



The Curve Lesson Six

Time Available Tango

I was on the second leg of a turn Tuesday, ready to head home from Memphis, when all heck broke loose. Long story short, the trip became an overnight, making it impossible for me to do my turn on Wednesday.

Of course I opted for time available, calling Voice Response as soon as I got to my hotel room. I wanted to be sure I kept my guarantee (TA obligation = 7:14). Couldn't afford to lose over seven hours of flight time. Went to bed, then checked my voicemail—another change to my schedule. What now?

I had been awarded a generic upward adjustment while I slept, a request I'd entered days before. The trip would satisfy my TA obligation in its entirety (awarded PCT2 = 7:55), which meant that, instead of just protecting my guarantee and crossing my fingers that there wasn't a Vegas turn between 0900 and 1700 on arrival home from Memphis, I had to do another trip at the end of the month!

The rest of my crew? They headed home, all safe and sound in their pay guarantee—and I'll bet none of them got called out for a trip that afternoon!

When a flight attendant elects Time Available, s/he can request "recovery flying" in CENTRY ([see Section 6.H.5.a.\(2.\)—Time Available Provisions for Recovery Flying](#)), designating which TA obligation period s/he is attempting to satisfy. If no designation is made, all current CENTRY requests are viewed as recovery flying requests, and any line adjustment awards will first be treated as attempting to satisfying the flight attendant's remaining TA obligation.

In this case, the trip received via generic request was worth 7:55. This completely satisfied the TA obligation of 7:16. Since the value of the generic trip was **more** than the TA obligation, it was awarded outside the "footprint" of the TA obligation (or, outside the proverbial "same day(s) on which the pattern was scheduled to operate" provision)

as a Category 3 assignment ([see Section 6.K.—Categories of Assignment for Open Flying](#)).

If the value of the generic request had been **less** than the TA obligation of 7:14, it could not have been used to completely satisfy the TA obligation, so would instead have been awarded in seniority order as a Category 9 (Section 6.K.). The caveat here is that the flight attendant would still have been TA 0900 to 1700 on the day the trip operated upon return to base, in addition to picking up the generic upward adjustment award of <7:14 later in the month.

Please be sure to keep track of all outstanding CENTRY requests, especially when reassigned outside of your control. It's always possible to cancel a request until **after** sitting TA, then reenter the request when TA obligations are satisfied. You'll keep your guarantee and can still upward adjust to your heart's content!