



SFO

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It's hard to believe that a year has already passed since we have taken office. Together, we've learned a lot and have gained valuable experience. We really appreciate the kind words and encouragement you have shown us over the last year. Our continued commitment is to YOU, and to strive for quality of work life at our SFO Base. In the last year, we have had our share of challenges. We know you're frustrated, we are too. Collectively, we can accomplish things. We must keep this in mind as we move forward. With negotiations around the corner, and the ever changing landscape of the airline industry, your unity and support will be APFA's strength in the next year and beyond.

In Solidarity,
 Larry Salas & Julie Hedrick

Deadhead: With the frequent cancellations we have all experienced from time to time it has become increasingly difficult to DH on a flight. With high passenger load factors, many times there are no seats available for DH. Keep in mind that AA's business-travel policy states in part that: "A1 and A3 travelers will not be asked to give up their assigned seat to sit in a jumpseat." The key wording here is assigned seat. When a flight is oversold there may be times when a seat assignment cannot be confirmed. Whether you're traveling on Company business or as a revenue passenger you'll appear on the priority list if you don't have a seat assignment. Persons on the priority list will be assigned seats according to the Company's policy. A1's are considered "must-rides" as they have a down-line working leg. Per policy the Company must take volunteers in order to accommodate an A1 with a seat assignment on an oversold flight. A3's are not "must-rides". However if Y inventory is still available to sell to a passenger at the time the A3 PNR is created then you will have a confirmed booking even if an actual seat assignment is not available. You will appear on the OS list and again the agent must solicit volunteers. If Y inventory is not available the A3 will not be confirmed. In this situation, you should appear as a "RID" on the SB list. An A3 can choose to accept a jumpseat, but is not required to do so. If you are A3 with a trip the next day, you can contact crew tracking as they have the ability to change your status from A3 to A1. If you are traveling A3 and are not accommodated on a flight, then you should contact Crew Tracking for rebooking. The best way to ensure you receive a seat assignment when deadheading is to check-in as early as possible. For domestic flights, deadheading FAs can check-in using Jetnet or the Self Service Check-In machines up to 24 hours prior to departure. Details of AA's business-travel policy can be found in RES using the following star record: N*BUSINESS TVL PROCEDURES. You may want to print a copy of this star record to keep with you for quick reference.

MIC procedures: If you report to the airport and your trip cancels, you are not free to go home. You must contact crew schedule to receive call out pay. Please note that you are subject to another trip and/or four hours (4) hours of airport availability. A trip assignment resulting from airport availability may depart outside of the four (4) hour window as long as it is assigned within the four (4) hours. Don't find yourself with a missed trip or lose your call out pay. MIC specific procedures can be found on pages 20-21 of the On Duty Contract Guide. Download the on-duty contract guide from APFA's web site by clicking on "publications" at the top of the homepage: www.apfa.org

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Reserve: In the past few months bid leaves have been granted down to reserve FAs. Keep in mind, anytime your name appears on the back-up reserve list, you may be forced on to reserve. Please watch for HI6 messages from our Planner alerting us to leaves being granted to reserve FAs. It has not been uncommon for as many as 10 FAs being forced on to reserve from the back-up list. If you are on the back-up reserve list, include reserve lines after your regular selections.

Retirement seminars for SFO/SJC: It's never too early to plan your retirement. Regardless of your seniority or your age, every one of us should already be making preparations. Retirement Seminars will be held at SFO and SJC in May. Retirement Specialist will discuss the following topics: Retiree Medical, Retiree Life Insurance, Retiree Travel, Types of Pension Payments, Reading a Pension Statement. Be sure to download and print your pension estimate from Jetnet for the seminar.

SFO Retirement Seminar: Tuesday, May 13th. SFO Conference Room by baggage claim.

1100-1300, specifically for FAs

SJC Retirement Seminar: Wednesday, May 14th. A11 Conference Room - Lower Level

1100-1300, for all work groups

Bid Leaves: Several questions have come up in recent months regarding Bid Leaves. If you are taking Bid Leaves month to month, or plan on taking a Bid Leave, please keep in mind that seniority and travel privilege conditions may be affected. Also, you are responsible for payment of health coverage anytime you are on an unpaid voluntary leave (e.g. BL, PLOA, ELOA, etc.) lasting more than 30 days. In addition, if you do not maintain the 420-hour (or applicable, refer to your HISK) threshold, you are required to pay the full cost (unsubsidized rates) of your health benefits regardless of BL and/or VC status. For more detailed information refer to the Flight Service Website under, My Job, Crew Resources: Bid Leave Information.

Mid-sequence misconnection: Frequently we have situations arise where crews are delayed because of mechanical or weather and subsequently misconnect mid-sequence. When Crew Tracking receives an alert that a flight crew will misconnect during a sequence and the decision is made not to delay the continuing or connecting trip, Crew Tracking will "re-crew" the connecting flight. Sometimes the original crew does not misconnect and finds themselves legal and available to make the connection as originally planned. At this point, it becomes the responsibility of the crew to notify CT that they are able to continue on the originally scheduled connection. However, there must be enough time for the original crew to deplane, without delaying the flight. If not, the reschedule will stand. For example, this can be especially important if the reschedule will cause you to be delayed returning to home base and possibly losing your next day trip.

SJC employee parking: We've had numerous reports from FAs stating that they are waiting extended periods of time for the shuttle to take them to/from the SJC airport. Unfortunately, there is no set schedule to rely on. Often times the drivers will wait to, "fill up the shuttle" before leaving to the airport. You are not required to wait an unreasonable amount of time to be taken to the airport. If need be, remind the driver that you must get to the airport to make SI. Also, when you arrive back into SJC, you need to call Park/Shuttle and Fly to come pick you up 408-275-8306 or 888-306-7275. We suggest you call once you've deplaned. This way you don't have to wait too long.

E-Group: If you would like to be kept up-to-date with the latest information affecting our base and the system, send us your email address and we will add you to our Base E-Group. It is more important than ever to be well informed. Also, please visit www.apfa.org. It is a great resource of valuable information about our union, the airline industry and important news and events. You can also listen to the weekly Hotline by calling 800-399-APFA, or sign up via www.apfa.org to receive the Hotline in your email.

Local APFA contact numbers/email address:

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