



# Fast Fact Friday

## Deadheading

**Friday, November 8, 2024**

### **Q1: “What is the difference between a “DH” and “DM” deadhead?”**

Both “DH” and “DM” codes are must-ride deadheads for Flight Attendants which requires a cabin seat. “DH” is an originally scheduled DH from when the pairing was constructed by Crew Planning. “DM” is a deadhead added to a pairing by Crew Scheduling due to a reschedule or constructed pairing.

### **Q2: “If I waive a deadhead, will I lose my pay? What if I’m on a VJA pairing or the deadhead was on a paid holiday?”**

Waiving a deadhead will not result in a loss of pay, this includes the VJA premium and Holiday pay.

### **Q3: “My trip starts with a deadhead from OAK to SEA. How early can I waive my DH? And can I use the Commuter Policy if I can’t make it into SEA?”**

You can waive a deadhead at the beginning of your pairing up to 24 hours prior to scheduled check-in, but no later than your scheduled check-in for the assignment. Until an automated process is implemented for the waiving of deadheads, you will need to contact Crew Scheduling to officially be released from the deadhead. When you speak with Crew Scheduling, they will ask if you are in the outstation.

- If you **ARE** in SEA (for this example), they will waive your deadhead and check you in for your pairing. You will then be required to report to the gate thirty (30) minutes prior to a non-regulatory flight or forty-five (45) minutes prior to a regulatory requirement flight.
- If you **ARE NOT** in SEA (for this example), you will be required to contact Crew Scheduling upon arrival into the outstation to be checked in for the assignment, no later than thirty (30) minutes prior to a non-regulatory flight or forty-five (45) minutes prior to a regulatory requirement flight. In this situation you would **NOT** be covered by the Commuter Policy if you can’t make it into the outstation. Failure to check-in within these time limits would result in a No Show and the accrual of 2.5 attendance points.

### **Q4: “Can I waive a deadhead when I am on a Reserve assignment?”**

On the last day of your Reserve obligation, the short answer is yes, with approval from Crew Scheduling. If you work an active leg(s) on your last day, you can contact Crew Scheduling after the last working leg to be given an additional assignment or be released from your deadhead. If you only have a deadhead(s) returning to base on the last day, you may call Crew Scheduling to be released. Crew Scheduling will assess the operation and either release you at the time of the call or tell you to call back later, in advance of your scheduled deadhead, to be released. **NOTE:** Crew Scheduling cannot make you take the deadhead back to base “just in case” they have an assignment later. They are required to either give you an assignment prior to taking the deadhead or release you from duty.

# Fast Fact Friday

## Deadheading

### **Q5: "I had a really long day and am looking forward to a nap on my deadhead? When am I allowed to board my flight? And do I need to deadhead in uniform?"**

Contract 2024 introduced new language in Article 10.12.G that allows Flight Attendants who are on a scheduled or rescheduled deadhead to pre-board the aircraft with the working Crew. It's important to remember that the working, outbound Crew must be on the plane and the Ops Agent must scan your deadhead boarding pass prior to your being allowed down the jetway to board and get comfortable. While the deplaning process needs to be finished, a deadhead Flight Attendant can board prior to the security checks being completed.

There is nothing that prohibits a Flight Attendant from deadheading out-of-uniform. However, keep in mind that Crew Scheduling can call at any time to give you a legal reschedule. If they do call, you'll need to have a full uniform presentable and at-hand. It is advised that if you can be legally rescheduled to work your deadhead, you should be in uniform. If you cannot be legally rescheduled to work, such as a deadhead after being Stranded with FAR illegal crew rest, you could comfortably deadhead out of uniform without concern.

