



Dear Anchorage Co-Workers:

As I'm sure you all know, much has been happening lately, with the Contract implementation schedule well underway and the increased JD Powers award focus

Hotel Committee: As a reminder, if you encounter any problems with your hotel room and/or transportation to/from your hotel room, it is extremely important you complete the CrewCare form online – this is the established protocol that the Company requires we use, in order to track and address issues. If you have questions on how to complete the form, please contact Dori Marron, Hotel Chair, or any of your LEC officers.

Implementation Dates: For information regarding implementation dates for the numerous changes realized under our new Contract, please be sure to review the Implementation Update blasts put out by the Alaska Contract Committee (previously known as the Negotiating Committee) or visit www.afaalaska.org.

Inflight Scanner Issues: It has been awhile since we have been notified of any potential scanner issues. Please remember, if you scan in and the scanner does not work properly (necessitating a call to CS), please also take a minute to notify one of your LEC officers so that we can keep on top of any potential problems!

Inflight Service Committee Quarterly Meeting: The Inflight Service Committee had their Quarterly meeting in Seattle on 13 January. Please feel free to touch base with ISC Chair Donnelle Porter, for an update!

Known Crew Member (KCM) Update: Effective January 13, 2015, the TSA's KCM requirements changed to provide crewmembers access to KCM out of uniform! Remember, under the KCM program, all crewmembers can be selected for additional random physical screening. Random screening is built in as a check and balance to ensure the integrity of the KCM system. Crewmembers utilizing the KCM checkpoint, whether in uniform or out of uniform, are permitted to take excess liquids and gels (LAGs) through the checkpoint. Random physical screening may require crewmembers to transit a main screening checkpoint. (1) If in uniform, excess LAGs are permitted. (2) Crewmembers not in uniform will NOT be permitted to travel with excess LAGs.

Reserve Committee: The first class of 2015 (15-1) started in early January and will be coming on line in February. We expect to see 40 of the new hires here with us in Anchorage, and 28 will be going to Seattle. The Reserve Committee met in January to specifically discuss changes made to the Reserve Section of the new Contract, as numerous improvements were achieved in that section!

Scheduling Chairperson: The MEC will be conducting interviews on February 10th and 11th for the new MEC Scheduling Chairperson position (as created under the new Contract – 27P.2). If you are interested in the position, please submit your resume to Yvette Gesch, MEC Secretary/Treasurer at yvette.gesch@afaalaska.org by 31 January 2015. For information about the position, visit the Alaska AFA website (www.afaalaska.org).

Sit Pay vs. Stranded Pay: “We have been receiving a lot of questions about when you are eligible for sit pay vs. stranded pay. Sit pay is paid when you have a sit that is either scheduled or unscheduled of 2:01 hours or more. If the sit is scheduled at 2:01 or more, the pay is automatic. If your sit is scheduled at 2:00 or less, but exceeds 2:01, you need to fill out an activity claim form, until further notice. Even though this is supposed to be automatic for sits of 2:01 or more, AFA is recommending that the form be filled out, regardless, so it is tracked, until we are confident that the payments on your checks are accurate.”

Stranded pay occurs when you are stuck somewhere due to a mechanical or other unforeseen delay. For this, you receive 1 TFP per 4 hours. You can submit for the first TFP after two hours (after two hours, you can put in for 1 TFP, after six hours, you can put in for 2 TFP). When receiving stranded pay, an activity claim form needs to be completed. Please refer to the Contract (Section 21.D.5 for Sit Pay information and Section 21.N for Stranded Pay information.)

Uniform Compliance: Many concerns have been raised regarding the new uniform compliance requirements. AFA has requested clarification with regard to numerous areas of the uniform policy that have either not been addressed or require further clarification. In addition, because of our unique situation here in the arctic, as it pertains to safety, we are strongly advocating for the ability to traverse to/from the ice and snow packed parking lot, in appropriate winter gear, regardless of the trip we are assigned to. However, until further notice, the Uniform Compliance Policy states that any time we are in uniform, we must be in full compliance – that means when leaving our car in the parking lot, and walking into the terminal.

As always, thank you for the opportunity to serve you!

In Solidarity,

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