

Article 9: Additional Flying Unscheduled Overnight/Stranded

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An unscheduled overnight and being stranded both result in your being stuck on the road for more days than you were originally scheduled. The difference between the two is that an unscheduled overnight is due to a reroute by Scheduling and may only affect a singular Crew or Crewmember. The day following an unscheduled RON, Scheduling **can not work you back to base** and you will be deadheaded on the first available flight. Being stranded is a result of irregular operations (such as a snow storm or hurricane) and is out of Scheduling's control. If you receive legal crew rest, you **can be scheduled to work back to base** with additional compensation. In both situations, you will have different options depending on whether you are a Lineholder or Reserve.

If you are a Lineholder you will:

- Receive a RIG of 1 TFP per every 3 hours from block-in at the outstation until end of debrief back in base.
- Be paid 1.5 for all DH's flown above originally scheduled or double time (2.0) for working legs after being stranded (triple time for working legs if legal crew rest of 9:30 block to report is not given).
- Have the option of a compensatory day off **without pay in lieu of the RIG**. If you would rather have the compensatory day off, you must **notify Scheduling within 60 minutes from release at the completion of your pairing**. If you do not notify Scheduling of the compensatory day, you will automatically be paid the RIG.

Compensatory days must be the first or last day of an assignment.

This crew was supposed to finish in OAK on the 18th. Because of weather in DAL, they were stranded. On the 19th they were all told to DH on the first scheduled flight and received 1.5 for the flights back to base. Their stranded RIG of 1 TFP for every 3 hours began at 2142 (block-in at the RON) and continued until 1223 (30 minutes after block arrival back into base). If they chose to take a compensatory day off without pay, the FA would have had to call Scheduling no later than 1323, after they arrived back into base.

Herb Time <- Click to toggle ->													Totals			
Date	Flight	Depart	Arrive	Eq	Pax	Position	NI	L	Block	Ground	Meal	Wk Codes	Block	Duty	Credit	Overfly
16 Nov	2683	OAK 1435	LAX 1543	300	100				108	35					140	
16 Nov	2683	LAX 1618	DEN 1852	300	131				234	53	S				290	30
16 Nov	2683	DEN 1945	MSP 2158	300	137				213	1639					250	40
Rls 2228													555	858	680	70
MSP:1512 Hotel: Minneapolis Airport Marriott #1-952-854-7441 Trans: Hotel Shuttle																
17 Nov	662	MSP 1437	MDW 1611	700	143				134	159					170	
17 Nov	3034	MDW 1810	BWI 1946	700	143				136	36					200	
17 Nov	3034	BWI 2022	LIT 2245	700	25				223	2153	S				320	
Rls 2315													533	935	715 D	
LIT:1910 Hotel: Holiday Inn Presidential #1-501-375-2100 Trans: Hotel Shuttle																
18 Nov	2581	LIT 2038	DAL 2142	700	103				104	828		HU			130	
Rls 2212													104	347	280 E	
DAL:728 ** Hotel Information Not Available. Contact Crew Scheduling. **																
19 Nov	DM 2915	DAL 0610	DEN 0818	800	119				0	47					250	
19 Nov	DM 1113	DEN 0905	OAK 1153	300	112				0	0	S				320	
Rls 1223													0	643	570	

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If you are a Reserve you will:

- Receive a RIG of 1 TFP per every 3 hours from block-in at the outstation until end of debrief back in base.
- Be paid 1.5 for all DH's flown on the extra day or 2.0 for working legs after being stranded (3.0 for working legs if legal crew rest is not given).
- Receive the RIG and a compensatory day off **WITHOUT LOSS OF GUARANTEE**. You must notify Scheduling of your choice of day off **within 60 minutes from release back into base**. Remember, if you don't choose a new day off, you will be paid 2.0 for all flights flown on the unscheduled day above your guarantee.



24	25	26	27
ORRK	ORRK	ORRK	
B	B	B	
AS1			
	OS1P/FAB		
	SAT	STL	DAL

This FA was stranded in DAL due to a mechanical on the night of the 26th. On the 27th, she was scheduled to DH back to base on the first available flight. The RIG for 1 TFP per every 3 hours began at block-in at DAL and concluded 30 minutes after block-in back into base. She chose to receive 2.0 for their DH's back to base instead of choosing a compensatory day. All straight time pay went towards her guarantee and premium pay was paid above the guarantee. (Art.11.12.B.3)

Q: I would like to choose a compensatory day but it's the end of the month... do I just have to take the extra pay?



A: If you have no more trips/Reserve blocks in the current month and the next months bid results have been posted on your screen, you may still be able to select a compensatory day. If you had an unscheduled RON or were stranded on a Lineholder trip, you may select the first or last day of a trip OR Reserve block in the new month as your unpaid compensatory day. If you had an unscheduled RON or were stranded on a Reserve trip and have Reserve blocks already on your screen for the next month, you may select the first or last day of a Reserve block in the new month as your compensatory day without loss of Reserve guarantee. (Letter of Understanding June 2011)

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Q: I landed in DAL at the end of my trip and even though I'm a Lineholder, Scheduling told me they needed me to work another flight to STL and overnight. Am I stranded?

A: You are on an unscheduled overnight and not stranded. The difference is you were kept on the road an additional day due to operational needs instead of the inability to return you to base. You will receive a RIG of 1 TFP for every 3 hours beginning at block-in at your RON and continuing until 30 minutes after block back into DAL. Because you are on an unscheduled RON, you **MUST** be scheduled to DH back to base on the first available flight... even if that means you get illegal rest. You may choose to take a later DH if you are receiving FAR illegal crew rest (see informational box on Page 4). If you would rather have a compensatory day off without pay in lieu of the RIG, you must notify Scheduling of the day (first or last day of an assignment in the current bid month) within 60 minutes of release back in domicile. (Art. 9.3.C.2)

Q: I'm stranded in TUS... which is where I live. Can I waive my DH's in the morning and still be paid?

A: Yes! Notify Scheduling you would like to be released in TUS after you complete your last working leg. You will still receive the RIG for being stranded and the premium pay for the scheduled DH's the following day. However, your per diem will stop at block-in at the RON.



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Q: I am supposed to complete my Reserve trip today in MCO but there was severe weather in MDW and the airport is closed. We're stuck! Am I stranded?



A: Yes, you are stranded. The base closure and weather has created irregular operations (IROP) and Scheduling cannot get you back to your base as scheduled. You will receive a RIG of 1 TFP for every 3 hours beginning at block-in at your RON in MDW and it will continue until 30 minutes after block back in base. You will be scheduled to DH back to base on the earliest flight available and will be paid 1.5 for any flights back to base. If Scheduling needs you to work, you must receive FAR legal crew rest. You will be paid 2.0 for all worked flights if you received contractual minimum crew rest (more than 9:30 block to check-in) or 3.0 for all worked flights if you had contractually illegal crew rest (less than 9:30 block to check-in). Remember, premium pay goes above your guarantee! Also, you can select the first or last day of a Reserve block in the current month as a compensatory day without loss of guarantee. Just call Scheduling within 60 minutes of release from duty in base and notify them of your choice of day. (Art. 9.4.A-C)

Know your options!

If you are DHing after an unscheduled RON or being stranded, Scheduling is required to get you back to base on the first available scheduled flight in the morning. **You have the option of taking a later DH if you are receiving FAR illegal crew rest (less than 9 hours end of debrief to report).** Notify Scheduling of your desire to take a later flight. It will still be Must Ride but your compensation (per diem and RIG) will stop at the earlier scheduled release time. (Art. 9.3.C.2)