



Commuting Changes

Whether you commute to work via car or airplane, there are times when events out of our control impact our ability to report to work as scheduled. Let's take a look at some of the changes in TA2024 which would directly affect the commute portion of a Flight Attendant's work life.

Weather and Natural Disaster Related Absence (Article 32.3.L)

When Mother Nature throws us a curveball, driving to the airport (in a domicile or a commuters outstation) can become treacherous and unsafe. Many No Shows for driving are due to snow, ice, or other weather events. Because there isn't a written process to ensure consistent application of removing a No Show due to circumstances outside of the driver's control... it has become a struggle to ensure all Members are protected for this portion of their commute. The Weather and Natural Disaster Related Absence (WDA) language in TA2024 states that if a Flight Attendant receives a No Show due to adverse weather conditions or a natural disaster, **the No Show will be converted to a non-chargeable occurrence**. This ensures that driving Flight Attendants do not receive unnecessary attendance points -AND- does not affect the Flight Attendant's ability to record improve in that quarter!

In order to be covered under the WDA, a Flight Attendant must present proper documentation (i.e., photos, videos, road closure reports) to Management within five (5) calendar days after the date of the No Show. This documentation must be substantiated through the National Weather Service or another official federal, state, or local government agency.

Keep in Mind: Introducing the WDA to cover drivers does not affect the usage of our quarterly and bonus MBL. Other driving commuter issues not involving weather and/or natural disasters will continue to be reviewed on a case-by-case basis.

Air Commuter Policy (Article 33)

Changes to our Commuter Policy language are not substantial, but important to make note of if you use air travel to report to work:

- Added language protects commuters who go to list for a flight and find that they are unable to list and/or present because the flight had cancelled, an unexpected airport situation (including closure) or tech issues. (Article 33.1)
- If a Lineholder has used the Commuter Policy, Article 33.1.A.6 states that the Flight Attendant is not obligated to remain on airport property or in contact with Scheduling unless they've been assigned APSB at the outstation.



Commuting Changes

Air Commuter Policy Continued... (Article 33)

- Flight Attendants re-assigned a different pairing (another domicile or outstation) will be afforded a hotel room at the beginning of the pairing, if Scheduling requires the Flight Attendant to position in advance of the assignment -or- at the end of the pairing, if the substitute pairing arrives into the domicile after all published SWA flights terminate that would have allowed the Flight Attendant to commute to either their home domicile or the domicile of their next assignment. (Article 33.1.A.6)
- A Flight Attendant who has a pairing pulled due to using the Commuter Policy has thirty (30) calendar days to pick up a comparable replacement trip. If they do not meet this requirement, Scheduling has thirty (30) subsequent calendar days to place a pairing on the Flight Attendants screen. This change limits the time Scheduling has to add a Commuter Policy replacement trip on a Flight Attendant's schedule.

Pairing Originating with Deadheads (Article 33.2)

TA2024 allows a Lineholder Flight Attendant who wants to waive a DH(s) at the beginning of a pairing, to do so no more than twenty-four (24) hours prior to the scheduled check-in. Increasing the amount of time you can waive the DH(s), allows Flight Attendants to live their lives knowing a full day in advance that they have officially been released from checking in at the domicile and can report as scheduled to the outstation gate.

		Herb Time		<- Click to toggle. ->										Totals							
Date	Flight	Depart	Arrive	Eq	Pax	Position	I	L	MT	Block	Ground	Meal	Wrk Codes	Block	Duty	Credit	Overfly				
		Rpt 1300																			
04 Apr	DH 2347	DEN 1400	HOU 1620	700	0					0	145					270					
04 Apr	2211	HOU 1805	LGA 2130	7M8	0					325	1555	S				400					
		Rls 2200														325	900	670			
LGA:1455																					
		Rpt 1255																			
05 Apr	2814	LGA 1325	MSY 1700	800	0					335	120	S				420					
05 Apr	6019	MSY 1820	DAL 1955	800	0					135	45					180					
05 Apr	6468	DAL 2040	ELP 2225	800	0					145	2150					200					
		Rls 2255														655	1000	800			
ELP:2050																					
		Rpt 1945																			
06 Apr	569	ELP 2015	LAS 2210	800	0					155	45					220					
06 Apr	3179	LAS 2255	DEN 0045	800	0					150	0					210					
		Rls 0115														345	530	430			
Total: 1405 2430 2008 T																					
Carry Out: 0 0 0																					

This pairing begins with a DH from DEN to HOU and is scheduled to check-in on 04/04 at 1300 CT.

A Flight Attendant could elect to waive this DH no earlier than 1300 CT on 04/03 by calling Scheduling.

If they are in HOU, Scheduling will check them in and they'll report no later than 1735 CT. If they are not in HOU, this Flight Attendant would need to call Scheduling from the gate, no later than 1735 CT.

IMPORTANT NOTE: If a DH(s) are waived at the beginning of a pairing, the Flight Attendant will not be able to trade that pairing using Open Time. Also, an MBL cannot be used when reporting to an outstation.



Commuting Changes

Reschedule Commuter Protections (Article 33.3)

If a Lineholder Flight Attendant is rescheduled to a pairing that releases later than they were originally scheduled, and the later return on the last day results in the inability via SWA (including available seats and/or jumpseat) to return to their commuter city, they will:

- **Be provided a hotel room** by contacting Crew Scheduling with the flight information, upon request.
- Be provided **must-ride travel to their SWA commuting city the following day**, provided there are available seats on the flight, or
- Be provided **must-ride travel to their SWA commuting city on a mutually agreed upon later flight**, as long as seats are available.

This provision also applies to a Flight Attendant who is drug or alcohol tested at the end of a pairing!

NOTE: This commuter protection for reschedules, which return Flight Attendants to domicile too late to commute, stems from language in the new SWAPA Contract. However, our Team took it a step further and made the hotel responsibility fall on Scheduling, and not have it be a reimbursement expense.

“Does this new language mean that I will have to register as a commuter again?”

No. We are not required to register as a commuter or designate a specific SWA-city as our commuter city.

“I commute from a non-SWA city on offline carriers. Does this language do anything for me?”

You would still be eligible for a hotel provided by Scheduling, but Southwest Airlines will not purchase must-ride travel on off-line carriers.

Jetway Trade on Commuter Flight (Article 12.6)

“Article 12.6.B states that jetway trades will be done via ‘the system’. What does that mean?”

Southwest Airlines Technology Department has been working on a self-service platform for Flight Attendants. Contained within this platform, and with the input and guidance of TWU Local 556, will be multiple quality of life technological improvements including things such as: release from Reserve, electronic jetway trades, waiving DHs, and so much more! Southwest Airlines has a phased approach scheduled for applying the new technology language in TA2024. TWU Local 556 will work in tandem with SWA to ensure the technology pieces are implemented per intent of this agreement.