



Fast Fact Friday

Unscheduled RON/Stranded

Friday, March 7, 2025

Q1: “What is the difference between an unscheduled overnight and being stranded?”

An unscheduled overnight is done on purpose by Crew Scheduling in order to protect the operation.

Being stranded is when irregular operations, or reasons outside of Crew Scheduling’s control, prevent you from returning to base as scheduled.

Example 1: The last flight of your pairing is SNA - OAK. Due to a major mechanical issue, it was canceled. Unfortunately, there is no other flight to get you to OAK tonight. You would be stranded in SNA.

Example 2: The last flight of your pairing is SNA-OAK. When you land in SNA, the Ops Agent tells you to call Crew Scheduling. You’re rescheduled to work a SNA-LAS flight to cover for a sick Flight Attendant. They tell you that due to an illegal duty day (scheduled for greater than 12:30 hours from check-in/report to end of debrief), you will stay overnight and DH on the first flight to OAK in the AM. This is an unscheduled overnight.

Q2: “Are the contractual protections the same for both unscheduled overnight and stranded?”

The only contractual difference is that a Lineholder cannot be assigned to work back to base after an unscheduled overnight, but a Reserve can. Both Lineholders and Reserves can be assigned to work after being stranded as long as they are FAR legal. Both unscheduled RON and stranded situations have the same premium and pay protections, and both allow for the choice of a compensatory day.

IMPORTANT NOTE: Contractual options must be communicated to Crew Scheduling within sixty (60) minutes of completing the assignment back in domicile.

Q3: “I am on an unscheduled overnight and Crew Scheduling only gave me 4 hours of rest before my deadhead. Is that legal?”

Yes. Because the FAA considers deadheading neither duty nor rest, it is FAR legal. Our Contract states that a Flight Attendant must be returned to domicile at the earliest possible opportunity to ensure that your off-time is best protected. However, if you have less than 10 hours rest (from end of debrief to report), you may contact Crew Scheduling for a later must-ride deadhead. You will be paid as if you took the earlier flight.

Q4: “I just landed in BNA for an unscheduled overnight. There is still a flight to MDW (my base) tonight, but it would give me an extended duty day. Can I take that flight?”

Yes, you can waive your contractual duty day to avoid an unscheduled overnight. You must contact Crew Scheduling to have your pairing adjusted. All extended duty day provisions in Article 8.2.C will apply.

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CONTRACT 2024 NOTE: Additional language was added that allows a Flight Attendant the option of taking a DH to their home domicile (base), home (SWA airport), or closest SWA airport to their designated residence, in order to avoid being Stranded (Article 9.4.B) or given an unscheduled RON (Article 9.3.E.2). "The Flight Attendant will receive all applicable contractual provisions and premiums calculated per the deadhead to their home domicile."

Q5: "I was stranded and want to exercise my contractual option for a day off with pay (aka compensatory day), but I do not have any more assignments this month. Can I select a day next month?"

Yes, provided next month's assignments have been loaded onto your board.

- If you were given a stranded or unscheduled RON on a Lineholder assignment, you can choose the first or last day of any pairing or Reserve block.
- If you were given a stranded or unscheduled RON on a Reserve assignment, you can only choose the first or last day of another Reserve block.
- If the assignments have not been loaded for the following month and no compensatory day can be chosen, your DH(s) back to domicile on your stranded day will automatically pay 2.0x.

NOTE: The 2x premium for DH(s) on unscheduled days is automatically applied in all situations when a compensatory day is not chosen.

BONUS QUESTION: "How do I calculate the RIG associated with a stranded or unscheduled RON assignment?"

Calculating the Unscheduled RON/Stranded RIG

This 1:3 RIG is calculated from block-in at the outstation until end of debrief back in domicile.

09 Jan	DM 3281	LAX 0113	HOU 2114	7M8
			Rls 2144	
HOU:946 ** Hotel Information Not Available				
RON 10 Jan	DM 8	Rpt 0730	HOU 0758	DAL 0854 700
			Rls 0924	

- Step #1** 2114 CT to 0924 CT = 12:10 hours
- Step #2** $10/60 = 0.167 + 12 = 12.167$
- Step #3** $12.167 / 3 = 4.06 \text{ TFP ("RIG")}$