



Frequently Asked Questions v19.6

Q: What are the limitations on Daily Open Time (DOT) during the bid award process?

A: Beginning on the 12th Calendar day of the month at 1200 ET Captain DOT is frozen for a 48-hour period. Furthermore, on the 13th Calendar day of the month at 1200 ET First Officer DOT is frozen for a 48-hour period. Per the PBS MOU (paragraph 62) any transactions that for adds, swaps, and mutual trades touching the last 5 calendar days of the month are prohibited during this time. However, drops are allowed. If a pilot drops a trip they will not be able to add a trip that touches the 5 calendar day period until DOT is fully restored either on the 14th of the month at 1200 ET for Captains or the 15th of the month at 1200 ET for First Officers.

Q: I am bidding Reserve; how do I get the RAP that I want?

A: As has been discussed in previous Bidline Bulletins, N-PBS uses a two-step process to award Reserve lines. RAPs are assigned in seniority order; however, they are also assigned considering the company's overall Short Call Reserve reserve requirements. Long Call Reserve however, is unable to be 'assigned' - it must be bid for. So, if a pilot is senior enough to hold long call reserve they are able to guarantee their RAP. Keep in mind the number of LCR lines is predetermined by the company and is listed on the Info Tab in N-PBS.

*Q: I set the following Set Condition in N-PBS and it wasn't honored. Why? **"Set Condition pattern between 1 and 6 days on, with 1 days off (minimum)"**.*

A: In order for N-PBS to honor the aforementioned Set Condition, the bidder must also waive their minimum days off to 1.

Q: I am senior enough to hold weekends off on Reserve; however, N-PBS lists my request as 'Partially Honored', why?

A: The simple answer is that as a Reserve Pilot you need to waive the 4 days off in order to capture every weekend off in the bid month. This is because without waiving the 4 days off down to 3 and working 4 on 3 off it is mathematically impossible to award the 18 R Days required to complete the schedule.

On the flip side of this coin, it is possible to get a weekend off being a relatively junior Reserve Pilot by not waiving the 4 days off. This is because the 6-day work blocks will, in most cases, result in at least one weekend off.

Q: Why is using Clear Schedule Start Next with no Award Statements a bad idea?

A: Using a CSSN with no Award Statements above it is a bad idea because it never gives N-PBS the opportunity to do anything for the bidder, other than move onto the next bid group. Multiple pilots had bid groups that look like (below) multiple times in their Current Bid. N-PBS continued to honor the CSSN until it got the final one, which in most cases was, Reserve.

IF YOU DO NOT KNOW WHAT CSSN DOES, DO NOT USE IT!!!! Contact the PBS Trainers should you have any questions.

6	Start Pairings
7	Waive Minimum Days Off To 1
8	Set Condition Pattern Between 1 And 6 Days On ,With 1 Days Off (Minimum)
9	Avoid Pairings If Any Leg Is Redeye
10	Clear Schedule and Start Next Bid Group
Award Pairings	
11	Start Pairings
12	Waive Minimum Days Off To 1
13	Set Condition Pattern Between 1 And 6 Days On ,With 1 Days Off (Minimum)
14	Avoid Pairings If Any Leg Is Redeye
15	Clear Schedule and Start Next Bid Group
Award Pairings	
16	Start Reserve
17	Set Condition Short Call Type R10
18	Set Condition Short Call Type R07
19	Set Condition Short Call Type R03
20	Waive Minimum Days Off To 3
21	Set Condition Maximum Days On In A Row 4
22	Prefer Off Friday, Saturday, Sunday Else Start Next Bid Group

Q: I received a Coverage Award, for example on July 4th. What is a Coverage Award?

A: Previously under line bidding, if you wanted a specific day off (especially a holiday), you had to go through the lines and find the one(s) with those days off. If you were the 51st person to ask for July 4 off, and there were only 50 lines that had it, you weren't senior enough to hold that day off. This is an issue with the type of 24/7 – 365 day a year type operation that airlines run. There have to be people working on the days that for whatever reason, whether it be a holiday or just a random Tuesday, people do not want to work. In line building, ALPA in conjunction with Crew Planning built lines of flying that complied with the CBA, and at the same time adequately staffed the operation on all of these days, then we all bid for lines in seniority order. Under PBS, these days still need to be covered, but the schedules are built based on our preferences instead of the company's best guess. That said, the flying, even on days people don't want to work still needs to be covered. This is where Coverage Awards (the N-PBS term commonly referred to as unstacking) are used.

Q: How do Coverage Awards work?

A: Prior to beginning the award process for a bidder, NavBlue will first look to see how many duty periods are open on each day of the bid month, and compare that to the number of bidders below the bidder in question. If the number of open duty periods (also known as a stack) is such that NavBlue cannot give the bidder off on a certain date without violating the Company's requirement for stack height on that date, a Coverage Award is required. NavBlue will assign a Coverage Award to this bidder on the required date prior to awarding the rest of his schedule. This is done by first attempting to assign a trip that the bidder has requested via an Award Statement, and as a last resort any other trip still open.

When unstacking is discussed, everyone focuses on negative unstacking, because that goes against preferences you made. However, some of the unstacking occurs seamlessly because the program tries to limit stacks by placing undesirable trips on the group as a whole, but not to the individual pilot, anywhere it can. For example, a senior pilot who didn't specifically ask for July 4th off will be assigned a trip over those days due to the system prioritizing that flying wherever it can.

When it has to Coverage Award a trip, it will try to award a trip that meets your award preferences, and it also cannot violate the CBA or FARs to do it. Therefore, you may have a Coverage Award, while someone junior you to you does not. Honestly the three hardest holidays to staff, leading to relatively senior coverage awards are July 4, New Year's Day and Labor Day. This is because there will be a lot of pilots that have pre-awards or previous month carry in issues that prevent trips on those days since they are so early in the bid month. The later in the month the holiday, the easier it is to cover with junior bidders.

This is where unstacking protections of the PBS MOU come into play, of which ours are industry standard. An award is not compliant if someone is unstacked on higher than 50% of

LINEHOLDERS in a holiday month (January, July, November, December) or 30% of LINEHOLDERS in a non-holiday month.

Remember, in this system negative unstacking is performed in reverse seniority on pilots legal for the trip, so it is just saying you weren't senior enough to hold it off. It is not random! If someone junior has that day off, and you were unstacked on, it is only because they weren't legal to work. This is no different than not being senior enough to hold those days off in line bidding. Even the junior person getting it off because of a legality is similar, as a pilot may have strategically bid a conflict to require the company to give them July 4 off, when their seniority would not have normally held it.