



737-800 Subcommittee

February 17, 2012

Our first 737-800 is planned to enter scheduled commercial service on April 11, 2012. In accordance with Side Letter 7 of the CBA, TWU and the Company formed an “800 Subcommittee” to discuss work rules, line generation, and bidding policies unique to the introduction of the -800. The Subcommittee worked together throughout 2011 to discuss these issues, and have a mutual agreement, as required in Side Letter 7.

In working towards this agreement, the Subcommittee identified several common goals:

- Keep the agreement as simple as possible—easy to understand and administer
- Consolidate the -800 flying as much as possible
- Keep the quality of your schedules consistent with what you are used to seeing
- Build as much of the -800 flying into the lines as possible, and avoid leaving a disproportionate number of -800 pairings in Open Time
- Maintain current minimum line pay of 80 TFP
- Maintain low costs
- Successfully bring the -800s into the fleet
- Keep the flexibility to revisit the agreement as we gain experience with this new type of flying

The agreement is for a 6-month period that begins with the April 2012 bid period, which is the first month the -800 aircraft are included in pairings generated for primary bid lines. The -800 Subcommittee will continue to meet during this 6-month period to mutually agree upon a longer-term solution. The Company and Union will also meet monthly to analyze pairing solutions.

The rest of this document contains definitions, examples, the content of the agreement, and Q&As on the following topics:

1. Pairing generation
2. Line Generation and Bidding
3. Reschedules
4. Override premium (this was part of Side Letter 7, not the -800s Subcommittee agreement)

You can also find a video about this agreement on **SWALife** >Inflight Tab >Main Page. If you have any questions or feedback about this agreement, please e-mail dsebesta@twu556.org, call the Union office at 800-969-7932, or e-mail claire.taitte@wnco.com. If you have questions while you are bidding, contact Crew Planning at 214-792-4441. If you have questions about your reschedule, please contact Crew Scheduling.

Pairing Generation

Pairing Generation Definitions and Examples

-800 Only Pairing: A pairing consisting exclusively of -800 aircraft (with the exception of deadheads) that includes four (4) Flight Attendant positions (A, B, C & D).

Trip MAAA on 04/15/2012 Print as is: Print in text size: 6 8 10 12

Trip Fleet: 737 Time Away From Base: 825
Class:
Trip Type:

Date	Flight	Depart	Arrive	Eq	Pax	Position	Block	Ground	Meal	Wrk Codes	Block	Duty	Credit	Overfly
15 Apr	1717	Rpt 0600 MDW 0700	FLL 1000	800	0		300	45	5				350	
15 Apr	1806	FLL 1045 MDW 1355	FLL 1425	800	0		310	0	5				370	
											610	825	720	
											Total:	610	825	720
											Carry Out:	0	0	0

→ Unassigned FAA Position
→ Unassigned FAB Position
→ Unassigned FAC Position
→ Unassigned FAD Position

Flight Time Color Codes
Report/Release Time
Planned Time
Estimated Time
Actual Time

Mixed Pairings: Pairings built that contain working legs on -800s and other A/C types in A, B, and C positions only. These are built in three (3) positions.

Trip BAAA on 04/23/2012 Print as is: Print in text size: 6 8 10 12

Trip Fleet: 737 Time Away From Base: 3540
Class:
Trip Type:

Date	Flight	Depart	Arrive	Eq	Pax	Position	Block	Ground	Meal	Wrk Codes	Block	Duty	Credit	Overfly
23 Apr	3804	Rpt 1200 BWI 1300	PHX 1805	800	0		505	150	SP				600	
23 Apr	3719	PHX 1955 MCI 2220	Rls 2250	300	0		225	1520	5				300	
											730	1050	900	
											Total:	1430	2120	1770
											Carry Out:	0	0	0
24 Apr	187	Rpt 1310 MCI 1340	PHX 1630	300	0		250	230	5				330	
24 Apr	3893	PHX 1900 BWI 2310	Rls 2340	800	0		410	0	SP				540	
											700	1030	870	

MCI:1420

→ Unassigned FAA Position
→ Unassigned FAB Position
→ Unassigned FAC Position

Flight Time Color Codes
Report/Release Time
Planned Time
Estimated Time
Actual Time

Notice the Crew is working -800 and -300 flights

"D" Position Pairing: A single pairing in "D" position only. These are built in only one position.

Trip BAA8 on 04/23/2012 Print as is: Print in text size: 6 8 10 12

Trip Fleet: 737 Time Away From Base: 3540
Class:
Trip Type:

Date	Flight	Depart	Arrive	Eq	Pax	Position	Block	Ground	Meal	Wrk Codes	Block	Duty	Credit	Overfly
23 Apr	3804	Rpt 1200 BWI 1300	PHX 1805	800	0		505	2455	SP				600	
											505	635	600	
											Total:	915	1145	1300 A
											Carry Out:	0	0	0
24 Apr	3893	Rpt 1830 PHX 1900	BWI 2310	800	0		410	0	SP				540	
											410	510	540	

PHX:2355

→ Unassigned FAD Position

Flight Time Color Codes
Report/Release Time
Planned Time
Estimated Time

Pairing Generation Agreement

Each month, Crew Planning will run preliminary pairing solutions as follows:

- -800 only pairings in all four positions
- Mixed Pairings that include all A/C types in A, B, and C positions only, and separate pairings that include only the “D” position

Considering the total cost of solutions (i.e., solving for all aircraft types), the -800 only pairing solution will be used if the RIG percentage using -800 only pairings in all four positions is no greater than 0.1 percentage points over the cost of solving all aircraft types together.

Pairing Generation Q&A

1. **Why would the Company decide to build Mixed Pairings and “D” Position Pairings instead of -800 Only Pairings?** With very few -800 aircraft in the schedule, there are very few possible ways to build the pairings. The pairings will have more deadheads, rig pay, and other inefficiencies. In order to build more productive pairings and minimize costs, the A, B, and C positions can be built into pairings with all of the other flying.
2. **How will this decision be made?** Crew Planning will run scenarios to compare the cost of building -800 Only Pairings or Mixed Pairings/“D” Position pairings. Crew Planning will then compare the solution costs. If the difference is within the agreed-upon range, Crew Planning will build the -800 Only Pairings. If the cost is higher than the agreed-upon range, the Company may choose either solution. Although Crew Planning is not required to build -800 Only Pairings if the cost is higher than the agreed upon range, the Company may still elect to publish -800 Only Pairings due to other factors.

Line Generation and Bidding

Line Generation and Bidding Definitions and Examples

-800 Only Line: A line that is built exclusively with -800 pairings in all four (4) positions.

204	PAY 78.96 TAFB 206:20 BLK 60:30 C/O 0.00 OFF 18 LEGS:29 PM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1
A		SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE
B							HASS					HABC							HAIN							HAM7							
C							8	8	8			8	8	8					8	8	8					8	8	8					
D							ABQ	ABQ	HOU			ABQ	ABQ	HOU					ABQ	ABQ	HOU					LAX	BNA	HOU					

Mixed Lines: Primary lines that contain A, B, and C positions of -800 Only Pairings and pairings containing other A/C types. These are built in three (3) positions.

90	PAY 88.15 TAFB 200:10 BLK 67:25 C/O 0.00 OFF 17 LEGS:42 AM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1
A		SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE
B					HA1B	HA1C	HA1C	HA67							HAFF										HALV								
C					HOU	HOU	HOU	HOU							LAX	HRL	HOU								MSY	MSY	HOU						

"D" Position Line: Primary lines that contain only "D" Position Pairings. These are built in only one position.

	PAY 94.56 TAFB 204:35 BLK 76:50 C/O 0.00 OFF 16 LEGS:37 PM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1
207		SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE
D					HA2S		HA5P						HABV					HA1A	HA1P					HALU									
					8	8	8	8					8	8				8	8	8	8			8	8								
					LAX	HOU	LAX	HOU					ABQ	HOU				DEN	HOU	SLC	HOU			BUF	HOU								

Note: In EBS, you will see an "8" on any day of a pairing (-800 Only, Mixed, or D Position) that contains working -800 flights.

Line Generation and Bidding Agreement

The -800 Only Pairings will be placed on -800 Only Lines provided that line can pay at least 80 TFP. Any -800 Only Pairings that cannot be included on an -800 Only Line will be placed on Mixed Lines in the A, B, and C position, and the "D" position will either be built into "D" Position Lines or be placed into Open Time.

"D" Position Lines will be built for primary bidding, and if any can be built to at least 78 TFP, they will be built and the line will be adjusted to 80 TFP. Any additional TFP added to the line to guarantee the 80 TFP minimum will remain credited to the Flight Attendant who was awarded the line.

Any remaining "D" Position Pairings that cannot be placed on "D" Position Lines will be placed into Open Time and will be used on VR lines in accordance with the current line building rules. The "D" position pairings will apply to the maximum number of pairings in Open Time and will not be exceeded in accordance with the line building rules.

"D" Position Lines will be eligible for job share. If a "D" Position Line with line guarantee is awarded as a job share, the guarantee will be split equally between the Flight Attendants sharing the line.

"D" position will only be valid when buddy bidding or triple buddy bidding for an -800 Only Line.

Line Generation and Bidding Q&A

1. **Why would Mixed Lines be necessary?** The goal is to build as many -800 Pairings into -800 Only Lines as possible. However, with very few -800 aircraft and pairings, it will be difficult to build all of the -800 Only Pairings into lines that pay 80 TFP. Rather than leave all four positions in Open Time, we can build the A, B, and C positions in lines with all of the other non-800 pairings. The “D” Position Pairings and/or “D” position of -800 Only Pairings can then be built into “D” Position Lines if possible, or will be left in Open Time and used in VR lines.
2. **When I am bidding, how can I find a line that includes -800 flying?** Using the filter in EBS, find the Aircraft Type box in the upper right hand corner, select “Include,” check the box next to 737-800, and click “Ok.” This will display any line containing a pairing working an -800 flight. If no lines are displayed, then your base does not contain any -800 flying during that bid period.

The screenshot shows the EBS filter dialog box with the following settings:

- Show All Lines** (radio button selected)
- Time of Day:** AM, PM, ALL (radio buttons). AM = Trips that Check-In prior to 1200 Central. PM = Trips that Check-In on or after 1200 Central.
- Trip Duration:** Include (radio button selected), Exclude (radio button). 1 Day, 2 Day, 3 Day, 4 Day (checkboxes). Only show me lines that contain at least one pairing of the selected length.
- Aircraft Type:** Include (radio button selected), Exclude (radio button). 717-200, 737-300, 737-500, 737-700, 737-800 (checkboxes). Only show me lines that contain at least one leg on selected aircraft. (This section is circled in blue in the original image)
- Day of Week:** Include (radio button selected), Exclude (radio button). Monday, Tuesday, Wednesday, Thursday, Friday, Saturday, Sunday (checkboxes). Only show me lines that start on selected weekdays.
- Commutable Trips:** Check-in After, Release Before (dropdowns). Commutable Trips per line: 1 Trip, 2 Trips, 3 Trips, 4 Trips, All Trips (radio buttons). Only show me lines that contain at least this many commutable trips.
- Specific Day(s):** Off: Click a day to select it. Dec01, Dec02, Dec03, Dec04, Dec05, Dec06, Dec07, Dec08, Dec09 (dropdown). De-select All (button). Use "Ctrl+click" or "Shift+click" to select multiple items.
- Overnight Stay:** Include (radio button selected), Exclude (radio button). ABQ, ALB, AMA, AUS, BDL, BHM, BNA, BOI, BOS (dropdown). De-select All (button).

Buttons: Ok, Close

3. **What if I would prefer not to bid for a line that includes -800 flying?** Use this same filter, then select “Exclude,” check the box next to 737-800, and click “Ok.” This will remove any lines that contain pairings working an -800 flight. You can then bid as normal, and then bid the -800 lines last if necessary.
4. **Will I be able to Buddy Bid on an -800 Only Line?** You will be able to Buddy Bid or triple Buddy Bid for any position (A, B, C, or D) on an -800 Only Line. Due to the limited amount of -800 flying and the amount of technology changes involved, quadruple buddy bidding is not available at this time.
5. **Will I be able to Buddy Bid on a Mixed Line?** You will be able to Buddy Bid or triple Buddy Bid for any position (A, B, or C) on a Mixed Line. Buddy Bidding is not available on “D” Position Lines, as those lines have only one position.
6. **Could a New Hire Flight Attendant be assigned a “D” Position Line?** A New Hire Flight Attendant could be assigned the D position on an -800 Only Line (four positions), as outlined in Side Letter 7. However, a New Hire Flight Attendant will not be assigned a “D” Position Line during her/his first month on line. This will ensure that no two New Hire Flight Attendants will be assigned the same flying during their first month.

7. **Will -800 Only Lines, Mixed Lines, and “D” Position Lines be available for Job Share?** Yes, all of these are available for Job Share.
8. **If I am awarded a “D” Position Line paying less than 80 TFP, how will I receive the additional TFP?** The difference between your line pay and 80 TFP will be added to your Payroll Report in CWA. You will receive this TFP amount regardless of whether or not you fly your original line. The only exception is a line trade processed through Crew Planning. In this case, the Flight Attendant trading **for** the “D” Position Line paying less than 80 TFP will receive the additional TFP on her/his CWA Payroll Report.

Reschedules

Reschedule Definition

Downsize: For the purpose of this agreement, a “downsize” or “downgrade” situation occurs when a smaller aircraft (requiring only three (3) Flight Attendants) is substituted for an -800 aircraft (requiring four (4) Flight Attendants)

Reschedule Agreement

All current Contract language regarding Reschedule will apply except as outlined below:

- If it is determined prior to push of a first working leg of an -800 Only Pairing in all four (4) positions that a smaller aircraft will be used for that flight, and all duty periods in “D” position for that pairing are cancelled without reschedule, the most senior Flight Attendant will be sent home or allowed to remain at home and paid cancellation pay. The “D” position Flight Attendant, if not the most senior, will fill the third working position.
- If the entire Crew will be working/deadheading on a smaller aircraft (Crew not split in reschedule, three (3) Flight Attendants will be working and one deadheading ***on the exact same flight(s)***), the deadheading position will be assigned in order of seniority. The “D” position Flight Attendant, if not the most senior, will fill the third working position.

Reschedule Q&A and Examples

1. **Why are the rules for how to handle downsized aircraft different?** In these situations, there may be times where one Flight Attendant will be able to go/stay home instead of working, or deadhead instead of working the flight. The goal in handling these situations differently is to honor seniority.
2. **If the aircraft is downsized, and all duty periods (the entire pairing) for the “D” position are cancelled without reschedule, who gets to go/stay home?** If the entire pairing is cancelled, and one person will be released without any further reschedule, the most senior Lineholder will be the one released. If the most senior is not “D” position, the Flight Attendant originally in “D” position will move into that open position. ***This applies only to -800 Only Pairings or any pairing where all four (4) Flight Attendants are scheduled to work the exact same flights on different pairing numbers.***

Example: Before the start of the first flight, every flight in this pairing is downgraded from an -800 to a -700. Scheduling does not have a reschedule assignment for the fourth Flight Attendant.

Trip MAAA on 04/15/2012 Print as is: Print in text size: 6 8 10 12

Trip Fleet: 737 Time Away From Base: 825
Class:
Trip Type:

Date	Flight	Depart	Arrive	Eq	Pax	Position	Block	Ground	Meal	Wrk Codes	Block	Duty	Credit	Overfly
15 Apr	1717	MDW 0700	FLL 1000	800	0		300	45	5				350	
15 Apr	1806	FLL 1045	MDW 1355	800	0		310	0	5				370	
			Rls 1425								610	825	720	
											Total:	610	825	720
											Carry Out:	0	0	0

→ 17928 2532 FA /FAA-08 A PARKER-LAUCK ALLYSON
→ 11508 1756 FA /FAB-08 A SEBESTA DENNY
→ 9697 3005 FA /FAC-01 X TRAFTON LISA
→ 58345 9577 FA /FAD-01 O SHIPMAN DON

Flight Time Color Codes
Report/Release Time
Planned Time
Estimated Time
Actual Time

Printer friendly version

Employee Name: SEBESTA DENNY Base: MCO Seniority: 1756 Days Off: 0
Employee Id: 11508 Fleet: Seniority Date: 07/28/1989 CV: 0
Nick Name: UNION Group: UNION Date of Hire: 06/29/1988 APSB: 0
Position: FA Line: 9999 RT Month: July Longevity Pay: N

APR 12	Original	Projected	Variance	Month-To-Date
Credit:	0.00	7.20	7.20	0.00
Block:	0.00	0.00	0.00	0.00

My Assignments

26	27	28	29	1 Mar	2	3	4	5	6	7	8	9	10
UB													
11	12	13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	1 Apr	2	3	4	5	6	7
8	9	10	11	12	13	14	15	16	17	18	19	20	21
22	23	24	25	26	27	28	29	30	1 May	2	3	4	5
6	7	8	9	10	11	12	13	14	15	16	17	18	19

The most senior Flight Attendant will stay home.

Trip MAAA on 04/15/2012 Print as is: Print in text size: 6 8 10 12

Trip Fleet: 737 Time Away From Base: 825
 Class:
 Trip Type:

Date	Flight	Depart	Arrive	Eq	Pax	Position	Block	Ground	Meal	Wrk Codes	Totals			
											Block	Duty	Credit	Overfly
15 Apr	1717	MDW 0700	FLI 1000	700	0		300	45	5					
15 Apr	1806	FLI 1045	MDW 1355	700	0		310	0	5					
											610	825	720	

→ 17928 2532 FA /FAA-08 A PARKER-LAUCK ALLYSON
 → 9697 3005 FA /FAC-01 X TRAFFTON LISA

Flight Time Color Codes
 Report/Release Time
 Planned Time
 Estimated Time

Total: 610 825 720
 Carry Out: 0 0 0

Trip MS11 on 04/15/2012 Print as is: Print in text size: 6 8 10 12

Trip Fleet: 737 Time Away From Base: 825
 Class:
 Trip Type:

Date	Flight	Depart	Arrive	Eq	Pax	Position	Block	Ground	Meal	Wrk Codes	Totals			
											Block	Duty	Credit	Overfly
15 Apr	1717	MDW 0700	FLI 1000	700	0	FAB	310	0	5					
15 Apr	1806	FLI 1045	MDW 1355	700	0	FAB	310	0	5					
											610	825	720	

Originally trip MAAA dated 04/15/2012
 → 58345 9577 FA /FAC-01 O SHIPMAN DON

Flight Time Color Codes
 Report/Release Time
 Planned Time
 Estimated Time

Total: 610 825 720
 Carry Out: 0 0 0

Was in D, now in B

Since the Senior Flight Attendant was not in the FAD position, the FAD will now work the position vacated by the Senior Flight Attendant. The other two are unaffected.

- If the aircraft is downsized on an -800 Only Pairing and the "D" position is cancelled for a portion (but not the entire pairing), what will happen?** This is considered a reschedule with less than an entire Crew and follows current contractual reschedule rules and assigned in reverse seniority order. Per the contract, the most senior can request this reschedule.
- If the aircraft is downsized and D position cancelled, and someone will be deadheading, who will deadhead?** The most senior will deadhead if it is on the *exact same flight(s)*. If the most senior is not in "D" position, the "D" position will move into that open position. This applies even if a "D" Position Pairing (built in only one position) is involved.
- If the aircraft is downsized and one person will deadhead on different flights, who will receive the reschedule?** This is considered a reschedule with less than an entire Crew and follows current contractual reschedule rules. Per the contract, the most senior can request this reschedule.
- What will happen if the aircraft is downsized and a Reserve is assigned to one of the positions?** Per the contract, if a Crew is to be split because of a reschedule and a Reserve is a member of the crew, the Reserve, if legal, must be used prior to the rescheduling of a bid line holding Flight Attendant.

7. How will reschedules requiring less than an entire Crew work with “D” Position (one position) Pairings? Crew Scheduling will follow the current reschedule process and contractual reschedule rules. Reschedules are assigned based on legalities, etc.

Example: Flight 158 PHL-LAS on December 26 is downsized to a -700. This flight is in OAMH, a Mixed Pairing, and LS11, a “D” Position Pairing.

Trip OAMH on 12/24/2011

Print as is:

Print in text size:

Trip Fleet: 737

Class:

Trip Type: C

Time Away From Base: 4945

											Totals				
Date	Flight	Depart	Arrive	Eq	Pax	Position	Block	Ground	Meal	Wrk Codes	Block	Duty	Credit	Overfly	
24 Dec	345	Rpt 2100 OAK 2200	SAN 2325 Rls 2355	700	0		125	1420			125	255	160 400 M		
SAN:1320 Hotel: Crowne Plaza San Diego #619297-1101 Trans: Hotel Shuttle															
25 Dec	3621	Rpt 1315 SAN 1345	MCI 1655	700	0		310	45	S				370		
25 Dec	58	MCI 1740	BNA 1910	700	0		130	25					170		
25 Dec	58	BNA 1935	PHL 2135 Rls 2205	700	0		200	1620			640	850	230 770		
PHL:1520 Hotel: Crown Plaza Downtown #215561-7500 Trans: #954475-6750															
26 Dec	158	Rpt 1325 PHL 1355	LAS 1940	800	0		545	100	SP				680		
26 Dec	DH 1038	LAS 2040	OAK 2215 Rls 2245	700	0		0	0			545	920	180 860		
											Total:	1350	2105	2030	
											Carry Out:	0	0	0	

→ 11508 1756 FA/FAA-08 X SEBASTA DENNY

→ 9697 3005 FA/FAB-01 O TRAFON LISA

→ 58345 9577 FA/FAC-01 A SHIPMAN DON

Flight Time Color Codes

Report/Release Time

Planned Time

Estimated Time

Actual Time

Trip LS11 on 12/25/2011

Print as is: 

Print in text size:  6  8  10  12 

Trip Fleet: 737

Time Away From Base: 2720

Class:

Trip Type:

Date	Flight	Depart	Arrive	Eq	Pax	Position	Block	Ground	Meal	Wrk Codes	Totals				
											Block	Duty	Credit	Overfly	
25 Dec	DH 2355	Rpt 1650 LAS 1750	PHL 2230 Rls 2300	700	0		0	1525	SP		0	610	580		
PHL:1425															
26 Dec	158	Rpt 1325 PHL 1355	LAS 1940 Rls 2010	800			545	0	SP		545	645	680		
											Total:	545	1255	1300 A	
											Carry Out:	0	0	0	

→ 17928 2532 FA/FAD-08 O PARKER-LAUCK ALLYSON

Flight Time Color Codes

Report/Release Time

Planned Time

Estimated Time

Flt 158 was on an -800, now will operate on a -700 and only needs 3 Flight Attendants

One person is needed to work two flights to MDW. The D position, even though not the most junior, is rescheduled to work this because the other Crew is based in OAK and cannot work these flights and get back to OAK. They remain on the original pairing.

Trip LS12 on 12/25/2011

Print as is:

Print in text size:

Trip Fleet: 737

Class:

Trip Type:

Time Away From Base: 3335

											Totals				
Date	Flight	Depart	Arrive	Eq	Pax	Position	Block	Ground	Meal	Wrk Codes	Block	Duty	Credit	Overfly	
25 Dec	DH 2355	Rpt 1650 LAS 1750	PHL 2230 Rls 2300	700	0		0	1750	SP		0	610	580		
PHL:1650															
26 Dec	476	Rpt 1550 PHL 1620	PIT 1735	800	0		115	35					140		
26 Dec	476	PIT 1810	MDW 1950	800	0		140	200					190		
26 Dec	DM 1043	MDW 2150	LAS 0155 Rls 0225	700	0		0	0	SP		255	1035	480		
											Total:	255	1645	1390	
											Carry Out:	0	0	0	

Originally trip LS11 dated 12/25/2011

→ 17928 2532 FA/FAD-08 O PARKER-LAUCK ALLYSON

Flight Time Color Codes

Report/Release Time

Planned Time

Estimated Time

Override Premium

Override Premium Agreement (Side Letter 7) and Example:

If the number of passengers on a flight involving a 737-300 or 737-700 exceeds 122 or the number of passengers on a flight involving a 737-800 exceeds 162, each Flight Attendant will be paid \$5.00 in addition to trip pay.

Flight WN1533 from BWI dated 12/05/2011

Comments:
Current Status: **Complete**

Flight: **WN 1533** PAX on Board: **163**
Planned Date: **12/05/2011** Tail Number: **462**
Departure: **BWI** HGS Take-Off:
Arrival: **LAX** HGS Landing:
Equipment Type: **800**

Original Date: **12/05/2011**
Original Station: **BWI**

Departure Time		Arrival Time	
Planned:	1040		1655
Estimated:	0000		1657
Actual:	1042 (Out)	1051 (Off)	1618 (On) 1627 (In)

Flight Crew

ID	Name	Position
15739	GRAY JULIE	FAA
91562	KIRCHNER CYNTHIA K *CINDY*	FAB
80239	KIRSCHNER TIFFANY A	FAC

Close

FP1	EBE PDIRM	17.33	\$2.15	\$	37.26
FP4	NONTAX PD	227.50	\$2.15	\$	489.13
300	FA OVERRID	2.00	\$5.00	\$	10.00

Override Premium Q&A:

1. **When will I receive the \$5.00 Override Pay for an -800 flight?** If the number of passengers on an -800 flight is greater than 162, each Flight Attendant will be paid the additional \$5.00 in addition to trip pay. In accordance with the contract, deadheading Flight Attendants will not receive the Override Pay.