Premium Pay Trips and how to get on the voluntary SRM list

The SSC has received many questions regarding premium pay trips, where they are posted, how to pick them up, and how to get onto the voluntary senior man list.

The UPA requirement to attach premium pay to trips is an important waypoint and obstacle to prevent the company from involuntarily junior manning (inverse assignment). The company must offer trips at premium pay to lineholders on a day off, and even to lineholders who have a conflicting trip, before they involuntarily junior man. So in addition to being a chance to increase pay for pilots, premium pay is also a tool to help ensure there are no open trips that require involuntary junior manning.

Frequently Asked Questions on Premium Pay trips

Q) How do I know if an open trip has premium pay?

A) In both the seniority based and the real-time trip trade systems there is a pull-down filter for premium pay trips.

Q) Which Trip Trade system do I use to pick up Premium Pay trips?

A) If you are searching for trips departing today you need to use the Trip Trading>Realtime Trip Trade system. Likewise, for trips that depart tomorrow and if it is after 1100 today, you need to use the Trip Trading>Realtime Trip Trade pull down menu. For trips departing later than tomorrow, you need to use the Trip Trading>Seniority Trip Trade pull down menu.

Q) How do I pick up a premium pay trip in the real-time trade system?
A) The real time trip trade system is for trips departing tomorrow and is only active after 1100 Local Base Time (LBT). This is somewhat misnamed because it will only allow trip pickups on days off. In the picture below you will see “Premium Trip Add Pay” and “100%” are selected. This will sort available trips and show only those with 100% premium pay. From the resulting list you can pick up the trip if legal.

Q) How do I pick up premium pay trips in the Seniority based trip trade system?

A) Using the Trip Trade>Seniority Based Trip Trade system you can search for trips or set up a criteria to automatically trade into premium trips by using the premium pay selection box shown below with “100%” selected.

Q) Is there any other way to pick up a premium pay trip?
A) Yes. As mentioned above, before crew scheduling can move on to Step 5 in 20-I they must first consult the volunteer Senior Man list. For now, until automation is developed, you can place yourself on this list by calling crew scheduling.

Q) Is there a way to be notified that there are premium pay trips available?

A) Yes. You can send automatic alerts to an email or cellphone using the Trading>Open Pairing alerts pull down menu in CCS. On the far right you will see a box where you can filter the “type” of trip, either all Open Time trips or Premium Pay only. On the bottom left you will see a line to enter your email address, and you can also set the system to send alerts to your cellphone.

Q) Are there any “gotchas” when trading for premium pay trips?

A) Yes. If an in-Base Lineholder simultaneously drops a Trip that starts on the same day as a lineholder premium pay Trip that he picks up, the Add Pay shall be removed from the Trip. However, the Company may agree to keep the Add Pay attached to the Trip.

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**CCS Tool: Automatic Pairing Modification Notification (PMN)**

There is a CCS tool that will automatically alert you when your pairing is changed. Once selected by the pilot, a Pairing Modification Notification (PMN) will be sent to your email address and or cellphone to alert you that a change has been made by the crew desk. The company is working on making these alerts active for every trip, but for now the PMN is only active after you check in (verify) for a trip using the Scheduling>Pilot Check In 36-15 hours prior to a pairing. (Note: trip verification is not required anymore, but the PMN system currently relies on the pilot having checked-in for a trip before it starts forwarding messages to you.)
The PMN tool can be set up via the Other> Contact Information link, adding an email address and cell phone email in the “secondary email”, and selecting the check box for “PMN-Pairing Modification Notification”. You can also select the check boxes to receive Open Pairings Alerts (OPA) and Trip Trade Alerts (TTA). The instructions for adding the cellphone information can be found at the bottom of the Contact Information page by scrolling down.

PMN’s may be the timeliest way to get new information because currently the crew desk is tasked beyond its limit with the new FAR 117 rules, new CMS/CCS system, and weather crisis across the system. Pilots are experiencing unacceptably long hold times and this tool allows you to know in real-time when there is a change to your schedule.

The screen shots below show how to sign up for automatic alerting of pairing changes under the CCS> Other> Contact Information pull down link. Fill in the email address and Cellphone email if you want a text message alert. You can also select “quiet time” where no alerts will be sent. If you are alerted to a pairing change this is not considered “duty” for FAR 117 because it is a voluntary system you have opted to receive. Pairing changes may very well be received during your rest, so be sure to silence your alerts or cell phone as needed.
Contact Information

Crew Scheduling Automated Notifications.

The information below will be used to send you Open Pairing Alerts (OPA), Pairing Modification Notifications

To set the parameters of which trips will trigger an OPA, please visit Trading | Open Pairing Alerts in CCS.

Addresses

Primary Email Address:
ALPA.Pilots@alpa.org

Secondary Email Address:
5551234567@vtex.com

Quiet Time

Enable Quiet Time to specify a time frame during which you do not want to receive Open Pairing Alerts.

Please note: Quiet Time settings will ONLY apply to Open Pairing Alerts. Pairing Modification Alerts will

Times should be entered in the format hh:mm.

Enable Quiet Time:
Quiet Time Start Time (24 Hour):
2200
Quiet Time End Time (24 Hour):
1000

Save Settings  Send Test Message

To Have Alerts sent to your cell phone:

To send an email message to your cell phone the correct address is required.
You first need to determine the email address for that phone or PDA. This is a necessary step if you want to receive Alerts as a text message.
The first part of the email address is the phone number with area code (without spaces or dashes). The second part is based on the company providing the cell phone service:

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