

LETTER XX

Subject: One Way Trades
Reference: Section 6 – Scheduling

LETTER OF AGREEMENT

between

DELTA AIR LINES, INC.

and

FLIGHT ATTENDANTS

in the service of

DELTA AIR LINES, INC.

as represented by

ASSOCIATION OF FLIGHT ATTENDANTS – CWA, AFL-CIO

This AGREEMENT is entered into by and between Delta Air Lines Inc, a Georgia Corporation (the “Company”) and the Flight Attendants in the service of Delta Air Lines, Inc., as represented by the Association of Flight Attendants – CWA, AFL-CIO (the “Union”).

WHEREAS, the current Agreement stipulates that One Way Trades shall be limited to no more than ten (10) hours over his/her original monthly scheduled maximum. The Agreement further stipulates that One Way Trades shall offset Reserve Guarantee.

NOW, THEREFORE, is agreed to amend Section **Section 6.G.4.f** of the Agreement as follows:

f. One-Way Trades

A Flight Attendant holding a Regular line, Priority line or Reserve line may request to mutually trade a pattern on his/her line with another Flight Attendant at any base without receiving a corresponding pattern in return, subject to the following:

- (1) The Flight Attendants trading the pattern shall each submit such request through CENTRY or VRU no later than the Secondary Line Adjustment Period (SLAP) of the day prior to the scheduled departure of the pattern. The request shall be processed during the next Primary Line Adjustment Period (PLAP) or Secondary Line Adjustment Period (SLAP), as applicable;**

- (2) Same base One-Way Trades shall be processed as Open Trades as specified in 6.G.4.g., below;**
- (3) Any time picked up as the result of a One-Way Trade shall not count toward any legalities other than those required by the FAR;**
- (4) A Reserve Flight Attendant may request patterns via a One-Way Trade subject to the following:**
- (a) The pattern operates wholly on days off;**
 - (b) The pattern does not carry-in to the next bid month until after the next month's schedule has been awarded;**
 - (c) Pay and credit for the time added as the result of a One-Way Trade shall be isolated from his/her monthly projection for all scheduling purposes other than FAR compliance;**
 - (d) Pay for One-Way Trades shall be at the Flight Attendant's hourly incentive rate and shall offset any reserve guarantee otherwise earned within a month.**
- (5) Such adjustment shall not conflict with another pattern or create a legality conflict on his/her line.**
- (6) A pattern that is added to a Flight Attendant's line shall increase his/her pay guarantee by the value of the pattern that has been added, subject to the provisions of paragraph G.5. of this Section.**
- (7) A pattern that is deleted from a Flight Attendant's line shall decrease his/her pay guarantee by the value of the pattern that has been deleted, in accordance with paragraph G.5. of this Section.**