



Dear Anchorage Co-Workers:

As always, the days seem to be flying by. With ratification of our new contract, we continue to work through the questions and issues that arise. Numerous questions have come up this month that we thought would be beneficial to bring forth, for clarification purposes:

**Jet Bridge Trades:** A “rumor” was going around, based on erroneous information given by a Scheduler that jet bridge trades are now being allowed between Flight Attendants of different domiciles. The contractual language states: “Flight Attendants from the same domicile may trade or give away a sequence or portion of a sequence at any station no earlier than three (3) hours prior to departure for domestic and international flights.” (Sec 12.C.7.a-i.)

**Calling In Well:** Did know that when a Flight Attendant on sick leave sufficiently recovers to resume flying before the end of her/his scheduled sequence that was removed due to sick leave, s/he can notify Crew Scheduling no later than 6:00 PM local domicile time the day prior, and be assigned flying under certain rules, to minimize point accrual and sick leave usage? For more specific information, see Sec 16.L.1-4.

**Deadhead/Working Crew Meals:** There has been much back and forth regarding crew meals as they pertain to Deadheading crewmembers and “Working Crew.” Many are of the thought that because crew meals went away in the new contract, the same applies for Deadheading crew. However, our contract points out this to be incorrect: *“The Company will provide a deadheading Flight Attendant with one (1) complimentary meal on board any flight operating when there is a food option available for purchase.”* (Sec 10.X.9) Conversely, the contract also states, *“BUY ON BOARD FOOD DISCOUNT FOR WORKING CREW: “If perishable or non-perishable food items are available for sale on a flight, a Flight Attendant may purchase (1) item per duty period at fifty percent (50%) of the retail price. Perishable items left over may be consumed upon completion of the service at no cost.”* (Sec.22.C)

Did you know – being added as an extra FA on pairings constructed after lines are built is no longer allowed unless being used as part of the minimum crew, otherwise, you must DH per Sec.10.X.7.b. This is different than an original pairing being awarded and an aircraft downgrade. In that instance, you can call and request a DH or to be released, but there is no contractual language that requires you to be a DH or that you be released.

When attending the Beyond Service Experience Training, we encourage you to submit an Activity Claim Form for your travel pay and the 1.0 TFP over duty pay. You may list business positive space non-bumpable when traveling to this training, per Secs. 30.A.3.a-d and 30.C.3.

In an effort to continually communicate with our members, we would appreciate your spreading the word about our AFA blasts. If you encounter people who are not receiving the blasts, please have them reach out to one of us to provide their current email address, so we can ensure our database is up to date and accurate!

**Please calendar the date:** Our next AFA Council 30 meeting will be held Thursday, April 16<sup>th</sup>, 11:00 to 1:00 pm at the Moose's Tooth (3300 Old Seward Highway, Anchorage). An agenda will be sent out prior to the meeting, but will include the Agenda Items to be discussed prior to the 2015 Board of Directors Meeting at the end of April. We need your input!

Thanks again for the opportunity to serve you!

In Solidarity,

Becky Strachan, LEC-P

Lisa Pinkston, LEC-VP

Jan Bottini-Strait, LEC Secretary