

Article 9 - Additional Flying Unscheduled Overnight & Stranded

An unscheduled overnight and being stranded both result in your being stuck on the road for more days than you were originally scheduled. The difference between the two is that an **unscheduled overnight** is due to a reroute by Crew Scheduling intentionally not returning you to domicile the day you are scheduled to be home and may affect a singular Crew or individual Crewmember. The day following an unscheduled RON, Crew Scheduling **cannot work you back to base** and you will be deadheaded on the first available flight. Being **stranded** is a result of irregular operations (such as a snowstorm or hurricane) and is out of Scheduling's control. If you receive legal crew rest, you **can be scheduled to work back to base** with additional compensation.

As a Lineholder or Reserve Flight Attendant who experiences an unscheduled RON or stranded situation, you will have contractual options.

If you are a Lineholder:

- Receive a RIG of 1 TFP per every 3 hours from block-in at the outstation until end of debrief back in base.
- Be paid a premium for all flights back to domicile on the unscheduled day:
 - 1.5x for all DHs if a compensatory day is chosen
 - 2.0x for all DHs if a compensatory day is **not** chosen or does not call to exercised options
 - 2.5x for working legs after being stranded (must have the FAR minimum 10 hours of crew rest from end of debrief to report). This 2.5x applies even if a compensatory day is chosen. If a compensatory day is not chosen, 3.0x will apply to **all flights flown or credited** on the unscheduled day (Q&A 9.23)
- Have the option of a compensatory day off with pay. If you would like to choose a compensatory day off, you must notify Crew Scheduling within 60 minutes from release back in domicile. If you do not notify Crew Scheduling of your choice of compensatory day, the 2.0x premium will automatically be applied to your DH(s) on the unscheduled day.
- If FAR legal, you have the option to work what would have been pulled for 1.5x.

NOTE: A compensatory day must be the first or last day of an assignment. When the stranded/unscheduled RON situation involves a Lineholder pairing, you may select the first or last day of a pairing or Reserve block in the current bid month. If you don't have any assignments left in the current bid month, you can select a compensatory day from assignments on your screen for the following bid month.

This Flight Attendant was supposed to finish their trip in BWI on 06/06, but ended up stranded in IND. They were scheduled on the first flight back to domicile in the morning. Their stranded RIG of 1 TFP for every 3 hours began at 2244 CT (block-in at the outstation) and continued until 0938 CT (end of debrief back in domicile).

This Flight Attendant would need to contact Crew Scheduling no later than 1038 CT to exercise their compensatory day options or be paid the automatic 2.0x for their DH back to BWI.

06 Jan	965	Rpt 1605			
		RNO 1630	PHX 1803	800	154
06 Jan	DM 4112	PHX 1930	IND 2244	7T8	149
			Rls 2314		
IND:621 ** Hotel Information Not Available. Con					
RON		Rpt 0535			
07 Jan	DM 2147	IND 0726	BWI 0908	7M8	83
			Rls 0938		

Stranded RIG Calculation:

2244 to 0938 = 10:54 hours

54/60 = 0.9 + 10 = 10.9 / 3 = 3.63 TFP

Article 9 - Additional Flying Unscheduled Overnight & Stranded

If you are a Reserve:

- Receive a RIG of 1 TFP per every 3 hours from block-in at the outstation until end of debrief back in base.
- Be paid a premium for all flights back to domicile on the unscheduled day:
 - 1.5x for all DHs if a compensatory day is chosen.
 - 2.0x for all DHs if a compensatory day is **not** chosen.
 - 2.5x for working legs after being stranded (must have the FAR minimum 10 hours of crew rest from end of debrief to report).
- Have the option of a compensatory Reserve day off without loss of guarantee, in addition to the stranded RIG and premium for the flights on your unscheduled day. If you would like to choose a compensatory day off, you must notify Crew Scheduling within 60 minutes from release back in domicile. If you do not notify Crew Scheduling of your choice of compensatory day, the 2.0x premium will automatically be applied to your DH(s) on the unscheduled day.

NOTE: A compensatory day must be the first or last day of an assignment. When the stranded/unscheduled RON situation involves a Reserve pairing, you may select the first or last day of a Reserve block in the current bid month. If there are no remaining Reserve days on your screen, you can select a compensatory day off (Reserve day) that has already been loaded onto your screen for the following bid month.

28	29	30	31
NJARK	NJARK	NJARK	
B	B	B	
NS3M/FAB			
ABQ	ALB	PIT	

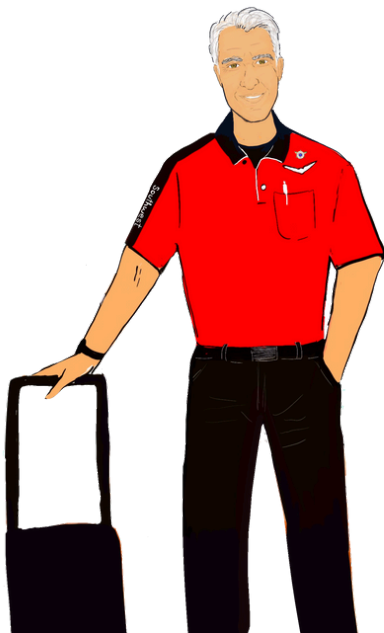
This Flight Attendant was stranded in PIT due to weather. On the 31st, they were scheduled to DH back to BNA on the first available flight. The RIG for 1 TFP per every 3 hours began at block-in at PIT and concluded 30 minutes after block-in back into BNA. They chose to receive 2.0x for their DH back to base instead of choosing a compensatory day. All straight time pay went towards their monthly Reserve guarantee and premium pay was paid above. (Article 11.12.B.3)



“I would like to choose a compensatory day but it’s the end of the month. Do I just have to take the extra pay?”

If you have no more trips/Reserve blocks in the current month and the next month’s bid results have been posted on your screen, you may still be able to select a compensatory day. If you had an unscheduled RON or were stranded on a Lineholder trip, you may select the first or last day of a trip -OR- Reserve block in the new month as your compensatory day. If you had an unscheduled RON or were stranded on a Reserve trip and have Reserve blocks already on your screen for the next month, you may select the first or last day of a Reserve block in the new month as your compensatory day without loss of Reserve guarantee. (Article 9.3.E.2)

Article 9 - Additional Flying Unscheduled Overnight & Stranded



"I landed in DAL at the end of my trip and even though I'm a Lineholder, Scheduling told me they needed me to work another flight to STL and overnight. Am I stranded?"

You are on an unscheduled overnight and not stranded. The difference is you were kept on the road an additional day due to operational needs instead of the inability to return you to base. You will receive a RIG of 1 TFP for every 3 hours beginning at block-in at your RON and continuing until 30 minutes after block back into DAL. Because you are on an unscheduled RON, you **MUST** be scheduled to DH back to base on the first available flight... even if that means you get illegal rest. You may choose to take a later DH if you are receiving FAR illegal crew rest. If you would like to have a compensatory day off, you must notify Crew Scheduling of the day (first or last day of an assignment in the current bid month) within 60 minutes of release back in domicile. (Art. 9.3.C.2)

"I'm stranded in TUS... which is where I live. Can I waive my DHs in the morning and still be paid?"

Yes! Notify Crew Scheduling you would like to be released in TUS after you complete your last working leg. You will still receive the RIG for being stranded and the premium pay for the scheduled DHs the following day. However, your per diem will stop at the time the DH is waived but no earlier than 30 minutes after block-in at the RON. If you want to exercise your compensatory day options, you have until 60 minutes after debrief of the original DH. (Q&A 9.7)

"I am supposed to complete my Reserve trip today in MCO but there was severe weather in MDW and the airport is closed. We're stuck! Am I stranded?"

Yes, you are stranded. The base closure and weather have created irregular operations (IROP) and Scheduling cannot get you back to your base as scheduled. You will receive a RIG of 1 TFP for every 3 hours beginning at block-in at your RON in MDW and it will continue until 30 minutes after block back in base. You will be scheduled to DH back to base on the earliest flight available and will be paid 1.5x for any flights back to base if you select a compensatory day, or 2.0x for any flights back to base if you do not select a compensatory day. If Scheduling needs you to work, you must receive FAR legal crew rest (10 hours from end of debrief to report). You will be compensated 2.5x for all worked flights back to base after being stranded. Remember, when on Reserve, premium pay goes above your guarantee! Also, you can select the first or last day of a Reserve block in the current month as a compensatory day without loss of guarantee. Just call Scheduling within 60 minutes of release from duty in base and notify them of your choice of day. (Art. 9.4.A-C)



Article 9 - Additional Flying Unscheduled Overnight & Stranded

"My overnight is only scheduled to be 4:32 hours! How is that legal?!?"

Article 9.4.B states that Crew Scheduling must schedule a Flight Attendant who has been stranded or given an unscheduled overnight "at the earliest possible time." You do have the option of taking a later DH if you are receiving less than 10:00 hours of crew rest (end of debrief to report). Notify Crew Scheduling of your desire to take a later flight and they will create a Must-Ride listing for a later time.

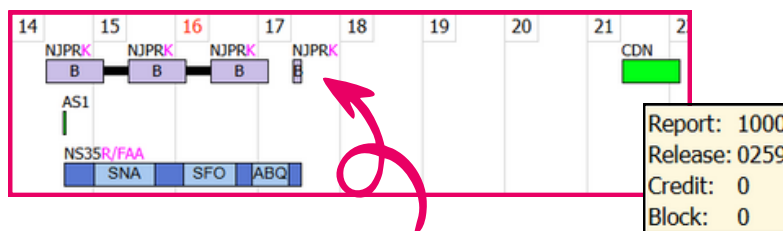
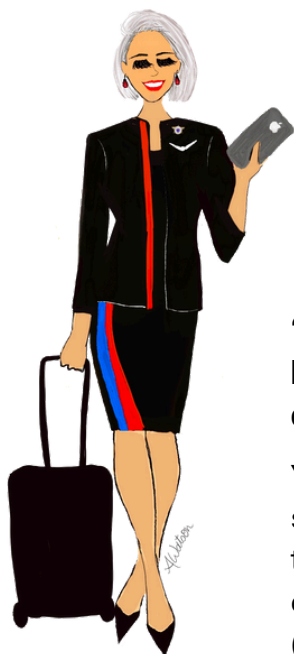
NOTE: Compensation (Stranded RIG and per diem) will stop at the earlier scheduled release time. (Article 9.3.C.2). Compensatory Day options will need to be exercised within the timeframe of the original DH back to domicile (Q&A 9.7)

"I'm a commuter and just got stranded. Is there any way Crew Scheduling will book me on a DH back to my home instead of my domicile?"

Yep! Crew Scheduling can Must-Ride you on a deadhead back to domicile, to your home in a SWA city, or the closest SWA city to your designated residence. (Article 9.4.B) Keep in mind that compensation (DH pay, stranded RIG, and per diem) will all be calculated as if you took the scheduled DH back to domicile.

"I chose a compensatory day after being stranded on Reserve, which I know is supposed to be with pay. Why does my 'CD' show as 0 TFP???"

When you choose a compensatory day on Reserve, it is without a loss of guarantee. In order to keep the system recognizing the appropriate number of Reserve days for your monthly Reserve guarantee, Crew Scheduling placed a block of Reserve worth 6.5 TFP on your unscheduled day. This does not affect your pay at all, including the stranded RIG and your monthly Reserve guarantee.



"Crew Scheduling is telling me that they have to give me an unscheduled overnight because of an illegal duty day. Is there any way I can choose to work over my duty day"

Yes! You can tell Crew Scheduling that you are willing to waive your contractual maximum scheduled duty day in order to be sent back to domicile tonight. While you will not receive the RIG associated with being given an unscheduled RON, you will be paid any applicable extended duty day premium for a duty day of greater than 12 hours (2x) or 16 hours (3x). (Article 8.2.C)