



ARW MEC

Turbulence



March/April 2007 Monthly News for ARW AFA-CWA members

Volume 2, Issue 1

From Acting MEC President, *Ginger Sterling*

Many of you are new to a union group and understandably have some questions as to how things work for you, the member. I would like to start by bringing everyone up to speed.

What is an MEC?

MEC stands for *Master Executive Council*. The MEC consists of 3 officers (Pres., VP, and Sec.) elected by your local council Pres., which you, the membership elect. The LEC Presidents are also members of the MEC bringing the count to 6 individuals on the MEC. Currently your MEC is in the process of nominating a new president. The AFA constitution and bylaws states that this position must be filled by March 22. We are open to any additional volunteers or suggestions you may have in reference to this open MEC position. Doris Duty is no longer serving as MEC President; Ginger Sterling is currently acting in this capacity.

What does an MEC do?

The MEC meets to gather ideas, plans, budgets, and information on current issues in each council from the local presidents. The MEC represents the entire membership of flight attendants at AWAC and works with the company to find resolutions to matters with our contract. They also are the representatives that take your concerns to AFA International to bring about changes to better our working industry.

What is an LEC?

An LEC is a local council to which the members of that council each elect their local officers. Each local consists of a President, Vice President, and Secretary. We currently have three local councils at AWAC which are councils 03, 28, and 29. From each of these councils the local President represents that council by sitting on the MEC board. LEC Presidents are responsible for keeping the MEC informed of local issues. It is important that you local union reps know what all of your concerns are.

Council 03 Reps: Barb Neisen, Adam Novish, and Lynn Anderson

Council 28 Reps: Ginger Sterling, Ernie Lazernick, and Sandi Blahut

Council 29 Reps: Doris Duty, Juli Biggar

It is our goal over the next year to keep you, the members, better informed and involved with your union. We are beginning with this newsletter and plan to continue this publication on a BI-monthly basis. We would like this to include a report from all the local presidents and MEC committee chairpersons on a regular basis to keep members informed about what your union does for you.

Please remember that we all are volunteers and do not get paid for our help to the membership. We plan to represent you in a fair, honest, and just way. If you ever have any concerns, we ask that you speak with us first. Each local council has three union representatives who should be approached first; if you have difficulties or do not wish to speak to them, then contact another representative from another council.

Our last meeting with the company was on Feb. 28 and some of your concerns were discussed. We met with Jim Rankin, Vince Portaro, and Laurie Martin and began discussing areas of concern for our group. In our meeting we discussed three main subjects: safety, scheduling, and management. Under these three subjects a number of issues were addressed from security sweeps, emergency first aid (blankets and ice), scheduling survey results, reserves, meal breaks, Flica, Passport renewal, training, and FA treatment. The meeting was scheduled for two hours, but we were unable to finish discussing our entire agenda. We have scheduled another meeting for April, which will be held in DCA. Our meetings with management are a start towards improving our working environment here at AWAC. Please remember that

AFA COUNCIL 29 UPDATE

By Ginger Sterling, LEC #28 President

The results are in for the Council 28 election! The following were elected for office, President, Ginger Sterling, Vice President, Ernie Lazernick and Secretary, Sandi Blahut. A team meeting will be held in the very near future to discuss the plan for the next year.

We currently are in the process of working toward filling our committees. We would love to have everyone be involved in some way. If you are interested in being on a committee, an AFA buddy, or on the phone tree, please contact one of us, we would be happy to get you started. We would like to welcome our two new committee members: Joshua Lynch will represent DCA on the Hotel committee and Gavin Wilkes will be representing DCA on the Safety committee.

Over the next two months there will be some AFA representatives and committee members attending many different trainings to better assist you with any of your questions and concerns. Ernie and Sandi attended Grievance training on Feb. 12-15. Ginger attended a meeting with the company on Feb. 27-Mar. 1 and will be attending System Board Training at the end of March. Gavin will be attending Safety training on Mar. 13-15.

Our domicile is growing at a very fast rate and we are seeing many new flight attendants. Please use this time to introduce yourself to us and remember that we are always open to your suggestions and opinions. Please feel free to call on us at anytime. A council meeting will be planned in the coming months following the elections to meet the membership and discuss any of your concerns.

AFA COUNCIL 29 UPDATE

By Doris Duty, LEC #29 President

We are now beginning our process to fill the vacancies of LEC Vice President and LEC Secretary Position for our Council. As of now, I have appointed Juli Biggar as Vice President. She will hold this position until the completion of our elections. The nomination ballots were mailed out on 1/16/07 to all Council 29 flight attendants in good standing. The count date for nomination was 2/13/07. On 2/27/0007, election ballots will be mailed out. Polls open on 3/5/07 and the count date will be 3/27/07.

We have been busy filling our AFA Committees. We would like to welcome Aaron Vann to our Scheduling Committee, Malana Reeves to Safety and Health and Jamie Clay to EAP/Professional Standards. We would also like to say a special "Thank You" to Mary Stevenson who has been and continues to represent all of our Flight Attendants on the retirement committee. Please check the AFA Website or AFA bulletin board in your crew room for referencing your committee members at your respective domicile.

Attention MKE Commuters

by Adam Novish

Effective April 1, 2007 Midwest Airlines is changing it's PHL schedule. Two of the existing 4 daily flights will be operated by Skywest Airlines (Midwest Connect) with CRJ200 aircraft replacing Boeing 717s. This move allows Midwest to free up a B-717 for thier new Kansas City-Seattle service. Although there is a reduction in seats (loss of 76 seats Mon-Fri) the skyWest flights will offer a cost savings for commuters.

Below is the new schedule effective April 1.

MKE-PHL				PHL-MKE			
Flight	Departs	Arrives	Eqp. Freq.	Flight	Departs	Arrives	Eqp. Freq.
150	0815	1105	717 ex. SUN	2559	0650	0745	CRJ ex. SUN
2554	1135	1420	CRJ Daily	151	1135	1245	717 Daily
156	1545	1850	717 Daily	2555	1450	1545	CRJ Daily
2558	1935	2220	CRJ ex. SAT	157	1935	2050	717 ex. SAT

Jumpseat Status

We are slowly making some progress with our reciprocal jumpseat agreements. I met with Jessica Van Dalen on Feb. 12 to discuss our progress and those we have extended offers to. This meeting was mostly to inform each other as to what we are doing and whom we have been in contact with. Continued conversation will continue between us as to any progress that will be made towards acquiring any additional agreements in the near future. We have extended an offer to United, Alaska, Aloha, American Eagle, ASA, Hawaiian, Horizon, Midwest, Miami Air, Mesa, Mesaba, Northwest, PSA, Piedmont, and US Airways/America West (for FA jumpseat). This was done in November at the Board on Directors meeting for AFA, as all the above are represented by AFA. On Monday, February 12, I placed a phone call to all the above companies and have the following status report. Alaska, Aloha, Midwest, Miami Air, Mesa, Mesaba, Northwest, and United all do not currently have a reciprocal agreement. American Eagle does have an agreement and we are currently working on exchanging information. I have not heard anything from Hawaiian and Horizon as of yet. Skywest currently owns ASA, but you can not jumpseat on them due to a seat ownership with Delta. In reference to PSA, Piedmont, and US Airways/America West, we currently have travel ability with them for an open cabin seat, and at this time it is not possible to discuss flying in the extra flight attendant jumpseat. If you would like more information on any of this, please give me a call.

Please remember that this is a work in progress. I just recently had a Southwest employee on a flight and requested they pass along my information to their jumpseat coordinator. I have tried to make some contacts with Frontier, but have not been successful with receiving a return phone call or email from them. We have also extended an offer to Commutair and Chatauqua/Republic Airways Holdings. I hope to receive a reply from all the above in the very near future. Just recently I received information about an agreement for American to which I am currently working on contacting them to reciprocate an agreement with Air Wisconsin.

Our current agreements are with Airtran, ATA, Jetblue, Skywest, and Spirit. It has been brought to my attention that when jumpseating on Skywest, there has been some difficulty and that a supervisor must help direct the computer process. I have contacted Skywest and requested that Jessica do the same to let them know of the technical problem. Skywest is aware of the situation and is currently trying to rectify the problem. They have asked that until the problem as been corrected that you print a copy of our agreement and carry it with you. If you have any additional questions, please contact me.

Please keep in mind that this is quite similar to your non-rev travel and the importance to be professional at all times. If you ever have any difficulties please contact a union rep. ASAP, so that we may be of some assistance to you right away in correcting any problems or difficulties.

We would like to see many agreements with other companies no matter the size or destination. We know that you all are very interested in having many jumpseat opportunities and hope to be able to provide a wide variety in the very near future. Any additional companies you may have suggestions for I am happy to check into if you could send me an email and any possible information.

Jumpseat Coordinator,

Ginger Sterling

MEC VP (Acting Pres.)



Congratulations to

Anne Hathaway new EAP rep. in council 03 for completing EAP training

Ernie Lazernick, Sandi Blahut, and Juli Biggar on their completion of Grievance training

70 Hour Line Guarantee

Section 6 B.1., and 6 B.2 Minimum Guarantee, page 9, or our collective bargaining agreement (contract).

B. Minimum Guarantee

1. A line holder will be guaranteed minimum flight pay of seventy (70) hours in a month providing the Flight Attendant is available for the entire month.
2. A reserve will be guaranteed minimum flight pay of seventy (70) hours in a month providing the Flight Attendant is available for the entire month.

Section 2 A. Definitions states: "Available for the entire month" means the period of time a Flight Attendant is available for flight duty with the Company. Examples of when a Flight Attendant is unavailable for flight duty includes the time when a Flight Attendant is on furlough, suspension, medical leave, leave of absence, time off without pay, and military leave.

Assuming full availability, a line holder and a reserve will not be paid less than seventy (70) hours pay in a month.

Example: A Flight Attendant has six (6) days of vacation and her block for the month of February is scheduled for forty-three (43) hours. Her vacation pay is worth twenty-one (21) hours for a total of sixty-four (64) hours. The company will pay the Flight Attendant her line guarantee of seventy (70) hours of pay because she was available the entire month.

If the Flight Attendant wants to drop a trip from her final schedule, and the trip is worth fifteen hours of block, the company will subtract fifteen hours (15) hours from the Flight Attendants line guarantee of seventy (70) hours making her new line guarantee fifty-five (55) hours. **AGAIN, the trip dropped is subtracted from the line guarantee of seventy (70) hours, NOT from the block hours of forty-three (43).**

If the Flight Attendant wants to add a trip to her final schedule and the trip is worth fifteen hours of block, the company will add fifteen hours (15) hours to the Flight Attendants line guarantee of seventy (70) hours making her new line guarantee eighty-five (85) hours. **AGAIN, the trip add is added to the line guarantee of seventy (70) hours, NOT added to the actual block hours of forty-three (43).**

A line holder or reserve is suspended due to disciplinary reasons. This person is not available and will have her guarantee reduced on a pro rate basis per day for reserve, or based on trips missed for a line holder.

Should you have further questions on this section of the contract, please contact your local officers.

FINAL BID AWARD REMINDER

By Susie Elkendier, Scheduling Committee Member

Check your final bid award every month to make sure you have 11 days off. If you find an error on your line, please refer to your contract, Page 20 #2.

Also, I can't stress how important it is that you check your line each month to make sure your paycheck is correct. Here are a few things you should check:

1. Compare your total line guarantee (Credit) on your bid packet with your pay sheet on the 15th of each month and check each trip.
2. Check your per diem on each trip. (Checkin, Check-out)
3. Check guarantee on days you may only deadhead. You are still guaranteed 3:30 per day. If you have a day that you sit in a hotel all day (i.e. 33 hour RON) you still get 3:30, or trip rig, whichever is greater.
4. Make sure that if the company cancelled a turn that you still get paid.

If you find a discrepancy, make sure you fill out a payroll discrepancy form and return it to your supervisor. They in turn will approve and send to payroll.



Hotel Happenings!

In the next months a few more cities will be changing locations for overnights and the crews will be staying at new hotels. As mentioned in the previous newsletter, economics plays a big role in the hotel selection process, and many hotels are raising the rate per night. Six (6) rooms per night, or in some cases 12 rooms per nights, 30 days a month at an increase of \$5 or more per night does not work for an airline in this day and age.

I have been actively involved in the hotel changes along with the pilot representative, and I can assure you it is not easy to say goodbye to a favorite property. Sometimes we win, and the company allows us to keep a property that is great, (because we give and take in the decision making process.) Other times, we have to accept what is changing although we do not want to.

I would ask that as these changes occur, please remember to use the hotel reporting form. Also, keep your comments in the van to a minimum regarding the change of hotel. Comments made in the shuttle go directly to the hotel staff (believe it or not!), and sometimes the comments are hurtful and negative and Air Wisconsin is notified. On the flip side, remember to drop a note to the hotel staff when you encounter a nice room, or that the van driver made your day! Remember to tip the van driver, as van drivers receive a lesser salary and count on the tips as part of their income.

On a final note, the on-line hotel reporting form is working and thank you for using the system.

Wishing you good nights ahead,
Debbie Golightly, Hotel Committee Chair

RETIREMENT

Mary Stevenson, MEC Retirement Chair

A retirement meeting is tentatively planned for April in ATW and I will be attending. If you have any questions that you need addressed in regards to your retirement, please get them to me so I have them available at the meeting. Enrollment has gone up, which is great. For those F/As that are finishing their first year of service, you may wish to look over the retirement book that was given to you. **Enrollments for the next quarter must be in by April 1, 2007.** The form is in the back of the book. For those of you that have put in one year of service at ARW, it is never too late to enroll and start saving for your retirement.

Jill Niedzwiecki, based in DCA has volunteered to be on the retirement committee for D.C. I would like to see a volunteer to represent Philadelphia. Contact Ginger Sterling, Adam Novish, or Barb Neisen if you are interested. In the meantime, I will be happy to take all questions or problems from PHL as well as my own base in ORF.

Creating a Paper Trail

Adam Novish, MEC Chair, Air Safety Health & Security chair

During the course of a trip we may encounter issues that the company needs to be aware of. If we do not document these problems, we cannot prove a problem exists. What may seem like no big deal to some has the potential to become a major problem. When multiple flight attendants encounter the same issue a trend can be proven. **If you do not report it, it did not happen.** Please submit reports on a regular basis documenting anything you perceive to be a safety threat, or lead to one, as well as anything that is not standard procedure. It is much easier to effect change when a paper trail is created showing there is a problem. **When you submit any report to the company, including Irregularity reports please forward a copy to me so I can follow up and work for you.**



Happy (very late) New Year! As we look back on the past year, a lot of changes have taken place—good and bad. From the loss of potential new flying and retirements/resignations of close friends, to progress on jump seats and the necessary inclusion of reserves in the commuter policy. As you all know, an arbitrator recently ruled in favor of the pilots in their all-important concessionary grievance. We are closely monitoring the outcome, as the flight attendants have a similar grievance approaching arbitration process. We will continue to keep you updated on all progress.

With the New Year I feel yet another big wave of change. Unfortunately, that change cannot come quickly enough. Scheduling continues to work us long hours, sometimes without breaks. I urge you all to request a break in these situations.

In order to request a break you must alert the captain at least one leg ahead of time that you will need a meal break. For example, in the pairing below, we would be requesting a meal break from the captain either before flight 3809 or 4064. Remember, if we do not keep ourselves healthy, we will not be able to adequately serve our passengers or keep our bodies fueled in the event of an emergency. As safety professionals we are the most important safety feature in the cabin.

DY	FLTNO	DPS-ARS	DEPL	ARRL	BLKT	GRNT	TBLK	TCRD	TPAY	TDUTY	LAYOVER
TH	3779	PHL-PIT	1000	1128	0128	0029					
TH	3974	PIT-BDL	1157	1315	0118	0027					
TH	3809	BDL-PHL	1342	1454	0112	0031					
TH	3801	PHL-PHF	1525	1622	0057	0038					
TH	4064	PHF-PHL	1700	1800	0100	0030					
TH	3680	PHL-SCE	1830	1937	0107		0702	0702	1037	SCE	1120 D-END: 1952L
(NR 900) REPT: 0712L Hilton Garden Inn (814) 272-1221											
FR	3628	SCE-PHL	0757	0850	0053	0230					
FR	3874	PHL-YUL	1120	1253	0133	0032					
FR	3955	YUL-PHL	1325	1500	0135	0230					
FR	3795	PHL-BNA	1730	1841	0211		0612	0612	1244	BNA	1054 D-END: 1856L
(NR 900) REPT: 0550L Wingate Inn (615) 884-9777											
SA	4054	BNA-DCA	0635	0913	0138	0030					
SA	3792	DCA-PHL	0943	1035	0052	0045					
SA	4007	PHL-CHS	1120	1307	0147	0038					
SA	3924	CHS-PHL	1345	1526	0141	0558	0558	0851			
D-END: 1541L T.A.F.B.: 5426 Total: 1912 0000 1912 3212											

Carry your contract with you and know it well. If you need a new one, you can request one from your in-flight manager. If you have problems with this, call me. Thank you for your continued support and remember to support each other as well.

Retirement

On January 25, 2007, we spoke with Cindy Peters in the pass department regarding retirement and qualifying for pass travel. Cindy indicated to me that she is waiting for the pass agreement to be signed before putting it out to all employees. It is understood that if you have ten (10) years of service with AWAC and your age and years of service total sixty-five (65), you can retire from AWAC and continue to receive pass privileges on AWAC and U.S. Airways. If you meet these requirements and wish to resign before the company puts this information out to our employees, please contact Cindy Peters in the pass department.

When the Jump Seat Fights Back!

By Judith Borghi, PHLF/A

On November 2nd, 2006, I was only three legs away from finishing a four-day trip. I was working STL to PHL. After performing the service, I was stocking the cart and needed some supplies from behind the jump seat. I depressed the red release button with my right hand and using my left hand, went to pull the jump seat across my body. The jump seat did not move. My arm and shoulder however, continued through with the motion. I felt a sharp pull in my shoulder and some pain but not enough for me to call out of the trip. The pain, however, was clearly apparent the next day and I have been out of work on Medical Leave ever since.

To date I have been diagnosed with a Labral tear, Brachial Plexis, Thoracic Outlet Syndrome and Tennis Elbow. I have not yet been able to go without Oxycodone for the pain. I wear Lidocaine patches 12 hours a day to try and ease the pain; I take Naprosin for the inflammation and a muscle relaxant at night. All this medication and the best I get is a “dulling” of the pain! They want to put Botox in my shoulder muscles in an effort to stop the spasm and they will probably try the Cortisone inside my shoulder joint in an effort to help the Labral tear heal. I have endured two EMG’s (that’s electrocution and needles!), two MRI’s, way too many X-rays to count and weeks of Physical Therapy that only made the whole thing more painful. Of course, that’s all in addition to the slew of doctors who each insist on maneuvering my arm and neck into positions that just make me pray for a quick death! Surgery has not been ruled out completely and as of today (12/29/06) I am awaiting the results of yet another batch of tests by a Neurologist. In short, the pain is miserable, exhausting and there doesn’t seem to be an end to the agony in sight.

As you know, the jump seat rides in and out of its storage space on “rails.” The rails get dirty making it hard to pull out and/or stow the jump seat. If you encounter a “stiff” jump seat please write it up. Let your Captain know that it needs to be written up. If he/she refuses or makes excuses, please contact AFA. Be sure to provide the A/C number, flight, date, captain’s name, etc; **make the Captain aware you plan on doing this.**

I love you all dearly and miss you. I honestly wish I didn’t have to go through all of this and truly don’t want another flight attendant to endure the same level of pain. Please don’t let this happen to you or anyone else. You can email me at judithborghi@comcast.net if you have any questions, concerns, complaints, or just want to say “hi.”

Have a great New Year. Fly Safe. Have Fun.

Safety Committee Update

By Adam Novish, MEC Chair, Air Safety, Health & Security

It's been a while since my last update, and there is simply no excuse. I am making an effort for more frequent communications regarding my activities. I'd like to start by recapping last year (2006).

In March I attended *Aircraft Accident Investigation Training* hosted by AFA-CWA in Washington, DC. This training meets the standards required by the NTSB to participate in an investigation. The National Transportation Safety Board (NTSB) investigates all aircraft incidents and accidents. When there is an accident and an NTSB investigation is conducted, AFA petitions the NTSB for party status, that is, requests to be participate in the investigation when the accident involves an AFA represented carrier. The NTSB normally grants that request and AFA historically participates in the Survival Factors Group. Some of the highlights of this training included speakers from the NTSB, and a visit to the NTSB headquarters. I received a tour of the facility, and saw how Cockpit Voice Recorders were read, how digital animations of a flight final minutes were created using the Flight Data Recorders.

In August, I was once again invited to attend United Airlines safety roundtable in Chicago, IL. The United roundtables allow me to see first hand how a safety committee at another airline functions and how well they interact with their management. AFA at United and their management work very well, sharing information with each other towards the goal of enhancing safety at United. The manager of crisis management spoke about United's Emergency Procedures. My motto moving forward after this conference is, "Safety is safety. It's not about who's right or wrong, what is right in the interest of safety."

In October, I attended the AFA-CWA Safety Roundtable, held in San Jose, CA. The safety roundtable is held yearly by AFA. All MEC Air Safety, Health & Security chairs attend and give a progress report for their carrier. One of the presentations was of particular interest to me, Galley Cart & Equipment safety. I have heard the concerns from so many of you regarding our galley equipment and was able to learn what other carriers are doing to improve their conditions.

This past January (2007), I was invited by AFA to work out of the Washington, D.C. office. I assisted with filing, research, and helped prepare one of the papers that will be sent to the new Aviation Subcommittee chair in Congress. I will be returning to Washington, D.C. in the next couple of months to work with the AFA Safety department on other projects.

In February, I attended the International Aircraft Cabin Safety Symposium in Torrance, CA. There were over 200 in attendance. Most of the attendees composed of Inflight Managers, In-flight training managers and instructors, Safety Officials from various airlines, and union safety representatives. I can not even begin to tell you how many great people I met. I had numerous conversations with other airline managers and representatives, and was extremely surprised to find how open they were for discussion and sharing information with me from their company and I have stayed in touch since. It amazed me how everyone here was willing to share information from their carrier in the goal of advancing safety. In addition to the regular proceedings I attended the following seminars, *Evacuation-Best Practices*, *Communication in Cabin Safety*, *The impact of exposure to Contaminated Air During Flight: Lessons Learned and Practical Solutions*, *Passenger Safety Special Interest Group Forum*

In August I will be attending *Fire Training* in AVP. This training is hosted by the airport and involves an aircraft fire trainer that will actually burn.

As you can see, last year was rather busy and this year is looking to be just as fruitful. I truly enjoy my role as your MEC Safety, Health and Security chairman. My position allows me to apply my deep passion for aviation and cabin safety. I can not do this all by myself. I need each and everyone of you to submit reports to the company, provide me with copies of all these reports and keep me informed of what you see on the line. Working together we can make changes.

Every month I participate in conference calls with inflight management. This allows me an opportunity to follow-up on your reports and issues you encounter on the line. I want to remind all of you, if you are injured at work, and it is after business hours, contact crew scheduling and say, "*I was injured at work and I need to speak with the manager on call.*" You should not share any specifics of your injury with the scheduler. In addition to notifying the company of your injury, please contact me as well to advise of your injury.

Sprayed by De-Icing Fluid

By: Brett Sorenson, PHL F/A

It was the start to any normal day. The crew and I showed up to the Airport, got the plane ready, and loaded the passengers. I was notified that we would have to de-ice before taking off. We taxied to the de-icing pad to get de-iced. As we were getting de-iced, I was sitting in the FA jump seat watching the cabin for any smoke that de-icing may cause if there were a problem in the environmental system of the aircraft. As they started to de-ice the forward section of the aircraft, I felt fluid being splattered on my face. It felt like some one had spit on me. I looked to the front row to see if this was the case. This fluid felt oily in nature. I felt the splatter again on the right side of my face and I looked up towards the top of the Main Cabin Door. When I did this, some of this fluid had entered my right eye. I got up and wiped this fluid off my face. I also took a paper towel and wiped the upper part of the Main Cabin Door. The fluid that came off in the towel was what looked like the consistency of anti-freeze, clear oily fluid with a neon green tint to it. I called the Flight Deck to notify them of the fluid coming through the door and that it had gotten on my skin and right eye and asked them if it was normal for de-icing fluid to come through the door. They had never heard of it, but it was possible since the aircraft was not pressurized and the seals had not sealed. They asked me if I needed to return to the gate for medical help. At that time I told them no. After hanging up with them, the burning in my eye worsened and my vision in that eye was getting blurry. I started to flush my eye with the 1 liter water bottles in the galley using the ice bin to catch the water. After I used 5 water bottles, the pain in my eye was getting unbearable and my vision was blurred in that eye. I called the Flight Deck at that time and notified them that I did, in fact, need to go back to the gate and see if they had an eye washing station. When we pulled back in, the crew de-planed the aircraft while I went in to OP's to the eye washing station. I used the eye washing station for about 2 minutes until the Paramedics arrived. They took one look at me and suggested that I seek medical attention at an emergency room. As they transported me, they flushed my eye with a saline solution to continue the irrigation of my right eye. They treated me at the ER and released me within an hour.

The type of de-icing fluid used on the aircraft was Type 1. This type of de-icing fluid can cause minor skin irritation and chemical conjunctivitis for the eye, which is minor irritation and can be associated with blurred vision. This was the case for 2 days after the incident.

In conclusion, the lesson I have learned from this incident: When the aircraft is being de-iced in the future, I will not be sitting in the FA jump seat.

Who do I call? Adam Novish, MEC Safety Chair

With this newsletter I have included a safety representative card to go on your ID lanyard with all my contact information. My fax number is on this card for you to fax copies of all irregularity reports you submit to your manager. If you are involved in a safety related event onboard the aircraft, please call me immediately, day or night. I am here to support you. It is important that I am aware of what happens on the line.

A safety representative contact card was stapled here. If yours is missing please contact Adam Novish.

Winter De-Icing

By: Adam Novish, MEC Chair, Air Safety, Health & Security

We are well into de-icing season, and I sincerely apologize for not writing this article sooner. This article may seem boring, but please read on since de-icing fluids are not our friend.

Deicing/anti-icing fluids may enter the aircraft cabin and cockpit areas through leaks in window and door seals. If fluid is present in the cabin, it should be thoroughly cleaned by qualified deicing/anti-icing personnel prior to flight. (AFA takes the position that the flight attendant is not considered qualified personnel.) Skin or eye contacted by deicing or anti-icing fluids must be thoroughly flushed with water for a minimum of 15 minutes. Medical attention must be sought in the event of a splash into the eye, prolonged skin contact, or if exposed individuals exhibit signs and symptoms of excessive exposure.

Typical deicing and anti-icing fluids used on aircraft often contain significant quantities of one of the following three potentially hazardous chemicals:

Propylene Glycol (PG): This chemical may be harmful or irritating if inhaled, ingested or absorbed through the skin; a single drop in an eye can cause severe irritation and stinging. Signs and symptoms of excessive exposure to PG include drowsiness, skin and eye irritation, or convulsions, as well as rapid shallow breathing, sweating, stupor, or seizures in children.

Diethylene Glycol (DEG): DEG is moderately toxic if swallowed and may cause serious injury or even death if more than 2 ounces are consumed. Chronic ingestion of small amounts may also cause kidney and liver damage. Skin irritation due to contact with DEG is minimal, although prolonged and repeated exposures may lead to significant absorption of toxic amounts. Inhalation of vapors or mist may cause adverse effects, although this is not normally a problem at room temperature. DEG is essentially nonirritating to eyes. Signs and symptoms of excessive exposure to DEG may include dizziness, drowsiness, or nausea and vomiting.

Ethylene Glycol (EG): EG is moderately toxic by ingestion and inhalation, mildly toxic by skin contact and is a suspected carcinogen. Signs and symptoms of excessive exposure to EG may include wheezing, coughing, shortness of breath, burning in the mouth, throat or chest, redness of the skin, restlessness, unsteady gait, drowsiness, coma, nausea, and vomiting, or headache.

According to the US Airways *Winter Recurrent Packet* for ground personnel aircraft doors and windows are not to be sprayed directly, "*Aircraft not pressurized.*" Do not spray directly, spray across top and allow to run down."

Galley Update:

On February 28, a meeting in Appleton was held with Dan Crahen, Manager of Supplies and Carl Caiani, Loss Prevention Manager to address concerns AFA has with our galley equipment and sanitation. I will be working closely with the company to address our concerns, and we will work collaboratively to resolve them. A *Galley Discrepancy Form* has been created for you to document any issues with the galley. These forms are available in all domiciles. In Norfolk, a supply of them are available in Malana Reeves v-file, In Washington they are available in Ginger Sterling's v-file, and in Philadelphia they may be found in the file trays attached to our AFA bulletin board. Please complete these as necessary and fax them to the number on the form, or return them to a local AFA officer who will then forward them to me. These forms will go directly to the company once I have received them. In order for the company to continue to address our concerns, we must have the documentation to prove there is a problem.