

Article 10 - Deadheading

Deadheading (DH) is Scheduling's way of positioning a Flight Attendant via air travel. A DH can be placed anywhere within your pairing and can be both scheduled (built into your trip) or unscheduled (as a result of irregular operations). With certain restrictions, DH flights at the beginning and at the end of a trip are able to be waived, by calling Scheduling and getting released from duty.

DH at the beginning of a Lineholder pairing:

A DH at the beginning of the trip can be waived with pay up to **24 hours prior to but no later than the scheduled check-in time**. If the Flight Attendant is in the outstation, Crew Scheduling will check them in at the time of the call and they will need to report to the gate 30 minutes prior to departure of the first working flight (domestic) or 45 minutes for regulatory requirement flights. If the Flight Attendant is not in the outstation yet, they must call Crew Scheduling upon arrival into the outstation no later than 30 minutes prior to departure of the first working leg.

With this trip, you must call Crew Scheduling to notify them you won't be taking your scheduled DH no earlier than 1400 CT on the 6th but no later than 1400 CT on the 7th. If you are in BNA at the time of the call, Crew Scheduling will check you in. If you aren't in BNA at the time of you waiving your DH, you would need to call no later than 1815 CT to tell Crew Scheduling you are at the gate at BNA. Per diem will begin 30 minutes prior to your first working leg.

Date	Flight	Depart	Arrive	Eq	Pax	Position	I	L	MT	RE	Block	Ground	Meal	Wrk Codes	Block	Duty	GTP	Credit	Overfly
06 May	3701	BWI 1500	BNA 1700	778	0						0	145						230	
07 May	1326	BNA 1845	CLE 2015	700	0						130	1430					170		
			RLs 2045													130	645	500 D	
CLE:1330																			
08 May	865	CLE 1045	MDW 1200	800	0						115	120						140	
08 May	1308	MDW 1320	FLL 1615	700	0						255	40	5				340		
08 May	3961	FLL 1655	BWI 1930	700	0						235	0					300		
			RLs 2000													645	945	780	



"What's the difference between DH and DM?"

A deadhead labeled with "DH" was built into the pairing by Crew Planning to be placed into our Primary Bid Packets. When a deadhead is labeled "DM", it has been added to the pairing by Crew Scheduling after it was originally constructed.

"Is there any difference between a DH and DM?"

Other than when the deadhead was added to the pairing, there is nothing different with a DH and DM. Both are must-ride deadheads with compensation.

Keep in Mind:

Both scheduled and unscheduled DHs are considered must ride in the cabin and require cabin seats for the entire Crew. If the flight is in an oversell situation, Customer Service can ask a Flight Attendant to sit on the 4th jumpseat, but it is **completely voluntary** and not a requirement.

We recommend making sure another employee hasn't signed up for the jumpseat before agreeing to take it.

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DH at the end of a Lineholder pairing:

A DH at the end of your Lineholder pairing can be waived (with pay) **after block-in of the last working leg up to any point prior to the scheduled DH**, so long as Crew Scheduling does not have a reschedule at the time of the call.

Upon arrival into STL, you could call and ask Crew Scheduling to waive the DH and you would be released from duty at that time. Per diem pay will stop at the time of release, but no earlier than 30 minutes after block-in of the last working leg.

Date	Flight	Depart	Arrive	Eq	Pax	Position	I	L	MT	RE	Block	Ground	Meal	Wrk Codes	Block	Duty	GTP	Credit	Overfly
19 May	Rpt 1725 2814	DEN 1825	TPA 2155	800	0						330	1535	S		330	500		420	
			Rls 2225															420	
20 May	TPA-1435 2342	TPA 1330	STL 1600	7M8	0						230	45						290	
20 May	DH 3256	STL 1645	DEN 1910	7M8	0						0	0						280	
			Rls 1940												230	640		570	



"I'm flying a VJA trip. If I waive my DH, will I still receive my VJA pay?"

YES! You are pay protected when waiving a DH. So, if you have premium pay or holiday pay, you will still receive that extra compensation.

"I'm trying to check in for my DH and the CSA is telling me I 'HAVE TO' sit on the jumpseat. Is that right?"

No. As a DH, you are not required to sit on the jumpseat. You can be asked, but you are under no obligation to occupy it.

"What if my last day is just a deadhead? When can I waive the deadhead?"

You can waive your DH (or DHs) after the last working leg. In your situation, that would be the night before. If you decide to wait to waive your DH until the morning, you would be afforded a hotel room and per diem will stop at the time of release, but no earlier than 30 minutes after block-in of the last working leg.

"Can I take an earlier DH than what Scheduling has me listed on?"

You can call and ask. If Crew Scheduling has the time and your request meets the list of criteria in Article 10.12.D.1-8, they can approve your request.

"If I waive my DH at the beginning of a trip, will I be covered under the Commuter Policy if I can't make it to the outstation?"

No. If you have to commute into the outstation, ensure you give yourself plenty of time and options. You will be given a No-Show if you cannot make it to the outstation to meet up with your trip after waiving your DH.



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We've spoken a lot about waiving deadheads for Lineholder pairings, but what about Reserve? There are three deadhead situations on Reserve with different timelines on when the Reserve Flight Attendant can call Crew Scheduling to ask about waiving their deadhead.

Deadhead after working on the last day:

On the last day of your Reserve block, you can call Crew Scheduling **after the last working leg**. If Crew Scheduling does not have an additional flying assignment at the time of the call, you will be released from the deadhead.

Date	Flight	Depart	Arrive	Eq	Pax	Position	I	L	MT	RE	Block	Ground	Meal	Wrk Codes	Block	Duty	GTP	Credit	Overfly
Rpt 0820																			
20 Jan	1437	BNA 0920	VPS 1042	7T8	59						122	53						170	
20 Jan	1810	VPS 1135	BNA 1303	7T8	172						128	129						170	
20 Jan	123	BNA 1432	CLT 1544	700	133						112	1520						150	
Rls 1614																402	754	585 D	
CLT:1411 Hotel: Sheraton Charlotte #+1 704-372-4100 Trans: #704-345-7222																			
Rpt 0625																			
21 Jan	3787	CLT 0704	DEN 1057	700	120						353	202	S					470	
21 Jan	DM 4395	DEN 1259	RDU 1606	800	175						0	1307	S					400	
Rls 1636																353	1011	870	
RDU:1209 ** Hotel Information Not Available. Contact: Crew Ops Support. **																			
Rpt 0445																			
22 Jan	1295	RDU 0513	BWI 0619	700	47						106	330						130	
22 Jan	DM 1227	BWI 0949	BNA 1136	700	125						0	0		RS					
Rls 1206																106	721	561 D	

This "RS" label is placed here by Crew Scheduling to show that the Flight Attendant has been released from duty.

This Reserve Flight Attendant worked flight 1295 on the last day of their Reserve block and then was scheduled to deadhead. They could call Crew Scheduling anytime after arriving in BWI to waive their deadhead. At the time of the call, if Crew Scheduling did not have additional flying to assign them, they would be released from duty.

Multiple deadheads after working on the last day:

When multiple deadheads are involved, you can call Crew Scheduling and waive multiple deadheads in one phone call, if you would like. Which deadhead you call and ask to be released from duty is completely up to you!

Rpt 0840																			
08 Jan	5303	SMF 1312	MDW 1721	700	142						0	55	SP					122	20
08 Jan	239	MDW 1816	RDU 1947	700	80						0	1216						210	
Rls 2017																0	1137	870 E	20
RDU:1013 ** Hotel Information Not Available. Contact: Crew Ops Support. **																			
Rpt 0630																			
09 Jan	1020	RDU 0803	STL 1025	7M8	121						0	54						270	10
09 Jan	DM 1877	STL 1119	AUS 1335	800	127						0	152		RS				260	
09 Jan	DM 4071	AUS 1527	MDW 1739	800	74						0	0		RS				290	
Rls 1809																0	1139	1018 E	10

You'll notice that this Flight Attendant waived both of their scheduled deadheads and was released in STL.

This Reserve Flight Attendant worked flight 1020 and then had two scheduled DHs back to domicile. They could call anytime after arriving into STL to waive one or all of their DHs. At the time of the call, if Crew Scheduling did not have additional flying to assign them, they would be released from duty.

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Deadhead only on the last day:

A Reserve Flight Attendant with only a deadhead back to domicile on the last day of their Reserve pairing (and last day of their Reserve obligation), can call and request to waive a deadhead on the last day of their Reserve obligation. Crew Scheduling will assess the operation and either grant the request at the time of the call or instruct the Reserve Flight Attendant to call back no later than five (5) hours prior to the scheduled report time of the deadhead flight(s). If there are five (5) hours or less until the scheduled report of the deadhead(s), the Reserve Flight Attendant will be released by Crew Scheduling as long as there is not an additional flying assignment for them to work at the time of the call.

Date	Flight	Depart	Arrive	Eq	Pax	Position	I	L	MT	RE	Block	Ground	Meal	Wrk Codes	Block	Duty	GTP	Credit	Overfly
24 May	4210	Rpt 1720 BWI 1820	PBI 2050	7T8	0						230	1730			230	400		290	
		Rls 2120															400 M		
PBI:1630																			
25 May	DH 463	Rpt 1350 PBI 1420	BWI 1645	700	0						0	0			0	325		280	
		Rls 1715															400 M		

The 25th is the last day of this Flight Attendant's BJPR block.

This Flight Attendant got lucky on Reserve! As a PBI commuter, they want to waive the DH back to BWI and stay home. They can call Crew Scheduling any time after landing in PBI. At the time of the call, Crew Scheduling will assess the operation and either grant the release, or ask them to call back no later than 0850 CT. If they call back at 0850 CT, and Crew Scheduling does not have a reassignment at the time of the call, they will be released from duty.



"If I waive a deadhead on Reserve, will I still be paid?"

Yes, we do not lose pay when we elect to waive a deadhead. The straight-time TFP associated with the deadhead will be applied towards the monthly/block Reserve guarantee. Any applicable premium, such as Holiday Pay, for the waived deadhead would be paid above the guarantee.

"Crew Scheduling has asked me to call back 5 hours prior to my scheduled report. Does that mean I'll lose out on per diem, since it stops at the end of debrief of the last working leg?"

Nope! Per diem will continue to accrue up until you are actually released by Crew Scheduling, but no earlier than 30 minutes after block-in of your last scheduled flight.

NOTE: When waiving a deadhead on the last day, please make sure to double-check that your per diem has been calculated correctly!