



Fast Fact Friday

Summer Lovin'

Friday, May 30, 2025

Q1: "I'm on a Lineholder pairing and I was just stranded into my day off. I forgot to call Crew Scheduling and select a compensatory day off within sixty (60) minutes of completion of my assignment in domicile... did I just miss out on my new stranded options???"

Unfortunately, when we experience a stranded or unscheduled RON situation, we must exercise our contractual options within sixty (60) minutes of completing our assignment back in domicile. (Article 9.4.A) Until this process is automated via "the system", we must exercise our options via calling Crew Scheduling. While you missed the timeframe to exercise a compensatory day off, you will receive an additional premium for the DH(s) back to domicile on your unscheduled day. Your stranded compensation will be:

- A stranded RIG of 1 TFP for every three (3) hours stranded, calculated from block-in at the stranded outstation through the end of debrief back in domicile.
- Double-time (2x) pay for scheduled DH(s) back to domicile on the unscheduled day. This additional premium will be applied upon completion of the assignment during the audit process. If you had chosen a compensatory day off, the DH(s) back to domicile on the unscheduled day would pay a 1.5x premium.

DID YOU KNOW??? If you waive your DH(s) after being stranded, your stranded RIG and premiums for the scheduled DH(s) on your unscheduled day still apply! The only pay component that will change is per diem, which will conclude at the time you are released from your DH(s), but no earlier than thirty (30) minutes after block-in of your last working leg.

Q2: "I'm on vacation visiting family in OGG. Someone has a jetway trade posted to work the first flight in the AM from OGG to LAX. If I work this flight, would I be eligible for a hotel room so I could lobby with the Crew?"

The language in Article 12.6.A.5.b states that "(t)he Flight Attendant accepting the jetway trade will be given the hotel room on the RON unless otherwise specified by the Flight Attendant." This means that as the accepting Flight Attendant, you would receive the SWA-paid hotel room for the RON, unless you and the Flight Attendant who you are accepting the jetway trade from come to a different agreement.

NOTE: Jetway trades on Regulatory Requirement (RR) flights must be processed at least fifteen (15) minutes prior to applicable governmental requirements. (Article 12.15) Until the jetway trade process is automated, Crew Scheduling will process a jetway trade after block-on of the last working leg before the jetway traded flight(s) via phone. Both Flight Attendants do not need to be present in the jetway to process the trade, but it is preferable that both Flight Attendants be on the same call.

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Q3: "I'm preparing my July schedule to maximize our new Holiday Pay day, Independence Day (July 4). If I am able to flip my pairing on July 2-4, would I receive both VJA and Holiday Pay?"

	Depart	Arrive	Eq	Pax	Position	I	L	MT	RE	Block	Ground	Meal	Wrk Codes	Block	Duty	GTP	Credit
July 3	Rpt 1330																
	BWI 1430	TPA 1700	7T8	0						230	100						290
	TPA 1800	DAL 2045	7T8	0						245	45						320
	DAL 2130	STL 2310	7T8	0						140	1825						190
	Rls 2340													655	1010		800
July 4	Rpt 1705																
	STL 1735	CMH 1855	700	0						120	35						150
	CMH 1930	MDW 2045	700	0						115	130						140
	MDW 2215	CMH 2325	700	0						110	1635						130
	Rls 2355													345	650		506 D
July 5	Rpt 1530																
	CMH 1600	DAL 1825	73H	0						225	200						280
	DAL 2025	BWI 2315	7T8	0						250	0	S					340
	Rls 2345													515	815		620

YES! When calculating your pay for this pairing, you will be paid 1.5x on the leg credits (or RIGs, whichever puts more money in your pocket, if applicable) - AND - an additional 1x Holiday Pay (paid on RIGs). (Article 21.21)

Looking at your pairing, your pay breakdown will be:

$$\begin{aligned}
 &8 \text{ TFP (Day 1)} + 4.2 \text{ TFP (Day 2)} + 6.2 \text{ TFP (Day 3)} = 18.4 \text{ TFP} \times 1.5 = 27.6 \text{ TFP} \\
 &\quad + \\
 &\quad \text{Holiday Pay (1x)} - 5.06 \text{ TFP} \\
 &\quad = \\
 &32.66 \text{ TFP (Total Pay for this Pairing)}
 \end{aligned}$$

	Depart	Arrive	Eq	Pax	Position	I	L	MT	RE	Block	Ground	Meal	Wrk Codes	Block	Duty	GTP	Credit	Leg Credits:
July 3	Rpt 1330																	
	BWI 1430	TPA 1700	7T8	0						230	100						290	2.9 +
	TPA 1800	DAL 2045	7T8	0						245	45						320	3.2 +
	DAL 2130	STL 2310	7T8	0						140	1825						190	1.9 =
	Rls 2340													655	1010		800	8 TFP
July 4	Rpt 1705																	
	STL 1735	CMH 1855	700	0						120	35						150	1.5 +
	CMH 1930	MDW 2045	700	0						115	130						140	1.4 +
	MDW 2215	CMH 2325	700	0						110	1635						130	1.3 =
	Rls 2355													345	650		506 D	4.2 TFP
July 5	Rpt 1530																	
	CMH 1600	DAL 1825	73H	0						225	200						280	2.8 +
	DAL 2025	BWI 2315	7T8	0						250	0	S					340	3.4 =
	Rls 2345													515	815		620	6.2 TFP
																		Holiday Pay: + 5.06 TFP

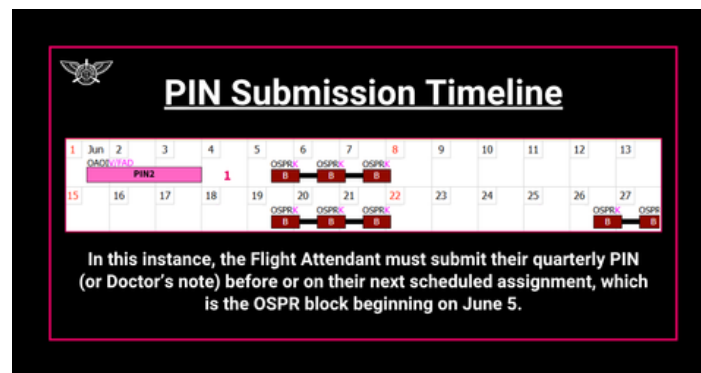
NOTE: You will find this pairing contained in two separate buckets on your Payroll Report: **"OVERTIME" (OT)** paying at a rate of 1.5x (**18.4 TFP** x 1.5 = 27.6 TFP) and **"HOLIDAY" (HD)** paying at a rate of 1x (**5.06 TFP** x 1 = 5.06 TFP). If you were flying a pairing in the "A" position, you would find the compensation in "A OVERTIME" (AOT) and "HOLIDAY A" (HDA) paying the additional \$4 per TFP!

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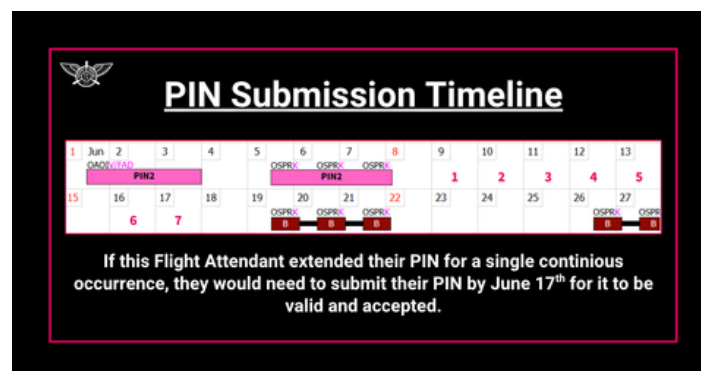
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Q4: "I attended a wedding on May 29th and I had a little accident while participating in the bridal party conga line... I sprained my ankle when I slipped on some spilled champagne. << Sigh >> I have a VJA trip on June 1-3 and then my scheduled Reserve block on June 5-7. Is there a cutoff for submitting my PIN? And if I need to extend my PIN to cover the Reserve block, how would I do that? Also, will I be paid VJA for my sick call since it's a VJA pairing???"

Conga lines can definitely be dangerous! << LOL >> Our PIN must be submitted within seven (7) business days (excluding weekends and holidays) -or- prior to/on your next scheduled assignment, whichever is sooner. (Article 32.5) If you only report in for the pairing on June 1-3, you will need to submit your PIN prior to/on your Reserve block because that is sooner than seven (7) business days.



If you need extra time for your ankle to heal and report in sick/injured for your Reserve block, you would need to submit your PIN (for a single continuous occurrence of illness or injury) within seven (7) business days following the last day of absence -or- prior to/on your next scheduled assignment, whichever is sooner. If you had already submitted a PIN to excuse the June 1-3 absence, go back into the PIN form portal and resubmit your PIN request to cover an absence from June 1-7.



And unfortunately, no, you will not be paid the VJA premium for your sick call. You will be paid the straight-time leg credit for your pairing out of your accrued sick bank. (Q&A 21.27)

NOTE: If your ankle was still not well enough to return to work for the Reserve block on 19-21, you could get a Doctor's note for a single continuous occurrence of illness. It would excuse any additional absences due to the ankle injury for 14 continuous days (start counting on the 8th), or through the 21st.

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Q5: "I am a commuter from SEA to OAK. While I often use SWA flights, I also utilize our Cabin Seat Agreement with Alaska Airlines to commute into work. When using our agreement with AS, we walk up and are listed via the Customer Service Agent at the airport. How would I prove I've listed and presented for flights covering me by the Commuter Policy?"

To be covered by the Commuter Policy (Article 33) on off-line carriers, we must list and present for two (2) consecutive flights which are scheduled to arrive into the SWA domicile of our assignment at least one (1) hour prior to scheduled check-in of a Lineholder pairing or at least thirty (30) minutes prior to my liable for contact time of my designated Reserve shift (day one of the block ONLY). When you run into a commuter issue while using an airline which does not require an advance listing to be completed, document the flights you will be listing (at the airport) and presenting for and the times of their departure (ETD) and arrival (ETA) into the SWA domicile. If asked for additional evidence, you could show the standby document provided by a CSA when they list you at the gate, screenshots of the flights and your name on standby list, photos of the gate monitors, etc. to prove that you have fulfilled the requirements to be covered by the Commuter Policy.

IMPORTANT REMINDER: The Commuter Policy for a Reserve Flight Attendant is only applicable for day one of your Reserve block. You **MUST** list and present for a flight(s) scheduled to arrive into domicile at least thirty (30) minutes prior to your **LIABLE FOR CONTACT TIME**. Even if you have self-assigned or acknowledged an assignment from Crew Scheduling, you are still **REQUIRED** to be within two (2) hours driving distance from the domicile of your Reserve obligation during your contactable hours. Failure to list and present for a flight(s) which would cover you by the Commuter Policy could result in a Class 1.17 violation with possible discipline up to and including termination.

DON'T FORGET: The Commuter Policy will not cover you for missing Company-required training, including Recurrent Training. If you are using air travel to commute in for RT and cannot make it to domicile prior to the start of class, you will be assessed a Failure to Report for Training and accrue the applicable 1.0 attendance points. (Article 32.6)

