

Transition Pairings/Carry In Sequences-What Are They?

By: Debora Sutor MEC Grievance Chair

Have you noticed the "Transition Pairings" in your bid package? More than likely, you've probably seen them, but have no idea what they mean and probably don't pay much attention to that portion of the bid package. Most Flight Attendants think these transition/carry in sequence numbers simply indicate a change in the sequence number from the current month to the new month and thus don't pay any attention to them. Well, you couldn't be more wrong. They can be very important as trips can actually change from one month to the next. These changes can affect your time off and pay potential.

Transition pairings represent changes to your carry in trip that may not have existed when you were first awarded your bidline for the current month. Changes often occur in the new month due to equipment changes, marketing changes, block time or departure time changes and if there is a reduction in flying for the following month. In some cases flights cease to operate all together and must be removed from the schedule. In the example below we've selected a change from the October 2008 bid package to the November 2008 bid package. In October Flight Attendant Velasco was awarded line #521:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	
WE	TH	FR	SA	SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE	
X	X							X	X											X	X															
247= 3975 1355/1850;																																				
BLK NO. 521 DYS OFF 14																																				
CRD. 77.01 BLK. 77.01																																				
TAFB 317.45 C/O 12.54																																				
CR7 77:01																																				

As you can see, the last sequence of the month # 12247 begins on October 31st and carries over into November 1-3. The trip is plotted as follows:

OCTOBER 2008 CRJ FA 01/02 TRIP PAIRS															
DAY	DH	C	FLTNO	DPS-ARS	DEPL	ARRL	BLKT	GRNT		TBLK	TDHD	TCRD	TPAY	TDUTY	LAYOVER
12247 ONLY ON FRI										REPORTS- 1355L					
Base/Equipment: ORD/CR7										CA01F001FA02					
										OPERATES- OCT. 03-OCT. 31					
FR			3975	ORD-OKC	1455	1655	200	40	CR7						
FR			3976	OKC-ORD	1735	1940	205	110	CR7						
FR			4214	ORD-IND	2050	2250	100		CR7	505	0		505	0	810
D-END: 2305L (NR 900) REPT: 1955L										L- SHERATON IND HOTEL (317) 635-2000					
SA			4296	IND-ORD	2040	2050	110	40	CR7						
SA			3962	ORD-LIT	2130	2310	140		CR7	250	0		250	0	430
D-END: 2325L (NR 900) REPT: 1355L										L- LA QUINTA INN & SUITES (501) 374-9000					
SU			3774	LIT-DFW	1440	1555	115	255	CR7						
SU			3359	DFW-LIT	1850	2000	110		CR7	225	0		225	0	620
D-END: 2015L (RR 800) REPT: 0530L										S- COMFORT INN & SUITES (501) 376-2466					
MO			3963	LIT-ORD	0615	0755	140	105	CR7						
MO			3913	ORD-XNA	0900	1040	140	35	CR7						
MO			4348	XNA-ORD	1115	1259	144	226	CR7						
MO			4321	ORD-CMH	1525	1735	110	35	CR7						
MO			4322	CMH-ORD	1810	1835	125		CR7	739	0		739	0	1320
D-END: 1850L (CR 1100)															
TOTALS BLOCK 1759										T.A.F.B. 7655 CR7>17:59					

Whenever you have a trip like this, that carries over into the new month, you should always look at the new month bid package's list of transition pairings. You can see from checking the November transition pairings that sequence #12247, changes in November and will now be sequence #13021.

TRANSITION / CARRY-IN SEQUENCES

CRJ		
<u>DATE</u>	<u>OLD SEQ</u>	<u>NEW SEQ</u>
31-Oct	12247	13021
31-Oct	12231	13022
31-Oct	12239	13023
31-Oct	12241	13024
29-Oct	12238	13025
30-Oct	12244	13026
29-Oct	12248	13027
30-Oct	12246	13028
29-Oct	12249	13029
29-Oct	12250	13030
31-Oct	12251	13031

This isn't the end of the story however. You must now look up sequence #13021 in the November bid package to see how it is plotted. Once you do that, you will find a big difference in these sequences. Below, you will see what the new sequence looks like:

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NOV 2008 CRJ FA01/02 TRANSITION/CARRY-IN TRIPS
DAY DH C FLTNO  DPS-ARS  DEPL  ARRL  BLKT  GRNT      TBLK TDHD TCRD TPAY  TDUTY LAYOVER

13021 ONLY ON FRI      REPORTS- 1355L      OPERATES- OCT. 31 ONLY
Base/Equipment: ORD/CR7  CA01F001FA02

FR      3975  ORD-OKC  1455 1655   200   40  CR7
FR      3976  OKC-ORD  1735 1940   205  110 CR7
FR      4214  ORD-IND   2050 2250   100   CR7 505 0      505 0 810  IND 2050
      D-END: 2305L (NR 900) REPT: 1955L      L- SHERATON IND HOTEL (317) 635-2000
SA      4296  IND-ORD   2040 2050   110   CR7 110 0      110 0 210
      D-END: 2105L
TOTALS  BLOCK 615  T.A.F.B. 3110 CR7> 6:15
    
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What was once a four-day trip, is now a two-day trip. You will really want to know this when considering what lines to bid for the next month. It is not unusual for Flight Attendants to believe they lost pay when something like this happens. In actuality, you have lost nothing. Take a look at the first two images in this article. Flight Attendant Velasco's bidline #521 is blocked to 77.01 hours. Now look at sequence #12247. You will see it is blocked for 17:59. This trip operates five times in the month of October, including the last trip that carries over into November. If you multiply 17:59 times 5 it equals 89:55. As you can see the block time on the bidline as published in the October bid packet, contains only the block hours scheduled to fly within that contractual bid month. Even if the pairing hadn't changed and remained the same four-day trip, any hours that carried over into the new contractual bid month would have been counted towards the next's month's pay calculation. As it turns out, Flight Attendant Velasco was awarded line #542 in November:

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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 1 2 3 4 5 6
SA SU MO TU WE TH FR SA SU MO TU WE TH FR SA SU MO TU WE TH FR SA SU MO TU WE TH FR SA
: : X X X DCADTWYULORD X X X DCADTWYULORD X X X DCADTWYULORD X X X X MSYPHLDCAORD
242= 4362 1555/2105;251= 4028 1850/1430;
BLK NO. 542 DYS OFF 15
CRD. 77.15 BLK. 77.15
TAFB 299.10 C/O 0.00
CR7 77:15
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Line #542 has the first five days of the month free from duty. If you hadn't looked at the trip pairings, you would probably believe that out of nowhere, crew scheduling took away two days of flying. Now that you have looked at the pairings, you know this is not the case. How does this come into play when you are trying to figure out what to bid for the following month? This answer will vary from person to person. In the example above, you may be glad you now have that time off at the beginning of the

month. You may have chosen to pick up OT over the transition, as we know the Company is quite often short-handed over this period of time. Perhaps, you may have chosen to bid differently by selecting bidlines that contained flying on the first days of the month. Whatever you decide, you can now make an informed decision because you know what your carry in trip will look like and how it will affect your next month's schedule.