

## Council 03 Scheduling Committee Report

October 2008

The October Scheduling Meeting held with the company was spent mostly discussing how the three computer systems work. There are three different types of computer systems that work together to manage the daily operation and crew pay. Jeff Joy and the crew planning department were not able to meet with the committee to discuss the lines in any fashion so the committee made use of the time to go over other important topics.

In the scheduling department there are three different systems: Flight Trac, which talks to Crew Trac, which talks to Crew Pay. Unfortunately, these systems only communicate one way and not back in the opposite direction. Flight Trac is controlled by dispatch and any adjustments made are due to the operation on the line. Sometimes Flight Trac can speak to Crew Trac before the final adjustments are made, therefore resulting in the change in times to your trip pairings. It is believed that you will begin to see more of this as the company moves towards the crew self serve system.

Another area where we often see errors is when Crew Trac talks to Crew Pay. Crew Trac will tell Crew Pay what was flown, but Crew Pay does not have the ability to speak with Crew Trac to inform it that Crew Pay must pay out the minimums per the contract. An example would be the minimum day of 3.30 or the minimum line guarantee of 70 hours. Therefore resulting in the reason why when Crew Trac talks to Flica the lines or pairings do not show the correct minimums per your contract. It is very important that you watch your paycheck and pay sheet to be sure you have been paid correctly.

The committee also addressed the concern of meal breaks due to the tight schedules that are built by scheduling and the importance to remind crews that they must take time to eat. There is a procedure that must be followed and in the very near future you should see an IIF published to the flight attendant group. The flight department will also address this with the pilots, but you as a flight attendant must remember that if you need to eat you must take a break. In addition, if you encounter any issues with this, you should inform AFA immediately while also contacting the manager on call and take a break. Most importantly make sure you inform a union representative or me so that the issue may be addressed further with management.

Another important topic addressed was in reference to flight attendants that may wish to make themselves available to crew scheduling for call out. If you so wish, you may inform the crew desk that you would like to be considered for a trip if something were to come available by placing yourself available. The only way to do this currently is for you to send the information to the crew desk in writing. You may fax the availability to: 920-749-7512. If you have any further questions regarding this please feel free to contact me.

Again, as I said at the beginning the lines and trip pairings were not discussed as Jeff Joy and the crew planning department was not available to meet with the committee. A conference call will be held on November 20, at this time the horrible lines for December in PHL will be addressed! At which time I hope to have better news to report.

**Submitted By:** Ginger Sterling, Council 03 Scheduling Committee