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AFA CWA Council 15

Message from our President:

First of all, THANK YOU! Thank you for your support, guidance and tenacity this past year.



It's been just a year since your elected leadership has been in place and we have seen our base go through some changes; a new contract, a new Base Manager and growth to where a new Supervisor was added.

It is a big undertaking to help build a new domicile from scratch and to work with a new Inflight management team(s). You have supported, encouraged and volunteered your time to a brand new AFA Local Executive Council, all while going through the process of protracted contract negotiations and not one, but two tentative agreements. On behalf of Melanie and Brice, we thank you for your dedication and professionalism. We have a great group and a great base here in San Diego.

So, where are we with the finalization and printing of the contract? Your MEC and Negotiating Committee met on July 1st to review and approve a finalized version of our CBA. A communication from the MEC will be forth coming with specific dates as to when the electronic and printed versions will be available, I anticipate no later than August 1st.

There has recently been national media coverage of an air quality incident and resulting lawsuit filed against Boeing, by 4 Alaska F/A's. Please know that AFA takes these events seriously, we want you to be as prepared and informed as possible. If you feel that you are experiencing an air quality event, please review the AQ information in this newsletter and please be sure to keep a copy in your flight bag.

In solidarity,
Stephen Couckuyt
AFA SAN Council 15 President

COMPLIMENTS OF YOUR
**AFA-ALASKA
MASTER
EXECUTIVE
COUNCIL
AIR QUALITY
CHAIR**



AFA-CWA, AFL-CIO

Aircraft Air Quality Info Card

*What you need to know
if you get sick*

WHAT TO DO
WHO TO CALL
HOW TO REPORT
WHERE TO GET MORE INFO



*Fly safely and be smart about
aircraft air quality*

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.

(Reverse side)

CHECKLIST (All information/ forms at <http://afaalaska.org/ashsc/airquality>):

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.

AFA CONTACT INFO:

Karyn Kobe, AFA Alaska Air Quality Chair: 775-560-3297, airquality@afaalaska.org; Elizabeth Dillon/Jeanne McCleave, AFA Alaska EAP Chairs, 949-470-0493, eap@afaalaska.org; Backup - Judith Anderson, AFA Intl. field office (Seattle): 206-251-1203, judith@AFAsattle.org

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>

If you have a Safety Concern, feel free to contact our Safety Chair:

Warren Esteron - warrenlarue81@gmail.com

AFA Committee Updates

**From Chase Vandergrift our SAN Scheduling Chair - reach him @
chase.vandergrift@gmail.com**

I had the opportunity to attend the first scheduling committee meeting in Seattle last week. The scheduling committee was created in our new contract with the goal of providing the company with better feedback regarding the trips that are created out of each base. We don't get to decide where the planes go, but we may be able to help maximize trips that are desirable and minimize some of the ones that aren't (although that isn't entirely clear from our first meeting). We'll also provide support on contractual issues that might arise with regard to pay/rest and scheduling concerns.

We did discuss several hot topics and we will be meeting monthly so please bring me any concerns that might arise and I can have them addressed relatively quickly.

Here are a few of the topics we discussed with the PBS Committee and Crew Planning at our first meeting:

Why do PBS bid awards take so long?

The award runs for the smaller bases are done relatively quickly with Seattle obviously taking the longest. The problem is the line threshold, which needs to be adjusted several times in order to get the right mix of lineholders and reserves. If it's set too high it can't build enough lines and there ends up being an excess of reserves. Too low and it builds too many lines and there aren't enough reserves left at the end. They run up to 24 solutions at the same time and often it takes multiple runs (at several hours each) to find one that works. They wait till all bases are done before publishing awards.

Why is my line built higher than a junior person even though I wanted less TFP?

The system is going to try to get you to the line threshold or above. If the threshold is 75 and your line ends up being worth 74.6 it'll find that turn or 2-day worth 9.4 or less to get you above 75 but still stay below 85. When it gets to the more junior bidders often times the only remaining trips are on weekends so if it schedules that bidder four trips and manages to reach 65 but can't find any other legal trips to put on their line it will stop there, since the line is still within the min/max window. One way to avoid this if you're senior is to bid for exactly the trips you want and make sure they add up to meet the minimum window. Once you're there you can insert a bid preference such as "Avoid pairings if >3.9 TFP". In some cases that will force the system to avoid all other trips and complete your line. It's not a guarantee but it's one way to help prevent that extra trip from being added to your line.

What do I do if I'm too fatigued to fly?

We discussed fatigue especially with some of the trips they've been building that contain all-nighters and followed by ultra-early check-ins. Please know that fatigue is a valid reason to call in sick online. Keep in mind you will accrue points and draw from your sick bank, however sick online is still eligible for point reduction if you haven't used it during the current quarter. Be sure to follow up any sick call for fatigue by filing an incident report that indicates fatigue as the reason for the sick call and include the pairing you were working that caused your fatigue. These are tracked and taken very seriously and have already resulted in changes to the way some trips have been built. Remember your health and safety come first.

Why don't we have more turns in San Diego?

I brought forth that SAN does not have enough turns (less than 10%) and Tim Green from LAX mentioned they have the opposite problem; too many turns (over 50% of the trips) in LAX. The response from Kelly Yeager in crew planning is that they do not like to lock any particular flying when the pairing optimizer goes to work because each flight that is locked to a particular trip eliminates it as an option for constructing other types of trips and can also make others less efficient. One example would be if they locked the 0630 SAN-SEA flight to a SEA turn. While this would create a daily SEA turn worth 6 it would eliminate any trips that use this flight to bring a crew up to SEA and onward to other destinations such as MSY, MCI or MSP for efficient 2-days. Without those trips available it could then resort to building 2-day Spokane trips worth 10 to fill the gap in flying. In the end it's about finding the balance between efficiency and quality of life. The other reason we've seen a reduction is that the company is very focused on reducing the "soft time" costs built into our contract such as sit pay and duty period minimum. That's why we no longer see a stand-alone Cabo turn or PDX turns with a 3-hour sit. With enough complaints we might see these trips return so please continue to send in your feedback.

When will our new trading system be available?

The new open time rules are set to go live in August (including the ability to trade 4k pairings) and reserve self-assignment is scheduled to go live before the end of the year. There will also be a major overhaul of the Navtech PBS program that is scheduled for early 2016. More information about each will be released as it becomes available.

Denise Sheldon -Uniform: I was hired in May of 1986 as a F/A supervisor at Jet America. (We flew the line also). I had flown International for ATA out of ORD. I have an MA in communications from USC. My Dad was a TWA pilot so I grew up in the industry. When Breanna (my daughter) left for grad school at USC and Bryce (my son) left for college, I wanted to give back. I joined the uniform committee in LAX to try and represent a more professional tailored appearance that we can all be proud of wearing. I also help run the Alaska Airlines Thompson Tansky golf tournament every year and I am on the board to give scholarships to Alaska and Horizon employees and dependants. My passion is rescuing dogs and rehabbing them.

Get to Know Your Committee Members

Jean Sharrock -Employee Assistance Program and Professional Standards: I have an Early Childhood education degree (preschool-8th grade) and Minored in Psychology. I came to Alaska Airlines in 2004 and in 2006 I joined the EAP program and began my lengthy list of trainings, which include: Basic and Advanced Employee Assistance, Critical Incident Response (CIRP), Lap-C, and most recently I attended an intense training - FADAP (Flight Attendant Drug and Alcohol Program). I enjoy working with our base on many levels. You are never too old to learn or too busy to help. If I could give one piece of advice it is "be kind to each other".

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, services 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.

Contact Jean Sharrock @ 949-257-9663 or jeans4112@yahoo.com



We are still in need of members for our Reserve committee. Please contact Melanie Buker if you are interested: melanie.buker@gmail.com

Tips and Reminders

Reminder:

- Company co-mail is the property of Alaska Airlines. All personal and private messages should be sealed in a non-company envelope.
- 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!
- Take food cart out on 1st and 3rd service when required (don't combine food onto the beverage cart).
- 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.
- Ask passengers to close shades before deplaning in hot weather.

Tip:

- 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)

Calendar of Upcoming Events

- July 10th Paint & Sip with Denia and Staff
- July 12th - 3:30 to 7:30 pm - Summer picnic for all SAN Alaska Employees at Speckles Park during the Coronado Concert Series and featuring music by popvinyl. Food & Drinks to be provided by Denia & Danny (SAN Station Manager) and all SAN employees are welcome to join. They are hoping to make this an annual summer picnic for our base/station.
- July 18th - SAN Pride Parade, Denia is still looking for volunteers. You can sign up on Alaskasworld: <https://alaskagives.benevity.org/node/789>
- July 20-24th -Brittany Buchanan participates in an annual surf camp for children & adults with autism or disability. For many, this is the only time they are able to visit the ocean. She is looking for FA's that can help in the water. This is such a great community opportunity; Denia has offered to reimburse the cost of fingerprinting for those that choose to volunteer. You can contact Brittany directly for more details on how to volunteer.
- Aug. 18th - Dinner & Drinks with Denia and Staff

Ways to stay connected:

www.afaalaska.org

On Facebook ask to join SAN FA, FA Fatty's Layover Workout, AS Layover and Travel, AS Things to do on an overnight, Alaska Crew Cooler (What's in your bag?).

SAN AFA Committee Roster

Committee	Chair	Name	Email	Ext
LEC President		Stephen Couckuyt	stephen.couckuyt@afaalaska.org	0 or 101
LEC Vice President		Melanie Buker	melanie.buker@gmail.com	0 or 102
LEC Secretary		Brice McGee	sanscafa@gmail.com	0 or 103
Air Safety, Health, & Security	Local	Warren Esteron	warrenlarue81@gmail.com	5
Air Safety, Health, & Security		Andrea Jackson	1AAJACKSON@GMAIL.COM	5
Benefits	Local	Sonia Quackenbush	squack22@gmail.com	3
Communications	Local	Melanie Buker	melanie.buker@gmail.com	11
Communications		Morgan Sanders	morganss8@aol.com	11
Employee Assistance Program	Local	Jean Sharrock	jeans4112@yahoo.com	2
Employee Assistance Program		Shari Clark	ownyourlife4ever@yahoo.com	2
Employee Assistance Program		Loretta Fogle	lorettafogle@gmail.com	2
Employee Assistance Program		Ken Hawkins	Ken@khawkins.com	2
Employee Assistance Program		Lisa Rhodes	Lisa.rhodes.alaska@gmail.com	2
Government Affairs	Local	Stephen Couckuyt	san15pres@gmail.com	8
Government Affairs		Weldon Webb	gweldonwebb@att.net	8
Grievance	Local	Stephen Couckuyt	san15pres@gmail.com	1
Hotel	Local	Kanani Vallot	kanani.vallot@gmail.com	6
Hotel		Brice McGee	sanscafa@gmail.com	6
Inflight Service	Local	Simon Heppell	sheppell@gmail.com	7
Inflight Service		Chase Vandergrift	chase.vandergrift@gmail.com	7
Inflight Service		Judy Hamik	jdhamik@gmail.com	7
Membership	Local	Stephen Couckuyt	san15pres@gmail.com	10
Reserve	Local	Katie McLintock	k8iemac@msn.com	4
Retirement	Local	Sonia Quackenbush	squack22@gmail.com	12
Retirement		Andrew Schell	schell.andy@gmail.com	12
Scheduling	Local	Chase Vandergrift	chase.vandergrift@gmail.com	13
Uniform	Local	Denise Sheldon	dlsflyalaska@gmail.com	9
Uniform		Kate Lelo	k8lelo@gmail.com	9
Uniform		Gina Serratore	ginalserratore@gmail.com	9
Uniform		Amanda Stonaker	mannybbird@gmail.com	9