

Fast Fact Friday

Last Day Late Premium (LDLP)

Friday, March 14, 2025

Q1: "What is the Last Day Late Premium?"

Last Day Late Premium (LDLP) is an additional 0.5x for flights flown after the Lineholder's original arrival time into domicile which were not part of the original pairing. This premium is paid above all RIGs, VJA and JA, but will not be paid when the extended duty day premiums are paid from Article 8.2.C.1 and 8.2.C.3 & 4.

KEEP IN MIND: LDLP is associated with Lineholder pairings only.

Q2: "How will this LDLP appear on my Payroll Report?"

The designated pay buckets for LDLP are "LD" and "LDA" (for A position pairings). These pay buckets will include the TFP associated with the flights that were flown after the original arrival time. The legs associated with "LD" and "LDA" are subtracted from the "REG"/"RGA" bucket and then placed in a designated pay bucket ("LD"/"LDA") in order to be paid at a rate of 1.5x. Let's look at an example!

Example: This Flight Attendant checked in to work a straight-time pairing paying 21.1 TFP. Crew Scheduling rescheduled them, resulting in LDLP being applicable for their last leg paying 2.3 TFP. In order to pay straight-time for the majority of the pairing and 1.5x for the remainder, we must place the compensation for this pairing in two separate buckets. 21.1 TFP (straight-time pay) - 2.3 TFP (LDLP) = 18.8 TFP.

Complete Pairing Pay Bucket Breakdown:

- 18.8 TFP for the straight-time TFP paid at a rate of 1x ("REG"/"RGA")
- 2.3 TFP for LDLP is paid at a rate of 1.5x ("LD"/"LDA")

Pairing TFP Calculation:

18.8 TFP (straight-time) + 3.45 TFP (2.3 TFP x 1.5 = 3.45 TFP) = 22.25 TFP

Last Day Late Premium (LDLP)

(Article 9.3.E)

AABN	WE	REPORT AT 7:10	Effective Date:
FLY	EQP	DEPARTS	ARRIVES
3838	800	ATL 0610	CLE 0955
Refer to Intranet Home Page / Trip Home Page			
REPORT AT 4:15			
409	800	CLE 0945	BWI 0610
S	4458	800	BWI 0730
S	4458	800	MIA 1105
Refer to Intranet Home Page / Trip Home Page			
REPORT AT 4:55			
S	5145	800	AUS 0525
SP	851	800	LAS 1005
Trip Credit 21.10 BLK HRS 16:05 No. LEGS 6 TAFB 55:10			

Rescheduled legs flown after the originally scheduled arrival time of 1350 CT.

Last leg (2.3 TFP) paying LDLP (1.5x)

21.1 (Total Pairing TFP) - 2.3 TFP (LDLP) =

18.8 TFP Straight-time Pay (1x)

CODE	DESCRIPTION	CREDITS	RATE	TOTAL
LD	LAST DAY	2.30	1.5	3.45
REG	REGULAR	18.80	1.0	18.80
Total Pay Trips				22.25

NOTE: This Flight Attendant was rescheduled and ended up working less than originally scheduled. Because of this, Inflight Payroll Audit applied a forced credit ("F") because of the pairing pay guarantee of 21.1 TFP. This pairing pay guarantee does not affect the application of our LDLP.



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Q3: “Because there is a ‘LD’ and ‘LDA’ bucket, does that mean I’ll be paid ‘A’ pay for LDLP?”

Yep! If you are flying the “A” position on a pairing where LDLP (or LRO) is applied, you will be paid the additional \$4 per TFP per Article 21.4.

Q4: “How would LDLP be applied to my VJA pairing, and which payroll buckets would I look at to find the TFP?”

Because LDLP is paid above the VJA premium, we’re going to be looking in multiple buckets for your compensation. Why? Because we need to account for the straight-time leg credit pay + VJA premium (+ 0.5x leg credits) + 0.5x LDLP. This means you’ll find the leg credit TFP in the “OT” or “AOT” bucket paying at a rate of 1.5x... minus the LDLP TFP. The TFP associated with the LDLP will be housed in the “LDD”/“LDDA” buckets paying at a rate of 2x. This allows those legs to pay at both the VJA premium (1.5x) AND the Last Day Late Premium (0.5x)!

Q5: “I was on a straight time trip and rescheduled to work more AND I flew flights that arrived after my original pairing. What will my Payroll look like? Will I just get double time for those additional flights?!”

No. Any TFP where reschedule premium applies will be paid in the “OT”/“AOT” pay bucket (paid at a rate of 1.5x). Any TFP where the LDLP applies will be paid in the “LD”/“LDA” pay bucket. Reschedule premium is associated with TFP flown above the original pairing pay. LDLP will be subtracted from the original pairing pay found in the “REG”/“RGA” pay bucket and be paid in the “LD”/“LDA” pay bucket at 1.5x.

UGH! That’s so much math! Let’s break it down!

Example: A Lineholder’s original pairing paid 19.50 TFP. During their trip, Crew Scheduling called with a reschedule which resulted in more flying, making their revised pairing pay 22.90 TFP (with 1.4 TFP of overfly). The reschedule premium (Article 9.3.E.1) would be applied to the additional 2.0 TFP flown from the rescheduled assignment (21.50 TFP - 19.50 TFP = 2.0 TFP). This reschedule also resulted in flights being flown past their originally scheduled completion time in domicile, thus activating the LDLP for 4.1 TFP. Because we have MULTIPLE pay components in this example (straight-time pay, reschedule premium, and LDLP), we’ll find the TFP in three separate buckets.

Complete Pairing Pay Bucket Breakdown:

- 22.90 TFP - 2.0 TFP - 4.1 TFP = 16.80 TFP of straight-time is paid at a rate of 1x (“REG”)
- 2.0 TFP for the reschedule premium is paid at a rate of 1.5x (“OT”)
- 4.1 TFP for LDLP is paid at a rate of 1.5x (“LD”)

Pairing TFP Calculation:

16.80 TFP (straight-time)
+ 3.0 TFP (2 TFP x 1.5 = 3 TFP reschedule premium)
+ 6.15 TFP (4.1 TFP x 1.5 = 6.15 TFP LDLP)
= 25.95 TFP

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(Article 9.3.E)

FLT	EQP	DEPARTS	ARRIVES	BLK	BLK DUTY	CR
1930	800	BNA 0935	TPA 1125	1:50		2.10
1003	800	TPA 1225	SDF 1435	2:10		2.50
1003	800	SDF 1520	BWI 1655	1:35		1.80
1006	800	BWI 1740	ALB 1855	1:15		1.40
Refer to Intranet Hotel List / Inflight Home Page						
REPORT AT 7:30						
5163	800	ALB 0800	MCO 1105	3:05		3.60
51740	800	MCO 1250	PHL 1520	2:30		2.90
Refer to Intranet Hotel List / Inflight Home Page						
REPORT AT 7:10						
1178	800	PHL 0940	STL 1020	2:40		3.10
2004	700	STL 1105	BNA 1215	1:10		1.30
Trip Credit 19.50A BLK HRS 16:15 No. LEGS 8 TAFB 53:10						

Rescheduled legs flown after the originally scheduled arrival time of 1215 CT.

Last 2 legs (2.1 TFP + 2.0 TFP) paying LDLP (1.5x)

* 21.5 TFP - 19.5 TFP = 2.0 TFP Additional flying at rescheduled premium (1.5x)

22.9 (Total Pairing TFP) - 4.1 TFP (LDLP) - 2.0 TFP (Reschedule Premium) = 16.8 TFP Straight-time Pay (1x)

CODE	DESCRIPTION	CREDITS	RATE	TOTAL
LD	LAST DAY	4.10	1.5	6.15
OT	OVER TIME	2.00	1.5	3.00
REG	REGULAR	16.80	1.0	16.80
Total Pay Trips				25.95

* Pairing TFP - Overfly

"YIKES! That's a lot to process! Can we do one more example???"

Example 2: A Lineholder's original pairing paid 19.50 TFP. During their trip, Crew Scheduling called with a reschedule which resulted in more flying, making their revised pairing pay 21.90 TFP (with 0.1 TFP of overfly). The reschedule premium (Article 9.3.E.1) would be applied to the additional 2.3 TFP flown from the rescheduled assignment (21.80 TFP - 19.50 TFP = 2.3 TFP). This reschedule also resulted in flights being flown past their originally scheduled completion time in domicile, thus activating the LDLP for 3.2 TFP. Because we have MULTIPLE pay components in this example (straight-time pay, rescheduled premium, and LDLP) all in "A" position, we'll find the TFP in three separate "A" position buckets.

Complete Pairing Pay Bucket Breakdown:

- 21.9 TFP - 2.3 TFP - 3.2 TFP = 16.40 TFP of straight-time is paid at a rate of 1x ("RGA")
- 2.3 TFP for the reschedule premium is paid at a rate of 1.5x ("AOT")
- 3.2 TFP for LDLP is paid at a rate of 1.5x ("LDA")

Last Day Late Premium (LDLP)

(Article 9.3.E)

FLT	EQP	DEPARTS	ARRIVES	BLK	BLK DUTY	CR
1104	700	LAS 0920	SJC 1055	1:35		1.80
4523	700	SJC 1135	PHX 1325	1:50		2.10
Refer to Intranet Hotel List / Inflight Home Page						
REPORT AT 7:15						
SP 1735	800	PHX 0800	CUN 1155	3:55		4.80
SP 180	800	CUN 1300	PHX 1745	4:45		5.60
Refer to Intranet Hotel List / Inflight Home Page						
REPORT AT 7:20						
1345	700	PHX 0750	ABQ 0900	1:10		1.30
705	700	ABQ 0940	PHX 1305	1:25		1.60
705	700	PHX 1145	LAS 1300	1:15		1.40
Trip Credit 19.50A BLK HRS 15:55 No. LEGS 7 TAFB 53:10						

Rescheduled legs flown after the originally scheduled arrival time of 1300 CT.

* 21.8 TFP - 19.5 TFP = 2.3 TFP Additional flying at rescheduled premium (1.5x)

Last 2 legs (1.7 TFP + 1.5 TFP) paying LDLP (1.5x)

21.9 (Total Pairing TFP) - 3.2 TFP (LDLP) - 2.3 TFP (Reschedule Premium) = 16.4 TFP Straight-time Pay (1x)

CODE	DESCRIPTION	CREDITS	RATE	TOTAL
AOT	A OVER TIME	2.30	1.5	3.45
LDA	LAST DAY	3.20	1.5	4.80
REG	REGULAR	16.40	1.0	16.40
Total Pay Trips				24.65

* Pairing TFP - Overfly

Pairing TFP Calculation:

16.40 TFP (straight-time)
 + 3.45 TFP (2.3 TFP x 1.5 = 3.45 TFP reschedule premium)
 + 4.8 TFP (3.2 TFP x 1.5 = 4.8 TFP LDLP)
 = 24.65 TFP

NOTE: This Flight Attendant was flying the "A" position on this pairing. Each of their compensation pieces will be placed in the applicable "A" buckets on their Payroll Report and result in the senior pay rate (Article 21.3) being applied to this TFP.

Fast Fact Friday

Last Day Late Premium (LDLP)

Q6: "What is the difference between LDLP and LRO?"

Last Day Late Pay (LDLP) is paid when you are rescheduled to arrive later than your originally scheduled arrival back into your domicile. The legs worked after your originally scheduled arrival (which were not part of your original pairing) are paid an additional 0.5x premium. Late Return Override (LRO) is a flat 1.0 TFP (paid above RIGs and premiums) when your original flight back to domicile is delayed in excess of 120 minutes (i.e. 2:01+ hours late). Here is how LRO appears on your Payroll report:

With LRO, you'll also notice a checkbox on your pairing screen. This means anytime you see this box checked off, you have worked a pairing where LRO is being applied, and you'll find an additional 1 TFP of LRO pay in the "LRO"/"LROA" bucket.

Late Return Override (LRO)

(Article 8.2.C.6)

REPORT AT 13:35
806 800 SRQ 1405 DEN 1820 4:15 5.00
3405 800 DEN 2020 DAL 2215 2:55 2.20

Flight 1335

FLIGHT	FROM	TO	CLASS	FARE	TAXES	FEES	OT	REG	LRO	TOTAL
806	SRQ	1405	DEN	1820	4:15	5.00				5.00
3405	DEN	2020	DAL	2215	2:55	2.20				2.20

Total: 1325 2629 1992 40
Carry Out: 0

CODE	DESCRIPTION	CREDITS	RATE	TOTAL
GTP	GROUND TIME PAY	0.93	1.0	0.93
LRO	LATE RTH OVRD PAY	1.00	1.0	1.00
REG	REGULAR	19.92	1.0	19.92

Notice that this pairing was originally scheduled to block-in at 2215 CT.

Because of a delay (not a reschedule), this Flight Attendant did not block-in until 0032 CT, or 2:47 hours later than scheduled.

167 minutes > 120 minutes
LRO has been applied.

IMPORTANT NOTE: LDLP and LRO are associated with Lineholder pairings only.

For additional information about LDLP and LRO, please refer to IIOTG 03-06-25. Our TWU Local 556 Education Committee will be working with our RAC Team to create more helpful resources with examples of LDLP and other premium breakdowns... COMING SOON.

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