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## **NEW GOLDEN TOUCH TRANSPORTATION BENEFITS**

The LGA APFA leadership and NYC Flight Service are please to announce a testing period involving the use of Golden Touch Limo service.

Currently, early morning sign-ins after 06:30 do not qualify for a pre-reserved limo between city airports and EWR. Effective 16 February 2005, F/As with sign-ins after 06:30 who wish to take Golden Touch to/from EWR will be permitted to ride along on a *space available basis*. This will also apply to F/As desiring to take an available seat on a van to/from EWR upon returning from a trip, but who are unable to book a seat since their arrival time plus debrief is prior to 22:00.

It will be the F/A's responsibility to contact the Hotel/Limo Desk to see if a van is already scheduled for another F/A's early-morning sign-in. If there is one scheduled, F/As with later sign-ins are welcome to take the van at the scheduled time. The same procedure will apply to return trips.

Along with this procedure, please be aware of the following situation: If only one F/A is eligible to book a limo for a particular day, Golden Touch may only send a towncar, not a van. F/As waiting for a van on a space available basis may be denied transport due to lack of room. This program can work well, for example, if one's sign-in is 07:30 or later, but not recommended for 07:00 sign-ins. If space were denied it would leave insufficient time to arrive on time via public transportation. Denied, space available transport will not lead to excused missed trips or late sign-ins.

Preliminary surveys of F/As who have difficulty in making the trip from NY to NJ or vice versa via public transportation have indicated they might be willing to take an early morning van for a later sign-in and wait around Ops for an hour or more, rather than taking the subways or buses. Time will tell if this will work for both the Company and the F/As. It is a way for the F/As to enjoy a benefit (free limo service) without incurring additional expense to the Company (AA is charged by the vehicle by Golden Touch, not the number of passengers).

We hope that you will be able to utilize this program and appreciate any feedback you may have. *If you live in the Kew Gardens area, please respond to the survey on the last page of this Base Brief!*

## **ON-DUTY CONTRACT GUIDE**

By now we hope you have begun carrying the new "On-Duty Contract Guide" with you on your trips. This guide is being used by flight attendants, Crew Scheduling, the APFA Contract and Scheduling Desk, FSMs ... in other words, everyone! This guide was a joint effort by many dedicated people from both the APFA and the Company. The Guide puts our current work rules into simple, easy-to-understand language, and contained in a booklet form that is easy to carry with us on trips. Even after our new complete Collective Bargaining Agreement (CBA) is printed, this smaller Guide will continue to serve us well out on the line. Please make use of this tool. Read through it to find out how the current work rules affect your individual circumstances.

## **RIGHTS V. RESPONSIBILITIES**

Bad things happen to good people. That seems to be a fact of life. When something out of the ordinary does occur in the life of an American Airlines FA, however, that does not suspend all obligations to the Company or our fellow employees. A flat tire or lack of childcare is time for a PO, not a SK call. Deciding unilaterally to change the rules because of our circumstances will only lead to further problems down the line. If you are having any difficulties with any part of your duties or have something unexpected arise, please contact one of us for guidance and clarification on your situation.

## CALL OUT PAY

As winter weather seems to worsen and we look forward to more off schedule operations it is important that you understand what you must do to qualify you for call out pay. If you sign in for your trip, but you do no flying, you must contact crew scheduling to determine if you are going to be rescheduled, held available for four hours or released. If released from sequence origination you will receive the greater of E-time from report to release or three hours of flight pay. This information can be found on page 90 of the AA/APFA Collective Bargaining Agreement, or on page 17 of the On-Duty Contract Guide.

## 30 IN 7

Information on the FAA rule regarding the scheduling of flight attendant for not more than 30 hours aloft within a seven-day period is discussed on page 13 of the On-Duty Contract Guide. A key phrase here is duty “aloft”. There are a number of a number of duty periods for which we are paid, but to which the 30 in 7 rule does not apply. These are listed on page 11 of the Guide and it worthy of a look. One such duty period that is NOT figured into the 30 in 7 rule is a standby assignment. If we are scheduled for standby this *does* count toward the 24 in 7 rule, but *not* the 30 in 7 rule.

## MISCONNECT, ILLEGALITY AND CANCELLATION

During severe weather, knowing and understanding Misconnect, Illegality and Cancellation (or MIC) is very important. The language can be found in Article 9.P on page 120 of the CBA. For sequence origination you must contact Crew Schedule even if it takes several hours. The clock starts when the trip cancels or scheduled departure time, whichever is latest (Refer to Article 9-Letter-VII, VI). Once crew scheduling has been contacted they will decide which one of five options they will use. (See page 121 of the CBA):

1. They may have you deadhead out to cover your return flight.
2. You could be assigned to four hours of airport availability.
3. You could be rescheduled for a totally different sequence.
4. You could be held available for further duty on all days originally scheduled to fly. If you are held available, you, the flight attendant, must maintain contact with Crew Schedule between the hours of 0800-1200 on days available.
5. You could get lucky and just be released, but lose your guarantee. If the F/A would like to protect their guarantee after release, they may ask for Comparable Days (CD)

*NOTE: During the first 25/26 days of the month the F/A does not have to go on the make-up list to protect their guarantee. Make-up only applies in the last five days of the month for the last trip of the month, when the F/A is protecting the value of the actual time lost.*

## MONTH “DAY IN OPS”

Since the middle of last year, the local APFA leadership has supported a “Day in Ops” at all three of the NYC airports. Eric Hodgson, LGA Base Chairperson, along with LGA Council members Tanya Mello and Alan Montana have been available at LGA and JFK. At the same time, LGA Base Vice Chairperson, Terry Drew Karanen, can be found at EWR. The purpose of these events is to meet with flight attendants individually or in groups to discuss current issues, get questions answered and have the chance to meet face-to-face. “Day in Ops” is held on the third Wednesday of each month. An exception will be in March due to the APFA Annual Convention being held in Chicago that week – please see below. Hours at LGA and JFK are usually 08:00 to 16:00; the hours at EWR vary from month-to-month. Mark your calendars for the next few meetings!

March 23 (4<sup>th</sup> Wednesday just this month!): LGA/JFK – 08:00 to 16:00 EWR – 11:30 to 16:30

April 20: LGA/JFK – 08:00 to 16:00 EWR – 04:30 to 09:30

May 18: LGA/JFK – 08:00 to 16:00 EWR – 11:30 to 16:30

June 15: LGA/JFK – 08:00 to 16:00 EWR – 04:30 to 09:30

## APFA LOCKBOX

Have you ever wondered what happens to the information you place in the APFA lockbox? All contents are emptied at least weekly from each of the airports (EWR, JFK, & LGA) by one of the local APFA officers or a designated Council member. Issues of a local nature are handled with local AA management; issues affecting all F/As system wide are forwarded to the appropriate department at the APFA Headquarters. The following information will assist us greatly in addressing your concerns and solving any problems: *Your name, employee number and telephone contacts*. Some requests we receive are crucial to address, but we are unable to take the issue forward due to lack of information. We very much appreciate hearing about your concerns, complaints and even compliments. Anonymous notes, however, are discarded as the issue cannot be verified or used effectively in possible discussions or negotiations. So, please, let us know who you are so we discuss the contents with you!

## DO YOU WANT A “KEW RUNNER?”

Would you be willing to pay a nominal fee for transportation from Kew Gardens directly to the airports? Please submit this survey to any NY APFA lockbox! Yes  No