

SEATTLE COUNCIL 19 CONNECTIONS

SUMMER 2015



UNIFORM GUIDELINES for Flight Attendants

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ALASKA MANAGEMENT INTRODUCES CHANGES TO THE CURRENT UNIFORM POLICY

This past week Alaska management introduced the new uniform policy in a must read bulletin: EIB 23-15. For the past few months the MEC has attempted to work with management on the extreme changes the new policy introduces, but unfortunately we were not able to reach a consensus in many areas. Now that the bulletin is officially released, AFA can review and file grievances if warranted.

In the mean time, please read the bulletin and understand the changes. It is important that you follow the new policy and alert any of your LEC Officers if you have any questions or are pulled for a uniform check. AFA strongly insists that Flight Attendants have the ability to make corrections to any uniform infractions before being pulled from any trips.

July's Uniform Allotment

July 1st all Flight Attendants should receive a uniform allotment of \$300.00. However, not everyone received this allotment on July 1st.

MEC Uniform Chair, Bob Moore, and the MEC alerted the company to the missing allotments and the company is working to ensure that all allotments are credited. In addition, the MEC is clarifying that taxes and shipping are not deducted from this amount.

One more note on uniforms:

The China Blue color will continue to be an option for Flight Attendants- stock permitting. Please note that

China Blue pieces are no longer in production, so only stock items are available until they are gone.

SEA Uniform Committee

LEC Chair: Dena Silva-Heath

denamasheath@hotmail.com

Tyler Vail

Timothy Christian

Annmarie Laura

Grace Dunning

Susan Knox

Sala McDaniel

**A message from your LEC
Scheduling Committee
Chair, Erik Velez:**

We had a great first LEC Scheduling meeting in June! AFA and management are working together on a survey to send out to Flight Attendants to see what trips they would like to see vs. what are being flown today. We also inquired about building trips with the same type of flying (i.e., All am/pm/red eye) vs. a mixture of trips like we see today (i.e., GDL pairings.)

In regards to safety of our pairings, we encourage all Flight Attendants to file ASAP reports when they are fatigued. These reports help us address certain pairings and help AFA make necessary changes that ensure the health and safety of our group. If you are fatigued call in sick online- and stipulate due to fatigue- and fill out an ASAP report.

If you are trying to pick up or drop a 4K pairing you need to submit the form to crew scheduling via first class email. The form is located in "world of inflight", "scheduling & planning", then go to "FA trading" and then select the proper base icon.

AFA and management are in discussions to eliminate the D position pairings and incorporate them into an entire crew (4-person) pairing- before the retirement of the 400/700 aircraft. This would eliminate the D pairings and provide a 4-person pairing. We will keep you posted on any changes!

Flight Attendants will notice more "1-off" pairings for the next few years. This is because we are running out of gate space in our domiciles and have too many aircraft to park. You will notice more odd layovers that will not be consistent through out the month as we add more flying to current cities.

**Check your pairing for your
hotel information!**



**Meet your new
Scheduling
Committee!**

It is our pleasure to introduce the newest AFA committee and its committee members:

LEC Scheduling Chair

Erik Velez

eriklvelez@gmail.com

**Scheduling Committee
Pay Specialist**

Mary Guenther

mary.guenther@earthlink.net

**Scheduling Committee
Members**

Rosalinda Chamberlin

rosalindacfa@gmail.com

Kelly Letourneau

akflygal@hotmail.com

Rita Tillou

Rita.Tillou@afaalaska.org

Martin Vance

mvance303@aol.com

**EMPLOYEE ASSISTANCE PROGRAM (EAP) &
PROFESSIONAL STANDARDS (PS) COMMITTEE.**

EAP is a support service provided by Flight Attendants for Flight Attendants, their families and partners. EAP peer representatives are trained to provide three distinct, but interrelated, service that include assessment, support, and referral services, professional standards, and critical incident response.

Professional Standards offer a range of conflict resolution strategies, skills and support to help co-workers resolve disputes among themselves without the need of management intervention.

MEC Grievances Update

<http://afaalaska.org/grievance>

MEC Grievance Chair, Jen Wise-MacColl, has been very busy filing multiple MEC grievances. You can stay informed by visiting the Grievance page on the AFA website. Here is a quick list of the most recent grievances filed:

36-99-2-13-15: Failing to Provide Automated Trading of 4K Pairings.

36-99-2-17-15: Assigning Failure to Report after successful check in.

36-99-2-19-15: Failing to pay Flight Attendants for reasonable suspicion drug testing.

36-99-2-22-15: Violation of past practice regarding manual/EIB insertions.

36-99-2-24-15: Ground Floor Lodging While on Company Business

36-99-2-26-15: QPP

36-99-2-29-15: Clarifying Management Travel Privileges

Reminders

Company co-mail is the property of Alaska Airlines. All personal and private messages should be sealed in a non-company envelope.

Service Position Duties 101 (in your Announcement Booklet) is a guideline and not steadfast rules. We need to help each other out until the entire service is completed. TEAMWORK makes the flight enjoyable, not only for our customers, but our fellow crewmembers.

Please write up all catering issues, it's easy using your iPhone. Access first class> catering> + (new message). You can also attach photos using your phone!

Do the required beverage services (weather permitting): Per ISC committee there has been an uptake of complaints that only one beverage service is being provided SAN/SEA/SAN.

When non-revving be sure to pack some flats to slip on in case you have to take the jump seat, open backed shoes are not allowed (FAM 7.100 8)

Crew discounts for food is for working crews and DHD only. This is not an option for non-rev travel or commuting.

LEC Officer Update:

The month of June was very busy for your LEC Officers. LEC President, Laura Masserant attended the MEC Meeting June 1-2, the CWA Convention June 7-11, and attended the Government Affairs "Fly-In" in DCA June 22-23. During this one-day visit members of the AFA Government Affairs committee and MEC/LEC Officers met with members of Congress to discuss the upcoming FAA Reauthorization Bill and Flight Attendant Fatigue.

LEC President, Laura Masserant, LEC VP, Jake Jones, LEC Sec/Tres, Linda Christou, and Council Rep Stephanie Adams, share office time Monday-Friday to ensure that an Officer is always available to cover meetings.

Council Rep Adam Clarey is working with LEC Reserve Chair, Carole Babcock, and MEC Reserve Chair, Jarod McNeill, during Seattle Base New Hire Orientations. Adam's vast knowledge of the contract and reserve section is invaluable during our time with the new hires!

Remember, if you contact an LEC Officer for assistance; allow 24 hours for a response before you contact another person. Often times we find that many of us are working on the same issue at one time.

You can also email:

sea@afaalaska.org

All officers receive emails sent to this address!

Aircraft Air Quality Info Card

AFA CONTACT INFO:

Karyn Kobe, AFA Alaska MEC Air Quality Chair: 775-560-3297, airquality@afaalaska.org;

Elizabeth Dillon/Jeanne McCleave, AFA Alaska MEC EAP Chairs, 949-470-0493,
eap@afaalaska.org;

Backup - Judith Anderson, AFA Intl. field office (Seattle): 206-251-1203,
judith@AFAsattle.org

There are many sources of smoke, haze, and odors (fumes) in the aircraft cabin and flight deck, such as galleys, carry-ons, lavatories, and electrical systems. Some types of contaminated air are just unpleasant, but others are toxic. The aircraft air supply system can be a source of smoke/fumes when it gets contaminated with engine oil, hydraulic fluid, exhaust/ fuel, deicing fluid, and ozone. Of these, oil and hydraulic fluid smoke/fumes are the most toxic. Oil fumes may smell like dirty socks. Other descriptions include musty/moldy, old cheese, chemicals, and even electrical-like.

Most incidents with poor cabin air quality “only” involve exposure to fumes (odor), and not haze/smoke. Still, depending on the type of contaminants in the air, “just fumes” can still be toxic. If you think that you may have been exposed to either oil or hydraulic fluid-contaminated ventilation air, follow the steps on the reverse side of this information card. Keep it behind your airline ID or in your wallet/ purse so that you have this information when you need it.

1. If unusual fumes (odor)/ smoke/haze, quickly rule-out non-ventilation sources. Report to flight deck, esp. when source is ventilation system because possibly oil/hydraulic fluid. If no passengers, step off the aircraft, esp. if maintenance boards to test systems. Avoid fumes, where possible: <http://ashsd/afacwa.org/docs/prevent.pdf>.
2. If impaired inflight, notify pilots to call Medlink. At gate, ask CSA to call for paramedics. Your symptoms can persist, worsen, or return after another incident. Call AFA-CWA for help. Contact info on this card. Also, read AFA-I air quality website – Google “AFA air quality ashsd.”
3. File I-21 and ASAP reports with the company, keep a copy of each and send copy of I-21 to Air Quality Chair, Karyn Kobe. If sick, file a WC claim and see a doctor ASAP. Claims do not start until you see a doctor. Keep a symptom diary and document everything with a Doctor.

INFORMATION FOR YOUR DOCTOR IF OIL/HYDRAULIC FUMES: High-temperature oil/hydraulic fluid fumes can contaminate aircraft air supply system from engines/APU.

Give doctor relevant safety data sheet (oil=Mobil Jet II; hydraulic=Chevron Hyjet IVa+) AND Health Care Providers' Guide.

AFA can fax these to ER/ doctor, upon request. Alaska uses: (1) MJO II engine oil, which contains tricresyl phosphates, per SDS; and (2) Chevron Hyjet IVa+ hydraulic fluid, which contains tributyl phosphates, per SDS. Both types of fumes can contain carbon monoxide (CO). Notify doctor if you took oxygen (recommended) b/c can influence CO blood test. Info re. Blood tests to discuss with doctor at <http://ashsd.afacwa.org/docs/docinfo.pdf>

Council 19 LEC Committee List

<http://afaalaska.org/sea/committees>

Hotel safety

***For your safety and for the safety of your fellow Flight Attendants, please don't share room numbers out loud.**

***When on a layover and you are out and about...if it doesn't feel right than it's NOT! Never hesitate to report any and all suspicious activity to manager on duty. Then, follow up with a report in "crew care."**

***If you have a "bug" incident also report to crew care and submit an I-21 safety report. Any Hotel questions and incidents can always be directed to any of your LEC hotel committee members.**

Turbulence Reminders

When turbulence hits and you are in the aisle with the cart your Safety Committee wants to remind you to immediately take a seat.

There is an increase in number of reports of injuries due to FAs attempting to break down the cart when it is too bumpy.

You may have to stow it later, place it by one door and take your seats (two FAs in one double jumpseat.)

The custom of parking the cart in the middle of the two seats makes it difficult for two people to seat safely as things fall off the cart.

Trying to lift and stow items may cause injuries from falling objects and aircraft movement.

Membership Contact Linda Christou: lschristou@comcast.net

** Remember that dues increased to \$50.00 on your June paycheck*

When you move you must change your address with the company and with AFA. Click: www.afaacwa.org/membership to change your address.

Remember that if you go out on a leave and you are coordinating your leave with any type of sick leave or vacation you are obligated to pay dues. When you are off payroll and not coordinating sick leave or vacation you are only obligated to pay dues for the first three (3) months.

If you are receiving an invoice from AFA you probably owe past dues. Please do not disregard these invoices. Discipline can occur if past dues are not paid.

AFA International Membership department works with Flight Attendants who owe past dues. Call 1-800-424-2401 ext 707 (call between hours of 9-5 EST) or contact SEA Sec/Tres Linda Christou for assistance.