

# Educational Series - Issue 6 - Reassignment

## What is a Reassignment?

There must be an irregular operation before Reassignment is applicable. An irregular operation is when a Regular Blockholder loses a flight or flight sequence due to a cancellation, consolidation, substitution, misconnection or illegality at home base. (B.10)

## How is pay protection applied to Reassignment?

For Reassignment only, calculate your pay protection by comparing the total credit of the actual pairing you operated against the total credit of your original pairing. You are pay protected for at least the total original pairing credit. If your actual total pairing credit operated is greater, that is what you will receive. \*\*\***Important:** Reassignment is an exception to the rule of flight leg pay protection – Block-to-Block flight leg protection. This exception for reassignment is because there is specific wording under B.6.04 reassignment and different past practice.

## How long will my reassignment last?

It depends on the original pairing. If the pairing was a 1-day pairing, then the reassignment will only be for one day. If the pairing was a multiple day pairing, then you will be reassigned for each day. Please note that the reassignment will be for each day that you were on duty, and is not based on your original flight arrivals/departures times. For example, if your original 1-day pairing had a flight that was scheduled to arrive at 23:46h, and you are now being reassigned, you will be reassigned to two (2) days. This is because your duty period ends on the second day.

## Can the Company remove a blocked flight because they are PROJECTING a misconnection on a LATER flight that day?

No, it is not an irregular operation until the time and place when there is an actual loss of a flight.

## In an irregular operation, how long can the Company require you to standby for reassignment at the airport?

At home base, the Company can require you to standby for 1 hour. Away from home base, the Company can require you to standby for 2 hours after a flight. (B6.03.01.06 and B6.03.02)

### **When does the clock start ticking for this standby for reassignment?**

For airport standby reassignment, the clock starts ticking as soon as you have received reasonable knowledge of the irregular operation causing you to lose your blocked flight. The In Charge calls Crew Scheduling, ASAP, (usually from the bridge phone) to give the telephone number or Communications Centre location where Crew Scheduling can telephone the crew during the standby period.

### **What are your requirements with regard to calling Crew Scheduling during the standby period?**

It is Crew Scheduling's job to contact you. Since contact is via telephone, you are responsible to ensure that either the In Charge, or yourself, have provided Crew Scheduling with a contact telephone number where you can be reached during the standby period. If Crew Scheduling asks you to call them back, we recommend you advise them to contact you instead, because there have been many reports of difficulties in reaching them. It only becomes your responsibility to call Crew Scheduling if you have agreed to do so.

It is the Union's position that you are not required to contact Crew Scheduling at the end of your 1 hour airport standby at Home Base unless you have agreed to do so. After the standby period at Home Base, you are required to call Crew Scheduling at the established time at your base each evening of the reassignment for the next day's reassignment. If the established time at your base falls within your crew rest time then contact Crew Scheduling within one hour of completing your crew rest. (B6.03.01.03)

### **If at the end of my 2 hours standby away from home base I am not reassigned, what happens?**

You will be permitted to deadhead to Home Base on the first available flight to be designated by Crew Scheduling (that you are legal to deadhead on). You must contact Crew Scheduling immediately on arrival at Home Base and may be assigned a flight. (B6.03.02.02)

### **What is Deadhead Reassignment?**

Where you are reassigned to deadhead to your Home Base, you may be required to operate your deadhead flight or any other flight to your initially scheduled destination, providing you are legal in all respects. A deadhead reassignment is in reverse order of seniority. (B6.03.03)

**Can I be reassigned on a day that I was not originally scheduled to work?**

In the event of an irregular operation, and if you are away from home base on a day off, the Company can reassign you to deadhead home. The Company may require you to operate the flight you were reassigned to deadhead home on. (B6.03.04)

**If the Company deadheads me home as my reassignment; must the flight be a direct non-stop?**

No. The Company can deadhead you with stops along the way as long as no detour to home base is added on. For example, YOW layover to YVR home base. The Company could deadhead you YOW to YYZ to YYC to YVR instead of a direct YOW to YVR flight providing you are legal in all respects.

**When does a reassignment become a draft?**

Any change to reassignment is a draft unless it falls under irregular operation B.10. If you are re-assigned and your flight cancels, you are subject to further reassignment. However, if your reassigned flight operates and you are legal for the assignment, any changes to your pairing/flight would constitute a draft.

**Can you transit through home base on a reassignment?**

Yes, it is possible to transit through home base on a reassignment, but the Company must follow all procedures outlined in B.6.

**Can you be reassigned for greater credits than were originally scheduled in your pairing?**

Yes, subject to the maximum monthly limitations