

AIR WISCONSIN CORP. FLIGHT ATTENDANT COMMUTER POLICY
MAY 5, 2003

This commuter policy applies only on Company airlines and to carriers on which the Company has direct access to their computer reservation system.

The company shall provide a list of qualified carriers to the MEC Chairman and update the list any time that it is modified.

1. Flight Attendants are responsible for reporting to assignments in a timely manner. These provisions are not intended to relieve flight attendants of that responsibility.
2. A commuting Flight Attendant must identify herself as a commuter and designate a city as her normal origination airport on a form to be provided by the Company. The Flight Attendant must notify the Company of any changes to their designated city by resubmitting the commuter form.
3. Any Flight Attendant commuting to an assignment must be listed in the computer reservation system as a non-revenue passenger. The flight attendant must be listed on an appropriate flight not more than forty-eight (48) hours but not less than twenty-four (24) hours in advance of the scheduled departure time for the flight she expects to use to commute to work. This flight is considered to be her primary flight.
4. Flight Attendants may only list for travel on flights that have seats available for sale to the public during the time period described above.
5. The primary flight on which the flight attendant elects to list must be scheduled to arrive at the airport where she is assigned to commence her pairing in advance of her check-in time. There must also be at least one "back-up" flight scheduled to depart from the same airport later than the primary flight on which she is listed. This back-up flight must be scheduled to arrive at her base at least one-half (1/2) hour prior to the scheduled report time of her trip.
6. Flight Attendants commuting to an assignment must arrive at the designated gate for the primary flight on which they are listed at least thirty (30) minutes prior to the scheduled departure time of that flight.
7. If the flight attendant becomes aware of a delay/cancellation or the unavailability of a non-revenue passenger seat on her primary flight, she will immediately notify crew scheduling/tracking. The flight attendant will provide the flight number and departure time of her back-up flight(s) and discuss any other possible travel alternatives with the scheduler.
8. Following the delay or cancellation of a primary flight the flight attendant will report to the departure gate of her back-up flight as soon as practical.
9. As soon as the flight attendant becomes aware that she will not be able to report for duty at or before the show time due to flight delays, cancellations or non-revenue seat availability she will immediately contact crew scheduling/tracking.
10. The flight attendant will make every effort to report to the location at which she was scheduled to begin her pairing as soon as possible following the flight cancellation. The flight attendant and crew scheduler/tracker may mutually agree to an alternate location to which the flight attendant will report.

COMMUTER POLICY (CONTINUED)

11. Crew scheduling will reassign a flight attendant to her original pairing as soon as possible when a flight attendant reports for duty following a missed report time. If the flight attendant's original pairing does not return to the location at which she was scheduled to report for duty she may be assigned to any other pairing that is scheduled to be completed at the same location.
12. Flight attendants who are unavailable for duty under this policy will not be paid or credited for any flights missed and the Flight attendant's minimum monthly guarantee will be reduced by the amount of scheduled flight time for all flights missed. In addition, expenses incurred prior to the assignment of her original trip or new trip will be the Flight Attendant's responsibility.
13. A Flight attendant may use the commuter policy protection no more than three (3) times in any consecutive twelve (12) month period.
14. If the Company is unable to verify that the Flight Attendant complied with these requirements, she will be considered a "no show" for her trip and will be subject to disciplinary action.
15. This policy will be reviewed after one (1) year and may be changed at that point by mutual agreement between the Company and the Union.