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July 2004 APFA ORD Base Brief

With July upon us, we welcome back our Overage Leave Flight Attendants and celebrate the recall of more furloughs! We also say good-bye to the continuing list of retiring Flight Attendant friends. It's sad not to see our long time friends at work anymore but it's not so bad to see our seniority numbers go up!

For those FAs on reserve, your seniority number is only as good as the volume of juniority under you. ORD has not received any returning furloughs and we won't have a good idea as to how many Overage Leave FAs will actually stay for awhile.

If you think back, the Overage Leave FAs left last July as did the furloughs who are returning. There have been just a few changes since then! This last year has brought some major challenges and flat out nightmares for us all. Many of us keep working to try and remedy some of our worst problems

In July 2003 and again in March 2004, I put forward resolutions to the APFA Board of Directors regarding the issue of minimum rest. Both resolutions passed unanimously. After a slow start in 2003, the campaign to get the law changed kicked it in to high gear in 2004. Our fly-ins to Congress have been most successful. We have found many congressional leaders in support of changing the laws regarding crew rest.

Just like the general public, there is a great deal of educating that must be done with Congress. Common responses were regarding OSHA coverage, Fair Labor Standards, etc. Most have no idea that neither covers us as Flight Attendants. We are covered by the Railway Labor Act and the FAA. OSHA has no jurisdiction over us.

The law regarding crew rest must be changed. No one should ever be in the vulnerable position of having to negotiate adequate sleep. No one.

You can do your part by going to the APFA Website and using the CapWiz function. It cannot get any easier to contact your Congressperson or Senator. If you have kids, get them involved in the democratic process! Have them be a part of working on getting a bill before Congress to change the outdated minimum rest issue along with our ongoing security training issues. And most importantly, get your fellow FAs involved!

When this current version of minimum rest was written, airlines flew JFK/LAX and would layover. Now, airlines like Continental, Delta and JetBlue do trans con turnarounds. The law has not caught up with our changing, longer duty rigs.

Are you still paying the \$5.00 per month PCFOS charges? If you are using Jetnet for Sabre access, you don't need to pay this fee any longer. Why not take half the savings and put it toward the APFA PAC Fund? We need to keep a strong presence in Washington, D.C. and it takes this type of fund to be noticed. Contact APFA for details.

We owe a special thanks to 2 ORD FAs. Becky Lydecker and April Morden have spent hours breaking down every ORD sequence, each month, to determine minimum rest, sit time, TA, 2 day, 3 day, etc. It is very tedious work and we are most grateful for their donation of time and resources to do this for us. Recently, we were able to use these stats at President Arpey's ORD Conference.

Also, the NTSB is very interested in the duality issue of fatigue, that being; you are fatigued at work and then fatigued at the wheel driving home. If you have had any such experience where your driving was impaired and any consequences to that impairment, please contact us at the ORD APFA Office ASAP.

RSK/RA: I also put forward a resolution, which passed unanimously, regarding the voluminous amounts of RSK/ RA. This resolution directed the APFA Scheduling Committee to make RSK/RA a top priority and to report back to the APFA Board with results. AA keeps track of RA due to the cost factor of pay protection. RSK is a whole other ball game. Codes such as 25, RS, 15, are interchanged and hard to track. The APFA Scheduling Committee has put together a great form to help us track and trend the amount of RSK by base. It is a very bright lime green form and is located in K19 Ops right under the APFA Bulletin Board. Please take the time and put your frustration to work by filling out this form.

To refresh the definitions for you, a RA must meet 3 criteria. You must be legal, available and the trip has to have operated. If you show up for your LAX 2 day and the first leg is operating but you get RA'd to a STL TA, then you would be pay protected for the 2-day trip.

If you showed up for that same 2-day trip and your first leg had cancelled, then you are in a MIC (misconnect, illegality, cancellation) and you have an obligation to contact crew schedule. If they send you on that STL TA, you are NOT pay protected for the 2-day trip. You are in a RSK.

RA=legal, available, trip operated.

Once you have begun a new assignment on a RSK, then the rules of RA apply again for that new assignment.

RSKs have become most onerous. It seems to be near impossible to land at home base without getting some extra flying attached.

One of the main reasons for filling out this form is to track whether crew schedule/crew tracking are following Article 9. L., the order of open time for assigning trips.

Your participation can only make things get better!

To view any of the resolutions that were put forward just go to the APFA Web site.

TWA Seniority Lawsuit Update: This lawsuit is still waiting to be heard in the courts. There has been no ruling by the judge.

To update all: Because both APFA and AA are parties to the Seniority Integration Agreement, neither APFA nor American can make changes to that agreement without obtaining the agreement of the other. Both AA and APFA have compelling reasons to defend this lawsuit and they will. AA has strong financial concerns regarding the former TWA FAs' seniority.

Now, onto our ORD APFA Scheduling issues.

MIC: Misconnect Illegality and Cancellation. There are 2 types of MIC. Article 9. P. 1 addresses a mid sequence MIC. Crew Tracking has 2 options. They can DHD you back to base or RSK you to another trip. You have no further obligation to protect your guarantee.

Article 9. P. 2. addresses home base origination MIC. You must contact crew schedule. Do not just pull up your HI3 and go home if there is no further assignment listed, yet. Crew schedule has several options that are clearly defined in the contract.

ACARS Notification: You can be notified of a RSK/RA through ACARS. The cockpit must give you the sheet of paper with the notice on it and then they will send an acknowledgement back. If they never give it to you, then you are free and clear. Be forewarned, Flight Service will contact the Captain for verification.

Also, a member of management can meet you with a RA/RSK or an agent can advise you to contact crew tracking. They cannot give you a RA/RSK.

On Duty Limitations: We are also stuffing the mailboxes with some guidelines for you to carry. Remember, with the 13-hour assignment, there is NO rescheduled amount. It is scheduled 13, slide 15. If your destination or flight number changes, that is a reschedule and must fall under the 13- hour rule.

Vacations: We received numerous phone calls regarding the last day of the month on VC. The calls were all from FAs who had not been on reserve for quite some time and had forgotten that the vast majority of CD VCs do not have the last day of the month off. Not happy campers! This is nothing new. It is not a reserve violation.

Cell Phones: 2 issues: One, we occasionally get messages from cell phone users that are very garbled. If you haven't heard back from us in the same day, chances are your message didn't come through.

Two, if you have your cell phone number listed in your HI1, expect to get called by Crew Tracking for a RSK/RA! If your cell phone rings at the gate or within 15 minutes of your trip blocking in, DON'T ANSWER IT!!! After your 15minute debrief you are free and clear. Unless you are on reserve and it is for YOUR convenience, you might reconsider leaving your cell phone number on your HI1.

RESERVE ISSUES:

It's a shocker if you haven't been on reserve for a while!





If you get a MDW assignment, contact the ORD MOD to have a limo set up for you. If you are originating and terminating out of MDW, you can have your parking paid for if that is your desire. If the MOD office is closed, then contact the Hotel/Limo desk. Someone MUST set up that limo for you from ORD to MDW.

Crew Sked contact during your rest: Crew sked may try to contact you during your 12- hour rest, however, you have no obligation to be available or to return a call. If ANY crew scheduler says that you will be charged with a TM for not returning a message that was left during your 12 -hour rest, we need to know who that person is immediately. That is NOT to be tolerated by anyone.

Guarantee Reduction: Reserves are guaranteed 75 hours pay and can be flown to 85 hours. If you take a PO, ER, US, TM, etc., then your guarantee will be reduced. On reserve, your guarantee is reduced by the applicable daily rate off of 75 hours.

Sick on Reserve: Do NOT call in sick until you are given an assignment. This has been in practice for years now and Flight Service is in full agreement. Don't waste a sick call if you don't get a trip! When clearing the sick list, you become available immediately. If you can't be available immediately, then you must contact crew schedule prior to 1600 and tell them that "you are clearing for the next day's operation". You will then be released for that day but you are obliged to contact the tape for your next assignment. You can then legally commute in to ORD.

If you call in sick, you are not docked the time of the trip and you are docked the daily rate.

Vacation and Reserve: If you bid a vacation trip into a reserve month, you become available for assignment 75 minutes after the scheduled return of your VC trip.

TM on Reserve: If you do get a TM, first make sure it is valid. If it is, you then have options. You can eat the docking of a day's pay (busted guarantee) and take the day off or you can tell crew schedule that you want to protect your guarantee and they can assign you to another trip, hold you to airport SB or hold you ready reserve for the rest of the day. In either case, you will be charged with an attendance occurrence.

Back to minimum rest: If your rest is below 9 hours, then you must have compensatory rest of 10 hours or more the next night.

If Crew Tracking contacts you during your minimum rest, we need to know immediately. If the hotel is not within the parameters of a short layover, contact us immediately.

To all who have left us HI3s with your minimum rest, no food, etc. issues, we THANK YOU tremendously. We still need mountains of documentation. It is not just about common sense; it is about documentation.

ATC Pay: Both ORD APFA and ORD APA have been in discussions with management regarding the proper application of the ATC language in our contracts. We have the same language. The problem seems to be in the pilots' Part 1. Paragraph 2, we believe, is in conflict with the contractual language. We hope to get this remedied sooner rather than later. This language goes way back to the late 70s. We believe there are 3 components to get paid: airplane, cockpit and Flight Attendants all must be present. Many thanks to the forever diligent ORD FAs for not letting this slide. You are the best!

Join the ORD APFA E-mail group! apfachord@earthlink.net

Rep in Ops day, invented by ORD APFA, is the 18th of every month.

APFA Hotline: updated every Friday.

APFA Cap Wiz: www.apfa.org <<http://www.apfa.org/>>

That's it for now! Contact us if there is an issue you would like addressed in the ORD APFA Base Brief.

In Unity,

Liz Mallon ORD Base Chairperson

Steve Wilson Vice Chairperson

