



FDXMEC TA DOCUMENTS

TA Summary: Section 8 - Deadheading

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A Tentative Agreement Summary shall include highlights of significant changes to the current Collective Bargaining Agreement (CBA)

Paragraph	2015 CBA	TA
8.A.3.b	Note: AACL MEDEX vendor that was used to determine commercial carrier ratings is no longer in business	New resolution process is added for disputes related to adding DH carriers.
8.A.5.a.	Deadhead travel must be booked in economy class unless a higher class of service is authorized	Codification that the Company must book economy class tickets that have the opportunity for seat selection when it's available.
8.A.5.d.	When purchasing deadhead tickets prior to the beginning of a bid period, deadhead tickets for flights entitled to a higher class of service must be purchased prior to tickets requiring a lower class of service.	Incorporation of prior settlement agreement regarding the timing of the purchase of higher class of service tickets. (Reference Administrative Grievance 18-05 on the Grievance Committee page .)
8.C.5.c	The Company must establish a deviation bank for each pilot for each bid period.	The estimated deviation bank balance will be available prior to expense report submission if previous expense reports have been submitted. (Still subject to auditor changes)
8.C.2.a.ii.	To the extent that the pilot's allowable/reimbursable deviation expense claims for a given bid period are less than the deviation bank credit for that bid period, that balance is first reduced by half. This deviation bank allowance (DBA) is then available to offset past or future deviation bank overspends.	The remaining deviation bank stays at 100% credit for 3 additional bid periods. It is then reduced 50% and moved to the Hotel Room Cancellation (HRC) Bank
8.C.2.a.ii.	Application Note:	Automation will continue to apply previous bid periods' remaining balances from oldest to newest to overspends.

Paragraph	2015 CBA	TA
8.C.2.h.ii.	For hotel rooms a pilot cancels IAW the CBA, the Company credits \$35 (domestic hotel reservations) and \$65 (international hotel reservations) to that pilot's HRC bank, provided, the pilot actually operated the trip containing the canceled hotel room(s).	Credit amount increases to \$50 (domestic) and \$70 (international)
8.C.2.h.v.	A pilot's Hotel Room Cancellation (HRC) Bank balance is be capped at \$10,000	HRC limit increases to \$15,000
8.C.2.h.	N/A	HRC bank credit available to offset allowable/reimbursable deviation expenses is limited to \$7,500 per bid period
8.C.3.a.iii.	Seat selection fees: (e.g., Southwest Business Select, Delta Economy Comfort, United Economy Plus), are limited to the greater of: \$40 per flight segment; or \$80 per positioning sequence (i.e., front-end, mid-trip, or back-end)	Seat selection fees distinction of flight segment (\$40) versus positioning sequence (\$80) eliminated. Amount increased to \$100.
8.C.3.b.ii	N/A	Rental cars added to allowable/reimbursable surface transportation deviation expense.
8.C.3.d.iv.	N/A	A pilot may use a hotel room over SUB Window as a new allowable/reimbursable expense charged to the deviation bank. (This is in addition to other SUB entitlements.)
8.C.5.	Receipts are not required for reimbursable expenses under \$25.	Receipt not required for expense report increased to \$75.