Rejected Trades

During the award process, trades can be rejected for many reasons. Trade rejection codes fall into two categories: will not be reconsidered or may be reconsidered.

Rejection – Will not be reconsidered

This type of rejection typically involves legality situations that cannot be remedied during the trade month or waived by the flight attendant. When a trade cannot be awarded, it is rejected and will not be reconsidered during subsequent runs of the trade award program.

Rejection – May be reconsidered

When a trade is not awarded due to a soft rejection and the flight attendant has indicated a Y for yes in the retain field of the trade request, the trade will be reconsidered during subsequent runs of the trade award program. This type of rejection typically involves scheduling situations that might change during the trade month. For example, a trade for an international trip is rejected because a flight attendant has not updated the passport field of the FDQL screen. If FDQL is updated, the flight attendant may be awarded the trade during the next award run provided the trip is still open and no other legality problem exists.

The trade award program will process requests until the trade is awarded or rejected due to a hard legality problem. A complete list of rejection codes can be found in the table to the right.

Rejection Codes

Rejection Codes- Trade will not be reconsidered
RJQ-NOT EQUIPMENT QUALIFIED
RJP-NOT OVERWATER QUALIFIED
RJX-NOT SBU QUALIFIED
RJ1-EXCEEDS MAX RDO TRADES
RJ2-EXCEEDS MAX CHTR TRADES
RJ4-ASSIGNMENT NOT IN LOF
RJ14-DATES CROSS INTO VACATION
RJ16-F/A HAS A TRANSFER
RJ17-EXCEEDS OPEN ALLOTMENT
RJ20-ID NO LONGER EXISTS
RJ21-NO LOF FOR NEW MONTH
RJ22-ASSIGNMENT IN PROGRESS
RJ23-NO ASSIGNMENTS TO TRADE
RJ25-F/A PAY PROTECTED
RJ28-THIS TRADE FOR TODAY
RJ29-THIS TRADE WITHIN 2 HRS
RJH-NOT LNG QUALIFIED
RJ30-LOF# MISMATCH
RJF-NOT IST QUALIFIED
RJG-NOT CLR QUALIFIED

Rejection Codes- Trade may be reconsidered
RJA-WOULD REQUIRE 16 HR LAYOVER
RJC-LESS THAN MIN. REST AT HOME
RJI-WOULD REQ. 2 FOR 1 LAYOVER
RJN-NOT KEY QUALIFIED
RJK-WOULD BE LESS THAN 1 IN 7
RJO-QAC OVER QMX -OR- ACT OVER MAX
RJ32-ID CHANGED RE-COMPUTE LOF
RJR-WOULD PROJECT OVER MNTH MAX
RJS-WOULD PROJECT OVER QRTR MAX
RJL-LESS THAN MINIMUM DAYS OFF
RJW-PROJECT. UNDER GUARANTEE
RJV-GUARANTEE WOULD BE OVER MAX
RJY-WOULD BE 24 IN 7
RJZ-PASSPORT/VISA
RJPJ-REJECTED-SEE SCHEDULE PLANNER
RJ33-ERROR READING ID SEE SCHEDULE
RJ6-ASSIGNMENT NOT OPEN
RJ7-F/A ONSL
RJ8-DAY NOT UNASSIGNED
RJ9-F/A NOT ON RSV
RJ10-WOULD INC. DAY OFF BLOCKS
RJ11-LESS THAN 3 DAYS AVAIL
RJ31-POTENTIAL COVERAGE PROBLEM
RJB-NOT PURSER QUALIFIED

Reminder: Trades can be rejected due to legality problems in the next month's line of flying.

Onboard Service

Trip Trading for Open Flying

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With the introduction of the merged operation in 1999, the amount of flight attendant trip trade for open flying requests increased dramatically. This resulted in an overload of the computer trade files and processing errors in Unimatic. Flight Attendant Scheduling and Support worked with programmers to improve the trade programs. Computer changes have been implemented to improve Unimatic's ability to store and process flight attendant trades. Since February 2001, 99 percent of these trade requests have been processed accurately, which is a significant improvement over 1999. Improved processing ensures that trip trades for open flying are awarded accurately, which provides flight attendants with better scheduling flexibility.

Helping Flight Attendants

The Flight Attendant Service Center often receives questions about the trip trade for open flying process. Flight attendants frequently report that trades are awarded inaccurately; however, this is not necessarily true. They also question how the trade process works.

This brochure will answer frequently asked questions about the trade process. Flight attendants are encouraged to save this brochure and refer to it when a question about a trade arises.

The service center is available to assist flight attendants with trade problems. However, many questions can be answered by following a few easy steps.

Onboard Service and the Flight Attendant Service Center is dedicated to providing flight attendants with courteous, expert and timely service. Additional educational brochures will be published, as needed, to better support flight attendants.

Inside This Publication

1	Helping Flight Attendants
2	Trading Basics
2	Frequently Asked Questions
3	Trade Process
4	Rejected Trades
4	Rejection Codes

Published by Onboard Service – Product Information and Communication
Contact Jennifer Jagielski via e-mail at onboardcomm@ual.com with questions.

Trading Basics

Here are some basic reminders about trip trading for open flying:

- The requested trip must be in the open trip file.
- Opting to the quarterly maximum hours is automatic (90/180/255).
- 1-in-7 and 30-in-7 legalities are automatically waived.
- Appropriate legal rest requirements must be met between trips (I and D).
- The trade must be for equal or greater days.
- All qualification conditions must be met (e.g., overwater, purser, services training, language).
- A 24-in-7 legality cannot be waived.
- Current month trades are run daily at 1000 and 0001 local domicile time. For a schedule of the first run for next month's trades, see the bid cover pages or DIS*35443.

Trade-related computer inputs

DSPFAI
Place a trade request on file.

DSPREQ
Display trade requests for an individual.

TRDLST
Display all active trade requests on file.

DSPOPN
View trip trade for open flying allocations.

SAMDAY
View same day trip trade for open flying allocations.

SEQTRD
View or re-preference trip trade for open flying requests.

TRDBRD
View electronic trade board postings.

POSTRD
Add or delete electronic trade board postings.

DSPADT
View an audit trail of transactions related to trade requests.

In Unimatic, enter **TRADES** for a list of commonly used trade formats.

Frequently Asked Questions

Is there a limit to the number of trades that can be placed on file?

Flight attendants are limited to having 63 trade requests on file at any given time. This includes all types of trades (e.g., trip, RDO, charter). Computer automation provides immediate deletion of unwanted trade requests. Here are the steps for deleting a trade request:

- Display the trade request to be deleted using DSPREQ.
- Overtype XXXTRD with DELTRD.
- Move the cursor to the bottom of the screen display and enter.

When a trade is successfully deleted from the computer file, the response TRADE DELETED will appear on the screen. Awarded trade requests remain on file and cannot be deleted.

Is it possible to view all computer transactions related to a trade request?

An audit feature is available for both the automated trade and open flying processes. Use DSPADT to view a transaction audit trail for a specific trip.

Will a trade be rejected if additional hours project over the 85/170/240 quarterly maximums?

Trades that require a flight attendant to *opt* will be awarded. Upon award, the trade program will automatically opt the flight attendant's line of flying to the quarterly maximums. Flight attendants opting for maximum hours do so for the entire quarter, not just the current month.

When trip trading for open flying, is it necessary to specify a work position?

Flight attendants must specify a work position (e.g., F, B, E, Y, V) when requesting a trip trade for open flying. An "*" can be entered in lieu of a specific work position. When an "*" is used, the trade award program will award the first open position that is legal for a flight attendant to work.

Is it possible to view a list of all trade requests that are on file?

Flight attendants can view trade lists through Unimatic TRDLST. Use OPEN in the type field when requesting a list of trip trades for open flying.

Note: Additional trade information can be found in* Contract Bulletin*, which is available on SkyNet.

Trade Process

Trades are processed in preferential order, by seniority, until the most senior flight attendant is awarded one trade or until her/his preferences are exhausted and no trade can be made (Section 9.G.). Here's how the process works:

- The program will attempt to award the most senior flight attendant's trade requests in preference order.
- If one trade is awarded or no trade can be awarded, the program moves to the next senior flight attendant on the list.
- If the next flight attendant is awarded one trade or no trade can be awarded, the program moves to the next senior flight attendant on the list.
- This process continues until all trade requests have been reviewed and all possible trades have been awarded.

Trade requests must be on file before (1000 and 0001) the award process begins. Trades that are submitted during the process will not be considered until the next trade run.

If a junior flight attendant was awarded a trade, don't assume it should have gone to a more senior flight attendant. The senior flight attendant may have been awarded one of his or her first requests, then the program moved on to the next flight attendant. Trips open and close throughout the process. Trips that are not open early in the process frequently open as other trips are awarded or dropped.