for staffing purposes & all other FAs scheduled to work the segment are at the aircraft when the request is made (no earlier than 1 hour & no later than :15 prior to scheduled departure). The FA granted such a request will have the pattern changed to reflect a downline release from duty.

PPT: "Paid Personal Time". Scheduled or unscheduled paid personal time off. Scheduled PPT can be bid in advance and unscheduled PPT is used for occurrences such as sickness or injury.

Split Lines: Applicable months and number of FA positions available determined by Company. This is strictly a voluntary program. Schedule holders and Reserves elect a Split Line prior to PBS bid. Credit for scheduling & pay purposes = 40:00 for month.