Things to Keep in Mind with a Secondary Line

Secondary Line Creation after the Bid Pack Publication

Section 25.B.4. allows for the creation of additional Secondary Lines after the bid pack has been distributed if a pilot activates in a new crew position. Notification to the affected pilot group is not required.

25.B.4. If, due to additional pilots activating in a position after the bid period package is distributed but before the bid is awarded, an insufficient number of lines have been published, the required number of secondary lines shall be increased to accommodate the additional pilots.

Therefore, a pilot should enter “9952” in the Monthly bid if the intent is to be awarded any Secondary Line (those in the bid pack, as well as any potentially newly created lines). Entering “9952” ensures a pilot receives any Secondary Line rather than being limited to the ones listed in the bid pack.

Example:

5 B767 Captains activate after the bid period package is published but before the Captain bids are awarded.
5 additional Secondary Lines are added as provided in 25.B.4.

If my bid preference includes S25, but not 9952, I would not be awarded S26-30.
If my bid preference includes 9952, I could be awarded S26-30.

Additionally, entering “9952” ensures that a pilot’s bid is not deemed invalid by entering a mistake in the freeform type field.

Example:

No new B767 Captains activate after the bid period package is published.

If the pilot enters S26 by mistake, that could be deemed as an “invalid bid” as there are only 25 Secondary Lines available.

Different Bidding Number than Line Award

A pilot bids for and is awarded Secondary Line number 35. Upon going into the SLG it shows that the pilot is bidding number 39 out of 85. The reason that there is a discrepancy between the awarded number and the bidding number is due to the Instructors that are also using the SWW for schedule creation per 11.M.8.b., 11.N.9.b., etc.

Vacation

12.D.1.d. – The international duty-free buffers (24 hours before the start of a trip, and 48 hours after the end of a trip) are not waivable for vacation for trips that exceed 120 TAFB.

7.E.2.c. – Sliding vacation to within 48 hours of the scheduled end of a trip in which the last activity is an international duty period does not apply to EUR trips operated within domestic parameters.
Timing of Vacation Adjustments

- **Conflict Input Window** – any pilot may slide their vacation up to 5 days.
- **View/Add Window** – Secondary Line holders may adjust the **hours** applied to their vacation (25.E.4.b.)
  - This is done in **VIPS > Bid Period Processing > Secondary Lineholder Vacation Draw**
  - If a Secondary Line holder reduces the vacation draw down to 0, it is effectively as if they have no vacation in the bid period, and the footprint will not be honored.
  - A pilot must leave at least 6 vacation hours to have the footprint honored.
- **Secondary Working Window** – during the first 48 hours of the SWW Secondary Line holders may slide the vacation up to within 5 days of the originally held vacation award. Secondary Line holders may also minimize or eliminate the **footprint** (25.E.6.)
  - This is done in the SLG.

**Training**

25.C.12.f. – If a recurrent training session conflicts with any portion of a block of R-days, the entire block shall be dropped as a phase-in conflict.

11.E.1.i. – Prior to and upon completion of ground school or SIM training, a pilot shall receive a minimum of 12 hours off.

25.F.4. – International duty-free buffers may be waived to avoid a phase-in conflict.

If you have any questions, please reach out to Contract Enforcement by submitting a **PDR**.