



BASE *brief*

AN OFFICIAL APFA PUBLICATION

ORD

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ORD APFA Base Brief

It has been quite awhile since the last ORD APFA Base Brief. We kept trying to get one out, but as we are all aware, our work lives have been changing at a rapid pace. As soon as we would get one thing written it would change. As a reminder, unlike Skyword, anything that is put into our Flight Attendant mailboxes must be approved by both APFA Headquarters and AA Management.

Minimum Layover Rest Break: We are continuing solicitation of the more killer type sequences. Thanks to all who have submitted HI3s with their written explanations. Please be aware that the APFA Website, www.apfa.org <<http://www.apfa.org/>>, has an electronic form that can easily be filled out regarding the way too short rest breaks (hard to call them layovers anymore) are effecting our safety, health, paychecks and our ability to properly do our jobs. Volume is key here. The more documentation we get, the more we can do with it. Management has made some changes to the bidsheet with a few of the more onerous sequences. However, those reports from FAs flying the worst of the worst need to keep coming in.

APFA Web site and Contract: Did you know that you can access them from Jetnet? Go to the Flight Service Site, click Resources, and there is a link to APFA. Now, if you are sitting in K19 wondering if you are legal for that Reassignment, you can go straight to the contract!

Speaking of Reassignments: Here is a refresher for the definition of a reassignment: Legal, Available and your trip operated. This means that in order for you to qualify for RA pay, you had to be legal for your trip, you were available to take the trip and that trip had to have operated. If all of the above are satisfied and you are assigned to another trip, then you should be pay protected. Not too long ago, we won an arbitration regarding RA pay for a mid sequence MIC (misconnect, illegality, cancellation). If your leg from IAH-ORD cancels and you get RSK (rescheduled) to IAH-DFW-LAX, then that is your new trip and you would fall under RA pay rules should you get RA'd for any part of the NEW assignment. Again, you would have to meet the 3 rules above.

Now to cover some myths regarding Reschedules (RSK):

If you have 100 hours, yes, you can be RSK as long as you have another trip on your schedule that, if you so desired, you could be removed from to bring you back down to 100 hours or less. If it were your last trip of the month, you could not be scheduled more than 100 hours, end of story. If you are RA'd or RSK, there is no "back before noon" rule for line holding FAs. Only a reserve has to be back before noon on a DFP, of course, unless we are at step 8 in the order of open time. A line FA can be flown into a DFP as long as there is time later in the month to replace that DFP.

Notification of a RA/RSK can come from ACARS or an agent/manager meeting the flight. If it is the latter, they can only tell you to call crew tracking. They do not have the ability to RA/RSK you. If it is ACARS, the crew or designated FA, must be notified by the cockpit. The message can only pertain to that day and to RA/RSK only.

A RSK is not to be used as a multiple trip assignment unless there is a very serious situation, such as, ORD is shut down due to snow for 2 days, DFW and their ice storms, etc. In other words, it's not possible for you to get back to base. If you are RSK, once you fly back to base, then the rest of that trip should be covered out of open time. Should be is the key phrase here. The 15-minute rule: We are a central base and encounter this issue quite a bit. Your flight inbound is a bit late. It triggers the computer to show you as a misconnect. You get RSK to another trip, which is never as nice as your own. You land 20 minutes early and realize your original trip is still there. In order to reclaim your trip and complete the "crew swap" without causing a delay, you must be able to get to the aircraft with 15 minutes to spare. You must contact crew tracking and they must be able to change the NS so that you can board. If you have met the criteria and crew tracking will not give you your trip back, then you should be pay protected. Call us if you have a problem.

RA/RSK should be done respective to seniority and legality.. You cannot be RA/RSK just because you are the #3 on a 737. If you are junior on the trip, then OK. But if the #2 is junior, then bye bye #2, if the #2 is legal. As always, reserves go first. Sorry guys, that is reserve. If you have an aircraft substitution, say a 767 to a 737, if all are qualified on the 737 and none are reserves, seniority and legalities rule again as to who goes, who stays, who DHDs, and which position each FA is working. Remember, it is proffer senior, draft junior.

Jena Hopkins, APFA National Scheduling Coordinator, and Randy Trautman, former National Scheduling Coordinator and current IMA Chairperson, have been meeting with Crew Resources regarding the magnitude of RSKs. We'll keep you posted on any progress.

13/15 Legalities: Pursuant to changes in Article 7.K.1, we can now be scheduled to 13 hours with a max of 15 hours if the departure falls between the hours of 0600-1759. If the departure falls outside of those hours then the original contractual hours hold. Also, under the new language, the rescheduled hours are the same as the scheduled hours (0600-1759), which is 13 hours.

Approved Electronic Devices: A few months back, I saw a passenger with one of those cards sticking out of his laptop. I asked if it were a wireless remote and was it on? He said yes it was and no it could not operate more than 150 feet from its base. I then e-mailed our resident computer whiz, Alex Rodriguez, and asked him. He said, yes indeed, the wireless remote was on (red light) and regardless of where the base was, it was searching for a signal just like a cell phone. I then brought it to the attention of AA and APFA which is why you see it in the "American Flyer October 2003". Alex also stated that some of the newer models have the card buried inside where we can't see it. If the passenger is unable to disable the wireless capacity, they cannot use their computers inflight. It is, for all intents and purposes, a cell phone.

Thank you Alex!

Self Clearance: We had an issue this month with a FA who broke his hand. There was some confusion when he went to clear. One person told him he had to clear medical, we told him he did not. If you go to the Flight Service website/medical clearance, you will see that he did NOT have to clear medical. He was not hospitalized and did not have surgery resulting in lost time. The list for restricted clearance is short and to the point.

Reserve: We actually thought that we would be deluged with calls from all of the more senior FAs who have not served reserve since the major changes in the 2001 agreement. We have not had that many! A few pointers for reserves: If you are returning from VC and have a carry over trip into RSV, you become legal for assignment 75 minutes after the scheduled arrival of your VC removed trip. Yes, crew schedule can try to contact you during your 12-hour rest. However, you do NOT have to be available or return their call until your 12 hours are up. If your entire rest break falls over the time of the tape, then you have an obligation to call crew schedule to tell them that you will NOT be calling the tape, but will be available at the end of your rest break. You cannot be charged with a TM if you are not available during your rest break. We know there was a crew scheduler who believed that and stated that to some. Thanks to two FAs calling us and thanks to the taping of conversations, this should be straightened out now. As to the taping of conversations: Please remember that your voice is being recorded while on hold. This has been a little embarrassing at times! SB: You must be legal to fly to do SB. You cannot be assigned SB solely to board aircraft.

Professional Standards: Many thanks to our professional standards reps, Jill Bocenda and Trisha Alferman. This is not an easy position to do and we are all grateful. I received a report from a FA who was fed up with people offering money for trips and then not paying. While this is not considered a professional standards issue, it is an issue of personal responsibility. You do not want to have a reputation for not paying up.

Random Audits: Random audits are conducted in the areas of payroll, FMLA, passes, etc. To date, no one has been fired recently for any of these, however, please use good common sense. **TV Monitors:** Please remember that AA uses high quality taping systems in the mail room, by the elevators and the bag room. Enough said.

Dues Arrears: APFA members who are in dues arrears cannot vote in any election or referendum balloting. National Officers' Elections are right around the corner. Don't let others decide for you.

Passcodes: There are 2 issues here. One was from a FA who asked if her spouse could put her on the SB list, through the new JetNet site. Jetnet requires a passcode that is not to be shared with anyone. Therefore, the answer was no. The second is to passcodes in general. Now more than ever, do not treat your credentials lightly, especially your ID and passcode. Report any irregularities immediately.

OE and Sick Pay: If you fly an OE, you get paid for the OE. If you have 100 hours and you call in sick for 10 hours, you will be paid 90 hours. You can then go and double TT another 10-hour trip and get paid your 100 hours that you actually flew. No sick time will be paid in this scenario. Our new max for sick pay is 80 hours. So, if you have 100 hours, 20 of which are OE time that you flew, and call in sick for a 20 hour trip, you would be paid 80 hours and then 20 hours at OE rates of pay. If you have 65 hours plus 10 hours of OE time, you will be paid 75 hours at straight rates of pay because 5 hours of your OE will build into your guarantee. If you OE drop a trip, then those days will be open for you to pick up another trip. Yes, you can get that trip through make up if you qualify.

UAL/AA Retirement Numbers: According to our source at AFA/United, there were a total of 608 retirements in 2002 and 2550 retirements between January and June of 2003 at United. AA, on the other hand, had 132 retirements with 6 Article 30 for 2002 and 416 retirements with 79 Article 30 by September 2003. United had 1737 retirements in the month of June alone. July 1 was the date that their pensions changed to what was agreed to in bankruptcy.

APFA ORD E-mail group: If you want to be added to the group, please send your e-mail address to apfachord@earthlink.net. I will need your name, employee number and base. With our budget cuts at APFA, we will be using more and more e-mail and websites for updates and news. It has been suggested that future ORD Base Briefs be published solely on the APFA Web site at the ORD Base Page link. Let us know what you think. Also, if you were on the ORD e-mail group and you have not been receiving any messages from us, several of the DellePro addresses need to be updated. Please make sure and copy us in on any e-mail address changes.

That's it for now! Please keep the ideas and questions coming.
In Unity and Happy Holidays!

Liz Mallon ORD Base Chairperson Steve Wilson ORD Base Vice
Chairperson