



UAL – MEC System Schedule Committee

August, 2015

TO: UAL-MEC, UAL-MEC SSC, All UAL-MEC Committee Chairmen,
and all LSC members

SUBJECT: Aug 3, 2015 Pairings meeting, Aug 4-5, 2015 SSC meetings and additional
Manpower meetings with Management

FOR ALPA: Jeff Nooger, Rick Hill, Dave Collins, George Mladsi, Andy Riggs, Cullen Bankole

FOR UAL: Herve Lavenant, Nida Vaznonyte, Todd Brain, Bill Hughes, JoAnne Meier, Rob
Cataldo, Josh Ellsworth, David Jehn

NOTE: This is the report of the monthly meetings between the SSC and UAL. It is not to
be taken as a statement of the SSC's position or opinion on subjects reported
upon unless specifically stated as such.

Commonly Used Abbreviations

ANF:	All Night Flight	LOA:	Letter of Agreement
ALV:	Average Line Value	LPA:	Line Production Average
Category:	Base, Equipment, and status combination	MOU:	Memorandum of Understanding
CS	Customer Service	NPDM:	Notice of Proposed Decision Making
DH:	Deadhead	PBS:	Preferential Bidding System
DRC:	Dispute Resolution Committee	PPU:	Premium Pay Pickup
DSL:	Domicile Schedule Letter	QWL:	Quality of Work Life
EEC:	Early East Coast Departures	LC/SC	Long Call / Short Call Reserve System
FBO:	Flown By Operations / Displaced	SRM:	Senior Manning
ISD:	Information Services Division	SSC:	System Schedule Committee
ISL:	Integrated Seniority List	TAFB:	Time Away From Base
G-Line:	Guaranteed Line Holder	TTWOF:	Trip Trade with Open Flying
JRM:	Junior Manning	UPA:	United Pilot Agreement
LSC:	Local Schedule Committee	WOCL:	Window of Circadian Low
LNF:	Late Night Flight	W Trip:	Trips with report/release before and/or after first and last departure/arrival in base

MANPOWER

Continuing IT Issues and UPA Section 8 Compliance

The company provided the following updated timeline for the IT projects previously reported. These dates are end-state production dates. The company has scheduled checkpoint meetings so members of the SSC can view milestones in the development process. This will help ensure these programs are UPA compliant and meet the needs of the pilots. The SSC will be involved in development and User Acceptance Testing prior to any program release.

Also, the SSC asked the company to provide the BRDs (business requirements documents) on the various projects.

RTB - Create Candidate Pool	Aug-15
RTB - New Bidding Interface in CCS	Oct-15
RTB - Deadhead & Legalities (Automate)	Dec-15
RTB – Reports	Jan-16
RTB - Award Logic with Weighted Bidding	Mar-16
Delayed Activation Pay (DAP) SP 507 – Phase 1	Nov-15
Delayed Activation Pay (DAP) SP 507 – Phase 2	Nov-15
IOB	Dec-15
Vacation Modification Requests (Swaps) – Phase 1	Dec-15
Vacation Modification Requests (Swaps) – Phase 2	Mar-16
Vacancy Freeze SP364	Sep-15
Training Assignment SP365	Jan-16

Summary Project Descriptions:

- **Recurrent Training Bidding (RTB)** – New program to include an updated user interface, detailed training modules with improved details such as actual planned deadhead, and UPA compliant award logic.
- **Freeze** logic for the Vacancy Bidding program.
- **Delayed activation pay (DAP)**
 - 8-F-5-a man-for-man pay protection for vacancy and displacement awards
 - Full accounting and transparency with final information and reports providing real-time determination of who is due DAP and when pilots should receive 8-F-5-b rights.
- **Consistent seniority numbers** common standard used in all programs
- **OE Blocker Day (IOS/IOL)** - new training scheduling tool program needed
- **Vacation Modification Requests Phase 1** – This will allow pilots to trade Vacations with each other as was done in the I-CAL system.
- **Vacation Modification Requests Phase 2** – Per MEC direction, the vacation trade system will be modified to allow a more senior pilot who wants either end of the proposed vacation trade. This will work much like Base Trades now.

Manpower Planning thru Summer 2016 and 76T Conversions to 756

We are still waiting for the new plan to convert 76Ts to the 756 sub-fleet. The previous plan was put on hold when Aircraft Technology (Maintenance) was unable to meet the aircraft transition schedule due to availability of some electronic components needed to convert the cockpits.

The last we have heard was this may delay the first 6 to 8 aircraft conversions but the company is hoping to pick up the original plan over the winter with completion still planned for the spring.

How this will affect 76T and the 756 manpower transition and further announcements of specific 76T Category closing dates remains to be seen.

The overall manpower plan still includes the continued growth of the 737 and 787 fleets, retirements, and the manpower preparation necessary for staffing the planned phase out of LAX and IAH 76T and some partial transitions in other 76T to 756 domiciles.

The company is now waiting on a more current plan from Network Planning (Marketing) to assess manpower need for the summer of 2016 before the next rounds of vacancies, BATs and displacements

Vacancies

The results of vacancy bid 15-10A are posted on Flying Together. The effective date of the bid is September 29th and training may start as early as the September bid month. This vacancy was very large and had to be corrected with a re-run as several errors occurred due to lack of programming of freezes, proper MIN numbers and the capability to award fenced Categories with insufficient bidders.

The SSC questioned the company on how they determine their MIN numbers. The company stated that they do it on a percentage basis. The SSC told the company they need to absolutely ensure that the numbers are accurate before publication. For officially closing categories, they can use a MIN of zero.

The SSC discussed with the company a pilot bidding his current category and the programming of the awarding logic. The company is investigating and will report back to the SSC.

The company said to expect the next Vacancy Bid after they complete analyzing the Displacement Bid results. In addition, the company is analyzing domestic flying as they await a new July 2016 best-flown analysis. They expect this plan by the end of August.

The SSC asked the company to run an analysis of moving flying to bases vs. displacements and well as an analysis of forcing ANFs to either the departure or arrival Base if the flight touches one.

Base Alignment Training (BAT)

BAT 15-10B closed and awarded on Tuesday August 4th. The effective date is October 2015. The BAT award had voluntary and involuntary awards in IAH and LAX under category closure BATs and strictly voluntary BATs in EWR (see explanation below).

For the remaining BATs, per LOA 33 Termination of Base Alignment Training (BAT) Awards paragraph 4-e, the company elected to simultaneously permanently discontinue Seniority and Involuntary BATs in all remaining 76T/756 Categories that are not being phasing out (SFO, ORD, EWR and DCA 76T). This means the company can only solicit for volunteers for company designated directional BATs.

With the recent re-confirmation announcement that LAX and IAH 76T Categories are being closed, LOA 33 section 4-f makes LAX and IAH 76T BATs “closure BATs.” This allows for an announced number of pilots each month the company choses to be moved. Pilots may volunteer for the BAT but if the numbers are not met, pilots will be moved over in inverse seniority order starting at the bottom of the Category over the remainder of 2015.

SFO and ORD 756 Category are opening and will be initially staffed from vacancy bids and then BATs per LOA 33 paragraph 7.

All BAT awarding under the LOA will end after December 2015 and all further awards will be addressed with Section 8 vacancies and displacements per the LOA.

Displacements

Displacement bid 15-11D closed on August 5th. The results are on Flying Together. The effective date on the bid is October 29th and, training may start as early as October bid month.

Displacements are not allowed into phasing out Category(s) per UPA **section 8-E-6-c**. As updated, only LAX and IAH 76T have been announced as closing. All other 76T Categories remain open for now.

Also, this will require pilots who had been displaced in the previous displacement, who preferenced and could have held either SFO, ORD, EWR or DCA 76T, to be fixed.

As mentioned above, any further need for Displacements is also being evaluated based on a new plan from Networks.

July Cancellations

The company reported that crew cancellations were up for July vs. recent months, especially on the 737 and A320 due to FAR 117 issues. Just like the last part of June, the company pulled the equivalent of 5 shells out of the schedule for spare aircraft. They also blamed the cancellations partly on weather issues.

The SSC questioned the company on their cancellation numbers, especially manpower cancels. The company stated their PPU numbers and reserve utilization were down as compared to last summer, except on the A320 and 737. The SSC asked the company to provide the data in a more user-friendly format to highlight manpower issues. The company feels their summer plan was good but the SSC disagrees based on the number of cancellations.

The company stated that in July the 117 desk monitored approximately 800 flights. The 117 desk monitors flights that are within 45 minutes of a FAR 117 legality issue. They stated the previous highest number of monitored flights was 600. They also stated that in June they had no FAR 117 non-compliance issues and this was the first month since October 2014 with no non-compliance issues. They reported that in the summer months, they see double the number of extensions needed.

The SSC asked the company if the number of PPU is in alignment with their financial goals and they stated it was.

Training Plan

For the fall, the company plans to maximize the training in most every fleet.

Starting in Aug, the company plans to train 24 crews per month on the 787 thru spring 2016. They plan to have 8 domestic trips per day for OE starting in September. By December, they plan to have 26 domestic trips on the 787 for OE. From September 5th-17th, the company will

operate a 787 from SFO-ORD to replace a 777 that is down for maintenance. This should provide some additional OE opportunities.

In the fall the company still plans most training for the 76T to 756 transitions (DMA). Their plan is to have a surplus of crews on the 76T for the possibility of aircraft conversions not completing on schedule. The SSC feels this is prudent. They anticipated approximately 600 training events and recognize the need for sufficient LCAs to handle this training demand. They plan to solicit for more LCAs to accomplish these training events and expect to use the BAT process for this. The SSC asked the company if they lost LCAs due to the DEN displacement process. The company is still investigating. The company recognizes a lack of 767-400 legs for IOE and consequently has added a domestic EWR-IAH 767-400 trip for OE. This is now subject to change.

The company plans to continue scheduling transition training at 90% of the training centers' capacity. The training plan has significant training in Oct/Nov 2015 with training continuing to March and April 2016. Additionally, they are retaining the ability to train if needed into May. The intent is improved preparation for the summer 2016 flying plan. The 90% capacity and May/June capacity leaves them a cushion as they continue operate without a dynamic scheduling program.

Training Scheduling Program

As previously reported, the company signed an agreement with Britannica to develop a training scheduling program. Unfortunately the development and testing of this technology will take many months before it is ready for use because Britannica currently does not have a product that will produce both student and instructor schedules. The company is targeting June-September, 2016 for the new system to be in place. The SSC and representatives from the TK and TC LECs continue to meet with the company to develop the DRD (Detailed Requirements Document). The ALPA training committee will also be involved. Regular future check point meetings have been scheduled.

TDY

The SSC has been involved with the company when determining TDY. This ongoing process will occur before PBS opens to attempt to mitigate huge manpower swings and where at all possible, post-preferencing TDY. The SSC does not agree with the company's use of TDY in this matter and feels it is due to inadequate manpower planning. We will continue to push them to use other methods to get it right.

The SSC told the company they need to post the actual UPA section associated with the TDY when they publish the TDY results for improved clarity to which they agreed.

Voluntary TDY after Monthly Schedule Preferencing (UPA 8-G-4): The SSC told the company they have to emphasize in their offerings that this type of TDY will be reserve positions to which company agreed.

(See Attachment #11 for all awards available at the time of publication)

Sept TDY:

- *5* 787 CAPTAINS FROM LAX TO IAH
- *4* 787 CAPTAINS FROM SFO TO IAH
- *1* 777 CAPTAIN FROM ORD TO EWR

1 777 CAPTAIN FROM ORD TO IAH
2 777 CAPTAINS FROM ORD TO LAX
4 76T CAPTAINS FROM ORD TO SFO
2 737 CAPTAINS FROM ORD TO CLE
1 737 CAPTAIN FROM ORD TO DCA
2 737 CAPTAINS FROM DEN TO DCA
1 320 CAPTAIN FROM DEN TO ORD
2 777 FIRST OFFICERS FROM IAH TO DCA
1 777 FIRST OFFICER FROM ORD TO DCA
1 777 FIRST OFFICER FROM IAH TO EWR
2 777 FIRST OFFICERS FROM ORD TO EWR
3 777 FIRST OFFICERS FROM SFO TO EWR
1 76T FIRST OFFICER FROM EWR TO DCA
3 76T FIRST OFFICERS FROM EWR TO IAH
6 76T FIRST OFFICERS FROM EWR TO ORD
10 756 FIRST OFFICERS FROM DCA TO LAX
4 737 FIRST OFFICERS FROM EWR TO ORD
1 737 FIRST OFFICER FROM EWR TO DEN
6 737 FIRST OFFICERS FROM EWR TO LAX
13 737 FIRST OFFICERS FROM EWR TO IAH
3 320 FIRST OFFICERS FROM DCA TO DEN

Sept TDY (Second offer):

3 787 CAPTAINS FROM LAX TO IAH
1 787 CAPTAIN FROM SFO TO IAH

****Pilots awarded 777 TDY who may require ULN training will be contacted once awarded with further information****

COLA

The company decided to start offering COLAs again in September. The company did not inform the SSC that they were going to restart the COLA program. They will offer COLAs as they have in the past, with monthly offerings in 3-month tranches. As in the past, if requesting less than a full-month leave, the maximum number of blocks the leave can be split into is 2, and each block must contain a minimum of 7 days. The full requirements and program explanation can be found on the staffing page in Flying Together.

FAA Notice 8900.286

Due to the industry approach to the FAA on this issue all the airlines were given more time. The company stated they have applied for a deviation waiver. They received an extension of up to 12 months on implementation via FAA Notice 8900.309.

Vacation Trading

Pursuant to the eTriptrader grievance settlement from February 2015, the company will turn on pilot-to-pilot vacation trades no later than December 2015. Initially the system will use the same unrestricted logic as the system used at L-CAL but eventually a system for advertisement and seniority based awarding will be added. Members of the SSC met with IT to come up with a plan for restoring the system. Some of the changes made in the UPA will require a small amount of re-programming. Discussions will continue.

Hardships 21-W

The company is still working on displaying 21-W hardships on the CCS roster.

The SSC continues to recommend that the MEC consider that all hardships should have a defined end/ or reevaluation date.

21-W-5 When hardship waivers are granted, they shall relieve the Company and/or the Association from financial and other obligations under the Agreement that are a direct Consequence of the relief granted to an individual Pilot by the Committee.

Returning Pilots

The SSC engaged the company PSC management on producing a document for returning pilots (LTD, military, etc.) that outlines the steps required when returning to the company. The company is investigating current processes in order to produce this document. The company has assigned Cindy Rezmer to develop the process.

Recurrent Monthly Training (MVLOE/CQST)

The SSC has been engaged for months now to fix and enhance the recurrent monthly bidding program and told the company there cannot be any more delays. (See above IT information).

The company finally delivered phase 1 of the RTB program. They plan to put this into production at the end of August for October RTB bidding. One of the major changes in phase 1 will be that the default bid will be for a pilot to *not* attend training in their early month. If they want to bid to go early, they have to make that election. More specific information will be communicated to the pilot group.

Per SSC requests, the company is now publishing a list of eligible pilots and their awards on Flying Together. The SSC still requests a list of the actual training slots available per fleet to aid in bidding. The company stated they are still overcoming IT issues with producing this document. This document is absolutely necessary.

For assistance with bidding or award inquiries, please contact the company at trainingscheduling@united.com. The SSC told the company that it's imperative that emails are answered in a timely manner. The company agreed.

Company Pilot Staffing Email Addresses

The company is now only using the email pilot.planning@united.com for all manpower/staffing issues and questions. The company has developed a process to answer these manpower emails. The SSC is still receiving numerous pilot reports regarding unanswered emails. The SSC once again emphasized they need to be answered in a timely manner, even if it's over a weekend.

For recurrent training questions, the following email is still being used:
trainingscheduling@united.com

For trading CQ training units after the award, email cqdesk@united.com.

ROUTE / FLEET PLANS

David Jehn, Managing Director of Network Scheduling, briefed the SSC on route/fleet plans.

SCHEDULE PRODUCTION

September Trip Set

The summer schedule ends in September with a subsequent drop in block hours after Labor Day. Additional day of week adjustments occur in several markets at the end of the month.

DEN 76T closes in September and ORD and SFO 756 will open in October.

The company continues to refine their routes and aircraft types. For example: DEN-MSN on a 737, SFO-ORD on a high-density 777, and IHA-EZE on a 787. As they move aircraft around, this may cause instances where aircraft will be on routes temporarily where they would not normally be placed.

The company announced the following: GUM-CNS (Cairns, Australia) discontinues effective September 27 and GUM-ICN (Seoul, South Korea) discontinues effective September 30. DEN-PTY (Panama City, Panama) will operate winter weekend service only between December 18 and February 28 and will summer service on September 7. PTY will continued to be served from IAH and EWR year-round.

September Domestic Report

76T

There are no East Coast departures before 06:00 flown by DEN or before 07:00 by SFO and LAX. There are no 30+ hour layovers at domiciles. Most of the ANF flights are flown by their bases. There are 2700 fewer block hours vs. last month. Weekend flights at PHL and SEA have been removed. LAX-OGG is operating daily. DEN-KOA flying continues as weekend only and LIH is operating with the reduced frequency September 5-20 only. The total number of 30+ hour layovers is 12, the number of deadheads is 85, and the credit per day is 5:29.

756

Manpower targets are slightly lower than last month due to seasonal block drop. IAH-BOG (1006/1007) moves back from 737 effective September 24. The company planned a 76C (76E converted cockpit) to operate effective September 24 on 1 domestic and 1 international route. However, they were not ready for this due to technical issues and had to put the trip back to a 76T. LAX-JFK moves to the 756 fleet. There is quite a number of weekend charters. West coast to Hawaii flying does have reduction to all 3 stations (HNL, KOA and OGG); however, DEN-HNL is in the schedule for 16 days. The credit per day is 5:32, the number of deadheads is 376, and the 30+hour layovers is 113.

A320

The Airbus fleet has about 4900 fewer block hours vs last month. There are two East Coast departures before 06:00 LDT in DEN, none in LAX and SFO. There are two new charter stations this month: BKL (Cleveland - Burke Lakefront) and PTK (Pontiac, MI). There are new regular cities for the Airbus this moth as well: ORD-BTV (Burlington, VT) which begins operating on September 24, ORD-CHS (Charleston, SC) operates September 26-27, DEN-MEM (Memphis, TN) and ORD-MEM begin operating daily effective September 24, SRQ and

TUL. There are multiple occurrences of long layovers in CLT. There is frequency reduction in September in the following cities: AUS, BOS, BUF, BZN, GRR, ICT, MSP, TPA and YYZ. There is one 30+ hour layover each in BWI, EWR and SJC. The credit per day this month is 5:27. The number of deadheads is 655 and number of 30+ hour layovers is 81.

737

The 737 fleet has about 9500 fewer block hours vs last month. There is one 30+ hour layover in LAX, SFO, IAD, and two in SJC and DCA, and three in BWI. There is one East Coast departure before 06:00 LDT in DEN and one in LAX and SFO before 07:00 LDT that are not after a layover of more than 18 hours. No new stations or new charters this month. EWR will begin flying EWR-BOG (previously BOG was flown by IAH only). There are some frequency reductions: IAH-BOG goes to only one day operation effective September 15, EWR-BQN will not operate Mondays, Tuesdays, and Thursdays resulting in 48:55 and 72:55 layovers once a week, IAH-UIO Saturday frequency discontinues September 5. The credit per day is 5:30, number of deadheads is 493, and the number of 30 hour layovers is 425.

737 GUM

There are no route changes in September for GUM. As previously reported, the following cancellations are effective with the October bid month: GUM-CNS (Cairns, Australia) discontinue twice-weekly service effective September 27. GUM-ICN (Seoul, South Korea) discontinue daily service effective September 30. There are no charters planned at this time.

September International Report

747

- ORD-PEK moves to 777 effective September 24
- HNL-NRT tag moves from 777 effective September 23 and is flown by SFO
- One domestic charter flown by SFO

777

- IAD-FCO operates August 31-September 23 and then moves to 76T
- IAH-FRA moves to 787 effective September 1
- EWR-CDG base and augment are flown as a "W" by ORD through September 22 and then moves to 756
- EWR-FRA base and augment continue to be flown as a "W" by ORD
- EWR-BRU base and augment continue to be flown as a "W" by ORD
- EWR-TLV has two long layovers (56 and 50 hours) during the bid month
- ORD-MUC moves from 76T effective September 24
- ORD-PEK moves from 747 effective September
- ORD-FCO operates daily except Tuesdays resulting in one 50:15 hour layover per week and then discontinues effective September 23
- IAH-FRA moves to 787 effective September 1
- IAH flies NRT-HNL tag through September 22 and then the tag moves to 747
- HNL-NRT charters on September 18-19 and 22-23 are flown by LAX
- DEN-HNL is flown as a "W" by LAX through September 6, then moves to 756 and returns again on September 23
- LAX-LHR base and augment are flown by LAX
- SFO-HNL has reduced frequency throughout the month
- SFO-LHR base and augment continue to be flown by SFO this month again

76T

- EWR-LHR moves from 756 effective September 24
- EWR-ZRH moves to 756 effective September 1-23 and then moves back to 76T
- EWR-ZRH base is flown as a “W” by DCA August 29-31
- IAD-ZRH augment is flown as a “W” by EWR August 29-31
- IAD-GVA augment is flown as a “W” by EWR
- One ORD-LHR augment is flown as a “W” by EWR and another is flown by IAH through September 23. Then IAH-LHR moves to 756
- ORD-AMS augment is flown as a “W” by DCA
- ORD-MUC moves to 777 effective September 24

756

- EWR-BFS is non-operating Tuesdays effective September 8, additional reduction of Tuesdays and Wednesdays after September 30 resulting in two 90:00 hour layovers
- EWR-BHX is non-operating Tuesdays effective September 15, additional reduction of Tuesdays and Fridays after September 24
- EWR-HNL some frequency adjustments, non-operating September 14, 15 and 22
- EWR-ZRH moves from the 76T September 1-23
- EWR-ARN seasonal discontinue effective September 5 - offline deadhead
- EWR-NCL seasonal discontinue effective September 6 – offline deadhead
- EWR-OSL seasonal discontinue effective September 4 – offline deadhead
- EWR-VCE seasonal discontinue effective September 24 – offline deadhead
- EWR-DUB #2 (130-131) seasonal discontinue effective September 24
- EWR-LHR (114-111) seasonal discontinue effective September 24
- EWR-LIM reduces to weekend only effective September 1
- IAD-FCO moves to the 777 September 1-23
- IAD-DUB is non-operating Wednesdays effective September 15
- IAD-MAN is non-operating Tuesdays and Wednesdays effective September 8
- IAD-LHR base trip is flown as a “W” by EWR only through August 31
- IAD-HNL operates on Sundays only and is flown by EWR with deadheads both directions
- IAD-MAN base trip is flown as a “W” by EWR only through August 31
- IAD-MAD seasonal discontinue effective September 21
- IAH-LHR moves from 76T (cockpit conversion to 76C) effective September 24
- ORD-SNN seasonal discontinue effective September 14
- The following routes are augmented with an exception of trips that have extended layovers due to day of week frequency reduction: EWR-NCL, EWR-SNN (ORD-SNN), EWR-EDI (ORD-EDI)
- The following routes had extended layovers to acclimate: EWR-GLA, EWR-ARN, EWR-BFS and EWR-DUB

787

- SFO-CTU frequency reduction to three times a week effective September 2, two 63 and one 87 hour layovers every week.
- DEN-NRT base and one augment is flown by SFO and second augment by LAX effective September
- Domestic IAH-LAX is flown as a turn by IAH, LAX-DEN by LAX; IAH-DEN by IAH, SFO-IAH is flown by IAH as a two day trip. In addition, there is an extra Friday/Saturday SFO-IAH-SFO departure throughout the month which is flown by SFO as a two day trip

** Please note the company's pairing (trip) group email address has changed (this is for pairings only, not PBS or Crew Desk). If there are any questions or concerns pertaining to the pairings, please send an email to pairing.production@united.com.

IOL Blocker Days

As reported recently, the company decided to implement LOA 34 regarding IOL blocker days without the proper programming in place. There have been constant errors as they have been doing this manually. The company reported they have rectified the situation. Any pilot who thinks they have incorrect IOL days pre-blocked should file a PDR.

Carmen Version 21

The company plans to upgrade the PBS solver to version 21 on August 18th. This latest solver version has already been installed in the pairing building solver. This should not affect the production of the September PBS solution as this will be completed on August 17th.

September PBS Bidding

With the company's typical drop off in flying at the end of September and with anticipated high LPAs, some Categories (especially widebody Categories), the flying may be stacked during the first 3 weeks of the month.

New Absence/Pre-Assignment Document

The new CCS roster found under CCS>Reports>Staffing only displays absences and pre-assignments of 30 days or more in length. To ensure all absence information is available for PBS bidding, a new document will be posted in PBS under the "system documents" tab once monthly on or about the 6th in concert with the PBS bid window opening. This document will display absences or pre-assignments less than 30 days in length such as recurrent training, vacation, union business, military leave, etc. Please note this document is static in nature in that it will be posted once monthly at the beginning of the bid window and will not be updated for individual changes which occur until the next monthly publication.

Jeppesen PBS Instructors

ALPA PBS instructors are available during the bid (7th-12th) and award (18th-23rd) windows via the following:

- Phone support - Call (231) U-GOT-PBS - (231) 846-8727
- Online forum/chat support at PrefBid.com
- Video and PBS manual availability at (always available):
 - ALPA.org
 - PrefBid.com
 - Flying Together Website
- If you have any questions, first attempt to contact an ALPA PBS instructor as outlined above. If it is outside of the 7-12th or 18-23rd or you have an immediate issue, send an email to UALPBS@alpa.org.

CREW DESK

Crew Coordinators

The company stated they are still filling 4 vacant crew coordinator positions. The SSC continues to be concerned with the lack of experience on the crew desk and in the crew coordinator positions. The company stated that the compensation package offered to the coordinators is not competitive, thus causing the turnover.

AMC Missions

The company is developing a phone system to allow pilots to pick up AMC missions. The company will publish a communication regarding the pickup process.

CM Pool Settings

IAH 737 Capt and F/O Categories are currently being tested. In September, they plan to expand the testing to other Categories, potentially a full fleet system wide. The SSC is not seeing any real change in the number of trip trades. The reason is that the company is changing the minimum reserve requirements but this minimum is still above the actual number of reserves available, which is basically meaningless.

Once again, the SSC told the company that their trip trade floors are too high. Also, they need the floor settings lowered on consecutive days, not just on single days spread throughout the month. Lowering on days here and there does not allow trades for trips greater than 1 day in length.

The SSC asked the company about the display of CM Pool settings. This is absolutely unacceptable that the numbers are not displayed. The company refuses. Discussions continue.

20-H-6

The SSC is still getting reports of incorrect DHs. The company will investigate and report back to the SSC.

PLTCM

The SSC told the company that the PLTCM process is broken. Once an issue is identified, there is very little to no follow through by the company to ensure the errors do not reoccur. Mgr. Hughes agreed to address the issue.

Continue to report PLTCMs via PLTCM@united.com. The SSC requests that pilots include a personal email address with their PLTCM so the SSC can reply, and to also send the same information to the **ALPA PDR** system.

Pilot Calendar Updates

Once again, the SSC told the company they are not consistent in updating reserves' calendars. For example, the company left a trip in a pilot's schedule after the trip cancelled. Even though the company previously stated they will re-emphasize this during training for the schedulers, it is still occurring. The company stated they will re-emphasize again.

Potentially Fatiguing Trips

Every month the SSC and local LSC pairing reviewers identify trips that have potential fatigue issues. The SSC and company agreed if there is an identified trip that the company refuses to repair, the pairing will be sent to the FRC (Fatigue Review Committee) for further investigation.

20-F-2

Under 20-F-2, there is a 2 hour window for reassignment. This 2-hour clock starts at the time SSD is updated, not when notified. The SSC received a report that not all crew schedulers know this. The company stated they would re-educate the crew schedulers.

Crew Desk Phone Numbers

The SSC notified the company that there are incorrect phone numbers in the bid packages. The company agreed to update the numbers.

Out-of-SILO Pick up

The SSC discussed with the company about training the crew schedulers regarding out-of-SILO pick up. The process was implemented in March but most of the schedulers do not know how to do it. The company agreed to re-emphasize.

Contact Information

The crew desk sub-committee answers questions submitted to ALPA [Pilot Data Reporting system](#). If there are issues with hotels or transportation they should be directed to the hotel committee.

Questions on trip trading should be sent to pilot.triptrade@united.com with a copy to crewdeskual@alpa.org.

The [Pilot Data Reporting system](#) is an invaluable tool for interacting with your Union.

Crew Desk Transition and Implementation

- Crew Desk sub-committee preparation for JCBA Compliance
 - The SSC has a crew desk representative sitting with the crew desk (NOC) to ensure JCBA compliance regarding crew desk issues on a weekly basis. The ALPA representative is there to assist the pilots and the crew desk with understanding all the scheduling provisions in the JCBA. This position has been very successful in identifying problems and issues in real time and working proactively to resolve those issues.
- Trip Trade System
 - SSC members are continuing with the development and implementation of the company's trip trading system.

Fatigue Review FSAPs

Anytime a pilot declares "Too Fatigued to Fly", the pilot is required to file an FSAP report within 48 hours. This requirement enables the Fatigue Review Committee (FRC) to document the elements of the assignment that were fatiguing and take corrective action. The FSAP reports are also used in the reconciliation process by the FRC to determine how the pilot will be paid prior to pilot payroll closeout. A pilot who does not file an FSAP report within the 48 hour period following the fatigue call will not be paid under the FRC program.

Monthly SSC/LSC Meeting (via conference call)
Attendance Roster

(via telephone or *in person)

NYC	None
DCA	Bud Spencer, Jim Bost
ORD	Patrick Variali
DEN	Travis Bealmear
SFO	Don Gorman, Scott Bargas, Al Langelaar
LAX	Marc Russell, Kyle Opp, Corey Schoenneman, Cal Roop
IAH	Jamie Call, Brent Moore, Scott Gatzulis, Jerome Mauricio, X Fernandez, Jeff Quinn
CLE	Mike Bowen, Josh Kallet
GUM	Steve Radican

ADMIN

Position	Name
SSC Chairman: Policy, Allocation of Flying	Jeff Nooger
Schedule Production Division Co-Coordinators	Brian Noyes, George Mladsi
Pairings Subcommittee Co-Coordinator	Brian Noyes
Pairings Subcommittee Co-Coordinator	Rick Hill
PBS Subcommittee Co-Coordinator / Reports	Dave Collins
PBS Subcommittee Co-Coordinator	George Mladsi
PBS Dispute Resolution Committee (DRC) Coordinator	Mike Hildebrand
Manpower Subcommittee Coordinator	Cullen Bankole/ Jeff Nooger
Operational Division Coordinator	Steve Smolek
Crew Desk Coordinator	Andy Riggs
Fatigue Mitigation/ FTDT Coordinator	Brian Noyes
Database Management and Analysis	Cullen Bankole
As Required / Fill-in and Reports	All LSC Chairmen

Future planned Monthly Meetings for the SSC and Flight Operations Crew Resources:

		September 1-3, 2015
September 30-October 2, 2015	November 2-4, 2015	December 2-4, 2015

All meetings, including the SSC/LSC meetings, will have the LSC briefing, local feedback, and interactive discussions that will be available via conference call to all LSC members on the afternoon of the second day.

*If noted SSC pairings input for changes (onerous pairings) to company is other than the last day of the meetings.

** LSC chairman or a designated member can attend these SSC/LSC meetings.

Respectfully Submitted,

Jeff Nooger, Chairman
Steve Smolek • Andy Riggs
Brian Noyes • Rick Hill • Cullen Bankole
Dave Collins • George Mladsı • Mike Hildebrand



September 4, 2015

Captain Jeff Nooger
Chairman, System Schedule Committee
AIRLINE PILOTS ASSOCIATION
9550 West Higgins Road, Suite 1000
Rosemont, IL 60018

Dear Jeff:

Attached are the following documents submitted by the Company for this month's System Schedule Committee meeting:

1. a) Junior/Senior Manning, PPU by Days – July 2015
b) Junior/Senior Manning, PPU by Events – July 2015
2. Delayed Activation Pay – July 2015
3. 20-H-6 Report – July 2015
4. Flight Officer Headcount Summary – September 2015
5. Manpower Requirements - Section 8B – September 2015
6. Training Plan – September thru October 2015
7. Reserve Utilization – July 2015
8. Domicile Assignment Chart – September 2015
9. Aircraft Hours – September 2015
10. Pairing Stats – September 2015
11. TDY – September 2015

Sincerely,

Hervé Lavenant
Managing Director – Crew Resources

Attachments
PC/vjc



July 2015
Days Count Per Month

	PPU	SRM	JRM	
	Premium Pay	Senior Man		
	Pick-Up *UPA	*UPA 20-H-5 &	Junior Man	
	20-H-4*	20-I-7*	Assignment	Total
DCA320CA	6	26	0	
DEN320CA	1	51	0	
EWB320CA	2	81	0	
IAH320CA	2	98	0	
LAX320CA	2	29	0	
ORD320CA	32	106	0	
SFO320CA	1	49	0	486
DCA320FO	0	18	0	
DEN320FO	0	67	0	
EWB320FO	0	33	1	
IAH320FO	1	30	0	
LAX320FO	0	21	0	
ORD320FO	1	101	0	
SFO320FO	0	52	0	325
CLE737CA	0	7	0	
DEN737CA	0	29	0	
EWB737CA	0	38	0	
IAH737CA	0	49	0	
LAX737CA	0	16	0	
ORD737CA	0	19	0	
SFO737CA	0	10	0	168
CLE737FO	0	13	0	
DEN737FO	0	33	0	
EWB737FO	3	221	0	
IAH737FO	10	100	0	
LAX737FO	0	70	0	
ORD737FO	4	110	0	
SFO737FO	0	60	0	624
LAX747CA	0	0	0	
ORD747CA	0	9	0	
SFO747CA	0	0	0	9
LAX747FO	0	0	0	
ORD747FO	0	4	0	
SFO747FO	0	0	0	4
DCA756CA	0	24	0	
EWB756CA	7	49	0	
IAH756CA	0	17	0	
LAX756CA	0	20	0	117

DCA756FO	0	49	1	
EWR756FO	15	121	0	
IAH756FO	3	22	0	
LAX756FO	0	48	0	259
DCA767CA	0	61	0	
DEN767CA	2	12	0	
EWR767CA	0	85	0	
IAH767CA	0	44	1	
LAX767CA	16	70	2	
ORD767CA	2	55	0	
SEA767CA	0	0	0	
SFO767CA	2	48	2	402
DCA767FO	0	2	0	
DEN767FO	0	0	0	
EWR767FO	0	9	0	
IAH767FO	0	8	1	
LAX767FO	0	16	0	
ORD767FO	0	4	0	
SEA767FO	0	0	0	
SFO767FO	0	14	0	54
DCA777CA	0	10	0	
EWR777CA	0	28	0	
IAH777CA	0	14	0	
LAX777CA	0	7	0	
ORD777CA	0	0	0	
SEA777CA	0	0	0	
SFO777CA	0	3	0	62
DCA777FO	0	11	0	
EWR777FO	0	23	0	
IAH777FO	0	16	0	
LAX777FO	0	4	0	
ORD777FO	0	7	0	
SEA777FO	0	0	0	
SFO777FO	0	21	0	82
IAH787CA	0	11	0	
LAX787CA	0	0	0	11
IAH787FO	0	4	0	
LAX787FO	0	8	0	12
	112	2495	8	
GUM737CA	0	6	0	6
GUM737FO	0	10	0	10

July 2015

Events Per Month

	PPU	SRM	JRM
	Premium Pay	Senior Man	
	Pick-Up *UPA	*UPA 20-H-5 &	Junior Man
	20-H-4*	20-I-7*	Assignment
DCA320CA	2	12	0
DEN320CA	1	27	0
EWB320CA	2	50	0
IAH320CA	1	53	0
LAX320CA	1	17	0
ORD320CA	12	63	0
SFO320CA	1	27	0
DCA320FO	0	9	0
DEN320FO	0	36	0
EWB320FO	0	28	1
IAH320FO	1	18	0
LAX320FO	0	12	0
ORD320FO	1	57	0
SFO320FO	0	27	0
CLE737CA	0	4	0
DEN737CA	0	17	0
EWB737CA	0	23	0
IAH737CA	0	28	0
LAX737CA	0	10	0
ORD737CA	0	12	0
SFO737CA	0	7	0
CLE737FO	0	8	0
DEN737FO	0	18	0
EWB737FO	2	110	0
IAH737FO	8	58	0
LAX737FO	0	41	0
ORD737FO	1	68	0
SFO737FO	0	31	0
LAX747CA	0	0	0
ORD747CA	0	3	0
SFO747CA	0	0	0
LAX747FO	0	0	0
ORD747FO	0	2	0
SFO747FO	0	0	0
DCA756CA	0	9	0
EWB756CA	2	21	0
IAH756CA	0	8	0
LAX756CA	0	10	0

DCA756FO	0	18	1
EWR756FO	4	41	0
IAH756FO	1	9	0
LAX756FO	0	18	0
DCA767CA	0	19	0
DEN767CA	1	6	0
EWR767CA	0	29	0
IAH767CA	0	17	1
LAX767CA	6	32	1
ORD767CA	1	21	0
SEA767CA	0	0	0
SFO767CA	1	20	1
DCA767FO	0	1	0
DEN767FO	0	0	0
EWR767FO	0	4	0
IAH767FO	0	2	1
LAX767FO	0	8	0
ORD767FO	0	2	0
SEA767FO	0	0	0
SFO767FO	0	6	0
DCA777CA	0	2	0
EWR777CA	0	7	0
IAH777CA	0	2	0
LAX777CA	0	2	0
ORD777CA	0	0	0
SEA777CA	0	0	0
SFO777CA	0	2	0
DCA777FO	0	3	0
EWR777FO	0	6	0
IAH777FO	0	6	0
LAX777FO	0	2	0
ORD777FO	0	2	0
SEA777FO	0	0	0
SFO777FO	0	8	0
IAH787CA	0	4	0
LAX787CA	0	0	0
IAH787FO	0	1	0
LAX787FO	0	2	0
	49	1226	6
GUM737CA	0	2	0
GUM737FO	0	3	0



July Captain DAP Award Run

EWR 320 CA

U174082	DAP	1507V	6/19-7/15	EWR 320 CA
U182101	DAP	1507V	6/30-7/2	EWR 320 CA

DCA 737 CA

U123766	DAP	1507V	6/30-7/10	DCA 737 CA
U149294	DAP	1507V	6/30-7/28	DCA 737 CA
U149339	DAP	1507V	6/30-7/8	DCA 737 CA
U163786	DAP	1507V	6/30-7/7	DCA 737 CA
U164396	DAP	1507V	6/30-7/27	DCA 737 CA
U136506	DAP	1508V	6-Jul	DCA 737 CA
U149282	DAP	1508V	8-Jul	DCA 737 CA
U159443	DAP	1508V	9-Jul	DCA 737 CA
u159536	dap	1508v	7/23-7/27	DCA 737 CA
u164417	DAP	1508V	7/-26	DCA 737 CA
U166397	DAP	1508V	28-Jul	DCA 737 CA

DCA 756 CA

U160989	DAP	1507V	30-Jun	U160989
U041892	DAP	1508V	30-Jun	U041892
U104532	DAP	1508V	6-Jul	U104532
U104664	DAP	1508V	28-Jul	U104664

DCA 76T CA

U164358	DAP	1507V	30-Jun	DCA 76T CA
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LAX 777 CA

U043979	DAP	1507V	6/30-7/17	LAX 777 CA
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SFO 777 CA

U010830	DAP	1507V	6/20-7/4	SFO 777 CA
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SFO 787 CA

U137590	DAP	1509V	30-Jun	SFO 787 CA
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July First Officer DAP Award Run

LAX 756 FO

U258143	DAP	1508V	31-May	LAX 756 FO
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LAX 777 FO

U180458	DAP	1507V	7/8-7/12	LAX 777 FO
U182080	DAP	1507V	7/13-7/21	LAX 777 FO

ORD 777 FO

U223792	DAP	1407V	6/30-6/30	ORD 777 FO
U223432	DAP	1507V	6/30-7/18	ORD 777 FO
U253516	DAP	1507V	7/12-7/22	ORD 777 FO
U257822	DAP	1507V	7/19-7/24	ORD 777 FO
U257865	DAP	1507V	19-Jul	ORD 777 FO

SFO 777 FO

U193633	DAP	1507V	6/29-7/15	SFO 777 FO
U193640	DAP	1507V	6/30-7/15	SFO 777 FO
U193765	DAP	1507V	14-Jul	SFO 777 FO
U193808	DAP	1507V	7/17-7/21	SFO 777 FO
U193825	DAP	1507V	7/21-7/24	SFO 777 FO
U193922	DAP	1507V	7/22-7/31	SFO 777 FO

LAX 787 FO

U088150	DAP	1509V	30-Jun	LAX 787 FO
U205903	DAP	1509V	30-Jun	LAX 787 FO
U245699	DAP	1509V	9-Jul	LAX 787 FO

SFO 787 FO

U254955	DAP	1509V	30-Jun	SFO 787 FO
U254728	DAP	1509V	30-Jun	SFO 787 FO

SFO 787 FO

U330666	DAP	1507V	6/30-7/9	SFO 787 FO
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20-H-6 trips

			Rolling two bid periods (ending)										
Base	Equipment	Seat	2014-09	2014-10	2014-11	2014-12	2015-01	2015-02	2015-03	2015-04	2015-05	2015-06	2015-07
GUM	All	All	0	0	0	0	0	0	0	0	0	0	0
SEA	All	All	0	0	0	1	1	0	0	0	0	0	0
SFO	All	All	61	52	48	61	73	53	29	31	36	32	28
LAX	All	All	43	44	56	62	63	49	38	36	37	38	40
DEN	All	All	32	28	28	27	39	36	33	32	25	46	58
IAH	All	All	19	16	26	49	58	29	22	33	38	35	32
ORD	All	All	30	46	64	69	68	57	48	33	21	28	44
CLE	All	All	7	0	0	0	2	5	3	0	0	0	0
EWR	All	All	19	13	20	31	27	19	10	12	14	7	13
IAD	All	All	0	0	0	0	0	0	0	0	0	0	0
GUM	737	CA	0	0	0	0	0	0	0	0	0	0	0
SEA	737	CA	0	0	0	0	0	0	0	0	0	0	0
SFO	737	CA	4	1	12	26	26	15	4	1	1	0	0
LAX	737	CA	1	2	3	6	17	13	1	1	0	0	2
DEN	737	CA	9	6	8	7	13	11	0	0	0	0	0
IAH	737	CA	3	2	6	21	25	10	2	5	5	0	2
ORD	737	CA	10	14	29	28	10	9	9	0	0	1	1
CLE	737	CA	3	0	0	0	2	2	0	0	0	0	0
EWR	737	CA	5	0	11	21	13	9	6	0	0	0	0
IAD	737	CA	0	0	0	0	0	0	0	0	0	0	0
GUM	737	FO	0	0	0	0	0	0	0	0	0	0	0
SEA	737	FO	0	0	0	0	0	0	0	0	0	0	0
SFO	737	FO	3	5	3	3	4	2	0	0	0	2	6
LAX	737	FO	1	2	2	1	3	3	1	1	4	6	7
DEN	737	FO	7	3	6	10	14	8	3	3	0	0	1
IAH	737	FO	1	0	7	13	9	3	2	2	4	8	10
ORD	737	FO	9	19	18	18	17	7	4	2	3	2	3
CLE	737	FO	4	0	0	0	0	3	3	0	0	0	0
EWR	737	FO	2	0	0	0	0	0	0	0	0	0	3
IAD	737	FO	0	0	0	0	0	0	0	0	0	0	0
GUM	320	CA	0	0	0	0	0	0	0	0	0	0	0
SEA	320	CA	0	0	0	0	0	0	0	0	0	0	0
SFO	320	CA	20	13	7	8	7	10	12	10	9	4	1
LAX	320	CA	4	4	1	2	4	5	6	4	2	1	3
DEN	320	CA	2	3	2	0	0	0	5	7	6	14	17
IAH	320	CA	7	3	3	9	14	10	14	18	19	17	14
ORD	320	CA	7	7	8	6	11	16	17	10	2	12	22
CLE	320	CA	0	0	0	0	0	0	0	0	0	0	0
EWR	320	CA	3	5	3	5	7	3	1	1	1	3	3
IAD	320	CA	0	0	0	0	0	0	0	0	0	0	0
GUM	320	FO	0	0	0	0	0	0	0	0	0	0	0
SEA	320	FO	0	0	0	0	0	0	0	0	0	0	0
SFO	320	FO	8	5	5	1	10	13	4	8	17	12	8
LAX	320	FO	6	5	12	15	6	4	10	9	5	9	9
DEN	320	FO	2	3	1	3	5	13	22	17	14	30	34
IAH	320	FO	5	4	4	0	2	2	2	2	2	7	5
ORD	320	FO	2	1	1	3	14	16	14	19	16	13	15
CLE	320	FO	0	0	0	0	0	0	0	0	0	0	0
EWR	320	FO	1	1	0	0	0	0	0	3	5	2	3
IAD	320	FO	0	0	0	0	0	0	0	0	0	0	0
GUM	756	CA	0	0	0	0	0	0	0	0	0	0	0
SEA	756	CA	0	0	0	0	0	0	0	0	0	0	0
SFO	756	CA	0	0	0	0	0	0	0	0	0	0	0
LAX	756	CA	3	2	2	0	0	0	0	0	0	0	0
DEN	756	CA	0	0	0	0	0	0	0	0	0	0	0

[illegible]

IAH	777	CA	0	0	0	0	0	0	0	0	0	0	0
ORD	777	CA	0	0	0	0	0	0	0	0	0	0	0
CLE	777	CA	0	0	0	0	0	0	0	0	0	0	0
EWR	777	CA	3	3	0	0	0	0	0	0	0	0	0
IAD	777	CA	0	0	0	0	0	0	0	0	0	0	0
GUM	777	FO	0	0	0	0	0	0	0	0	0	0	0
SEA	777	FO	0	0	0	0	0	0	0	0	0	0	0
SFO	777	FO	0	0	0	0	0	0	0	0	0	0	0
LAX	777	FO	0	0	0	0	0	0	0	0	0	0	0
DEN	777	FO	0	0	0	0	0	0	0	0	0	0	0
IAH	777	FO	0	0	0	0	0	0	0	0	0	0	0
ORD	777	FO	0	0	0	0	0	0	0	0	0	0	0
CLE	777	FO	0	0	0	0	0	0	0	0	0	0	0
EWR	777	FO	3	0	0	0	2	2	0	0	0	0	0
IAD	777	FO	0	0	0	0	0	0	0	0	0	0	0
GUM	77T	CA	0	0	0	0	0	0	0	0	0	0	0
SEA	77T	CA	0	0	0	0	0	0	0	0	0	0	0
SFO	77T	CA	0	0	0	1	7	6	0	0	0	0	0
LAX	77T	CA	0	2	2	0	0	0	0	0	0	0	0
DEN	77T	CA	0	0	0	0	0	0	0	0	0	0	0
IAH	77T	CA	0	0	0	0	0	0	0	0	0	0	0
ORD	77T	CA	0	1	1	0	0	1	1	0	0	0	0
CLE	77T	CA	0	0	0	0	0	0	0	0	0	0	0
EWR	77T	CA	0	0	0	0	0	0	0	0	0	0	0
IAD	77T	CA	0	0	0	0	0	0	0	0	0	0	0
GUM	77T	FO	0	0	0	0	0	0	0	0	0	0	0
SEA	77T	FO	0	0	0	0	0	0	0	0	0	0	0
SFO	77T	FO	0	5	5	9	9	0	0	0	0	0	0
LAX	77T	FO	2	0	0	0	0	0	0	0	0	0	0
DEN	77T	FO	0	0	0	0	0	0	0	0	0	0	0
IAH	77T	FO	0	0	0	0	0	0	0	0	0	0	0
ORD	77T	FO	0	0	0	0	0	1	1	0	0	0	0
CLE	77T	FO	0	0	0	0	0	0	0	0	0	0	0
EWR	77T	FO	0	0	0	0	0	0	0	0	0	0	0
IAD	77T	FO	0	0	0	0	0	0	0	0	0	0	0
GUM	747	CA	0	0	0	0	0	0	0	0	0	0	0
SEA	747	CA	0	0	0	0	0	0	0	0	0	0	0
SFO	747	CA	0	0	0	0	0	0	0	0	0	0	0
LAX	747	CA	0	0	0	0	0	0	0	0	0	0	0
DEN	747	CA	0	0	0	0	0	0	0	0	0	0	0
IAH	747	CA	0	0	0	0	0	0	0	0	0	0	0
ORD	747	CA	0	0	0	0	0	0	0	0	0	0	0
CLE	747	CA	0	0	0	0	0	0	0	0	0	0	0
EWR	747	CA	0	0	0	0	0	0	0	0	0	0	0
IAD	747	CA	0	0	0	0	0	0	0	0	0	0	0
GUM	747	FO	0	0	0	0	0	0	0	0	0	0	0
SEA	747	FO	0	0	0	0	0	0	0	0	0	0	0
SFO	747	FO	0	0	0	0	0	0	0	0	0	0	0
LAX	747	FO	0	0	0	0	0	0	0	0	0	0	0
DEN	747	FO	0	0	0	0	0	0	0	0	0	0	0
IAH	747	FO	0	0	0	0	0	0	0	0	0	0	0
ORD	747	FO	0	0	0	0	0	0	0	0	0	0	0
CLE	747	FO	0	0	0	0	0	0	0	0	0	0	0
EWR	747	FO	0	0	0	0	0	0	0	0	0	0	0
IAD	747	FO	0	0	0	0	0	0	0	0	0	0	0

September 2015 Combined Headcount

Sum of Headcount		EWR	DCA	CLE	ORD	DEN	LAX	SFO	IAH	GUM	Grand Total
747											
CA				45				108			153
FO				135				244			379
787											
CA							58	35	65		158
FO							126	77	163		366
777											
CA		128	112	128		40	77	49			534
FO		344	246	242		89	160	109			1190
76T											
CA		52	48	84	38	32	56	42			352
FO		160	91	86	42	33	69	78			559
756											
CA		333	58			51		127			569
FO		534	158			38		127			857
320											
CA		79	116	142	162	72	94	137			802
FO		72	164	139	127	58	92	187			839
737											
CA		402	35	97	217	164	163	191	532	85	1886
FO		476	38	94	185	112	130	199	449	85	1768
Grand Total		2580	1066	191	1403	645	890	1402	2065	170	10412

Summary	
Domicile Pilots	10412
Inst/Eval	401
MGT	105
Military Leave	254
Unpaid Leave	2
Personal Leave	8
Family Leave	3
Sick Leave	65
Unpaid Leave - Sick	10
Family Leave-Sick	4
Medical Leave - Unpaid	35
LTD	446
	11745

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SECTION 8B

SEP 2015

	CAP 400	F/O 400	CAP 787	F/O 787	CAP 777C	F/O 777C	CAP 767	F/O 767	CAP 756	F/O 756	CAP 737	F/O 737	CAP 320	F/O 320
SCHEDULE HOURS	94	250	104	259	370	831	222	340	342	513	1162	1160	517	517
CAP RESERVES	13		15		51		31		48		139		62	
F/O RESERVES SKED HRS*12%		30		31		100		40		62		139		62
EXTRA LIFT/87														
BASIC REQUIREMENTS	107	280	119	290	422	931	253	381	390	575	1301	1299	579	579
ADDITIONAL REQUIREMENTS														
SICK LEAVE M/M	7	16	8	15	33	62	23	19	35	34	110	66	42	24
VACATION M/M	17	33	19	25	51	83	44	54	66	35	236	130	87	66
TRAINING	3	6	11	28	14	34	7	6	21	34	26	28	14	15
TOTAL PILOT REQ.	134	335	157	358	519	1110	327	460	512	678	1673	1523	722	684
ACTUAL HEADCOUNT	153	379	158	366	534	1190	352	559	569	857	1886	1768	802	839
Surplus	19	44	1	8	14	80	25	99	57	179	213	245	80	155
OMP LINES	98	260	108	270	386	866	230	354	356	535	1,204	1,201	535	535
OMP UTIL	83.5	83.5	83.5	83.5	83.5	83.5	84.0	83.5	83.5	83.5	84.0	84.0	84.0	84.0
8B UTIL	87	87	87	87	87	87	87	87	87	87	87	87	87	87
Assigned trng	0.0	1.0	3.7	7.3	4.8	11.7	0.3	0.0	6.8	13.1	3.6	9.1	1.2	1.6
Assigned OE	0.0	0.0	4.7	14.4	4.3	8.4	0.5	0.1	8.8	12.3	4.3	1.2	1.9	2.5
Recurrent trng	2.6	5.1	2.8	6.3	5.4	13.8	6.1	6.1	5.0	8.9	18.1	18.1	10.6	10.6
TTL Training	2.65	6.07	11.17	28.00	14.50	33.92	6.87	6.19	20.60	34.28	25.90	28.44	13.81	14.74

51

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Projected 2015 Combined Training Need - June RF

		September 09/01/15							October 10/01/15							November 11/01/15						
EQP	POS	TPB	Requal	INA	Diff	MVLOE	CQST	IECQ / ST	TPB	Requal	INA	Diff	MVLOE	CQST	IECQ / ST	TPB	Requal	INA	Diff	MVLOE	CQST	IECQ / ST
747	CAP	2				16	17	5 / 0	2				17	18	5 / 0	2				20	19	4 / 0
747	F/O	2							2							2						
777	CAP	16				39	53		17				47	48		14				47	54	
777	F/O	28							28							22						
787	CAP	12				15	28	0 / 7	14			3	13	30	0 / 7	11				13	30	0 / 7
787	F/O	32							34			3				35						
76T	CAP	1				44			1				33			1				33		
76T	F/O	1							1							1						
756	CAP	34			35	44			36			35	47			30			11	61		
756	F/O	39			22				36			37				44			22			
320	CAP	12				58	57	10 / 0	21				56	57	10 / 0	21				63	56	10 / 0
320	F/O	9		30					9		30					9		30				
737	CAP	13				163			24				159			30				162		
737	F/O	16		30					17		45					12		32				

New Hires	AUG 2015	SEP 2015	OCT 2015	NOV 2015	DEC 2016	JAN 2016	FEB 2016	MAR 2016
76T								
756								
320	29	30	30	30	30	30	30	30
737	34	30	45	32	32	40	40	40
Total	63	60	75	62	62	70	70	70

9

7

RSV days
as a % of Fly Days

	<u>RSV days Planned (PBS)</u>	<u>RSV days Used</u>		<u>Hours Flown</u>	<u>Fly Days Operated</u>	<u>Planned</u>	<u>Actual (Used)</u>	<u>Hard Hours per RSV</u>	<u>% Rsv Heads</u>	<u>Guarantee Days</u>	<u>Sick Days</u>	<u>SRM, PPU Days</u>	<u>Cancelled Legs</u>
										<u>% of RSV Days</u>	<u>% Days flown</u>	<u>% Days flown</u>	
320CA	1961	1626	82.9%	45,901	10,256	19.1%	15.9%	53.7	15.2%	30 1.5%	525 5.1%	486 4.7%	75
320FO	2446	2055	84.0%	44,740	10,485	23.3%	19.6%	47.1	19.3%	78 3.2%	378 3.6%	325 3.1%	
737CA	6197	3354	54.1%	103,230	21,651	28.6%	15.5%	41.6	16.6%	627 10.1%	1508 7.0%	168 0.8%	132
737FO	4153	3495	84.2%	101,531	21,723	19.1%	16.1%	56.7	15.6%	192 4.6%	777 3.6%	624 2.9%	
73GCA	180	29	16.1%	3,601	888	20.3%	3.3%	11.5	11.9%	168 93.3%	57 6.4%	6 0.7%	2
73GFO	190	36	18.9%	3,769	916	20.7%	3.9%	14.2	13.8%	137 72.4%	43 4.7%	10 1.1%	
756CA	590	929	64.8%	29,084	6,306	9.4%	14.7%	51.3	15.2%	81 13.7%	436 6.9%	117 1.9%	29
756FO	2317	1646	71.0%	45,184	9,543	24.3%	17.2%	46.4	19.3%	70 3.0%	349 3.7%	259 2.7%	
767CA	964	701	72.7%	20,883	4,504	21.4%	15.6%	53.5	15.2%	13 1.4%	339 7.5%	402 8.3%	9
767FO	2125	901	42.4%	30,299	6,147	34.6%	14.7%	35.5	21.2%	652 30.7%	267 4.3%	54 0.9%	
777CA	1737	794	45.7%	30,426	5,289	32.8%	15.0%	42.5	19.5%	344 19.8%	540 10.2%	62 1.2%	12
777FO	3315	1650	49.8%	68,618	11,155	29.7%	14.8%	47.4	18.0%	475 14.3%	829 7.4%	82 0.7%	
747CA	581	259	44.6%	8,554	1,389	41.8%	18.6%	45.9	22.1%	88 15.2%	143 10.3%	9 0.6%	2
747FO	1427	570	39.9%	21,698	3,417	41.8%	16.7%	45.6	21.8%	265 18.5%	176 5.2%	4 0.1%	
787CA	483	192	39.8%	7,649	1,281	37.7%	15.0%	37.5	20.3%	106 22.0%	73 5.7%	11 0.9%	3
787FO	1501	409	27.2%	17,622	2,815	53.3%	14.5%	29.0	25.7%	475 31.7%	128 4.5%	12 0.4%	

7

8

Sep 2015 Domicile Chart

		<u>EWR</u>	<u>DCA</u>	<u>ORD</u>	<u>IAH</u>	<u>DEN</u>	<u>LAX</u>	<u>SFO</u>	<u>SEA</u>	<u>Total</u>	
83.5 400 CAP	Hard Lines			27.18				70.17		97.35	
	FTC Lines			0.36				0.25		0.61	
	Total			27.54				70.42		97.96	8179.66 Publish 7/29
83.5 400 F/O	Hard Lines			81.44				176.73		258.17	
	FTC Lines			1.17				0.51		1.68	
	Total			82.61				177.24		259.85	21697.48 Publish 7/29
83.5 777 CAP	Hard Lines	93.53	77.21	80.71	32.46		28.65	51.71		364.27	
	FTC Lines	2.01	2.16	2.32	1.94		3.73	3.41		15.57	
	Total	95.54	79.37	83.03	34.40		32.38	55.12		379.84	31716.64 publish 7/29
83.5 777 F/O	Hours	262.59	184.19	168.68	69.82		58.34	107.22		850.84	
	FTC	2.11	2.39	4.37	3.03		4.33	3.41		19.64	
	Total	264.70	186.58	173.05	72.85		62.67	110.63		870.48	72685.08 publish 7/29
84 76T CAP	Hard Lines	35.94	32.32	48.18	28.82	0.00	22.92	39.95	0.00	208.15	
	FTC Lines	0.78	0.22	3.06	1.13	0.00	1.04	3.19	0.00	9.45	
	Total	36.72	32.54	51.24	29.95	0.00	23.96	43.14	0.00	217.60	18278.4 Publish 7/29
84 76T F/O	Hard Lines	69.41	64.44	63.49	54.39	0.00	22.92	48.44	0.00	323.09	
	FTC Lines	2.40	0.22	3.51	1.50	0.00	1.04	3.19	0.00	11.86	
	Total	71.81	64.66	67.00	55.89	0.00	23.96	51.63	0.00	334.95	28135.8 Publish 7/29
84 320	Hard Lines	49.63	72.25	94.46	94.36	94.13	37.41	58.06		500.30	
	FTC Lines	1.86	2.85	4.43	3.37	3.71	1.41	2.86		20.49	
	Total	51.49	75.10	98.89	97.73	97.84	38.82	60.92		520.79	87492.72 PUBLISH 7/29

		<u>EWR</u>	<u>DCA</u>	<u>CLE</u>	<u>ORD</u>	<u>IAH</u>	
83.5 787 CAP	Hard Lines					54.02	
	FTC Lines					1.53	
	Total					55.56	
83.5 787 F/O	Hard Lines					111.26	
	FTC Lines					2.31	
	Total					113.57	
84 737 CAP GUM	Hard Lines						
	FTC Lines						
	Total						
84 737 F/O GUM	Hard Lines						
	FTC Lines						
	Total						
83.5 756 CAP	Hard Lines	181.62	32.64			61.54	
	FTC Lines	24.31	2.23			15.74	
	Total	205.93	34.87			77.28	
83.5 756 F/O	Hard Lines	302.76	55.68			72.06	
	FTC Lines	29.63	3.10			17.15	
	Total	332.39	58.78			89.21	
84 737 CAP	Hard Lines	267.0	28.0	63.9	136.4	311.0	
	FTC Lines	6.65	0.59	1.09	3.46	11.06	
	Total	273.64	28.54	64.98	139.88	322.04	

Captain only	Hard Lines	179.10	181.78	250.53	155.64	94.13	88.98	219.89	0.00	1170.07
	FTC Lines	4.65	5.23	10.17	6.44	3.71	6.18	9.71	0.00	46.12
	Total	183.75	187.01	260.70	162.08	97.84	95.16	229.60	0.00	1216.19
TOTAL	Hard Lines	511.10	430.41	564.14	279.85	94.13	170.24	552.28	0.00	2602.17
	FTC Lines	9.16	7.84	19.22	10.97	3.71	#####	16.82	0.00	79.30
	Total	520.26	438.25	583.36	290.82	97.84	#####	569.10	0.00	2681.47

3.05%

Captain only	Hard Lines	448.61	60.59	63.89	136.42	426.54
	FTC Lines	30.96	2.82	1.09	3.46	28.33
	Total	479.57	63.41	64.98	139.88	454.87
TOTAL	Hard Lines	751.4	116.3	63.9	136.4	609.9
	FTC Lines	60.59	5.92	1.09	3.46	47.79
	Total	811.96	122.19	64.98	139.88	657.65

02

September 2015 Aircraft Hours

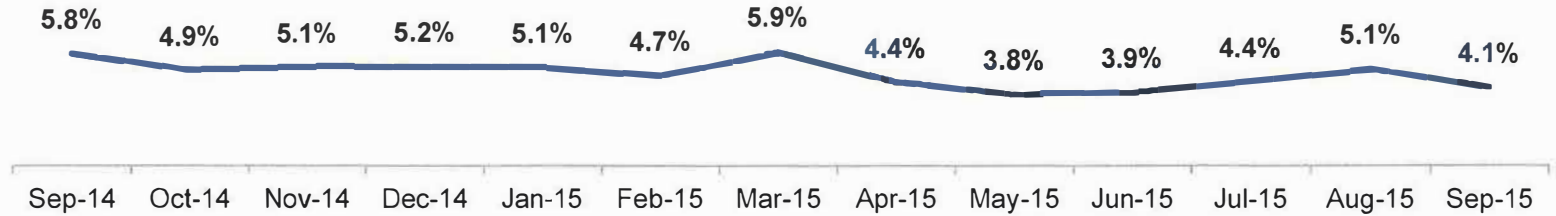
B400	8,180
F/O*	21,697
B777	31,717
F/O*	72,685
B76T	18,278
F/O*	28,136
A320	43,746
B787	9,058
F/O*	21,101
B737 GUM	4,717
F/O*	5,118
B756	29,187
F/O*	42,760
B737	96,597
SYSTEM	<u>241,481</u>

*Not included in total

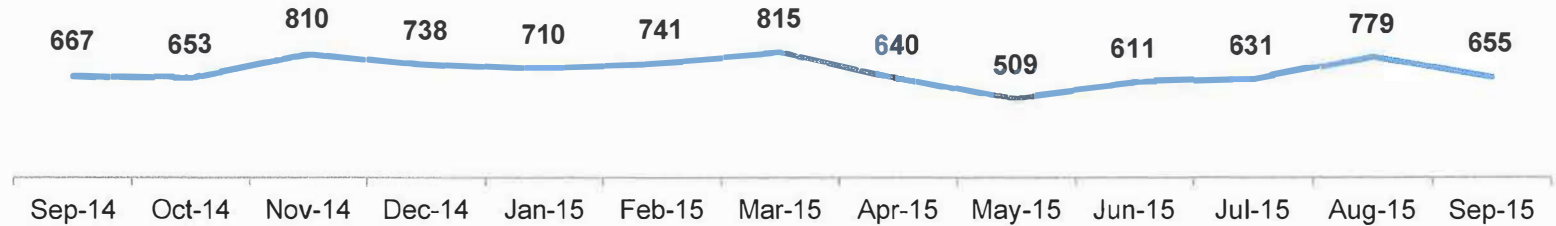
Key Metrics: 320



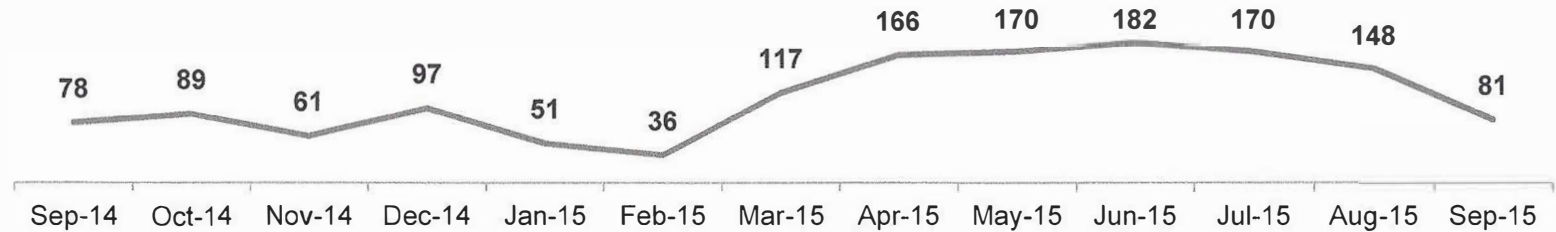
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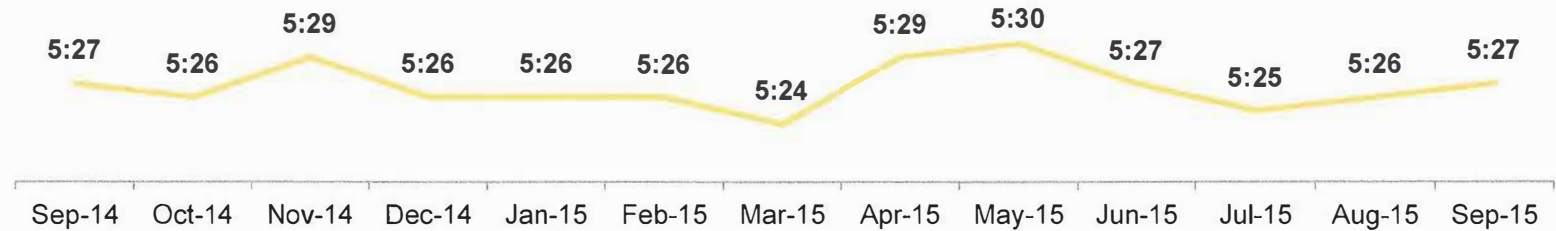
Deadheads



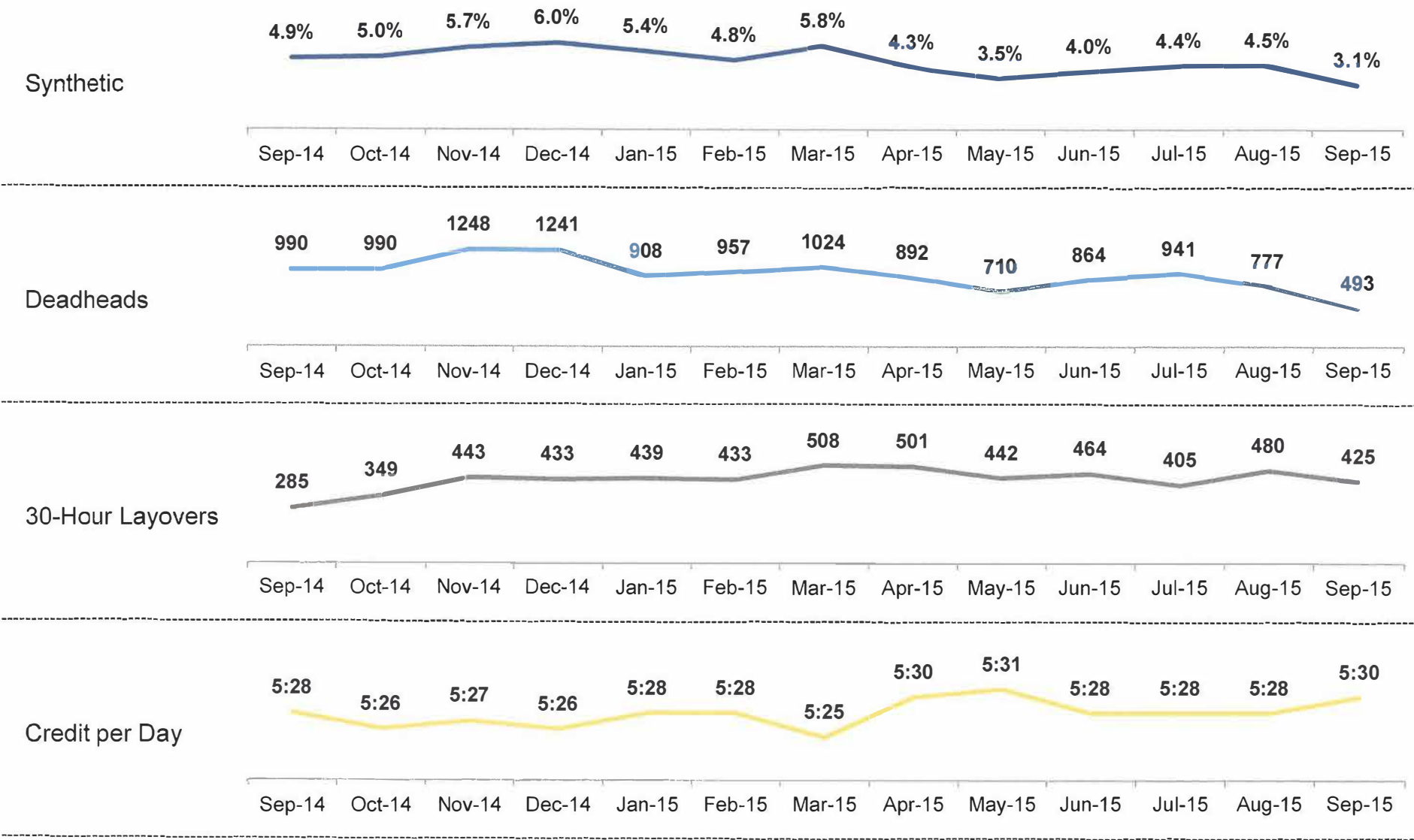
30-Hour Layovers



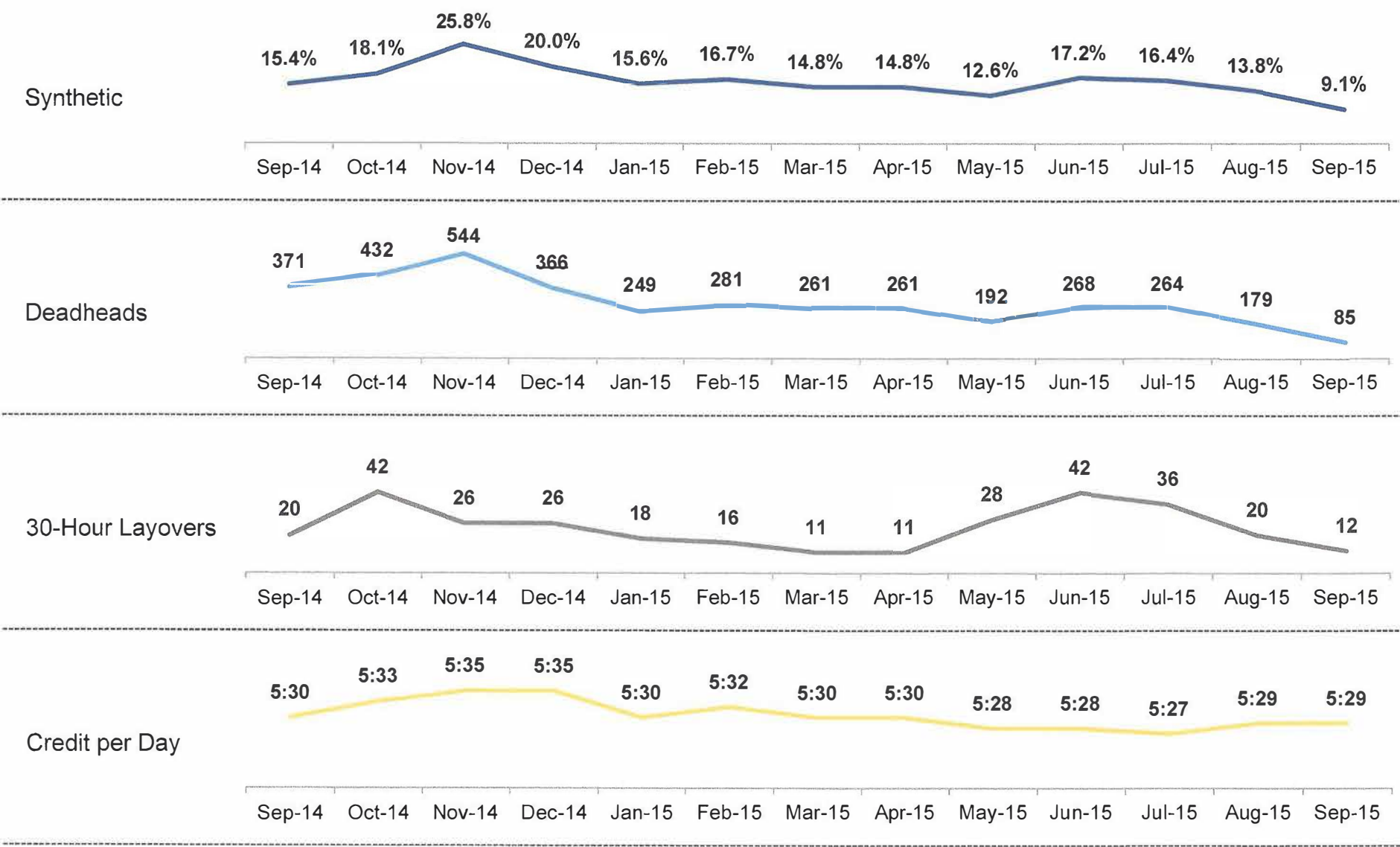
Credit per Day



Key Metrics: 737



Key Metrics: 76T domestic

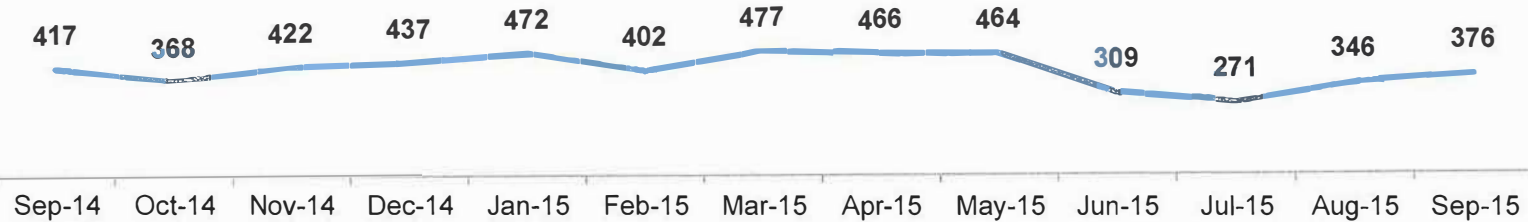


Key Metrics: 756 domestic

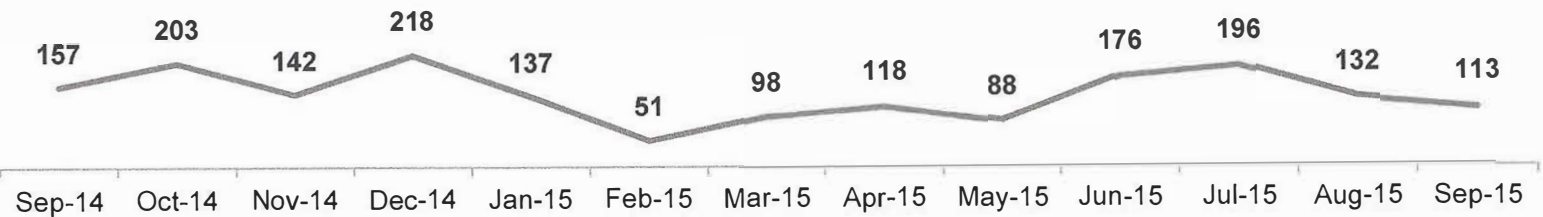
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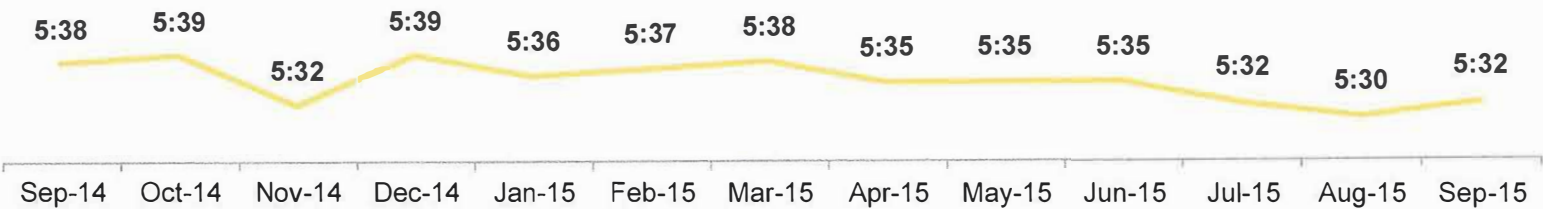
Deadheads



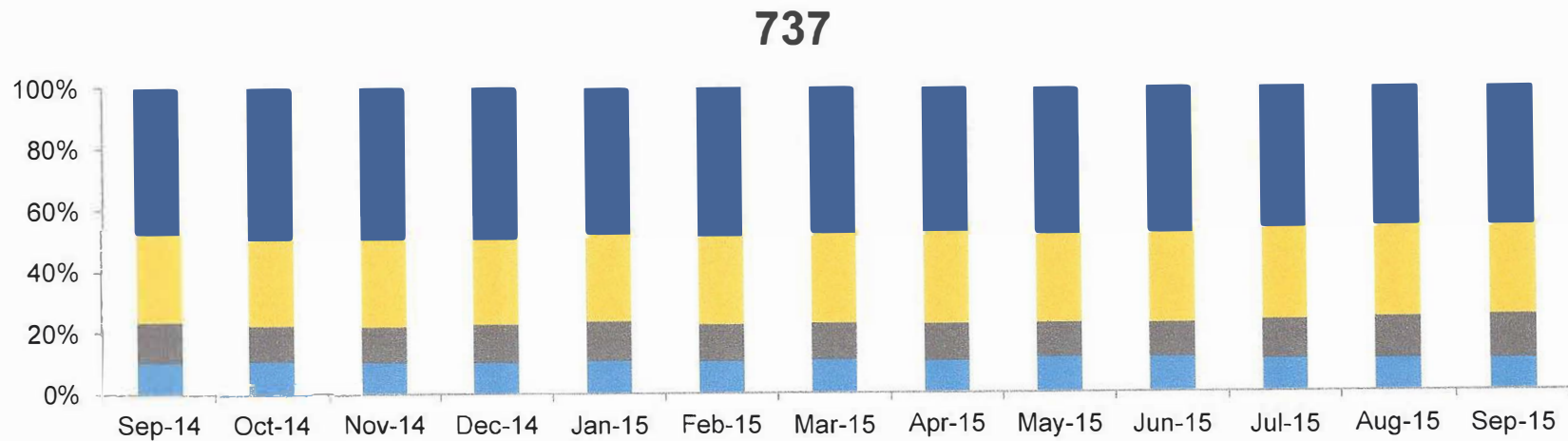
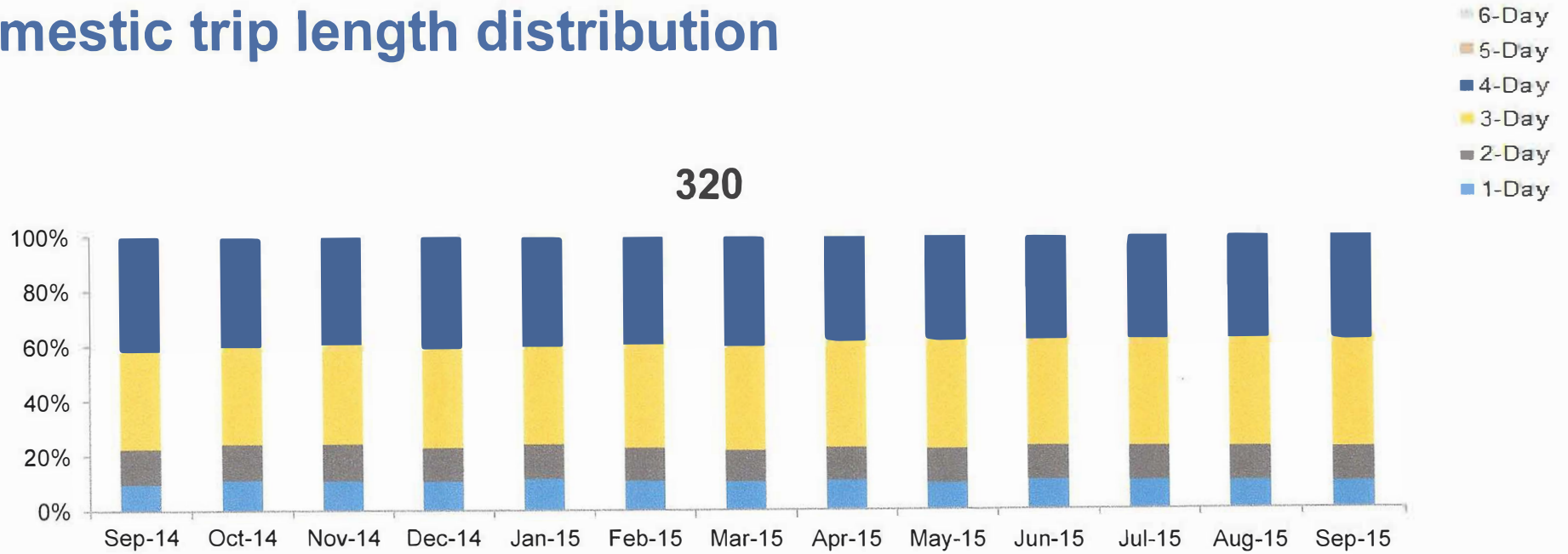
30-Hour Layovers



Credit per Day



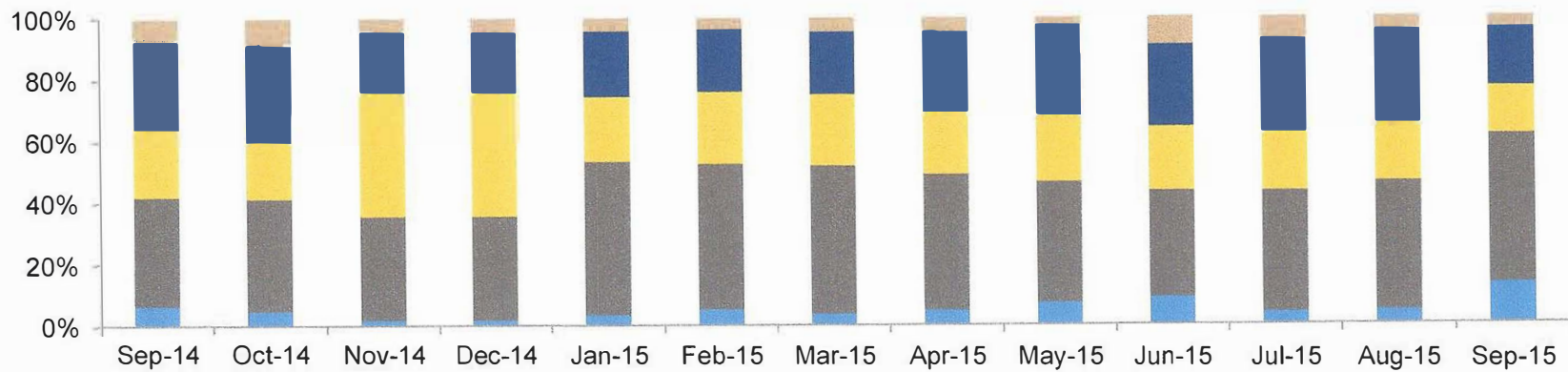
Domestic trip length distribution



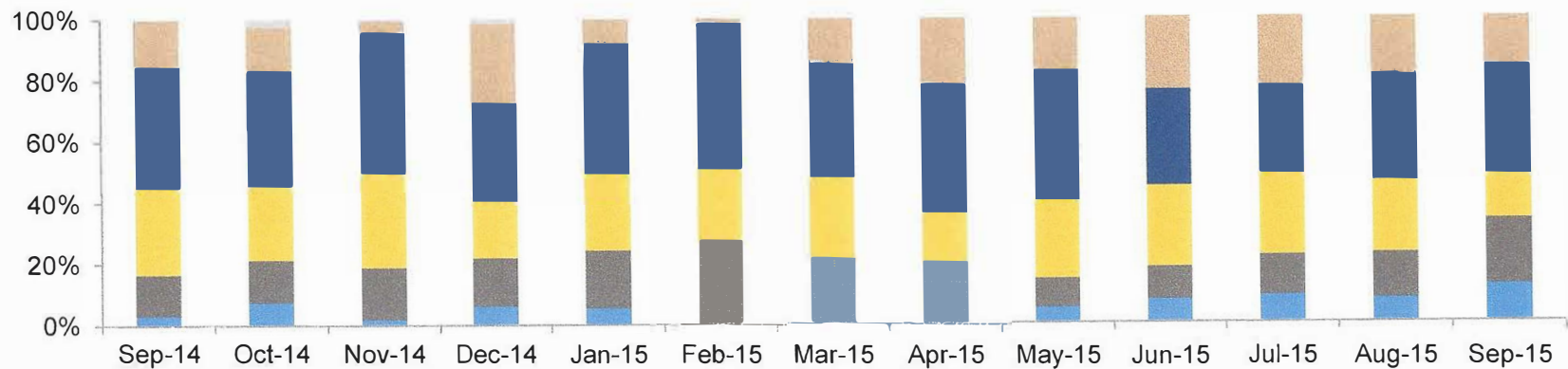
Domestic trip length distribution (cont.)

- 6-Day
- 5-Day
- 4-Day
- 3-Day
- 2-Day
- 1-Day

76T



756



**SEPTEMBER 2015 TDY AWARD**Completed
08/05/15

Please reference 8-G-3-b of the UPA if you have an absence and a junior pilot has been awarded TDY.
This may be due to the junior pilot having a full month of availability.

<u>Employee #</u>	<u>Sen #</u>	<u>Name</u>	<u>Category</u> <u>Advertised</u> <u>FROM</u>	<u>Awarded TO</u>
u191895	7243	WASSER, ADAM D	DEN 737 CA	DCA 737 CA
U173949	6625	REEVE, THOMAS R	EWR 76T FO	DCA 76T FO
u163077	9501	BOLLEN, MAARTEN J	EWR 76T FO	DCA 76T FO
u099940	1291	RATHGEB, PETER M	IAH 777 FO	DCA 777 FO
U125857	3413	KIRBY, CHARLES L	ORD 777 FO	DCA 777 FO
u219818	6387	BRIDGES, JONATHAN A	IAH 777 FO	DCA 777 FO
u333489	12376	MCCULLOCH, ALEXANDER D	DCA 320 FO	DEN 320 FO
U136532	12570	PAHOS, DAVID P	DCA 320 FO	DEN 320 FO
U043741	1687	MOSELEY, JOHN R	SFO 777 FO	EWR 777 FO
u106447	2037	ROBINSON, GARY W	ORD 777 FO	EWR 777 FO
u110618	2444	FRANK, ROBERT F	ORD 777 FO	EWR 777 FO
U118919	3047	WITVLIET, JOLANDA B	SFO 777 FO	EWR 777 FO
U139802	3064	BUNN, BRIAN G	SFO 777 FO	EWR 777 FO
u147270	3875	FOX, SHERRY A	IAH 777 FO	EWR 777 FO
u163765	5296	FERNANDEZ, XAVIER F	IAH 777 FO	EWR 777 FO
U222184	8334	ROHR, JASON	EWR 737 FO	IAH 737 FO
u142994	8483	MILAN, GEOFFREY	EWR 737 FO	IAH 737 FO
u256059	9668	TARDIFF, BRIAN R	EWR 737 FO	IAH 737 FO
u256419	9688	RALPH, STEVE	EWR 737 FO	IAH 737 FO
U259548	10209	CLARKE, ANDREW L	EWR 737 FO	IAH 737 FO
u259645	10247	RICHARD, MARTIN J	EWR 737 FO	IAH 737 FO
U265466	10854	SHIMER, ALAN T	EWR 737 FO	IAH 737 FO
u268549	11059	LOGRANDE, JOHN B	EWR 737 FO	IAH 737 FO
u171213	6459	DECKER, TODD K	EWR 76T FO	IAH 76T FO
U173893	6555	BOLENDER, DONALD R	EWR 76T FO	IAH 76T FO
u182175	7577	THALKEN, MICHAEL J	EWR 76T FO	IAH 76T FO
u182109	7646	WORKMAN, MARK C	EWR 76T FO	IAH 76T FO
u185976	8194	LYBARGER, LARRY D	EWR 76T FO	IAH 76T FO
U296545	11640	PARKER, SCOTT F	EWR 76T FO	IAH 76T FO
u308522	11834	COLE, ROBERT J	EWR 76T FO	IAH 76T FO
u308612	11857	HICKS, JOHN B	EWR 76T FO	IAH 76T FO
U330484	12011	ROCK, NORBERT A	EWR 76T FO	IAH 76T FO
u148782	566	MELHORN, ROBERT B	ORD 777 CA	IAH 777 CA
u238435	26	MEYERS, JAMES J	LAX 787 CA	IAH 787 CA

u229671	753	QUICK, KENNETH R	SFO 787 CA	IAH 787 CA
u179321	902	HALLETT, JACKSON B	SFO 787 CA	IAH 787 CA
U248895	1418	MCKNELLY, RANDY	SFO 787 CA	IAH 787 CA
U242831	1775	PAGER, ROY V	LAX 787 CA	IAH 787 CA
U254900	9519	BOURASSA, CRAIG D	EWR 737 FO	LAX 737 FO
U256848	9763	JIMENEZ, CHRISTIAN A	EWR 737 FO	LAX 737 FO
U265964	10864	WILSON, JOHN P	DCA 756 FO	LAX 756 FO
U330666	12046	LOCKHART, JACK R	DCA 756 FO	LAX 756 FO
u331960	12134	MIXSON, JOHN H	DCA 756 FO	LAX 756 FO
U331968	12142	RAJKOVICH, DEJAN	DCA 756 FO	LAX 756 FO
U332115	12164	TOMICICH, JERAD R	DCA 756 FO	LAX 756 FO
U333108	12335	SWINDELL JR, JAMES R	DCA 756 FO	LAX 756 FO
U333569	12397	REINECK, JENNIFER L	DCA 756 FO	LAX 756 FO
u043310	285	MONTGOMERY, MICHAEL D	ORD 777 CA	LAX 777 CA
u051310	876	KING, THEODORE A	ORD 777 CA	LAX 777 CA
u061739	1605	MALIK, PARMOD K	ORD 777 CA	LAX 777 CA
u180416	7139	MERCIER, GREG A	EWR 76T FO	ORD 76T FO
u186001	8218	LAWRENCE, JASON C	EWR 76T FO	ORD 76T FO
u258747	10034	OLSON, JACOB J	EWR 76T FO	ORD 76T FO
u231673	10328	KILLEN, ANDREW A	EWR 76T FO	ORD 76T FO
u108450	10740	MILLER, NEIL M	EWR 76T FO	ORD 76T FO
U265379	10851	MCFARLAND, SEAN C	EWR 76T FO	ORD 76T FO
u054995	1242	WRIGHT, GREGORY L	ORD 76T CA	SFO 76T CA
U118897	3024	DIETZ, DALE G	ORD 76T CA	SFO 76T CA
u136418	3685	BROMSCHWIG, KURT F	ORD 76T CA	SFO 76T CA
u136510	3739	RICHARDSON, JON A	ORD 76T CA	SFO 76T CA

SEPTEMBER 2015 -ADDITIONAL- TDY AWARD

Completed

08/12/15

Please reference 8-G-3-b of the UPA if you have an absence and a junior pilot has been awarded TDY.

This may be due to the junior pilot having a full month of availability.

<u>Employee #</u>	<u>Sen #</u>	<u>Name</u>	<u>Category</u> <u>Advertised</u> <u>FROM</u>	<u>Awarded TO</u>
U314668	952	CASEY, ROBERT	LAX 787 CA	IAH 787 CA