



# *Permanent Bids and Check Pilot Rotations*

*Parvin Belknap (PIT)  
Permanent Bid Closing Committee*

Recently, US Airways pilots had an opportunity to participate in the first permanent base bid for the year 2000. As you may recall, the initially posted Bid 00-01 was delayed and the format subsequently revised. The revision allowed the Company to more accurately reflect the impact that check pilot/instructor pilot rotations would have on the permanent bid process and the line pilot. I will expand on this since the terminologies and format will be used in subsequent bids. A thorough understanding will enhance your ability to bid appropriately.

We will use the following data taken from revised Bid 00-01 for our discussion. In December 1999, PHL C/O B-737-3/400 had 132 total positions and 70 primary lines. A pilot using bid code 001 in his/her CATCREW bid preferences would need to hold positions one through 70 to be assured Lineholder status. In December 1999, the bid preference 001 directly correlated to the number of primary lines available. In January 2000, Bid 00-01 indicated the following: 132 total positions, 70 primary lines and 67 adjusted lines for Training Department rotations. Here, the difference between primary lines and adjusted lines reflects the number of check pilots rotating back to the line in January. In our example, three check pilots rotated to the line. However, the line pilot who wished to bid and be assured Lineholder status and bid 001 in his/her CATCREW bid preferences must now hold positions 67 or better to be awarded the position. Lineholder positions

in Bid 00-01 *no longer correspond* to the number of primary lines on the bid.

Three check pilots will rotate to the line, but at the time of the bid award their seniority is not known. They may come in at any position on the alignment based on their seniority in the domicile, but the pilot in position 67 will hold a block regardless of where the check pilots come in. Pilots in positions 67-70 may or may not hold a line, dependent on where the check pilots reside on the monthly alignment (Lineholder or Reserve). However, here may be a time when it is appropriate to bid a relative position to potentially capture one of those primary lines. If you bid PHL C/O B-737-3/400 with a relative number of 70, the possibility exists to capture a Lineholder position. Keep in mind that secondary blocks may also be constructed in that position.

It is important to note that, although these changes to the permanent bid process are new, check pilots have always rotated to the line at a position based on their seniority. However, check pilot rotation was handled on the monthly alignment and not on the permanent base bid, as it will be from now on. Also, pilots held for training, pilots returning from medical, and various other circumstances will still change the alignment from month to month.

On another subject, the next bid, Bid 00-02, will be posted shortly, and we can expect to see the A330 on this bid. Ground school classes for the A330 begin January 2000 and the bid must be processed so that the bid award is

*“Lineholder positions in Bid 00-01 no longer correspond to the number of primary lines on the bid.”*

posted with adequate time to notify pilots about ground school. Here is something important to bear in mind. When A319 aircraft were first introduced in PHL the Company chose to place a large number of pilots on the airplane and overstaff both the Captain and First Officer positions. As more flying was created they increased the number of block lines at the base without increasing the number of positions, basically growing the blocks into the positions. They will undoubtedly do the same with the A319 staffing in CLT (and any other A319/320 domicile) and with the A330 staffing as well. This will limit the number of vacancies available on these aircraft in future bids. If you wish

to bid the CLT A319 or the A330 it may be appropriate to bid these positions early in the bid sequence as vacancies may be limited later.

Please refer to the September 1999 *US AIRWAVES* article, "Bidding for the Millennium," for tips on bidding. And remember to always call Resource Planning or a member of the ALPA Permanent Bid Closing Committee if you have any questions about permanent base bidding.

