

Frequently Asked Questions Reschedules

Most Frequently Asked Questions about... Reschedules

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Q1: "It's the last day of my pairing, Crew Scheduling just called and rescheduled me into a much longer duty day! Don't we have protections about length of a scheduled duty day? And is it any different if I am a Lineholder or Reserve?"

Crew Scheduling can reschedule a Lineholder or assign/reassign a Reserve, for a duty day of up to 12:30 hours into domicile (check-in/report to end of debrief) and 13:00 into the overnight (check-in/report to end of debrief). (Article 8.2.B)

Remember: The Pink Contract changed that duty days are calculated from check-in/report to end of debrief for all duty days, regardless of whether you're going into an overnight or finishing in domicile.

Duty Day Calculation

(Article 8.2.B)

Date	Flight	Depart	Arrive	Eq	Pax	Position	I	L	MT	RE	Block	Ground	Meal	Wk Codes	Block	Duty	GTP	Credit	Overfly
15 Jun	1190	BNA 1550	MIA 1810	73H	141						220	50					270		
15 Jun	784	MIA 1900	STL 2200	73H	159						300	45	5				350		
15 Jun	784	STL 2245	MCT 2350	73H	116						105	1630	EX			6:00 9:30	120		
																	740		
16 Jun	3628	MCT 1620	DEN 1810	73H	128						150	50					210		
16 Jun	270	DEN 1900	ABQ 2030	73H	155						130	55					170		
16 Jun	1730	ABQ 2125	DEN 2250	73H	14						125	100					160		
16 Jun	3302	DEN 2350	BNA 0210	73H	38						220	1520				2:00 10:50	270		
																	810		
17 Jun	2855	BNA 1730	DEN 1945	73H	148						215	105					260		
17 Jun	807	DEN 2050	BNA 2355	748	161						235	0	5			4:50 6:55	300		
																	560		

Our duty days are calculated from check-in/report to end of debrief.

Day One
1450 CT to 0020 CT
= 9:30 hours

Day Two
1550 CT to 0240 CT
= 10:50 hours

Day Three
1700 CT to 2355 CT
= 6:55 hours

Keep in Mind: The language about maximum scheduled duty day is calculated at the time of the reschedule (or assignment/reassignment on Reserve). "(I)n the event of an irregular operation a Flight Attendant will be required to remain on her/his pairing even if doing so requires the Flight Attendant to exceed her/his maximum duty hours." (Article 8.2.B) This means that if you are rescheduled legally and run into further delays, you are required to complete your assignment as given. Remember, if you feel unsafe due to fatigue, the Fatigue Policy language in Article 25.16 offers you protections.

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Q2: "I was supposed to finish up my trip in OAK at 1200 Local. Crew Scheduling called and gave me an additional LAS turn. Will I see any extra pay for being extended? My original trip paid 20 TFP and with the extra turn, it now pays 24 TFP."

When a reschedule results in more flying than originally scheduled, you are paid 1.5x for the flying above scheduled. (Article 9.3.C.1) In your situation, you were originally scheduled to make 20 TFP for your pairing. The turn added an additional 4 TFP of flying to your schedule, so that extra flying will pay 1.5x. Your Payroll Report should reflect that this trip will now pay you 26 TFP (20 TFP of straight time pay + 4 TFP of 1.5x pay). In addition to Reschedule Premium, our Pink Contract added in a new pay protection - Last Day Late Premium (LDLP). LDLP pays an additional .5x for flights flown (not on the original assignment) that operated after the original arrival time of the pairing. This would add an additional 2 TFP to the pairing total.

Keep in Mind: RIGs can absorb some of this premium. The reschedule premium is based on the leg value of the pairing. For example, if your trip that paid 20 TFP has 2 TFP of RIGs, you will not receive the reschedule premium until the leg value exceeds 20 TFP.

Q3: "My 3-day was a nightmare of reschedules. I ended up DHing all over the country... but my pairing isn't paying as much as what I checked in for! Are there pay protections for when you are a Lineholder who gets rescheduled?"

Yes! The language in Article 9.3.C states that you will be paid your "actual or scheduled flying, whichever is greater over the life of the pairing for the number of day(s) (you were) originally scheduled to work." Inflight Payroll will need to complete an audit of your pairing to ensure that you are paid correctly. As a Lineholder, you will likely see "Audit Needed" on your trip sheet. This process may take them a little bit of time, but the pay should be adjusted and a notation of "Audit Complete" made prior to the close of payroll for that month's flying.

Remember: You are pay protected for the value of the pairing you acquire (through bidding, pick up or trade). If you ever have a question to the value of an original pairing out of Planning, you can always check the pairing value in the pairing packet on SWALife > My Work > Inflight > My Schedule > Crew Planning > Bid Packet by Base > Pairings.

***** Reserve FAs:** While on Reserve, we are compensated for what we are assigned and work. However, if your assigned pairing experiences cancellations, you will be credited the appropriate cancelled TFP for that day, or if rescheduled, what you flew on that day, whichever pays more. (Article 11.17)

Also note that all Reserve pairings are audited upon completion to ensure a correct RDV is used, so you will likely NOT see "Audit Needed" on a Reserve pairing. ***

Q4: "I am the senior person on my crew and the 'A' Flight Attendant is getting a reschedule that would make my commute easier. Can I tell Crew Scheduling that I would rather have that assignment?"

Rescheduling requiring less than an entire crew will be assigned to a legal Reserve on the crew, or in reverse order of seniority; however, a more senior member of that crew may choose to accept the reschedule in order of seniority. (Article 9.3.B)

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Q5: "I was supposed to check-in for a 3-day pairing today. When I went to check my screen, it's showing a 'RPT' (report) and a new pairing to self-acknowledge. If I choose to self-acknowledge, do I need to acknowledge both changes?"

Acknowledgement of the new assignment and acknowledgement of a new report time are two separate things. If you would like to report at the adjusted report time for a revised assignment, then yes, you would self-acknowledge both the "RPT" bar and changed pairing. If you choose to self-acknowledge the changed pairing but not the "RPT" bar, you will need to report at the originally scheduled time.

We strongly recommend using the system to acknowledge changes. Keep in mind that you are not required to self-acknowledge a changed report time or flying assignment. If you do not self-acknowledge, you will still need to report at your original check-in time. Crew Scheduling will notify you of the change in assignment at check-in.

Q6: "In a downgrade situation, does the most senior person still get to deadhead or be released, depending on the situation?"

No. Our Pink Contract added some protections for the "D" Flight Attendant when a downgrade or reschedule occurs. When a downgrade happens and results in a deadhead for one Flight Attendant while three are required to work, the "D" Flight Attendant will deadhead. (Article 9.3.D) If the downsize results in all the scheduled duty periods for the "D" position being cancelled without reschedule, the "D" will be sent home with applicable cancellation pay. (Article 9.3.C)

Q7: "I am the only Lineholder Flight Attendant on this pairing. If there is a reschedule/reassignment, who will get the changed assignment?"

When a reschedule happens, if a Reserve Flight Attendant is a member of the crew, the Reserve must be used prior to rescheduling a Lineholder. If there are more than one Reserve Flight Attendants on the crew, the reschedule will be given in reverse seniority order (most junior to most senior), regardless of Reserve type (SAR/SPR/JAR/JPR/JLR). (Article 9.3.B)