

MEMORANDUM OF UNDERSTANDING
by and betwixt
AMERICAN EAGLE AIRLINES, INC.
and the
ASSOCIATION OF FLIGHT ATTENDANTS-CWA, AFL-CIO

The parties acknowledge that for the duration of the current collective bargaining agreement, Crew Scheduling employs the following orders of assignment to fill time which becomes open subsequent to 14:00 for the next day's operation as well as open time which must be filled on the day of operation:

1. Time which Becomes Open Subsequent to 14:00 for the Next Day's Operation
 - A. At the beginning of each shift, Crew Scheduling will print a list of all available reserves in time balancing order (least accrued time to most accrued time). This list is currently known as the "N6DF" list. It is Crew Scheduling's equivalent to the Flight Attendant HI33 list. The Crew Scheduler filling the open flying will follow the order of the list (least accrued time to most accrued time) as nearly as possible to assign the open positions in time balancing order.
 - B. Based on the needs of the Company's operation, the Crew Scheduler retains discretion to adjust the order of assignments to more neatly fit within the legalities of the group of flight attendants legal and available for assignment(s).
2. Time Which Becomes Open on the Day of Operation
 - A. At the beginning of each shift, Crew Scheduling will print the "N6DF" list of all available reserve flight attendants in time balancing order (least accrued time to most accrued time).
 - B. The entire group of Flight Attendants who may be available for an assignment is then broken down into three groups:
 - (1) Lineholder and Reserve Flight Attendants who have "lost" flying in some manner (e.g. downgrade, cancellation, misconnect)
 - (a) Late arriving Flight Attendants using the Commuter Policy who have lost one or more round trips;
 - (b) Flight Attendants who have lost time due to a Downgrade;

