

Fast Fact Friday

Red Eye Flying

Friday, February 14, 2025

Q1: "What exactly is Red Eye Flying?"

Our Contract defines a "Red Eye" as follows: Any flights (excluding charters) that are scheduled to operate between or across 0200 and 0400 Local Time in either the departure or arrival city. (Article 8.8)

Q2: "How many Red Eye flights does SWA plan to operate?"

At the height of the Summer Schedule (June and July), there will be an anticipated 33 Red Eye Flights per day.

Q3: "How will I know that pairing will contain Red Eye flying?"

During bidding, there will be a red box outlining the bid line (indicating at least one of the pairings associated with that line has a scheduled Red Eye flight) and pairing (indicating that trip has at least one leg of scheduled Red Eye flying).

On your CWA screen, there will be a red box outlining the pairing that contains the scheduled Red Eye flying.



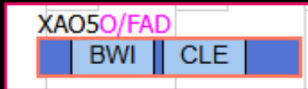
TWU Local 556 Education Committee

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Like International and LODO flying, pairings with scheduled Red Eye flying will be have a visible indicator on both EBS and CWA.



↑ EBS



← CWA



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Q4: “What duty day limitations are there when assigned to work pairings with Red Eyes?”

Our maximum scheduled duty period for Red Eye flying is 10 hours from check-in/report to end of debrief. We cannot be scheduled to work any additional flight that departs after 0400 Local Time (deadheads are allowed). (Article 8.8)

Q5: “Is there any additional pay for Red Eyes?”

We are paid an additional \$1.00 per TFP for Red Eye Pay (Article 8.8) as well as a 15% Red Eye Premium (REP) that applies to Red Eye flights (Article 21.26).

NOTE: The additional \$1 and REP will not be paid on non-fly events (such as vacation, sick pulls, fatigue calls, etc.). The REP will only be paid if any applicable RIGs (day or pairing) are exceeded. REP is paid above a Reserve Flight Attendant’s monthly/block guarantee.

Q6: “Is there any other Contract language for Red Eye flying?”

There is specific language that was ratified in Contract 2024 which required our Union and the Company to meet within six (6) months of the Date of Ratification (DOR) to discuss pretty much all aspects of Red Eye flying (pairing construction, line constructions, reschedules, fatigue mitigation, to name a few). Any additional contractual provisions agreed to outside of Section 6 bargaining, will need to be codified in a Letter of Agreement (LOA).

Q7: “What is our Union doing to support our Members with this new type of flying?”

Our Union formed a Red Eye Negotiating Team that is tasked with enhancing the Contract 2024 Red Eye language. In August, TWU Local 556 completed our first Red Eye Survey. We will continue to collect data directly from Flight Attendants who work Red Eye flights during the evaluation period (02/14/25 - 08/30/25)

Q8: “I’m on Reserve and am concerned that I’ll be flying a lot of Red Eyes. What protections are there in our Contract for Reserves?”

In addition to the language in Article 8.8, Reserves have language ensuring that on their last day of any Reserve block, Crew Scheduling will not assign any scheduled or rescheduled flights that were originally scheduled to return the Reserve back to domicile after 0259 Local Time. Article 11.18 protects Reserve Flight Attendants from being assigned Red Eye flying originating on their last Reserve day, which is then scheduled to overlap into their day off.

Q9: “Which Reserve Shift will Crew Scheduling use to cover Red Eye flying?”

The check-in time of any Red Eye pairing will determine which Reserve Shift(s) will be utilized or which designation can self-assign a pairing containing a Red Eye flight. There is not one designated Reserve type specifically intended to be used for Red Eye coverage. However, the PM designations (SPR, JPR and JLR) are all legal to operate the pairings that have been built so far.

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Q10: “I worked a Red Eye flight and could not get any sleep after arriving at my hotel. What protections do I have?”

The Fatigue Policy in Article 25.16 protects you from accruing attendance points if you are unable to perform your duties safely due to fatigue, which can be directly caused by not receiving proper rest. Please familiarize yourself with the Fatigue Policy and procedures, in the event it becomes necessary to utilize these safety protections.

Q11: “I’ve worked the same pairing all month with Red Eye flying. While I have been able to get adequate rest, there have been consistent issues with how this pairing has operated. These issues could potentially cause problems with rest down the road. How can I provide feedback?”

Our Union is sending out emails to each Member who works Red Eye flying during the evaluation period (02/14/25 - 08/30/25) requesting feedback on their experiences. In addition to providing feedback to our Union, you can opt to send in a Fatigue Concern via the SWA Reporting system.

