



Holding Pattern

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LGA CREW ROOM

I would like to thank all of you who contacted me to express your concerns with the new LGA crew room and its location. The morning of September 6th I went to LaGuardia to evaluate the new crew room facility and location. Before I continue, Section 7C of our contract states *The Company will provide comfortable and adequate crew facilities at all domiciles. The Company and the Union will mutually determine the suitability of such facilities.* This crew room is neither adequate nor mutually agreed to.



Without consulting AFA, the company arbitrarily selected this location and moved into it. **AFA has filed a grievance.**

I arrived at LGA at 0415 with the IIF in hand that discussed the new crew room location. After walking up and down the sidewalk in front of the United Hanger, I could not locate the correct entrance. I called crew scheduling to ask for assistance and was told the information to find the entrance and the door codes were on the "PORTAL." (That information should have been in the IIF.) Scheduling was very helpful and pulled up the information on the "PORTAL." Ask yourself: How useful is the portal when your're walking outside the hanger? Why was that information not passed along in the IIF? Fifteen minutes later, sweating profusely from the humidity, I climbed my **FIRST** set of steps. Thankfully there was a vending machine on the first floor so I could replenish all the fluids I lost trying to locate the entrance! Little did I know I'd shortly need that cold beverage after **climbing 30 more steps!** At layover hotels where no elevator is available to access our sleeping room floors, the Company wants us to have hotel staff carry our bags to mitigate our risk of injury. Who is going to carry your bags up the stairs to the crew room?

I had hoped to sit down and take a break; however, there was only one couch and someone was asleep so I was out of luck! After taking a brief break, I began my hike to the terminal. At a minimum it takes twenty (20) minutes to get from the crew room to the aircraft. Air Wisconsin is the only airline that I am aware of that has a crew room in an aircraft hanger. You are a flight attendant, not an aircraft mechanic. A crew room is also supposed to serve as a place to "relax" in between flights. Where are you supposed to go in between flight since you have to have atleast 1 hour and 15 minutes of ground time to even walk to the crew room and back? This crew room is essentially useless.

Having to walk through snow, ice, and slush this winter to get to and from the crew room in no doubt going to cause injuries. I have heard from many of you that "citizens without homes" sleep in the bus shelter that you have to pass to reach the entrance to the hanger building. The lack of an elevator will no doubt be a contributing factor to injuries. I need **each and every one of you** to complete an irregularity report anytime you feel unsafe, observe poor lighting outside, or encounter an uncomfortable situation going to or from the Crew Room and any other irregularities you experience while using or trying to access this crew room. If you slip, trip, fall, pull a muscle while walking, or climbing the many stairs, or injure yourself in any way, you need to contact your manager and report your injury. If it is after office hours, you need to call crew scheduling and ask to speak with a manager on duty to report an injury. This is one of the responsibilities of the inflight manager on call. **Please forward me a copy of any Irregularity Report you submit, and of any injury you receive, AFA needs this documentation.**

In Solidarity,
Adam Novish, President, Council 03

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Grievance Update

Council 03 has filed the following grievances:

- Flight Attendant suspended for 3 days
- Denied open time trip add
- Flight Attendant denied hotel room
- Flight Attendant not permitted to get back into trip
- LGA Crew room

Additional NYC-PHL flights.



Beginning October 2nd, Commutair (Continental Connection) will begin flying between Philadelphia and Newark with an average of 4 daily flights in each direction. Check out the Commutair Jumpseat Agreement page at www.arwafa.com.



Grievance Committee, Brenda Barrall, Local Council 03 PHL/LGA, Grievance Representative



We all get frustrated at times with working conditions and circumstances, and we want you to know that we do listen to you. We are here to help you; and if you feel your contract has been violated or if you have a disciplinary action against you, please contact a representative immediately. Grievances must be filed in a timely manner (10 days for discipline and 30 days for contract violations,) so keep in mind that time is an important factor in helping you. If you need a representative to attend a meeting with management for possible disciplinary action taken on you, please give us enough notice so one of us can be available to be with you.

If you have a Gripe or a concern, we want to hear about it. Many times we hear about things happening through 3rd parties. We want to hear it from YOU. We will log all Gripes/Concerns and present them to management in order to have the situation resolved. Again, we do listen and are here to help you.

I am sure you are aware that your Union is working extremely hard in many directions for our flight attendants. If you call a representative and leave a message, be patient with us. One of us will get back to you. We just may be out on a flight, in a meeting, or perhaps having dinner with our family. Leave a detailed message, and be sure to include your name and contact number where you can be reached. I am pleased to be active with our Council on the grievance committee!

Thanks for reading and Fly Safe!



Around Washington

Congress Examines Antiquated Agency's Impact on Union Elections; National Mediation Board Under Spotlight for First Time in Recent History (September 25, 2008, AFA Press Release)

A Congressional committee yesterday scrutinized the anti-worker policies of the National Mediation Board (NMB), the federal agency charged to protect workers' rights in the U.S. transportation industry. Patricia Friend, AFA-CWA International President, testified before the U.S. House Committee on Transportation and Infrastructure along with the NMB's three-member panel.

"For years, the NMB has established a series of onerous rules that have made it difficult for wokers to organize in the aviation industry," stated Friend. "A clear message needs to be sent to the NMB that they can no longer be a party in corporate America's efforts to usurp the stated policy and precedent of Congress to 'encourage unionization and collective bargaining.'"

The hearing carries particular urgency as the future of the collective bargaining rights for the vast majority of employees at Delta Air Lines and Northwest Airlines is threatened by the pending merger between the two carriers. Since Northwest flight attendants are members of AFA-CWA and Delta is not represented, an election must be called to detrmine union representation. However, under current NMB guidelines, over 50 percent of the combined 21,000 flight attendants must participate in the election in order for it to be valid. If less than 50 percent participate, the entire vote will be voided and Northwest flights attendants will lose over 60 years of collective bargaining rights.

In a Delta flight attendant election earlier this year for AFA-CWA representation, the NMB turned a blind eye to egregious union busting behavior by management. Some of the NMB's improper behavior throughout the election included changing the election date, keeping over 1,700 furloughed flight attendants and soon-to-be retired flight attendants on the eligibility list, and failing to remove a deceased flight attendant from the eligibility list. The NMB has yet to respond to interference charges filed by AFA-CWA over four months ago.



Around AFA

Alaska Airlines: AFA and management finalised an agreement on an early-out program and enhanced extended leaves. The parties hope to avoid furloughs through these and other measures.

Midwest Airlines: About 200 flight attendants, pilots and their supporters rallied on Thursday, September 11th to protest the decision by Midwest to outsource flying to Republic Airlines.

Comparing the Candidates: *Contracts and Bankruptcy*



John McCain: In 2007, McCain backed Eastern Airlines' bankruptcy plan, which destroyed 43,000 jobs. He supported letting companies use bankruptcy to destroy collective bargaining agreements and refused to support corporate bankruptcy reform to better our contracts. (Vote 276, 10/26/89, Vote 273, 10/26/89, Vote 222, 10/3/89, S.2092, 2007)

Barack Obama: Obama fought to protect collective bargaining agreements and union pensions from companies using bankruptcy to avoid their obligations. As President, he vows to permanently protect employee contracts and ban executives from collecting bonuses when declaring bankruptcy. (Obama for America website, Economy; ALPA Presidential Questionnaire, 2008; S.2092, 2007)