



SKYWORD

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FROM THE PRESIDENT'S DESK

UNITED WE STAND

By Michael Kelliher

As President of the APFA, I am pleased to see the "Flight Attendant Duty Time Act" as introduced by Congressman Norman Mineta (D-CA). This legislation is the culmination of the efforts of three consecutive APFA administrations in conjunction with the other Unions that comprise the "Coalition of Flight Attendant Unions." This is a copy of the letter that is being sent to all 70,000 Flight Attendant members of the Coalition.

The bill requires the Federal Aviation Administration (FAA) to limit the number of hours Flight Attendants can remain on duty and to regulate minimum rest requirements. The bill instructs the FAA to establish standards—within 180 days of its passage—and imposes its own limits if the FAA fails to act.

COALITION OF FLIGHT ATTENDANT UNIONS
September 27, 1988

Dear Flight Attendant Union Member:
Collectively, our organizations represent all unionized flight attendants in the United States—over 70,000 members. Our uniforms, our carriers, and our organizations are different, but we have much in common. Both together and separately, we have fought the same battles, lobbied for protective legislation, and negotiated for improved work rules and wages. Over the years, we have learned that working together is better and, most importantly, **SAFER**. Last year, we formed the **COALITION OF FLIGHT ATTENDANT UNIONS**, an organization formed to promote the passage of duty time legislation.

Today, the Coalition is pleased to announce that Representative Norman Mineta (D-CA) has introduced the Flight Attendant Duty Time Act to require that the FAA establish rules to include duty time limits and minimum rest provisions for flight attendants. This Bill represents an historic milestone for flight attendants recognizing our importance as safety professionals. If the FAA fails to act within the specified time period of 180 days, then the legislation includes minimum standards which would then become law.

Duty time limitations and required rest periods for flight attendants are not new concepts. Over 1-1/2 years ago, we petitioned the FAA to set minimum standards in these areas. Our petitions have been under review at the FAA, the Department of Transportation and the Office of Management and Budget during this time and we have yet to receive a legitimate response from any agency regarding their status. As a flight attendant, you play an important part in aviation safety. Your response in an emergency depends, in part, on being alert and physically fit. Limits on the maximum consecutive hours you may work and the minimum rest you will receive are vital components in the equation that will determine your ability to respond. For your safety and health, and for the safety of the traveling public, these rules are critical.

The Coalition is determined to end bureaucratic stalling by using the legislative process. We have succeeded in overcoming the first hurdle by introducing legislation! During the upcoming Presidential election and the Congressional recess, we will be finalizing our lobbying campaign. In the beginning of 1989 we plan to hold joint union meetings across the country, bringing our flight attendants together to work collectively towards ensuring passage of this important legislation. We will keep you informed and we will be asking for your help. Together we can create a safer, healthier work place.

Sincerely,

Michael Kelliher
Michael Kelliher
President, APFA

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President, IFA

TRANSPORT WORKERS UNION/LOCAL 58 • INDEPENDENT UNION OF FLIGHT ATTENDANTS • UNION OF FLIGHT ATTENDANTS • INTERNATIONAL BROTHERHOOD OF TEAMSTERS • ASSOCIATION OF PROFESSIONAL FLIGHT ATTENDANTS • INDEPENDENT FEDERATION OF FLIGHT ATTENDANTS • ASSOCIATION OF FLIGHT ATTENDANTS

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TIDBITS FROM THE SCHEDULING DESK (continued)

FLYING HIGH TIME FOR THE GOLDEN YEARS?

Are you flying Option II and picking up Optional Exchange trips in order to increase your retirement benefit check?

Relax. Take those last few years easy.

According to Article 36.H the firm's average formula is based on a maximum of seventy-five hours (75.00). (The previous maximum was sixty-seven hours (67.00).)

The 75.00 hours is at the straight time hourly rate.

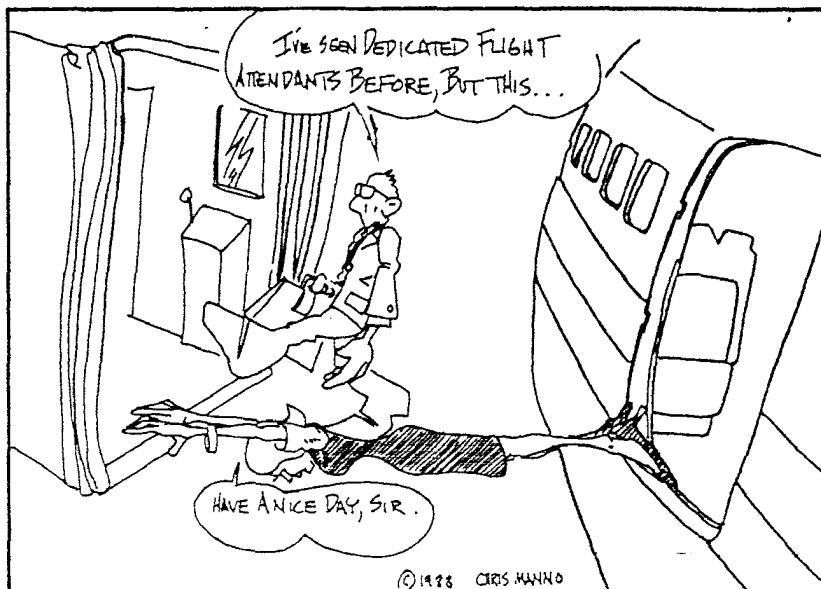
The language further states that the Company will attempt to obtain pay and flight time records to calculate this formula.

Seventy-one hours (71.00) will be used for calculation purposes for any records prior to January 1988 which cannot be obtained. This will also be a straight rates.

If you have old C-33's (pink sheets) and HI-2's, this is a good reason to keep them.

Y CHECK PLEASE

As a reminder, there has been an agreement with American Airlines since March 1987 that requires the Company to issue a check to any Flight Attendant if they are owed \$30.00 or more. If you have not received the amount of money that you are entitled to, then you must contact Pay Compensation to start the reissue process. Once the verification has been made regarding the amount owed you, a check will be sent from Tulsa within 24 hours under normal conditions. However, the Flight Attendant can request that the check be issued locally under extenuating circumstances. Remember, the call must be made to Pay Compensation. ✈



Flight Attendants and Environmental Tobacco Smoke

Flight Attendants face a unique and serious threat from involuntary smoking. Working in the poorly ventilated environment of pressurized aircraft, Flight Attendants are exposed to a risk from passive smoking which may exceed the risk of any other single profession. As the National Academy of Sciences concluded in the 1986 report on The Airliner Cabin Environment:

The Committee recommends a ban on smoking on all domestic commercial flights, for four major reasons: to lessen irritation and discomfort to passengers and crew, to reduce potential health hazards to cabin crew associated with Environmental Tobacco Smoke, to eliminate the possibility of fires caused by cigarettes, and to bring the cabin air quality into line with established standards for other closed environments.

Americans for Nonsmokers' Rights will host a special conference on "Flight Attendants and Environmental Tobacco Smoke," on Saturday, October 15, 1988, in



Chicago. Sponsored by the National Cancer Institute, the conference will be held at the Rosemont/O'Hare Expo Center, near Chicago's O'Hare Airport from 9:30 a.m. until 4:00 p.m.

The conference will bring together Flight Attendants from around the United States who are concerned about environmental tobacco smoke in their workplace. The goals of the conference are to educate Flight Attendants on the health risks of passive smoking and their legal rights and options, to let them share their experiences and strategies with one another, to focus media attention on the plight of the Flight Attendants in order to fuel public pressure on the airlines to eliminate smoking aboard all aircraft. ✈