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**Memorandum of Agreement
by and Between
ASSOCIATION OF FLIGHT ATTENDANTS-CWA, AFL-CIO
and
ALASKA AIRLINES, INC.**

8 This Memorandum of Understanding is made and entered into in accordance
9 with the provisions of Title II of the Railway Labor Act, as amended by and
10 between Alaska Airlines, Inc. (hereinafter referred to as the "Company") and the
11 Flight Attendants as represented by the Association of Flight Attendants-CWA,
12 AFL-CIO, Inc (hereinafter referred to as the "Association").

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**Contactability Scheduling Obligations When Contacted During a
Remain Over Night**

17 WHEREAS, the Company and the Association agree that once a Flight Attendant
18 on a remain over night (RON/"layover") has been given a message to contact
19 Crew Scheduling and s/he chooses to do so, or if a Flight Attendant answers a
20 call from Crew Scheduling (or Inflight management for the purposes of
21 scheduling), s/he has certain scheduling obligations; and

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23 WHEREAS, the Company and the Association agree a clarification regarding
24 Company and Flight Attendant expectations is needed to cover the circumstances
25 above;

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27 THEREFORE, the Company and the Association agree as follows:

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1. Crew Scheduling may assign any revised flying that is legal under the Collective Bargaining Agreement, Company Policy and FARs. The Flight Attendant will be required to accept such assignment.
 2. The Flight Attendant is required to make her/his best effort to be ready for duty (at the airport, dressed in uniform and with luggage in possession) at the revised report time.
 3. If the Flight Attendant believes s/he is not likely to be ready for duty at the revised report time due to logistical challenges (e.g. physical distance from the airport, traffic, severe weather conditions, etc.), s/he may provide a reasonable estimate of when s/he will be ready for duty. This estimate must be provided at the time of contact.
 4. The Flight Attendant must be ready for duty no later than the estimated
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*Alaska Airlines*

44 time in paragraph 3 above, otherwise points will apply pursuant to Section
45 32 Attendance Policy. Exceptions will be made at the sole discretion of
46 management under 32.J ("special circumstances").

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48 5. A Flight Attendant is subject to reassignment once s/he arrives at the
49 airport ready for duty.

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51 6. Once contacted by Crew Scheduling on a layover, a Flight Attendant
52 maintains a scheduling obligation until s/he is subsequently contacted and
53 released from such obligation by Crew Scheduling.

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55 Agreed to this 31 day of July, 2014.

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57 FOR ASSOCIATION OF FLIGHT
58 ATTENDANTS-CWA, AFL-CIO

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61 
62 Brian R Palmer
63 AFA-CWA Alaska MEC Vice President

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64 FOR ALASKA AIRLINES, INC

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67 Elizabeth Ryan

68 Managing Director, Labor Relations - Air