



<p>APFA HOTLINE: 800-399-2732 APFA WEB SITE: WWW.APFA.ORG</p>	<p>ASSOCIATION OF PROFESSIONAL FLIGHT ATTENDANTS 1004 W. EULESS BLVD. EULESS, TX 76040 800-395-2732 OR 817-540-0108 FAX 817-540-2077</p>	<p>ERIC HODGSON, CHAIRPERSON APFA VOICEMAIL EXTENSION 8440 ALAN MONTANA, VICE CHAIRPERSON APFA VOICEMAIL EXTENSION 8460 LGA PROFESSIONAL STANDARDS EXTENSION 8612</p>
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A word from the Base Chair

First let me say that Alan and I are looking forward to serving as your duly elected Base and Vice Chairs. Though the 2007-2009 term will be ripe with challenges, Alan and I are prepared to meet them head on. We have a strong local team working in your best interests and are keeping our eyes wide open coming into this very difficult period of negotiations. It is our privilege to represent you both on a local and a national level and we look forward to continuing to fight for you.

As required by the APFA constitution, the Board of Directors of the APFA gathers annually for a week long series of meetings. It is our opportunity to address local and national issues as well as hear reports from the various departments. Any member in good standing is welcome to attend the convention or any Board of Directors meeting. I invite you to come and see your union at work. This year's convention was held in ORD and although it was extremely cold, an incredible amount of business was accomplished.

We hope you find the following information useful. If you have any questions or want to discuss parts of this brief, feel free to call either Alan or myself.

In Unity,

Eric Hodgson
LGA Base Chair

APFA Contract Desk

Contract Representatives are available to answer your general contract question from 9am-5pm Monday-Friday CST.

MIA Reinstatements

As of March 07 the majority of Flight Attendants originally force transferred out of MIA to STL back in 2003, will have had the opportunity to return to MIA. This was accomplished through tireless efforts of the Contract Department and the APFA.

AMR Event Reports

The contract department is reviewing the impact of AMR event reporting moving online to the OSR(Onboard Sales Recorder). We will keep you informed as this investigation progresses.

Call out pay

To receive call out pay, you **MUST** contact Crew Schedule/Tracking and be released from duty, prior to leaving the airport. If you are having trouble getting through to Crew Schedule/Tracking, contact a member of Flight Service and have them intervene for you. To be clear, if you release yourself and go home without contacting Crew Schedule/Tracking, APFA will not be able to seek call out pay for you in most cases. Refer to page 17 of the On-Duty Contract Guide.

Reserve**DO I HAVE TO CALL THE TAPE?**

Duty Ends Before the Call-in Window:

You have two options:

1. Call the tape, or
2. Call Crew Schedule during your debrief to inform them that you will not call the tape and that you will make contact immediately after your rest break ends. When making this contact, you must be available for sign-in at the airport no earlier than one hour later.

Duty Ends During the Call-in Window:

Yes, you must call the tape

Duty Ends After the Call-in Window: (1900-2200)

No, there is no obligation to call the tape or make any contact with Crew Schedule. You must be available for assignment after the completion of your legal rest.

The On-Duty Contract Guide can be downloaded at www.APFA.org. The Contract Guide contains important information regarding our duty rigs. You can print the pages regarding on-duty limitations, MIC (misconnection, illegality, cancellation), and the "When do I go illegal worksheet." This is great information to have with you at all times

Van Schedule for NY Area Airports

NYC TO EWR 04:15 AM

NYC TO LGA 04:15 AM

NYC TO JFK 04:15 AM

NYC TO JFK 05:15 AM

LGA TO EWR 04:15 AM

JFK TO EWR 04:15 AM

JFK TO NYC 23:30 PM

JFK TO NYC 01:30 AM

LGA TO NYC 00:15 AM

EWR TO NYC 23:30 PM

EWR TO NYC TO LGA 01:30 AM FROM EWR APPROX. 02:15 FROM NYC TO LGA

Reimbursement Procedures for Short Call Out Reserves

If you are called out on reserve after 0200 for a sign in before 0630 at any of the three area airports, you may now be reimbursed for up to \$100.00 with receipt. If you are requesting re-imbursement for \$50.00 or less, you may do so through Bunny Barnea at JFK, Rose Astacio at LGA or Joe Parrino at EWR and will receive reimbursement on the spot.

All re-imbursements over \$50.00 must be submitted on an expense report which is available from the local MOD office. You will submit the completed expense report, with your receipt to your FSM who will process the approval. The reimbursement will appear on the next processed paycheck.

HIPREF

HIPREF entries are available on the Flight Service website for those of you who have not served reserve in a while. Preferences cannot be honored if they are not entered.



APFA Website

There is an incredible amount of information available to you on the APFA website. Log on and keep up to date with industry news, letters of agreement, hotlines, Skyword and a complete council lists with contact numbers. Take a moment and go look at YOUR website. WWW.APFA.ORG

Scheduling Department Report Out

The holiday period was tough because of storms throughout the system, lost time and staffing. The company believes that they didn't have enough heads and they plan on solving this the way they always try to, by having more RSV flight attendants in the future. We of course will fight this. The APFA is not interested in fixing the companies staffing problem during the holidays. For the past several years we have offered solutions to the company in the form of various financial and non-financial incentives that were immediately shot down. The big problem this past year was the regularly scheduled Flight Attendant became abused by being endlessly reassigned or rescheduled. No one would put themselves on MU or Option II for fear they would get a turn that would turn into a 6 day stretch. We are hopeful the company has finally heard us on this issue but time will tell if they have learned their lesson or not.

There have been many "test Letters of Agreement" or "tests" attempted through out the year. These letters are available to you via the APFA website. Log on to www.APFA.org to see the various letters.

From the Health Department

Vision 100 Air Quality Research Project

In 2003, Congress mandated that a federally funded cabin air quality study be conducted for commercial airlines. The APFA fully supports this study and has encouraged AA Medical to allow our flight attendants to participate.....stay tuned for more info.

DrugTesting changes

There is new language being developed for foreign medications and drug testing. The term "over the counter" will be eliminated form the current language. The bottom line is, if a Flight Attendant is taking an over the counter medication from a foreign country without a prescription and that medication causes a positive drug test, he or she will be subject to the same procedures and consequences as a flight attendant who tests positive for illegal drugs.

Safety/Security Department Report Out

The FAA has recently informed APFA that F/A's may now be fined for both: FAR121.137(b) "...carry an up to date manual and have it be accessible." And FAR 121.391(d) "...must be at their duty stations with safety belts and shoulder harness fastened except to perform duties related to the safety of the airplane and its occupants." The personal fine/civil penalty for FAR 121.391(d) could be up to \$10,000.00. Once the A/C door is closed **ALL** galley compartments are to be closed just like the OHB's. Pre-departures can no longer be served as carts and galley compartments must be closed by this time. Once the A/C leaves the gate Flight Attendants are **NOT** to be moving carts through the aisle (they **MUST** be stowed once the a/c door is closed), **NO** distributing menus, movies, or Bose Headsets. The focus is on safety. We as Flight Attendants can be **FINED** by the FAA if we try to accomplish service(s) once the a/c door is closed and the plane is moving. The APFA Safety Department has addressed this with AA Flight Service and we hope to have some changes to the current policy in the future.

EPT's

There is no EPT homestudy for 2007. There is an on-line course which may be completed prior to training. We have addressed the potential problems with this and have received assurances that the potential problems seen in the past have been addressed and fixed. I guess we'll just have to wait and see. If any of you have problems with the on-line course, please contact Eric or Alan as soon as possible. This on-line course if completed prior to attending training will cut classroom time on the second day, allowing F/A's to get home to their families quicker. We hope it works.

Reconfigured S80 and APFA suggested modifications

The company has agreed to change the AFT lavatory doors to bi-fold doors, allowing for more room to move around in the back of the A/C. The G4 jumpseat will not be located in the aisle but door side. There is more trash space behind the last rows of coach seats, plus an empty cart for trash. Pull out counters and a G4 aux bi-fold work table. Lockable OHB storage are in the aft of the A/C for F/A personal belongings, and add several turbulence hand holds in the back of the aircraft. Please keep in mind that the APFA safety/security department worked tirelessly to effect these changes. We will update you when we have more news.

Jumpseaters

Jumpseat etiquette recommends that if you are taking a jumpseat you pop your head into the cockpit, and identify yourself to both pilots as well as all F/A's on board. Do not be offended if the working crew asks to see you're AA ID. There have been a few cases where non-qualified personnel have ridden on the F/A jumpseat. If you are part of the working crew for your protection and the protection of others, please verify the ID of any cabin jumpseat rider. It must be an AA or AE ID and must say **CREW** with a recognizable picture. Also please be aware that proper jumpseat attire is the same as for First or Business Class. Jeans and tennis shoes are not permitted if riding the jumpseat. If you are unclear as to proper jumpseat attire please refer to the Trip Book.

It has been clarified that while AE Flight Attendant's may occupy our jumpseat, they will follow AA Flight Attendants. AE Flight Attendant's may not occupy a J/S on any form of "A" pass travel such as A1 or A9. The trip book is being updated and a revision for our manual is forthcoming. The agent workgroup has been informed of this change.

The trip book has been amended as follows:

- Eligible American and American Eagle Flight Attendants (including Flight Attendants on leaves of absence who qualify for travel privileges).
 - NOTE: American Eagle Flight Attendants may only travel in the jumpseat for personal travel purposes and will be accommodated after all American Airlines Flight Attendants traveling on business or personal pass classification.

There have been rare instances where a Pilot has violated the APFA Contract and AA Policy by allowing other Pilots to occupy the F/A Cabin Jumpseat. A Pilot may do this by utilizing their authority as Pilot In Command. It is an attempt to overrule our CBA and AA policy. While Pilots may do this, there are ramifications for their actions and APFA needs to be informed immediately if and when this happens.

The contractual language regarding the cabin jumpseat has been codified in the Flight Attendant Manual. Under General Policies and Guidelines, you will find Flight Attendant jumpseat language on page 1.6. It reads..., "Non-FAA minimum crew jumpseats may be occupied by currently qualified AA Flight Attendants." (The list shows only those with AA Flight Attendant qualifications, but for American Eagle-qualified Flight Attendants). The manual section goes on to state: "**Not authorized for cabin jumpseat travel at any time:**" **The first workgroup listed is AA Pilots, among others.** Should this situation arise, show the cockpit or agent this page in the Safety Manual. **DO NOT delay the flight if it becomes a larger issue** as the captain has the final say at that time. Contact Eric or Alan upon return to base with the specific flight information. Your APFA representatives will address this situation.



Board Resolution #8

It is the duty of the APFA to protect and preserve the jobs of its members. The past three years have been tough on all of us. Retirements, and natural attrition have decreased the amount of available Flight Attendants in the system. We have all experienced the reschedules and reassignments common today, especially during the summertime. Recently we addressed this issue at the APFA convention. It was made very clear that the continuous understaffing, reassignments, increased onboard workload without additional pay, stagnation of transfer activity and higher reserve lists, are in fact causing continuous harm to the Flight Attendants personal and family life as well as their health. If you have an HI1 with a high amount of understaffing pay we would like to know about it. Please contact Eric or Alan.

The company continues to refuse to address recalls or recall rights without opening our contract. To be clear, **APFA has no intention of opening our contract to obtain recall rights**. However it is our duty to any extent possible to try to return the furloughed Flight Attendants to active status. The past two recalls saw the majority of flight attendants returning to LGA. This **MAY** allow many of you who wish to transfer to other bases to do so as other bases may need additional headcount. A recall could also increase flying at LGA. Therefore, we could see better bid sheets and schedules. Finally, any Flight Attendant recalled will be **JUNIOR** to those of us currently on property which could lower the reserve seniority

That being said, the APFA Board of Directors passed Resolution #8 which calls for APFA to undertake an effort to meet with American Airlines and seek an agreement to immediately begin recalls and to the extent possible, extend the recall rights for all furloughed flight attendants. This resolution was passed unanimously by all 18 board members. You may read the entire resolution on the APFA website at www.APFA.org.

Notice of Dispute Timeline

Let's say you've received a Missed Trip because your car broke down on the way to the airport. Your supervisor refuses to remove the TM even though you've provided the receipts from the towing company and your mechanic. You have 10 days from the day your supervisor says "no" to file a Notice of Dispute via your Base or Vice Chair or ADR trained Rep. Once the Notice of Dispute, or NOD, is filed we will schedule a meeting with management to try to reach an acceptable agreement. While we have the right to file a grievance on any action by the company, we certainly can be stopped in our tracks if it's past the 10 day time line. The 10 day timeline is very important so please be aware of it.

Professional Standards

We cannot express how important it is to utilize Professional Standards when you have an unresolved conflict with a fellow Flight Attendant. Our Professional Standards team is highly trained and has an excellent track record. In the past 6 months they have been responsible for keeping no less than 20 cases out of the hands of Flight Service. Had these cases gone "to the office" one side or the other or both would have had corrective action up to and including termination. Please give your co-worker the benefit of the doubt and call Professional Standards first.

Request to Deadhead and Exceed On-Duty Limitation

We can't say it enough. **DO NOT RELEASE YOURSELF AND D2 HOME**. This is a contractual letter of agreement. When you do not board your scheduled deadhead flight SABRE/DECS may show you as a no-show. If this happens you may receive a missed trip and not be paid the actual value of your trip (not based on minimum guaranteed pay). You will also be on your own for getting home and finally you will be asked to explain your action with your supervisor. You must be released by Crew Schedule/Tracking to be paid for your deadhead home.

Hotel and Limo

It has been brought to our attention that there have been some occurrences of F/A's being assessed a \$250.00 cleaning fee for smoking in hotel rooms. In case you didn't know, **All** Marriott brand hotels' in North America are **Non-Smoking** facilities. This includes Marriott, Courtyard by Marriott and Fairfield Inns. There will be a \$250.00 recovery fee for smoking in the guest room and/or public areas. If you check into a room in one of these hotels and it smells like cigarette smoke, immediately go back to the front desk. Have someone accompany you back to your room to verify that the previous occupant was responsible; otherwise you could be charged \$250.00!. Please remember Marriott is not the only hotel chain/brand that has banned smoking at its properties. Always ask at check in if the facility is non-smoking. Cleaning fees can be as high as \$450.00 depending on the chain/brand.

Your LGA council

Mary Ellen Dykes and Marco Fulgoni have been appointed to the LGA council as our Hotel and Limo representatives. Derrick Cole has been appointed to Professional Standards for Purser issues. Their numbers are available on the council list should you have a question or a concern.

Please keep in mind that your council is volunteers and many fly full schedules. Please be considerate regarding the time when you call.

The position of Communications Representative is currently open. The position is responsible for coordinating with the Chair and Vice Chair on communicating with the local membership on certain issues as they arise. Like the other positions on the council it is mostly volunteer work. If you are interested in serving your union and your fellow F/A's, please contact either Eric or Alan.

Fly Safe, Stay Strong and Stay Informed,

In Unity,

Eric Hodgson
LGA Base Chair

Alan Montana
LGA Vice Chair