



ANC April Newsletter

Dear Anchorage Co-Workers:

Meeting Reminder: As a quick reminder, our next AFA Council 30 meeting will be held on Thursday, April 16th from 11:00 to 1:00 pm at Moose's Tooth (3300 Old Seward Highway, Anchorage). At this meeting, we will discuss the Advanced Agenda Items so that we can get your input before voting at the Board of Directors' meeting at the end of April. To review the agenda items, [click here](#).

AFA Scholarship Fund: Please visit <http://www.afacwa.org/scholarships> to find out what scholarships are presently available. The AFA Scholarship Fund is intended to provide financial assistance to dependents of our active members who will be attending a college or university.

General Reminders: Several things have been brought forward, that I would like to ask your help with:

1. The MEC Office has been inundated with calls and emails from our members. They have asked that we suggest you reach out to your local officers first, with any questions or concerns, in order to better allow them to focus on the administrative end of things.
2. It is always such a joy to step onto the airplane and find out that the outgoing crew left the galley clean and organized and did NOT use supplies they shouldn't have! Please remember to leave the galley just the way you would like to find it!

Upcoming Anchorage PBS Base Sits: Steve Poynter (MEC Scheduling Vice Chairperson, PBS Committee), Rebecca Asbell (PBS Committee), Sabrina Blevins (new Crew Planner) and Lisa Pinkston (Anchorage LEC Vice President) will be in our Inflight Office on Tuesday and Wednesday, May 5th (9:00 am to 3:00 pm) and May 6th (5:00 am to 1:00 pm) to answer PBS questions and assist with bidding.

FlightPAC: FlightPAC is the best way to make your voice heard in Washington. It is the most important tool that AFA has to help elect Senators and Representatives who understand and defend the issues important to flight attendants. It provides AFA with access to Members of Congress that in turn allows AFA Government Relations to make

our case for the issues that affect flight attendants. In these difficult and uncertain times, it's more important than ever that we have a strong and powerful voice in Washington, D.C. We must stand together to protect our flying partners and ourselves. Please join us in supporting FlightPAC today! [Click here](#) to read more about FlightPAC.

Local Scheduling Committee: We would like to congratulate and welcome both Stephen Fritts and Karen Ferrell as Co-Chairs of our Local Scheduling Committee. Karen has been with Alaska since 1978 and brings vast knowledge and experience from her varying positions with Alaska (to include Operations) before she moved to Inflight in 1998. Stephen has been with Alaska since 2012 and is a member of the Reserve Committee. Prior to joining Alaska, Stephen served in the military in positions that both allowed him to assist others directly and allowed him to strengthen his already outstanding organizational skills.

Illegal Consumption of Outside Liquor on Alaska Airlines – A Growing Problem:

Did you know, 14 Code of Federal Regulations 121.575(a) says: "No person may drink any alcoholic beverage aboard an aircraft unless the certificate holder has served that beverage to him." Once the flight attendant becomes aware of the violation, then s/he is obligated to intervene and stop the consumption. Not only that, but 14 CFR 121.575(d) located in our FAM 6.100 page 19 states: "Each certificate holder shall, within five days after the incident, report to the Administrator the refusal of any person to comply with paragraph (a) of this section." This means that you, the FA, have an affirmative obligation to intervene and report the event through established channels to the FAA in a timely manner. No matter what else you do, either onboard or after the fact, file an ASAP report for two important reasons. No 1: Your narrative will be used for statistical analysis and hopefully will drive one more nail into the box that someday may contain this pervasive problem; and No. 2: Excluding "willful misdeeds" or "gross negligence" you are now protected against certificate actions (i.e. fines) or company discipline resulting from this event. Even if the passenger puts their liquor away, you need to still fill out an incident report and file an ASAP report, as we need the documentation of how many incidents are occurring on our flights.

Recently I worked at the ISASI aviation safety booth at the huge Women in Aviation convention in Dallas and spoke to both the TSA and FAA leadership about this problem. They were astounded as they were not aware this was happening nationwide. I also spoke with a Delta FA working in their corporate booth who has dealt with passengers drinking their own miniatures. This happened to her twice recently, and she said she just called for the police to deal with the miscreants upon arrival. There is a tiny notice published in the center column of page A12 of the Alaska Beyond magazine stating that: "Alcohol may not be consumed aboard an aircraft unless it has been provided by a flight attendant." The Air Safety committee is working on putting this text on the "Meals and Snacks" card in the seat pocket making it readily available to passengers and FAs.

In conclusion, we need to raise awareness of this issue among our FAs, teach them what to watch for, what to say to the passenger, to write up an incident report so we have documentation, emphasize the ASAP reporting system, and make our pilots aware we are having these issues. We are all in this together, and we regularly read of air turnbacks and diversions being instigated by out-of-control drunks acting out. The overall financial and human costs are substantial, and we must find a way to get a handle on this as quickly and effectively as possible. Thanks for your attention. Please e-mail or call me with any helpful suggestions.

~ Ruth Ann Bledsoe, Chair -- Air Safety, Health & Security

I look forward to seeing you at our upcoming Council meeting, on Thursday, April 16th!

In Solidarity,
Becky Strachan, LEC President, Council 30