

Article 33: Commuter Policy

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The Commuter Policy protects all Flight Attendants that are flying into base for a trip or Reserve block on SWA or an offline carrier. Whether commuting in from home or returning to base after a vacation, the Commuter Policy ensures that you don't receive a No-Show on a trip because of full flights, delays, cancellations, weight restrictions, etc.

Q: In order to be protected by the Commuter Policy, do I have to be registered as a commuter? What are my responsibilities?

A: No. You do NOT need to be registered as a commuter. All Flight Attendants must list and present themselves at the gate for ONE SWA flight or TWO consecutive flights on offline carriers. The flight(s) must be scheduled to arrive into a SWA Crew Base at least 1 hour prior to scheduled check-in for Lineholders or 30 minutes prior to available contact time on the first day of a Reserve block for Reserves. (Art.33.1)

Q: What do I do when I can't get on my flight?

A: Notify Scheduling ASAP.



IMPORTANT:

The Commuter Policy CAN NOT be used for Company required Training (including Recurrent).

When utilizing the Commuter Policy, Scheduling will work through these options:

LINEHOLDER: (Art.33.1.A.1-6)

- See if there are any flights that could get you into base before the departure of your first flight.
- Check if there is a SIP (Schedule Interruption Point) or mutually agreed upon meet up point in your trip.
- Assign you a completely different pairing.
- Have you sit APSB in the commuter city. After 4 hours, the FA must call Scheduling for further instructions.
- Pull your trip as an unpaid personal leave. You will be required to pick up a comparable pairing (3-day for 3-day, 2-day for 2-day, etc.) **out of Open Time**. Once the replacement trip is picked up, notify Scheduling. If no trip is picked up within the 30 day timeframe, a trip will be assigned to you.

RESERVE: (CAN ONLY BE USED FOR FIRST DAY OF A RESERVE BLOCK) (Art.33.1.B.1-4)

- Allow you to take the next flight into base and put you back on Reserve as long as there are at least 6 hours left of your contact time. You will still be credited the 6 TFP for the day.
- Assign you to sit APSB in the outstation for no more than 5 hours. Contact Scheduling at the end of your APSB obligation for further assignment.
- Require you to list and present yourself for another flight that will get you into base before any subsequent contact hours.
- If none of these options are used by Scheduling, you will be granted an unpaid personal leave **for the day**.

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Q: I commute to DAL. Will the Commuter Policy cover me if I fly into DFW?

A: No. To be covered under the Commuter Policy, you must be commuting into a SWA Crew Base. (Art.33.1)

Q: I have picked up a 3-day trip to make up for the one that was pulled when I used the Commuter Policy. Do I HAVE to work that trip? Or can I trade it?

A: Once the trip has been picked up out of Open Time and Scheduling has been notified that you have completed your Commuter Policy responsibility, you may trade it, give it away or even submit it for Daily Release Time (DRT).

Q: Do I have to take the jumpseat if it is available in order to be covered?

A: Yes.

Q: I had a trip that paid 20.7 TFP. Scheduling pulled that and assigned me a trip with a later check-in... but it only pays 15.4 TFP! Am I pay protected for what my original trip paid?

A: No. You will be paid for what you work. The Commuter Policy does not pay guarantee you for any trips pulled by Scheduling. It's purpose is to ensure you do not accrue the No-Show points because of a full, delayed or cancelled flight while commuting. (Art.33.3) The one exception to this is when there is a base closure (no flights depart or arrive the entire business day) and you utilize the Commuter Policy. In that instance only, you will receive the greater of your original trip pay or what you actually fly. (Letter of Agreement February 2016)

