

UNITY

April 2007

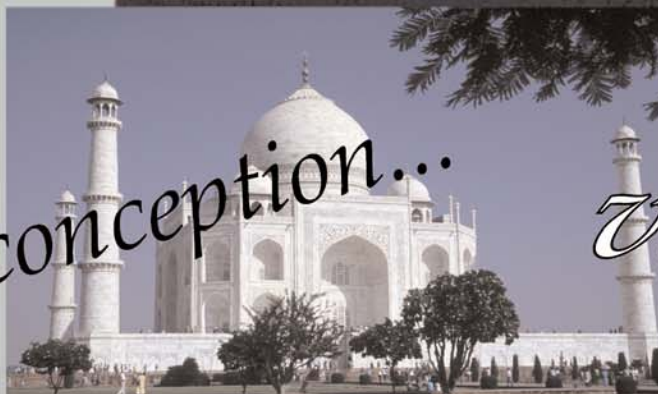
Do you prefer
3- or 4-days
a week?



Juggling Relationships

Making it all work

Oh,
Mythconception...



vs.





The official publication of the Transport Workers Union Local 556, representing the Flight Attendants of Southwest Airlines.

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TWU Local 556 Editorial Policy:

Letters to the Editor may not be considered if the length of the submission exceeds 200 words (depending upon space available in the issue). All letters must contain your name, base, employee number, and contact information.

Submissions of articles to be printed in **UNITY** will not be considered if they are too long, libelous, defamatory, not factual, in bad taste, or are contractually incorrect. The TWU Local 556 Editorial Team reserves the right to edit any submissions that are received for the purpose of publication in **UNITY**. Submissions are due by the first of the month prior to the month of publication, and are considered on a space available basis.

The views expressed in **UNITY** do not necessarily represent those of TWU Local 556 or TWU International.



From the Editor's Desk

This issue was a difficult one to put together due to the fact I'm a little "discombobulated"... I'm moving! A few weeks ago, my husband's Company notified him that they were transferring him from California to Oklahoma. We're moving on May 1, and will be living north of Tulsa. I've changed my Domicile Bid back to MDW and look forward to flying with my old friends there again.

The "theme" for this issue is "Relationships", and considering the major changes going on in my life right now, I'm so grateful for the relationships I have. Of course I am grateful for my husband and my sister - I don't let them know how grateful I am nearly often enough. But I'm also grateful for the relationships I've developed through Union Work. During this busy and chaotic time for me, I've received such support from my Union brothers and sisters. I simply don't have room in this small space to list each and every person (you know who you are, and I hope you know how much you mean to me!), but I do have to point out Kyle Whiteley. Kyle truly stepped up to the plate to help me on two projects recently since I have been out of town so much trying to plan my move. Kyle has turned out not only to be a good friend, but an incredibly talented designer! Kyle designed the cover of this issue of **UNITY** as well as the World Tour/Scavenger Hunt posters you all saw in your lounges. I think when the time comes for me to hang up my editing hat, I may have found my replacement! Thank you Kyle for all your help, and thank you to the rest of the Executive Board for your support during this uncertain time for me.

I'm out of space now, so I don't have room to tell you about all of this issue's great articles, so to put it simply, READ and ENJOY!

In solidarity,

Allyson Parker-Lauck
TWU Local 556 Board Member at Large and
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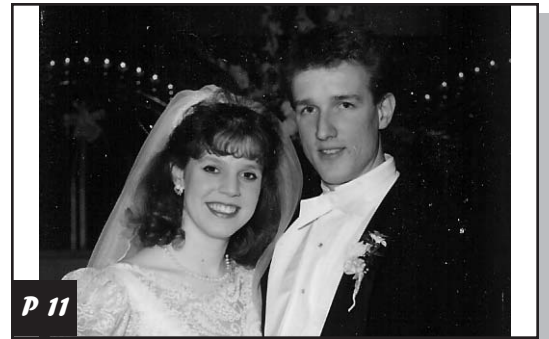
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On our Cover: This quarter's cover was designed by MDW Domicile Executive Board Member Kyle Whitely, and our cover model is Maranda Wanland, MDW Flight Attendant #79382. Many thanks to Kyle and Maranda for helping make this quarter's cover art the best yet!





President's Page

by Thom McDaniel - TWU Local 556 President

No one knows better the value of developing and nurturing good relationships than our Union. Our ties to our communities, our co-workers, and

our Customers were key to achieving the industry leading Contract that we now enjoy. Since negotiations, our relationships with our International, Southwest Airlines, and other Unions have helped us to develop and implement other improvements in our quality of life including a drastic reduction in 4-day trips, research on cabin-air quality, and our reciprocal cabin seat agreement with American Airlines. And of course, our solidarity and support for each other have made the Flight Attendants of Southwest Airline leaders in our profession and the Labor Movement at large.

One of the most important areas where we must develop and cultivate relationships is with our elected officials. Through our coordination with our friends on Capitol Hill, we have enjoyed great success both in achieving our Contract and allowing the eventual repeal of the Wright Amendment. Through another productive relationships, our Union meets regularly with a coalition of all organized Flight Attendant leaders. We have developed a legislative agenda that includes OSHA protection, cabin air quality, Crewmember fatigue, improved FMLA qualifications, carry-on baggage limitations, transportation worker's identification card, mandatory Crewmember self-defense training, and enhanced Flight Attendant certification.

While this is a very aggressive agenda, we do feel optimistic that we will be able to meet many of our goals because after many years, we finally have a much larger number of Labor friendly leaders in Congress. We have developed relationships with many of these elected officials over the years, and they are now in positions to push our agenda forward for the benefit of our profession. In only a few months, the 110th Congress has passed more pro-worker legislation than in the previous six years including raising the minimum wage, paving the way for TSA Screeners to form a Union to negotiate for better wages and working conditions, and House passage of the Employee Free Choice Act – three accomplishments that previously could not even see the light of day.

It is now up to us to make sure that we continue to support and elect Labor friendly candidates. Some of our Members feel that we should not usually be involved in politics, but these issues are not politics as usual. The laws that are made today will affect your job tomorrow. You can make huge improvements in our Contract, but they can be taken away with the stroke of a pen in Washington.

Although we can not use dues money to support candidates, we do have a mechanism to help finance the election of Labor friendly candidates. You can join COPE (Committee On Political Education) with as little as a dollar a month payroll deducted or contribute more to become a COPE Club Member with t-shirts, jackets, and other gifts going to the higher contributors. Of course one dollar can't make a difference, but when combined with the dollars of all of our Members, we can support the candidates who deserve it. COPE funds are used to support Democrats, Republicans, and Independents. The only criterion is that the candidates are Labor friendly.

During the months of April and May, our Shop Stewards will be conducting a COPE contest to sign up new members and allow current members to increase the amount of their contributions. The Shop Steward who has the highest dollar amount in new or increasing contributions will win the opportunity to attend the TWU COPE Convention in Washington D.C. in July where they will get to hear many of our elected leaders speak on important Labor issues and visit the offices of Senators and Representatives to encourage them to support legislation to improve the quality of life of our Members.

I hope that all of our Members will join COPE. When Gary Kelly announced that he was no longer "passionately neutral" about the Wright Amendment, American Airlines pledged to spend 200 million dollars to keep it in place. This was after they had subjected their own employees to huge wage cuts to stay out of bankruptcy. Our COPE funds will never be able to match the kinds of big money that corporations put up to buy candidates and legislation, but we can more than make up for the deficit in our numbers.

We need Labor friendly leaders in elected positions and COPE is your opportunity to put them there. Please join COPE and support the leaders who support you. Those are the relationships we can't live without.

Calendar of Events:

What's going on in
your Union?

Crew Member Self Defense Training Schedule

To enroll in the CMSDT Program, simply select the community college location of your choice from the list below and call or write the designated point of contact. They will provide you with all necessary details and requirements for attendance, and assist you in enrolling in a training date of your choice. Please be sure to check **www.tsa.gov** often (click "What We Do", then "Crew Member Self Defense" under the "Law Enforcement" header), as new training dates will be announced. Class availability may change, so please refer to the website for the most up to date information. The following are the classes that are scheduled at this point for 2007. All classes for 2007 are now scheduled in the one-day format. **We expect additional classes will be added in the following cities, so please check the website often for more information: Dallas, Los Angeles, Philadelphia, San Francisco, and Washington, D.C.**

ATLANTA, GA

Georgia Perimeter College
652 North Indian Creek Drive, Clarkston, GA 30021
April 27
May 4, 21
June 11, 29
Contact: Fran Mohr, Phone: (678) 891-3016
E-mail: fmohr@gpc.edu

DENVER, CO

Community College of Aurora
16000 East Centrectech Parkway, Aurora, CO
80011-9036
April 19, 20, 21
May 15, 18, 19
June 7, 8, 9
Contact: Michael Carter, Phone: (303) 360-4742
E-mail: Michael.Carter@ccaaurora.edu

CHARLOTTE, NC

Central Piedmont Community College
P.O. Box 35009, Charlotte, NC 28235
April 19
May 1, 7, 8
June 1, 5, 6
Contact: Doug Norwood, Phone: (704) 330-4107
E-mail: Douglas.Norwood@cpcc.edu

MIAMI, FL

Miami Dade College North Campus
11380 NW 27th Avenue
Miami, FL 33167
May 7, 15
Contact: Richard Masten, Phone: (305) 237-8481
E-mail: rbloom@mdc.edu

CHICAGO, IL

Wilbur Wright College
4300 North Narragansett
Chicago, IL 60634-1591
April 19, 26
May 10, 17, 24
June 14, 21, 28
Contact: Jonna Brodersen Phone: (773) 481-8861
E-mail: jbrodersen@ccc.edu
Contact: Chris Wilkerson, Phone: (773) 481-8842
E-mail: cwilkerson@ccc.edu

PHOENIX, AZ

Glendale County Community College
6000 West Olive Avenue
Glendale, AZ 85302
April 26
May 12, 22
June 6, 21
July 14, 24
August 9, 21
Contact: James Hornburg, Phone: (480) 517-8461
E-mail: james.hornburg@riomail.maricopa.edu



BALTIMORE

by Lucy White-Lehman, BWI Executive Board Member

AS THE BASE TURNS

Put your surprised face on – we have more changes in the BWI Inflight office. Derrick Dixon and Roger

Proudfoot went back on line in February. Pamela Raymond went back on line in March. Who's next?

KNOW YOUR POINTS

It is extremely important to know your point totals. I have seen Flights Attendants get fired because they thought their point total was 9 instead of 12. Once your points hit termination level, it makes a tough case for the Union to overturn unless a mistake was made in your file. Always follow-up to make sure FMLA or a Doctor's note was applied to reduce points. If you are in a situation where you have high points (9.5 + = danger zone), make sure you know all of your options. If you don't qualify for FMLA, request a medical leave if you are going to be out for 14 days or more.

PROBATIONARY FLIGHT ATTENDANTS

You are entitled to Union Representation in any meeting with Management. If asked to attend a meeting, call the Union for representation. Even though you are on Probation, you still have rights and some protection under the Contract. You are

covered by the language in the Contract, for example: Hours of Service, Crew Rest, Overlap, FAR legalities, Bidding, Pay issues, etc. You can call the Union at any time to ask questions or for clarification on issues. Don't make the mistake that as a New Hire you are on your own. The Union may be able to intervene and help.

MISCELLANEOUS:

- On the last day of the month there is no order of assignment. Scheduling can call you in any order to prevent overlap or pulling a trip in the new month. If you're not sure, call the Union to ask.
- If you need to build up your sick bank, you can call Payroll at 214-792-6160 and asked not to be paid for a particular sick call.
- The BWI Spirit Party is on May 2nd at Camden Yards. Check www.swalife.com for more info.
- Visit www.twu556.org and download the Contract onto your computer so you can always have it with you.
- CONGRATULATIONS! BWI won the Base of the Year and The Customer Service Award. BWI has won the Customer Service Award 7 out of the last 8 years. YEAH!

As Always, if you have any questions or need advice, please do not hesitate to call the Union at **800-969-7932**.



CHICAGO

by Kyle Whiteley, MDW Executive Board Member

Hello Chicago! It seems that spring is finally in the air. Get ready to put away those coats, scarves and key-

boards. Keyboards? You know, keyboards, used to write up fellow co-workers. I have worked on this article in my head for over a month, and there is no fun way to dance around the topic, so I will simply present it as I see it.

This past quarter I've had the misfortune of sitting in several Fact Finding meetings where one Flight Attendant had written-up the other. These cases have ranged from simple personality conflicts to alleged violations of Federal Aviation Regulations. These he said / she said cases rarely result in any discipline being issued, and often backfire on the one that did the write-up.

We should all work with the same goals in mind, though how we get to these goals may differ from one person to another. Occurrences can

arise that you feel need to be addressed by a third party, skip Management, and try calling Professional Standards. They're a peer-based Committee that assists all Flight Attendants with work-related issues or conflicts. Confidential phone calls are directed to Committee Members, who assist in mediating an amicable solution. The Committee operates within the confines of Federal Aviation Regulations, safety, and commitment to duty as defined by the Flight Attendant manual. The Committee Members will listen and seek to help provide solutions without Management or Union involvement. The primary emphasis is that before you write-up a fellow Flight Attendant, try talking it out. Their number is **1-888-322-3735**.

Please don't forget that if you are ever asked to meet with Management, for whatever reason, call the Union Office at **1-800-969-7932** to schedule

a representative to stand with you. You pay monthly dues for the Union's services; take advantage of our help and knowledge.

In other MDW news, the construction on the Pilot Lounge is finally over and the build out for their new bag storage room is almost complete. Our new liquor money drop will be located in this new storage room on the "A" concourse. The second phase of our lounge construction will begin soon.

I would like to welcome our two newest Supervisors, Kelly and Kathy. They both have previous airline experience and are looking forward to working with us. On a sad note, we have lost two great friends from the office. Liz Pender has moved over to the People Department, and Rita Tubilleja has left to fly the skies. They will certainly be missed.

Have a great spring, and please give call me at **773-960-1702** if there is anything I can help you with.



DALLAS

by Gwen Dunivent, DAL Executive Board Member

By the time you read this, the Executive Board's "World Tour" will be in full swing. I hope many of you had the

opportunity to talk to your elected Leaders to let us know what is important to you and your future.

We have some new faces and positions in our Dallas Base Leadership. First of all, Tisha Hirsch, previously an Inflight Supervisor in Dallas, has been promoted to Assistant Base Manager. Tisha joins Randall Miller in the Assistant position, and Henry is thrilled to have both of them. A second Assistant Manager's position has been added in anticipation of more growth in our Base, so that is very good news. We also have three new Supervisors in Dallas who are replacing Janice, Jo Ann, and Danny, who have gone back on line. Dawna Edinbyrd has been a SWA Flight Attendant based in both MCO and OAK. She has a rich background in leadership in the telecom industry, and is a Texas Longhorn! Hector Barrera comes to Inflight from the Source of Support department at SWA, but also has years of Inflight experience, including the start-up of Frontier Airlines and Braniff Two and Three. He is thrilled to be in the Inflight department, "where his heart is".

Thomas Kaminski comes from our Inflight Training Department, and has a fascinating history in our industry, including having been one of the original Flight Attendants at AirTran, and also having flown for Delta. All three of these new leaders have interesting stories to tell, and they all look forward to meeting more of our fantastic Base. And it's important to note that all three of them have been Union members in their past!

At Love Field, in order to get through security expeditiously, please proceed to your far left as you face the screening lines. All the way over to the left you will find a line with just a strap across it. If you are in full uniform, and have your Crew I.D. badge prominently displayed, you will be allowed to move to the front of the nearest line. I am aware that we need a crew-dedicated line and will continue to work towards that goal. However, the coming renovations of the terminal may cause a delay in the process, so I will keep you posted. As always, please don't hesitate to call me or e-mail me if I can be of any assistance. Thanks to those of you who have taken the time to e-mail me your thoughts on the Pass/Fly Reserve system. My e-mail address is **dal-debm@twu556.org**, and the phone number at my desk is **214-640-4309**.



HOUSTON

by Jill van der Werff, HOU Executive Board Member

Our base has been relatively quiet lately, so there isn't a whole lot to report. Becky Green, a former HOU base coordinator, has completed Initial Training and is now an official Inflight Supervisor.

According to our Base Manager, Kevin Clark, the construction on the Central concourse is progressing and is still on schedule to be completed sometime this summer. Once that is done, all of our flights that are presently operating out of the "A" concourse will be moved to the Central concourse and we won't have the added security checkpoint hassles of going back and forth between the two concourses! That's the good news! The bad news is that due to the extensive and costly construction delays, all of the airlines will be using the completed Central concourse which will reduce the number of gates that we had originally anticipated having this summer. The "C" concourse will then be destroyed so that we will finally be able to utilize the 4 gates that

are presently being blocked by that building. Once the "C" concourse is gone, the location of our local Membership Meetings will obviously have to change, so be sure to check out our base page for the latest base information and domicile news between UNITY publications! After you've read Houston's base page, be sure to check out the other bases' pages too, just don't look at Chicago's! Kyle Whiteley puts the rest of us to shame!

I only received two Emails regarding the present Reserve Pass/Fly system. One was completely positive and the other suggested the change of line holders picking up Reserve days to go behind scheduled Reserves who want to fly and to the head of the line on the "pass" option list. I asked around and got mainly positive comments from Flight Attendants.

Please don't hesitate to contact me personally at (832) 754-8110 if you have an issue that you'd like clarification on. For emergencies, always call the Union Office directly at (800) 969-7932. If you'd like to receive a reminder for local quarterly Membership Meetings, please send me an Email at [hou-debm@twu556.org](mailto:houldebm@twu556.org).



OAKLAND

by Mark Torrez, OAK Executive Board Member

This month's base report is going to be a little different than normal, so I hope you enjoy it. As Flight Attendants, we are constantly forming new relationships each time we come to work. Whether it's with your Crew, Pilots, new Supervisors, Customers, or even other Airport Employees, each new day we make impressions on others that either reflect on us personally, our department, or even SWA as a Company. I would really like to see us focus mainly on our relationships with our fellow Crewmembers both internally (OAK crews) and externally (other bases).

First of all, please stop writing each other up. I realize that things are going to happen on the airplane and at work in general that may cause you concern and you may feel compelled to report certain issues. While this is important, and sometimes necessary, did you know we have more than one way to handle it? We have a Professional Standards Committee that deals with all sorts of issues. Now you may be wondering, "What if it's something serious?" No problem, the Professional Standards Committee does have a scope of issues that they handle, and in a situation is beyond their scope, they advise that Member to refer the issue to Management (think safety violations). Did you know that OAK's own Lorrie Powell is the chair for the

western division which includes OAK, PHX, and DAL?

Next, I'd like to talk about our relationships with our fellow Flight Attendants at other bases. How many times have you been asked, "So where are you guys based?" Ever wonder why people do that? Part of it is probably just small talk, but sometimes there is more to it than just that. Think about when we ask each other that question and what we may use that information for. Think about what base stereotypes stem from that... "OAK crews never help clean/are lazy", "PHX crews are snob-by/aren't courteous", and "MDW crews party too hard". We all know these generalities are not true, but the perception is still out there. I am proud to be based in OAK not because of our shabby airport, or because of our state's great healthcare

laws, I proud to say I'm OAK based because of the great Flight Attendants that I get to work with each time I fly a trip. I challenge each of you to do something each time you fly to change the negative stereotype associated with our base.

Well, if you're still with me, thanks for reading. I know this is a bit of a departure from my normal base report but I hope you enjoyed it. For more base specific news please visit our base webpage. Log in to www.twu556.org, click on "Base Information", then "OAKLAND" for the latest news. While you are there, take a minute to give us some feedback on the "What's Next" page and tell us what you'd like to see changed in the next Contract. Email me at oak-debm@twu556.org with any base concerns.



ORLANDO

by Susan Kern, MCO Executive Board Member

Well Orlando, the impossible has happened. We have a check-in phone outside of Security—it only

took from August of last year to accomplish! In all fairness, the GOAA didn't help matters. Also, in theory, a bid has been awarded for the construction on our lounge, with the stipulation that it be completed within a 12-week timeframe. Be still my heart, I don't think I can bear up under the weight of all this change...

Fortunately I don't think I'll have to worry about changes to our uniforms in the near future – the wear testing is still ongoing, and there's been a lot of back and forth between the Uniform Committee and Cintas. Please take a look at the Uniform article on page 27 for more details,

For all the chest thumping I heard before the new terminators arrived in March I would have thought we'd have hundreds of new Flight Attendants running around the lounge. But no, since January 1, we've seen vacancies allowing for 65 more in our base. That's a far cry from the 300 or so they were forecasting. At least we have seen a return of that nearly extinct species called

VJA on days other than Overlap! Perhaps someone decided it's cheaper to offer VJA than it is to increase staffing levels.

Have you been challenged when coming through the Security Checkpoint as to whether you were working that day or not? I'm trying to determine if this is an isolated incident with an overzealous TSA agent, or if in their attempt to protect the flying public the TSA is randomly asking this question. My personal opinion is it's one of the few remaining perks I have as a Crewmember- the ability to use my magic decoder badge whether I'm working or not. Please let me know if you encounter any issues with TSA- just drop a note in my box or email me.

Make sure you take a moment to read the changes to the manual when inserting those revisions. Did you know that 'C' is supposed to tell the 'A' Flight Attendant, "Forward cabin secured for pushback" after arming the galley entry door? I didn't, and you know the first thing Management will tell me is that I'm responsible for knowing that while conducting a check ride - I'm sorry, it's called an "Inflight Audit" these days. All the better to see if I'm wearing the right socks.

Smokers take note- there's a wild man in BDL who runs hot and cold on smokers on the ramp. It

appears if you're with a Pilot you're OK- it's when you fly solo that he gets all bent out of shape. Regardless of the station, double check with Ground Personnel about smoking locations. It could get ugly.

By the time many of you read this, we will be wrapping up the Executive Board "World Tour". In May you'll have the chance to speak with members of the Scheduling Committee and tell them

directly what you think of the reduction in 4-day test. I spent a day in DAL trying to learn line writing from the Scheduling Committee, and it is one tough job. If you want to know more about my day learning to write lines, check out the Base Information page on our website www.twu556.org. It was an eye opening experience. That's it for now- fly safe!



PHOENIX

by Michael Broadhead, PHX Executive Board Member

For those who have not been to the PHX lounge lately, we are finally in the midst of our remodeling. What a mess, but

hopefully it will turn out as nice as the blue prints show. The access code to the bag storage rooms on the concourse level is NOT the "universal code". There have been problems with theft, so please check with the Inflight Office for this information.

Dave Kissman our Base Manager for approximately six months was promoted to Western Region Manager. Sonya Lacore, former Assistant Base Manager from MCO, is now in place filling his shoes. PHX also has three new Supervisors: Mike Byrd, Steve Murtoff, and Trey Kemp.

A massive airport renovation and expansion plan for Sky Harbor is now under way. Major components are a monorail connecting all terminals, parking lots, the rental car facility (already in use), and demolition of Terminal Two. A new 33-gate Terminal will be built and SWA is slated to be the sole tenant. The city is also going to build a light rail from the airport to connect to the new light rail being built in the city of PHX. Terminal Four will add one more ten-gate concourse in the short term and it will be shared by SWA and US Airways.

Many of you that have signed up to receive my "PHX E-Connection" emails are not receiving them due to your ISP blocking them as potential spam. If you have signed up for the "E-Connection" and are not receiving the emails, you must notify your ISP or adjust your settings to allow my email address to be received. The email they

are sent from is: phx-debm@twu556.org.

February unfortunately was a busy month with some serious discipline issues for PHX Flight Attendants. The most common issues were points and conduct issues. We were also made aware that a terminated Employee was contacting current Flight Attendants by phone regarding his/her termination. If you are ever contacted by someone that has been terminated and they attempt to get you to make phone calls or write letters and misrepresent the facts, it is best to contact the Union immediately. While we can not violate confidentiality, we can certainly provide some clarity. Don't get caught in the rumor mill.

In February, I had the chance to meet the Executive Director of AM 1480 talk radio in PHX at the Maricopa Area Labor Federation meeting that is held in PHX regarding a donation project sponsored by the radio station. The plan involved a fleet of four large U-Haul trucks full of appliances and household goods donated by PHX residents to be taken to Jackson Mississippi as part of Katrina relief to an area that was somewhat overlooked compared to New Orleans. The trucks were being driven by four volunteers from PHX, but they needed a way back. The next day, I talked with former PHX Base Manager Dave Kissman and submitted a request. Just a few days later, he and Sr. Director Employee Resources & Base Operations, Naomi Hudson provided four tickets to the volunteers! TWU Local 556 and Southwest Airlines received many statements of deep appreciation and gratitude on the radio. This is yet another great example of how the Union and the Company can work together and make great things happen.

Maintaining Relationships On the Road

by Allyson Parker-Lauck
Executive Board Member at Large

OK, before I go any further, I am probably the **WRONG** person to be writing this article. I'm not exactly a "touchy feely" kind of person. I actually forgot my 14-year wedding anniversary last month. I had been away from home for a solid month with work, Union work, visiting family, and other commitments. I didn't realize I had forgotten it until I was walking past the reception desk in the Union Office and saw some beautiful flowers. Amy Harthausen said, "Allyson, those are for you!". I thought to myself, "What the heck is this for?" I opened the card and it said, "Happy Anniversary, I love you, Terry." I felt like an **UNBELIEVABLE** heel.

So now that I have that out of the way, you're probably asking yourself, "Why on earth did she write this article?!?" Well, while they say that "absence makes the heart grow fonder", it sometimes really makes maintaining a relationship difficult. So, since I can't even remember my wedding anniversary, I figured I should learn a few things about being a better partner to my husband if I'm going to be away for extended periods. I asked around, did a little research on the internet, and came up with some great tips that have helped a lot of couples who are forced to spend a lot of time apart due to traveling. Hope you enjoy them, and I definitely plan to take some of this advice myself.



Allyson and Terry on their wedding day - March 13, 1993
(I'll try not to forget it again!)

Communicate Every Single Day:

This doesn't mean that you have to be on the phone the minute you get in the hotel van (P.S. Most people I talked to **HATE** listening to cell phone conversations on the van, so please wait until you get to the hotel). But a quick, "Hi honey. How was your day? I love you," goes a long way. A short email that simply says, "I'm thinking about you," also shows your loved one that even though we're away living a glamorous life as a Flight Attendant, that our heart is still at home.

Leave or Send a Care Package:

One example that was sent to me that I thought was **GREAT** was have a co-worker take a digital photo of you (with a date stamp on it if possible) in your uniform on the plane holding a sign that says, "I love you", and email it to your loved one. It will let him/her know that even though you're at work, you're still thinking of him. Another idea that I thought was great is to prepare meals for your loved one while you're on the road. Put the meals on a plate and seal them in a gallon size freezer bag and your loved one can enjoy a home-cooked "TV Dinner" while you're gone. Flight Attendants are among the most creative group of people around, so I know you'll have lots of ideas. Put them to use and let your loved ones know you're thinking of them when you're gone.

Make Special Occasions Extra Special:

On special occasions like Valentine's Day, anniversaries, or your partner's birthday, make these occasions extra special. If you aren't going to be traveling on that special day, make sure to make your time together really count. Go to a favorite restaurant, or stay at home and have a special meal. If you're going to be away on these days, take this opportunity to talk to your loved one on the phone longer or spend more time chatting online. Definitely leave a gift or some sort of surprise. Better yet, if possible, ask your loved one to join you on your overnight. This is one that I can actually comment personally on. I was working this past Christmas, and had a SLC overnight Christmas Eve and didn't have to report until about 6:00 PM on Christmas Day. My husband flew to SLC, met me there, and we went skiing at Solitude on Christmas Day. While it wasn't the same as sitting by the tree at home, we had a great time, and it was actually one of my favorite Christmas Days to date.



“That’s Life”

A look into the lives of real Flight Attendants

by Stacy K. Martin, 2nd Vice President

A few months ago, Allyson asked me if I would begin writing a regular column for UNITY. I always enjoyed writing my Houston Domicile Reports, and to tell you the truth, I’ve felt a little “lost” without having a set subject to write about each quarter. I’d been giving it a lot of thought, and one day, it hit me. Life. If there’s one thing I know a lot about, it’s life. Our theme this quarter is “Relationships”, and through our relationships, we encounter our most significant life experiences. I’ve been very open with my experience of losing my wife Shanna. This has been a helpful way for me to deal with my grief. Through this experience, I have met many others who have encountered significant life experiences, and I am constantly amazed and inspired by so many of you.

Well, suffice it to say, I’ve found my niche. I’m going to start authoring a regular column in UNITY that I’m calling “That’s Life”. A little more on that later. But in the meantime...

Sunday night, February 28th, 8:12 P.M. to be exact:

It was a wonderful day. That morning, I woke up with my son Kendon staring me in the face. “Are you ready” he asked. I had promised we would eat pancakes this Sunday morning. He picked a convenient time of 7:19 in the morning to remind me of this. Of course, we got up, and off we went... breakfast was waiting after all. The day was full of “Kendon time”. We played, rode bikes, played again, all day. Around six in the evening, I prepared for the next day, washing clothes, taking a bath with Kendon. I started to stress about leaving for work the next morning. My mom was in town to take care of Kendon for the week. All of which brings me back to the time of 8:12 pm.

My mother was getting Kendon’s school folder together. I heard him telling her what he expects to eat for lunch Monday. I was folding clothes. All seemed normal. I thought to myself, “things are OK, Kendon is bossing us around, and I am packing for work”. Then, at exactly 8:12 PM, I stopped what I was doing. It is hard to explain what I was feeling in

my body. I felt like lead, I could not move. Then the thoughts came to my mind. It was not the first time this had happened since Shanna passed away. My mind was shifting to a different thought. I realized that everything that was going on, the bath, the lunch for school, getting ready for work... all three of us happily doing a normal routine...Just one problem: This is what was supposed to happen with our lives. But I expected Shanna to be the one in the kitchen preparing Kendon for his school day. I drifted in to a state of mind of “How could this have happened?”. It was like a thousand flashes of memories of spending time with Shanna. What an unbelievable mother she was. The love she had for Kendon was passing through my body. I felt sad, love, joy, anger, and then it was over. I looked at the clock. What felt like being frozen in time, was only one minute, then it was gone.

For most of you, maybe all of you, what I just described to you is not unique to just me. We have all experienced and lived these same rituals of what we call life.

I want to tell you about how Kendon and I have been doing since Shanna passed away. Kendon is doing remarkably well. He is funny, very loving – a show-off. He is now 4 ½ years old, and I do not think a day goes by that he does not talk about his Mommy. I did not know what Kendon would do, think, or how he would react to not having his mother around. What I have witnessed is incredible. Things were very tough for him the first couple of months after she died, and I was worried about him. He consistently has talked about the day they took Mommy away. The day she went to Heaven.

About two months ago, he started asking me the same question every night. ‘Tell me about the morning Mommy died’. Each day he wanted to know the details. Each day I told him. She woke up at 4:30 AM. We cried together, she rubbed his head as he was sleeping next to her. She told him she loved him, she told me she loved me, and she told us that she did not want to leave us. I told him what I said to her. She was going to leave us physically but would never leave us spiritually. I told him I kissed her, I said good-bye, we love you, she went

to sleep and went to Heaven.

Of course, I knew where the daily questions were going. I knew he was going to ask it. He did. On February 11, 10:17 PM, Kendon asked, "How did her body get to Heaven?" There it was. I knew what he was asking. He said, 'Where is the road to Heaven?' I teared up. It was time. I explained burial and cremation. I told him that Shanna was cremated. And that her ashes were spread at the lake house. But I reminded him that Shanna had a soul and her spirit went straight to Heaven. Everyone's body stays here, not just Mommy's, but everyone's.

I tried to envision what life would be like without Shanna. I think I knew it was going to be unbelievably different. But my comfort came in the form of Kendon. Every time I look at Kendon, I see Shanna. Luckily, he received plenty of her genes, as he is beautiful. What I underestimated was what Kendon would have to deal with. But I am learning from him. He is showing me the way. Like I said, it was a pretty deep question for a little boy of his age. But I must face it. He depends on me to tell him the truth to his questions.

Many times I have had Flight Attendants approach me by saying "I know what I want to tell you doesn't compare to what you have gone through". I want you to know that's just not true. Helping others also helps me. Whatever you have going on in your life, divorce, caring for parents, losing a pet, whatever the situation. Do not discount the impact it has on your life. I have always said "My loss is no greater than yours, nor is yours greater than mine". In the end, they are the same. It's just that each event is unique unto itself.

So that's my story for this quarter. In future editions, I'm not going to focus only on death, but on the stories and life changing experiences of other Flight Attendants. I feel strongly that through writing this article and sharing these experiences, others will know that they are not alone. If you have encountered a significant life experience from which you have learned and grown, please email me and share it with me at vicepresident2@twu556.org.

In closing, Kendon and I are taking it a day at a time. Shanna is in Heaven but will always be with us. We are surrounded with love. And this is our life.

Treasurer's Update: Technology, friend or foe?

by **Gayle Ross, Treasurer**

I am sure most of us have experienced a love/hate relationship with our computer. When it works we love it and it is the best thing ever invented, but when it does not work correctly, we are ready to smash it against the wall!

Lately, I have been ready to smash our Dues Database against the wall! I know I would never want to bill our 9000+ Membership manually, so I do love the technology, but lately the database is creating huge errors which have caused the database to be a foe to you and me.

I have created two billings since taking the office of Treasurer and both have had database issues. The creator of our database has agreed to repair the system, so I am optimistic that our third billing will be accurate. My sincerest apologies to those of you who received Final Notices on what should have been First Notices. I promise I am not trying to harass you. Trust me, I feel the database is harassing me! The system overlapped three months in 2006 and many of you were re-billed for payments already received.

I am hopeful that our database creator will restore our system and it will once again be our friend. Many of you called with questions regarding payments actually owed and not understanding

why your dues were not automatically deducted from your next paycheck. SWA will not allow us to deduct back dues from your next paycheck, which is why we must send you a bill.

Also, many of you felt you had just sent me a check, but that was for 2005 and/or the first half of 2006. This billing was supposed to have been for past dues and/or the second half of 2006, instead the system billed April thru September 2006, which duplicated the months of April, May, and June from the previous billing. The next billing will include all of 2005/2006 and will be the first bill for the months of October thru December of 2006.

I again apologize for the database confusion and ask you to give me one more chance for a correct billing. If the technology is my foe and the "third time is not the charm" I may be inviting the Membership to help me smash the system against the wall... only teasing.

I promise I am manually adjusting each account and if you sent in a duplicate payment I credited your account. If your credit is not used on the next billing I will issue you a refund. I appreciate those of you who have been supportive and understanding during this frustration and encourage any of you with concerns or questions to please give me a call at **214-640-4304**, or send me an email at treasurer@twu556.org.



"mythconceptions"



by Cuyler Thompson
Recording Secretary

I was flying B position and had come running back onto the plane in St. Louis with an Asian Chicken Salad for the C-girl and a big bag of chips and salsa for me. I paused in the front

galley for a minute, my cell-phone ringing in my pocket, preboards trying to run me over, to be briefed by the new Captain. I headed for the back galley and promptly dropped the phone as I tried to turn it off with one hand and quickly stow the food in the Flight Attendant storage cabinet with the other, trying to stay out of the Provisioner's way. I reached down quickly, grabbed the phone out of the puddle of water and stood up too fast under the open door of the cabinet (again)! Ouch! I stumbled backwards and was guided down onto the jumpseat by the Fourth, who had appeared out of nowhere. I saw stars, I saw double, I saw this guy that I hadn't seen in what felt like forever. What was his name? Casey? Kelly?

OK, you know how you fly with someone a couple of times, get to know them fairly well and then don't see them again for years? And you foolishly try and pick up where you left off? And then you foolishly try to make small talk so you don't look like such an idiot for hitting your head where we stewardesses always foolishly hit our heads (again). Charlie? What the hell was his name?

"Are you still with the hot Venezuelan stewardess?"

I asked innocently.

"No, she married a pilot and I'm gay", he answered bluntly.

"Oh, that's tragic".

"That I'm gay?"

"No, that she married a pilot.

"Oh right. How's your head, dude?" he asked.

"Fine," I lied.

"You've changed a bit yourself since we flew together."

"You're still looking at my head; I shaved it a while back." I replied knowingly.

"Yeah, I noticed that from your picture in the Union rag, but that's not what I'm getting at," he teased.

"You were pretty pissed off at the Union the last time I flew with you and look at you now: now you're an Officer".

"Has it really been that long since I've seen you?" I tried to stall.

"What happened to change your mind?" he pressed.

"What happened to change yours" I retorted.

"About what?"

"About the Venezuelan....."

"Very funny," he replied, not amused.

"I guess you could say that we've both sort of come out of the closet, eh?" I was proud of my joke.

"Excuse me sir, can I get an unopened can of water and a straw? I need to take some Advil," some polite paying customer rudely interrupted. I stared at her.

"I'm your Fourth, Cuyler. I'll do your peanuts. Nice to see you." He smiled and turned back towards his seat in the cabin.

"Hey, see you in ten years or so... thanks for the

help... with my head," I answered after him.
"Excuse me, can I get that water?"
"Ma'am, may I have some of that Advil, please?"

Carey? Keith? Curley? I'm so stupid sometimes: I always think of the perfect thing to say ten minutes after I could have said it. Well there I sat on the jumpseat and it had been fifteen minutes and I still didn't know what I should have said. What the hell? He had asked a very good question; one that was not easily answered on the spot, obviously. Why had I appeared so angry at our Union Leadership ten or so years ago? I remember being pretty mad at them and talking trash about them, I just don't really remember exactly the reason why. I mean, I was a new Flight Attendant and I came to work (a lot), I did my job (very well, I think), and stayed out of trouble (for the most part). Really, the only reason I knew that we even had a Union was because they were taking money out of my paycheck and because some senior mama had told me that the Union's Negotiating Team were all awarded diamond tennis bracelets after the Contract was signed in 1997 (sneaky bastards). There were a lot of those types of rumors and misconceptions back then. I feel very differently now about our Union and its Leadership than I did back then. So what has changed? Well the Union has changed, its Leadership has changed, and the Company has changed but most importantly: I have changed.

FLASHBACK

I was flying with this senior Papi in Oakland, Marty Nelson, and knew that he was involved somehow with our Union Leadership. We had a few drinks one night (I know, put on your surprised face) at that weird Karaoke place down the street in Seattle and I proceeded to get ugly drunk and tried to affect some credibility for all the nasty rumors and gossip that I had heard about our Union and its Leadership. What I heard and learned instead was that I had a lot of misconceptions about our Union. I also learned from Marty how very easy and wise it was (and is) for someone who has a question for or about our Union or its Leadership to pick up a phone and call the Union Office and simply ask. (I used to call anonymously at first). Anyway, what I am trying to convey to you now (and should have told Kitten there in the back galley) is that the reason that I was so angry and distrustful of our Union was because I had so many misconceptions about it and didn't really know how to ask the questions much less what it was that I wanted to ask. I've gotten better about asking questions and stopping rumors. Even before I was

involved with the Executive Board, I would hear something on the jumpseat and simply call the Union (1-800-969-7932: I had it memorized) and ask. It's like those people who are afraid to fly. Some of them are not really afraid that they're gonna die or anything; it's sometimes a fear of the unknown. But when you talk to them a little and explain a few basic things, they seem to relax. I swear, the more I learned about the Union, the better I felt.

We all know how dangerous rumors are. If you ask the Flight Attendant next to you on the jumpseat if she has heard that Cuyler Thompson was electrocuted by his cell phone when a Provisioner, enraged because Cuyler had put a bag of trash in the LAV, knocked him in the head and into a puddle of water on the galley floor, doesn't it just advance the rumor? Call the Union Office and ask, dammit! So, let me get you started here. Here's a little something to talk about on the jumpseat. In no particular order, what follows are the top fifteen myths and misconceptions that our Shop Stewards were able to come up with and what I've found out about them.

"I heard that a former Officer is suing the Union."

Our Local is not currently involved in any litigation.

"I think the Executive Board makes changes to our Contract without the input of the Membership."

I asked Lucy White-Lehman, Baltimore Domicile Executive Board Member, for help answering this question because she was recently very proactive in determining how the Baltimore Base felt regarding the new Reserve Pass/Fly System.

"Recently the Executive Board asked for your input regarding the new Reserve Pass Fly System. We asked you to email your Domicile Executive Board Members any and all comments/feedback whether it was negative or positive. In Baltimore, I collected 172 positive, 2 negative and 1 'not sure' email responses. Also in Baltimore there were Shop Stewards in the lounge every week during the month of February to ask you for your feedback. I was elected by the Baltimore Membership to represent you. It is very important for me to know how Baltimore feels about certain issues. Please feel free to contact your Domicile Executive Board Member or any other Board Member at any time with your comments whether they are negative or positive. If you feel a Board Member is not accurately representing the Membership, pass on those concerns to the Executive Board immediately."

"The concept of "Fly Now Grieve Later" is part of our Contract."

(Continued on next page)

I emailed Stacy Martin, 2nd Vice President for help with this question. Here's what Stacy said:

"This is a frequently asked question of our Union. I am tired of the Company using it as a tool to get around the Contract. The concept was established in the 1926 Railway Labor Act, a Law that was passed by Congress and later amended to include Airlines. Because certain Industries were deemed 'vital' to the economic interests of the Nation, in this case, Railroads, the process was set up to settle work disputes through a grievance procedure that would prevent the shut down of the Industry because of violations of a Contract. Airlines were added to this Law under the Labor Management Reporting Act: As Amended in 1959. Simply put, once you have established a Union to bargain with Management on your behalf, your Contract becomes part of the Law. This allows for the resolution of work rules to be enforced, while at the same time, allowing for the operation of the Industry to continue without a disruption. It all comes down to the Economic importance and success of the Nation. Transportation is considered vital to the best interest of the Nation, including the carrying of Cargo on trains, and now, the transport of Passengers. Although the process may at times seem unfair or cumbersome, it allows for continued operations even though the Company may be in violation of the Contract. This does not give the Company Carte Blanche to not adhere to the Contract. If your Union is strong, and enforces the Contract through the grievance process, then the incentive is for the Company to abide by the Contract. This is standard in the Industry.

"I believe that the Union Leadership is anti-Company."

False! I may get pissed off at middle Management on occasion (you know, like when they hide trips that should be in Open Time, assign you to a trip outside of your contact hours or have an office full of Inflight Supervisors that don't have a clue what it's like to be a Flight Attendant) but I and the rest of the Executive Board positively outrageously LOVE this great Company and want what is best for it. It would be pretty stupid for us not to. I expect us all to have happy, prosperous and long careers at Southwest Airlines.

"I heard the Executive Board does not share rental cars while in Dallas."

All Executive Board Members are allowed their own rental cars while in Dallas for Union business. However, to save money, your Executive Board Members usually share rental cars. I share with Lucy, Stacy shares with Jill, Susan shares with Brett,

Michael M. shares with Michael B., and Allyson shares with Mark. Gwen and Gayle don't need rental cars because they live in Dallas. Thom drives the Local's van, and shuttles people whenever needed. Kyle gets his own car because he has alternative lodging.

"The Executive Board is not taking a strong stance against the increased number of days worked and are not very sympathetic because some of them don't fly"

I contacted Kyle Whiteley, Chicago Domicile Executive Board Member and Co-chair of the Scheduling Committee, for help answering this question:

"The Executive Board has not taken a strong stance with the Company regarding the number of days worked, because the Company is not violating our Contract. We are seeing more pairings on the lines because we voted in our last survey to reduce the number of 4-day trips. There's more information about the end of the reduced 4-day test on page 24. As far as the Executive Board not being sympathetic to the plight of the Flight Attendants, only four of our Officers are on full time pulls. The other ten Officers bid lines and fly, and are pulled on an as-needed basis. As for myself, my Union duties are on my mind almost every waking hour, and, first and foremost, looking out and working for our Membership."

"The Executive Board just gave themselves all pay raises."

False. Political suicide? No thank you.

"The Union Offices are housed in 'Trump towers', the 'Taj Mahal', or (insert name of famous large extravagant building here)."

I needed an unbiased, non-vested person to answer this question. I contacted Houston Flight Attendant Jerry Lindemann to answer this question since I had recently seen him at the Union Office.

"I am happy to answer that question for you. The new union offices are nice, especially when you compare it to the OLD office. There is no question about that. The office is located on the top floor of a seven story office building that was built in 1986. The space was been re-decorated before the Union moved in, but the building is still 21 years old. Recently, the electricity went out in the building for several days, which indicates the building is an older one. Having recently seen the space, I can tell you it is nice, but not luxurious. It is adequate and professional, not unlike any other professional office you may go to. The old office was an

embarrassment with dingy, dirty carpets and walls. The new space is cheery, bright and secure. It is also much cleaner and better decorated. The bottom line is professionalism, location and security. It is close to headquarters and the airport to reduce travel time for the Executive Board Members who often must travel or hold meetings in Southwest Airlines Headquarters. It also provides security as anyone who works in the office must possess a card to enter the office. This helps to track who is in and out of the office and at what times. While some may not understand the need for this currently, you never know when the Union must need to know this in the event of a breach of information or break in. The Union need no longer feel "embarrassed" to hold meetings with the Company in the new offices. I can tell you that the new space is adequate for a multi-million dollar operation and that your Union dues are being put to good use by renting this space".

"Somebody told me that the Executive Board is pushing for minimums."

Minimums have been such a hot topic on the jumpseat lately. The Executive Board published a recent POINT/COUNTERPOINT article in UNITY Magazine to help explain it to those who may not understand what all the fuss is about. If Management wanted to implement minimums, they would have to negotiate them during Contract Negotiations. The Executive Board will be conducting several more surveys between now and when the next round of contract negotiations begins; we'll make sure that we know how the Membership feels about minimums before we do anything. (For now, you can visit the TWU 556 Website and make contract suggestions by clicking on the "What's Next?" tab.) How do I feel about it personally? Well, I'm glad that you asked. Just the word minimums makes me cringe! I WILL NEVER VOTE TO IMPOSE FLYING MINIMUMS ON OUR MEMBERSHIP! So there.

"Is it true that there are hidden pay steps in the contract and the original employees are on a super-secret pay scale."

I contacted Gwen Dunivent, the Dallas Domicile Executive Board Member and the most senior Board Member, for help answering this question. Flight Attendant pay is outlined in our Collective Bargaining Agreement (CBA) or Contract. Gwen reported that the "Topped Out" Flight Attendants receive no more nor less than what is detailed in the pay rates that appear on page 85 under Article 21 of our Contract. After slinging peanuts for 27 years Gwen earns \$47.63 per trip. Cuyler, after 12 years, earns \$43.08.

"I was told that the Union was sued by the Department of Labor over the last elections".

I asked our President, Thom McDaniel, for help answering this question. Here's what Thom had to say:

"The Union was not sued by the Department of Labor (DOL) over the 2006 Officer Elections. The Department of Labor oversaw our Officer elections as a result a settlement regarding the 2003 First Vice President's election. There were three complaints filed by candidates on our 2006 elections. All complaints were investigated as required and no violations were found that could have affected the outcome of the election. The DOL requested and Local 556 agreed to seek change in the requirement in our Local Bylaws to attend two Membership Meetings or submit letters of non-attendance within 30 days of the last meeting to run for office. The Executive Board agreed to comply with this request and will seek the change subject to Membership vote in our upcoming round of Bylaw revisions."

"The Executive Board and Office Staff haven't flown lines in years."

True. Well, some of them haven't. According to our Local's Bylaws, Officers are required to fly a multi-day Pairing or conduct a multi-day Lounge Mobilization at least once each quarter. The Executive Board may excuse them from fulfilling this obligation if necessary to not disrupt the operation of the Local. There is no Bylaw requiring that members of our Grievance Staff must fly. Our Grievance Staff Members are Flight Attendants but have been 'pulled' to work in the Union Office full-time. They do not bid a line of time (that would add their trips to Open Time). They work Monday through Friday at the Union Office; they may fly on the weekends if they want to.

"The Executive Board and Office Staff make \$94,000 a year."

I contacted Gayle Ross, our Treasurer for help answering this question. Here's what Gayle had to say:

"All Full-time Grievance Staff Members and Officers are paid the same as the highest paying line in the system, which is never more than 130 Trips for Pay. All Full-time Officers receive an extra 15% which brings the trip total from 129-130 to 148-149, this is due to all of their extra committee work and duties after office hours. They are each paid at their individual base rate and receive all applicable per diem. All of our current Officers are "topped out",

(Continued on next page)

which is coincidental. The Union does not pay their vacation weeks; this is paid by the Company. Sick calls are paid from the Flight Attendant's sick bank, not by the Union. This places the Officers' annual salary in a range of \$85K to 92K before taxes. The Grievance Staff has a wider range due to their more varied rates of pay. Their salaries fall between \$45K to \$70K before taxes."

"I heard the retainer we pay the lawyer to represent us is \$500 a month. If he has to do any legal work it is more. Same lawyer who represented the Union in previous lawsuits."

I contacted attorney Ed Cloutman for help answering this question. Mr. Cloutman reported that both of the above statements are true. In the early 1990's, Ed Cloutman was on retainer with what was then known as the Ramp, Ops and Provisioning Association (ROPA) of Southwest Airlines which later became TWU Local 555. In the mid-1990's TWU 556 was looking for an attorney and the ROPA Leadership recommended Mr. Cloutman. He has been with us ever since then. We pay him \$500 per month as retainer (about half of the standard rate). He is available to give us legal advice via telephone, proofread documents, etc. anytime at no additional cost. If we require him to represent us in court or at arbitration or something of that nature there is an additional cost associated with the work.

CONCLUSION

So, now what? I've heard a few Flight Attendants say over the PA system, "Be sure and tell a friend that we were early tonight, because I know you would tell them if we were late!" Come on; spread this information, will you? And in the future, if you hear something about your Union or its Leadership that you would like to know more about, talk to someone who knows, call the Union Office or call Cuyler; I may not know the answer but I know someone who does. Well, my head has healed nicely, thanks for asking, but I never did remember the name of the guy that kept me from being electrocuted by my cell-phone. I'm sure I'll be on his jumpseat in a few years and foolishly ask him if he's still with the Venezuelan pilot.

WANTED

Two highly motivated, hard working Flight Attendants who have a good knowledge of our Contract, are willing to learn, work well with a Team, and who are willing to stand up for the Membership of TWU Local 556.

What position are we looking to fill? In just over a year, our Contract will become amendable, and the time is drawing near to assemble our 2008 Contract Negotiating Team. According to the TWU Local 556 Bylaws, the Negotiating Team is comprised of the President, 2 Flight Attendants appointed by the Executive Board, and 2 Flight Attendants elected by the Membership. In July, your Executive Board will be appointing 2 Members, and at the August Membership Meetings, nominations will be taking place for the 2 Flight Attendants who will be elected by the Membership.

If you are interested in being considered for appointment by the Executive Board, please send a letter of interest along with a resume to:

Thom McDaniel, President
TWU Local 556
7929 Brookriver Drive, Suite 750
Dallas, TX 75249

2007 Transportation Day of Action!

Everyone is welcomed to practice their lobbying skills on Capitol Hill, May 17, 2007 and participate in the "2007 Transportation Day of Action." Transportation Unions are coming together from around the United States to Washington, DC to lobby transportation issues. Come join TWU and represent TWU Local Local 556 at this very important event.

For more information call:
Portia Reddick White at (202)638-6154 or
Thom McDaniel at (800) 969-7932



Relationships at Work

What they say about us and who is to blame?

by Michael Broadhead, PHX Executive Board Member

While working as a Flight Attendant, we have "relationships and associations" based on our job duties with other coworkers, SWA, Customers, TWU Local 556, and the FAA just to mention a few. These relationships take many forms and can change very quickly depending on the circumstances. Many of the people or entities we have associations with at work can be effective, pleasant and professional. But when we add conflict to the mix, sometimes even minor, some coworkers take a hostile attitude towards others and they may even resent them. Adjusting to those associations takes constant change because everything changes.

Sometimes we can make an adjustment in the name of getting along until the trip is over or the flight is over and the Coworker or Customer leaves. Problem solved. But what about the larger picture – what if WE are the reason people have to adjust all the time? Now who's to blame? Is it their fault, or could it be my fault?

We all have worked with someone at one time or another with whom we have felt it was difficult, if not impossible to communicate. We may even have our own mental "no fly list" as a means to cope. They make demands, demonstrate what we think is strange behavior(s), speak to others in what we might

feel is a strange or derogatory manner, violate SWA procedures or violate FAR's. We all walk a thin line of "letting things go" vs "saying something". We all know that approaching someone about a questionable behavior, violation of an FAR or SWA policy can be extremely stressful. When discussing situations like this, most of my coworkers tell me "they just let it go and say nothing at all".

Many times when we observe or hear something from another co-worker, and then make the choice to approach it, we state the concern in a respectful manner (a huge required factor). We may be greeted with a defensive and sometimes hostile reaction.

What is it about mentioning to someone that something needs to be adjusted or discontinued that causes people to become so hostile and defensive? What is it about being a self managed Flight Attendant, that when it comes to respecting someone enough to say, "hey, that might not work very well", or "that policy just recently changed" or "I just had Recurrent and they addressed this issue and it has changed" that elicits anger and hostility rather than an expression of appreciation or just a simple acknowledgement. If someone has enough respect to approach a concern, respect is due in return.

I heard a saying a few years ago from a co-worker. It was in regards to a discussion about human behavior. The expression

was "How's that working for you?" Meaning, what part of my actions, behavior and communications was I responsible for? What part do I own? What results did they produce, or not. I could no longer blame anyone once I realized the truth of the statement.

What does it say about me if someone says, "Hey Broadhead, that changed and we no longer do that" and my response is to become angry and hostile and demand that it be my way and everyone else is wrong. What does it say about me if I resent FAR's or SWA policy or procedures? It means I am going to be very difficult on my Customers and Co-workers!

Relationships with others require a commitment for dual respect. It requires the knowledge that our work place changes, and so must we. It requires each of us to be accountable to ourselves and to each other. It requires that we adjust to our surroundings that change by the minute. It requires we let each other know that something may not be correct or may not work very well with respect and professionalism. It requires that we respond rather than react. It simply means that we respect another person in the process of learning new information. Our work experience and who we are is largely defined by the relationships and associations that directly affect our work place, and by the fact that we are to blame (code for accountable and responsible) not anyone else.

TWU Local 556 Grievance Team

Defending Your Rights!

by **Denny Sebesta**,
Grievance Committee Chairperson

Since the last Grievance update in the January 2007 *UNITY* Magazine, your Union Leadership has been working on several issues brought forward by Members. Through a collective effort between Management and the Union, 5 Letters of Understanding were developed and approved by the Union's Executive Board which has helped to clarify the following issues:

SINGLE HOTEL ROOMS: Due to unforeseen circumstances and not enough hotel rooms, Scheduling asked a Flight Attendant Crew to share a single hotel room. Management understood the potential ramifications for Harassment and/or Safety problems. This letter clarifies that Scheduling will not ask Crews to share a hotel room in accordance with Article 22.3 of our CBA, and if suitable accommodations are not available, Scheduling will notify the Union.

NOTE: A Crewmember may volunteer to share a room to rectify the problem but will not be required.

FLIGHT ATTENDANT ELIGIBILITY FOR DOUBLE THE TIME OFF AFTER AN ILLEGAL DUTY DAY: This became an issue when Flight Attendants picked up an assignment after becoming illegal on the pairing they were currently flying. The Union and Management agreed that the intent was to compensate those Flight Attendants who had an affected assignment on their schedule prior to becoming illegal. This letter also outlines pulls and pay.

UNSCHEDULED RON BETWEEN ORIGINAL AND PICKED UP OR TRADED RESERVE DAYS: Scheduling was not adhering to the Contractual language under Article 11.12.B with regard to compensation for Reserves and unscheduled RONS between Original and Picked Up or Traded Days. This letter clarifies that the Reserve is entitled to all; RIG of 1 trip for every 3 hours from block to end of debrief in domicile, time and one-half (1.5) and an addition-



Your Grievance Team (seated L to R): Denny Sebesta, Catherine Rea, Amy Montgomery, and Amy Lynn Neeper. Standing (L to R): Shae Grajeda, Kathy Anderson, Becky Parker, Gwen Dunivent, and Stacy Martin. Inset: John Parrott. Not pictured: Lyn Montgomery

al day off with pay in accordance with our Contract.

CHARTER HOTEL ROOMS WITH GREATER THAN 4 HOURS GROUND TIME: This was brought to the Union's attention by a Member who felt that there was a potential fatigue and safety issue for Flight Attendants flying a Charter scheduled over 14 hours with a long period of scheduled ground time in domicile. This letter was developed to be in compliance to a previous settlement that stated hotel rooms are to be provided for greater than 4 hours of ground time at an outstation, with an addendum to include a hotel room in domicile for only those Charters that fall within the parameters of this letter; Charters scheduled with greater than 14 hours of duty and greater than 4 hours of ground time will be provided hotel rooms in domicile.

NOTE: This is the only exception for hotel rooms provided in domicile when ground time exceeds 4 hours.

RESERVE JETWAY TRADES: Since Negotiations, there has been a recurring question as to why a Reserve on the last day of their Reserve obligation is not allowed to jetway trade their last live working leg. Management agreed that a Reserve would be allowed to jetway trade the last live working leg of their pairing if they met the following criteria:

1. The Reserve is not legal for an additional assignment
2. The Flight Attendant accepting the jetway trade is scheduled as a paid deadhead on the same flight number and is FAR legal

(Continued on page 34)

for fyour information



by Kathy Anderson
TWU Local 556 Grievance Team

fyi: When calling Scheduling to complete a jetway trade, your duty day can go to 14 hours FAR if you waive your legalities.

fyi: The Contractual 48 hour break is required within 7 days from the last day worked; not between bid line months. This usually becomes an issue between bid months because this is where the illegal combinations occur. Legal combinations are defined on page 33 of the Contract.

fyi: All overlap adjustments are made in the new month which pay protects the current month. Please refer to the Overlap Q&A in the Contract on page 157.

fyi: During the overlap period, Scheduling can pull from the trip which begins in the old month at the SIP if the SIP falls in the new month. The part of the trip that is pulled will be in the new month.

fyi: If you receive less than 10 hours crew rest followed by a duty period that exceeds 12 hours, you will receive triple time for trips flown after 12 hours.

fyi: One more time!! Any time you speak with Scheduling, it is very important that you make a note of the date, the time (CST) and the name of the Scheduler, just in case you need to file a grievance later. Keep in mind that there are literally hundreds of conversations on these tapes. If we are not given accurate times, it could take us several hours to find just one conversation and the resolution of your grievance could be substantially delayed or worse, the tape may never be found.

fyi: When you call in sick to Scheduling the only information needed by the Scheduler is your name, employee number, pairing number. You do not need to explain the details of your condition.

fyi: If you call in sick on line, you are Positive Space back to your Domicile. Scheduling is to make arrangements to get you back to your Domicile. If you are told to make your own reservations, please call the Union.

fyi: If your crew is scheduled as Must Ride Deadheads, two passenger seats and the 4th jumpseat will be blocked for you.

fyi: If you pick up a trip during your vacation and call in sick for that trip, you will not be paid for that trip.

fyi: If you submit a pairing for give-away and that pairing is changed in any way, the pairing number will change and the pairing that you originally submitted will be dropped from the give-away box. You will have to go back and submit the new pairing number for give-away.



Capitol Hill Update

Everything an 8th Grader knows about US Government

Lesson One: The United States Constitution

by Portia Reddick White, TWU Legislative Representative

This is the second of a series of articles to help the Flight Attendants of TWU Local 556 understand TWU's involvement in the legislative process

When you work in and around the D.C. area you become quite familiar with the phrase "On the Hill". But in essence you don't have to live in DC to participate on the Hill. In fact, the process on the Hill begins and ends with you, the voter, the constituent.

The power of change belongs to you because of your vote, your voice, and your convictions. The last 'Capitol Hill Update' (January 2007) specified a goal to explain the legislative process that we have in the US and how we function with that system. The first article in the series is a review of the U.S. Constitution in regards to the legislative process.

There is a new television game show that has a catchy title – something like "Are You as Smart as a 5th Grader?" In the show, contestants answer questions that normal 5th graders know the answers to. And, in answering some of the questions, the contestants figure out that they have simply forgotten what they learned in grade school and are aided by 5th graders helping them answer various questions. So, borrowing from that theme... 6th to 8th grade students learn the basic structure of our government. Thus the title "Everything an 8th Grader knows about US Government. Lesson One: The United States Constitution."

Most of us probably remember that there are 3 branches of government; the legislative branch, the executive branch, and the judicial branch. The Constitution of the United States speaks to each branch in separate Articles. Article 1: the legislative branch (the House and the Senate), Article 2: the executive branch (the Presidency) and Article 3: the judicial branch (Supreme Court and inferior courts).

Article 1 of the Constitution established the Branch of Congress and gives Congress the power to make laws.

Our three branch system of government was

established by the "founding fathers", the framers of the Constitution, as a means to form a government without allowing one person to have too much control. The Constitution provided for a separation of powers with each branch having its own responsibilities with the idea to make sure the rights of citizens were not ignored. The three branch system allows for a branch to check and balance the powers of the other branches so that a balance of power is maintained.

As someone who is living in the United States, a Member of TWU, and a Flight Attendant of Southwest Airlines, we have a civic duty to fulfill. There will always be specific issues that we encounter at work like OSHA protections, FMLA, security issues and/or something like the FAA allowing the use of cell phone usage onboard airborne aircraft that will have our Membership in the forefront of legislation that affects our working environments. Additionally, issues like healthcare, taxes, and education (that affect us whether we work in the airline industry or not) demand our involvement in lobbying, explaining our position on the issues to our local, state and federal legislators. It comes down to first understanding the background of the process, the process itself, and the role we play in the process.

Hopefully, the brief explanation within this article has renewed your understanding and knowledge in the history and purpose of the legislative branch. For more information for those who would like to be experts of the process, the following is a brief list of websites where you can get more information:

www.house.gov/

www.senate.gov/

www.usa.gov/Agencies/Federal/Legislative.shtml

<http://thomas.loc.gov/>

<http://www.whitehouse.gov/government/legi.html>

And finally, here's a challenge to test your knowledge: finish the following tidbits of informa-

tion and see what you can remember from your government class (*answers can be found below the quiz upside down*). Understand this and you are on the path to becoming proficient as a member of society who “gets it”, who is “involved”, who is “instrumental” in affecting change in our Membership, in your community, and in our country. It’s just the basic facts, but it is also the nuts and bolts of the system that our federal legislative government functions.

1. The legislative Branch of the federal government is known as _____.
2. Congress is divided into _____ chambers.
3. The chambers of Congress are the _____ and the _____.
4. Members of Congress are elected by people from their _____.
5. The number of members in the House of Representatives is based on state _____.
6. Today, the House of Representatives has a total of _____ seats.
7. The Senate consists of _____ members from each _____ totaling _____ seats.
8. Members of the House of Representatives are elected for _____-year terms and Senators are elected for _____-year terms.

Answers:
 1. Congress
 2. Two
 3. Senate, House of Representatives
 4. States
 5. Population
 6. 435
 7. 2, state, 100
 8. 2, 6



Put Up or Shut Up

It's time to stop complaining and get involved

by Brett Nevarez
Board Member at Large

This quarter's theme is “Relationships” so I want to focus on our workgroup and treating each other with respect. We always seem to hear about the Golden Rule whenever Customer Service is mentioned in Recurrent Training or Company publications. I would like to remind everyone to apply this very same concept at work with our fellow Crewmembers and other co-workers that we come into contact with each and every day. We all know that our work environment is stressful and hectic so being kind to one another is a simple way to make it better for all of us.

Preparations are starting for our next Contract. We have Contract Negotiations coming up next summer (the amendable date is June 2008), so this year we will be electing 2 Negotiating Team Members and the Executive Board will appoint the other 2 Negotiating Team Members that will be lead by the President of our Local. We can send a message to Management with a large turnout in this upcoming election. Please remember that voting is a very important and simple way to affect change in your career.

We have been using the Point/Counterpoint articles to stimulate interest in contractual matters. This has created discussion and even a little controversy in regards to the Reserve pass/fly option, Charters, and flying minimums. Our purpose is to generate debate not divisiveness. It is very important that our discussions remain professional and that we remember that we can agree to disagree without our positions becoming personal. Unity does not mean we all think alike but that we respect one another enough to get beyond differences of opinion. Those of us that have been here during previous negotiations can relate our experiences to our fellow Flight Attendants that have not been through them before. Our recent history proves what can be accomplished when we stick together. We have also activated an idea/suggestion mechanism with an e-mail stockpile from the “What's Next” button on our Local's website, www.twu556.org. Our Union is Membership-driven and that means that we must have your input on changes and improvements for our future. Please make sure that your voice is heard by contributing.

Solidarity in the workplace is important and has helped in Contract Negotiations in the past so we must remember to support those that we work with and come into contact each day. We need to treat them how we would want to be treated. Our friends in the flight deck (SWAPA Southwest Airlines Pilots Association) are currently in negotiations and need our support. Please let our Pilots know that we are behind them with a kind word whenever possible.



Scheduling Committee Update

Tracking the quality of your life

**by Kyle Whiteley, MDW Executive Board Member
Scheduling Committee Vice Chair**

I have written this article in Q&A format as there is so much information to present:

Why did we reduce the number of 4-day trips?

The end of the reduced 4-day test is quickly approaching, and we have received lots of mixed feedback from our Flight Attendants. Soon, you will be given the opportunity to cast your vote as to whether we continue the reduced 4-day schedule or return to the previous 4-day levels. I would like to give you a snap shot of the big picture so when the time comes for you to cast your vote, you will have all the information to make an informed decision.

From December through April, we have been building the reduced 4-day schedule by spreading-out the additional pairings generated by the test. In May and throughout the remainder of the test, you will see a change in the way the lines will be constructed. In May, we have consolidated those additional pairings into what would have been the 15% 3-on, 3-off lines. This change has resulted in approximately 85% of the lines being very pure, while 15% are, for lack of a better word, dirty. We believe that in making this change, Flight Attendants that have vacation and want to maximize pay will bid for the more condensed lines. With 85% of the lines being pure, there is more room for those who wish to pick up pairings to do so.

As you read further into the Q & A, you will see that there are no guarantees as to what the future holds when it comes to our lines. This change we are making starting in May is what we believe to be the best way to lessen the impact of schedule transitions on our Flight Attendants schedules and lives. Clearly the most junior Flight Attendants in each base will be affected by this change, and when you are deciding whether to pick up or not, keep these Flight Attendants in mind.

Members of the TWU Scheduling Committee will be in each base in June to hear your concerns about the schedules, and to talk more about the upcoming survey. If you are able to come visit with us, please stop by your lounge on the dates listed on **page 33**.

When your current Executive Board first took office, the number one complaint we received was that there were too many 4-day pairings. We created a survey that would allow us to show the Company some hard numbers of what we had already been telling them. They agreed to reduce the number of 4-days as a test for six months at our request. The test officially ends in May.

Why are we taking another survey?

After we reduced the overall number of 4-day pairings, we immediately began hearing from Flight Attendants who wanted 4-days back, not only for vacation bidding, but because it created a purer schedule. Now that the test is ending, we would like to know how you feel in order to make decisions about our schedules.

If we take this survey, how long will it be before we take another scheduling survey?

There will not be another scheduling survey for a year. That is why it is so important to make an informed decision when you place your vote.

If we do vote to return to the higher number of 4-day pairings, when will it happen?

The next logical time to switch back to the 18% 4-day pairings will be August 26. This planned schedule change will give us the chance to transition increased 4-days back without having to generate a more impure schedule than we are currently seeing.

What did you mean by "impure schedule"?

When we were in talks with the Company about reducing the 4-day trips, we were told that we would see approximately a 10% increase in the number of impure lines. These impure lines would

include trips that began on different days, additional 48-hour breaks, and having to place 3-day and 4-day trips on the same line to cover the additional flying. If we return to a higher level of 4-day trips we simply cannot guarantee purer lines due to the automation changes that have been made in the past several months.

How many 4-day trips are there currently, and what is the maximum number of 4-days we can be scheduled to work?

We currently are working less than 7% 4-day trips. Our contract allows us to be scheduled to a system-wide total of 22%.

Why is the Company giving us only two options in regard to the number of 4-day trips, i.e. less than 7% or greater than 18%? Why not have 12% 4-day trips?

The Company saves money in Reserve costs when we have a schedule that has less than 7% 4-day trips. If the 4-days go over 8% they are forced to build Reserve blocks as if they were running a 22% 4-day schedule. This is due to the need for Reserve coverage of flights. Additionally, the Company is aware that we will break-up the allowed one block per month. It is also aware that Open Time will be full of 4-day pairings.

If I vote to keep 4-days at less than 7%, will our lines ever get better than they are today?

The lines in May, June, and July will be the cleanest we will ever be able to generate under the reduced 4-day test. If the Company were to reduce the number of Reserves or agree to hire additional Flight Attendants—which is unlikely considering that many airlines, including Southwest, have adopted cost-saving policies to off-set issues such as rising fuel costs—they may become cleaner.

Will there be more purity in the lines if we vote to return to 18% 4-day trips?

There will be little improvement in line purity. It is hard to say whether the lines will remain pure, as the Company is now able to constantly rework our aircraft flows in order to improve the productivity of our fleet. We will continue to see fluctuations in the lines as normal transitions occur in our schedules. These transitions include new or additional aircraft, major holidays, and normal schedule changes such as those that occurred over daylight savings. By placing the additional pairings that were gener-

ated in the 15% 3-on, 3-off, we are lessening the impact to the majority of the Flight Attendants. The Scheduling Committee will continue to work to make the lines as pure as possible.

If we reduced 4-day trips, and it created more pairings, shouldn't they have hired more Flight Attendants?

The only way the Company would agree to reduce the number of 4-day trips was for us not to push for additional staffing. We have maintained the same staffing levels during the test as if we had continued to run the higher 4-days. That is why there are more pairings on the lines.

Why doesn't our Union make the Company give us what we want?

Currently, the Company is working within the bounds of our contract. During the next contract negotiations, we will have the opportunity to discuss changing the somewhat vague language of the Scheduling Rules. Until then, the Union is able to make requests of the company, but again, we are bound by the current contract.

Will returning the 4-day pairings reduce the number of 48-hour breaks that are on the schedules?

There will still be some 48-hour breaks.

Why are there so many more 3-on, 3-off lines now?

There is actually the same number of 3-on, 3-off lines as there were before we reduced the number of 4-days. These lines are built to no more than 15%, and this is a hard rule that we follow during line building. In May, June, and July you will see the 3-on, 3-off lines loaded with the additional pairings. If we bring back the 4-day pairings, we will still have 15% of the lines with 3-on, 3-off.

If that is a "hard rule," what are the other rules you follow when building our lines?

The only other hard rule that we follow is that 35% of our lines are written with weekends off. We went under the 35% rule in December to give more people the opportunity to have Christmas Day off. However, if Christmas had not fallen on a Monday, we would not have been able to make that change.

I would pick up a 4-day trip once in a while if it paid well. Can we not make them pay better?

(Continued on next page)

Under our current Contract, the least a 4-day can pay is 26 TFP. Higher paying 4-days are generally due to the flow of the aircraft.

Will we get more turns and 2-day trips if we bring back 4-day pairings?

The number of turns and 2-day pairings are not based on the number of 4-days. If the Company wants to raise the number of these trips they are able to do so. Again, this is an issue that may be addressed during the next contract negotiations.

Will there be more SIPs?

No. While the Union and the Company have discussed this, the Company feels that SIPs increase reserve utilization in non-productive ways. Currently, we do not have the contract language to force the return of SIPs.

What happens to VR lines and Reserve blocks if we vote to return 4-days to 18% or higher?

There will be more 4-days on VR lines. The reserve shells will be built almost entirely of 4-day blocks. If we continue to run the reduced 4-day schedule, it is possible that we will see 3-on, 3-off reserve shells.

Why do we have so many aircraft changes? Doesn't the ground time cost money?

There is an additional cost due to aircraft changes and deadheads, as well as ground time. Until March 11, we had less than 33% of our aircraft overnighing in our Crew Bases. In order to get Flight Attendants on planes that were headed back to base, aircraft changes, deadheads, and ground time were a cost that the Company had to incur. Schedule Planning has been asked to keep the number of aircraft overnighing in our base cities above 33%. The Company will see those costs rise again if customer demand requires that that number to be reduced.

Why have there been trips in Open Time when it is released? Some days have even been full?

In an effort to reduce the number of 48-hour breaks on our lines, we have instructed the Line Writers to leave trips in Open Time, if necessary. This decision was a tough one to make. We knew that it had the possibility of making it harder for our Flight Attendants to move pairings, while increasing the number of pure lines. Over the Christmas holidays, some of our bases had trips put into Open Time due to additional flights being added in order

to meet customer demand. These trips were created after our regular schedules and VR lines had been written. The Scheduling Committee and the Company continue to work toward amicable solutions should this happen in the future. The way the schedules are being built in May, June, and July will make it possible for us not to have to fill up as many days of Open Time. Other times that Open Time has released full have been due to leaves and pulls that include Company and Union business, and for various training classes.

If my base votes to keep the reduced 4-day pairings, will we be able to have them even if other bases vote differently?

In January 2005, the Company all but eliminated 4-day pairings from three of our bases. The other domiciles were then forced to pick up the additional 4-day pairings. If we get half of the bases wanting less 4-days, while the others vote to bring 4-days back to their previous level, we will investigate the possibility of base-specific line building.

What will happen to the schedules when Las Vegas opens?

At this point, we are unable to answer this question. We can tell you that in the past, when a new base has opened, the numbers of 4-day pairings were reduced.

When is the follow-up Scheduling Survey?

The survey will run from July 1 – 21, 2007

What will the survey questions be?

There will be two questions on the survey:

1. Where are you based?
2. Do you prefer:

Choice A: Keep the reduced 4-day schedule and all that goes with it.

Choice B: Keep the reduced 4-day schedules and consolidate the additional pairings as much as possible and all that goes with it.

Choice C: Return to higher 4-day schedule and all that goes with it.

Please read the POINT/COUNTERPOINT articles on page 32 and 33 and take a look at the Scheduling Committee Listening Tour Dates and "Schedules by the Numbers" on page 33 for more information.



TWU Uniform Committee Update

Slowly but surely,
new pieces are on their way!

by Karen Amos, TWU 556 Uniform Committee Chairperson

New updated uniform items are in the works. Perhaps you have had the opportunity to see the wear-test pieces out on line, or you have just heard bits and pieces of information about the new uniform items. The Membership has expressed that they are looking forward to being offered updated uniform pieces that fit well, provide comfort as well as making the Customer Contact Employees look a bit more polished and professional. With that said, perhaps a brief overview of where Uniform Committee is at this time regarding the uniform project would be appropriate and helpful.

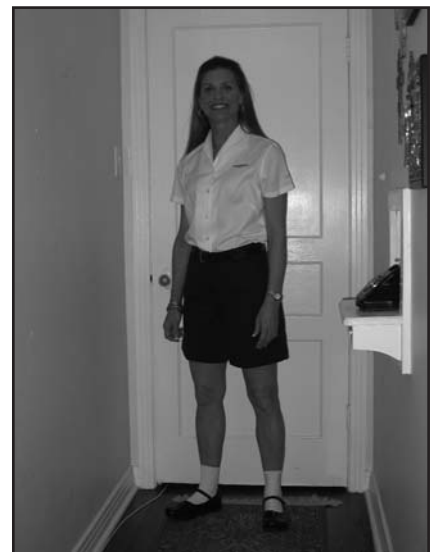
Before I go on, I should explain that the Uniform Committee is made up of 23

Employees from all of the Customer Contact departments. While there are several Flight Attendants on the Committee, TWU Local 556 is allowed one representative on the Committee who is designated by the Executive Board. That is my role on the Committee, as a Union Representative for the Flight Attendant group.

What are the items currently being wear-tested?

Various Committee Members as well as individuals from all Customer Contact Groups are wearing new pants, shorts and shirts. The pants being tested are flat front khaki and single pleat navy for females and a smaller double pleat for males. Please note however the Committee would like to offer the navy in flat front as well as pleated. The pant waist is lower and relaxed. The pant leg is wider and not

tapered. The material is 65 percent polyester and 35 percent brushed cotton. The new khaki color is tan-based verses the gray-based khaki of the current uniform pant. The navy is darker than the current navy pant and we are trying to get the navy pant closer to the color of the blazer so that the blazer may be worn with either khaki or navy. We have looked at offering the shorts in both flat front and single pleat. The new shirts that are being tested are blue herringbone and white. The current fabric content is 60% cotton and 40% polyester. The female shirt collar has been changed to give it a more feminine appearance. The sides of the blouse are tapered. The shirt has darts and the pocket has been removed. The male shirt has a pocket and is tapered and the collar is no longer button down. The shirts
(Continued on page 34)



The above photos show 3 different combinations with the new uniform items.



To Your Health

"Spring" into health

by Gayle Ross, Treasurer and Health Coordinator

I just returned from a Health & Safety Symposium in Los Angeles where I learned many exciting things for the Flight Attendant industry. I will be sharing many of those ideas with you in my next few articles. Every topic we discussed came back to how to keep Flight Attendants healthy while working in airplanes, airports, and staying in hotels filled with sick people and germs. The overwhelming response was, "wash your hands!" it seems so basic, yet can make such a huge difference. How many times after washing your hands have you turned off the faucet, pressed the lever for a paper towel, or opened the door to exit the restroom? Germs!! Press the lever for the paper towels first, then wash your hands, grab the paper towels, and use the paper towel to turn off the faucet and open the door. Try keeping hand sanitizer with you in the galley and by all means use the gloves when picking up trash.

Many of you have called me and asked me to publish my article about vaccinations again, so since we are "springing in to health", your wish is my command.... wash you hands, stay healthy, and read on!

The following are diseases which catch your attention and may change your life. They are all life threatening, but most have a vaccine which could prevent the disease from ruining your life. The following is some information based on research I have done. Please consult your doctor for more information and to discuss these diseases and the risks/rewards of any medication or vaccination.

Hepatitis is the inflammation of the liver caused by one of five currently identified Hepatitis viruses. All of these viruses can cause an acute disease with symptoms lasting several weeks including yellowing of the skin and eyes (jaundice), dark urine, extreme fatigue, nausea, vomiting and abdominal pain.

Hepatitis A virus is spread from person to person by putting something in the mouth that has been contaminated with the stool of a person with hepatitis A. Transmission can occur through exposure to contaminated water, ice, or shellfish harvested from sewage-contaminated water; or fruits, vegeta-

bles, or other foods that are eaten uncooked and that were contaminated during harvesting or subsequent handling. Hepatitis A is the most common vaccine-preventable infection acquired during travel. Anyone who travels should consider receiving this vaccination. The safety of Hepatitis A vaccine for pregnant women has not been determined.

Hepatitis B (HBV) is transmitted by direct contact with the blood or bodily fluids of an infected person; it is not spread through food or water or by casual contact. A person can get infected in several ways, such as: having unprotected sex with an infected person, sharing needles, being stuck with a used needle on the job, or during birth when the virus passes from an infected mother to her baby. People should not receive the Hepatitis B vaccine if they have ever had a life-threatening allergic reaction to baker's yeast or to a previous dose of Hepatitis B vaccine.

Hepatitis C is transmitted like Hepatitis B and can lead to cirrhosis, liver cancer or liver failure. Hepatitis C is a common co-infection among HIV-positive people. While there are vaccines that can prevent Hepatitis A and B infections, there is no vaccine for Hepatitis C. Even without treatment, risk of progression can be minimized through: abstinence from alcohol and other drugs and vaccinations with the Hepatitis A vaccine and Hepatitis B vaccine.

Hepatitis D & E are very rare and there is no vaccine. Hepatitis D is dependent on HBV for replication. Hepatitis E is transmitted primarily by the fecal-oral route. Virtually all cases in developed countries have been reported among travelers returning from high HEV effected areas.

Meningococcal Meningitis is caused by bacteria which invade the lining surrounding the brain, (the meninges). It is called Meningococcal Septicemia or Meningococcemia when it enters the blood stream, destroying organs and tissue in a matter of hours. Meningococcal disease, although rare, is devastating because early symptoms resemble the flu, making it difficult to recognize. Adolescents and young adults are at an increased risk of contracting meningococcal disease due to
(Continued on page 35)



The Reserve Report

How do I read it, what does it mean, and how on earth do they come up with the order?

by Audrey Stone, BWI F/A #74952 and Shop Steward

Have you ever looked at the Reserve Report and wondered how, exactly, the list came to be ordered the way it is? And what do all the columns mean? There are three things that factor into order of assignment now: RDV, preference, and seniority.

RDV stands for "Relative Daily Value", and is the first consideration in the ordering of the reserve list. RDV is a calculation of how close you are coming towards your guarantee for the month. This number could be positive, negative, or zero. Zero means you are exactly meeting your guarantee at the moment, not going over or under your guarantee. A positive number means you're under your guarantee, that is, on average you've flown less than 6 trips a day on Reserve. A negative number means you are projected to go over your guarantee; you've flown more than 6 trips a day and for lack of a better term, you've "banked" extra trip credits. Also, if you're looking at the RDV, place a decimal point two places over to the left.

Example 1: On your first 3 day PR block, you are assigned a trip that pays 20. Your RDV is calculated as follows: your guarantee was 6TFP x 3 days = 18. 18(guarantee) - 20(trips flown) = -2

So... your RDV at the start of your next reserve day will be -2.

Example 2: On your first 3 day RR block, you do not receive an assignment the first 2 days. On the 3rd day you sit APSB for 5 TFP. So your RDV is calculated as follows: 18(guarantee) - 5(trips flown) = 13.

So... your RDV at the start of your next Reserve day will be 13.

A negative RDV means you will go to the bottom of the group of your reserve classification (AR, PR, or RR; 4 day - 1 day) on the report, with the most negative number last, no matter what your preference or seniority. This is because the Company does not want anyone to go over their guarantee, costing extra money, so RDV is the first factor in the order of assignment. Keep in mind that AM & PM Reserves are almost always used before Ready Reserves.

Next, your preferences are considered. Keep in mind that

the "Pass/Fly" is only what you would like to do that day; if Scheduling needs you, you are going to fly! If you are at 0 or higher for the day, you will be listed within your grouping on the report with "flies" first, and "passes" next. For example, if there are five of you who want to fly, it will start with the most senior first, down to the most junior. For the passes, it's reverse seniority with the most junior first.

It doesn't matter how "under" your guarantee you are (positive number); your spot on the list will be based on your Pass/Fly preference & seniority. For those of you "over" your guarantee (negative number) you fall to the bottom, even if you have chosen "fly" as your preference.

Hopefully, the next time you look at that Reserve Report you will better understand RDV, preferences, and seniority. Now you can keep an eye on the Reserve Report with confidence.

# to go	ID	Sen	Name	Code	Days	RDV	Pref	CV/AS	Time
5	82333	16408	PITRE KENDA L	BRR	2	-9	F-	0	0420
6	82020	16313	SKOTNIK JOSEPH A	BRR	2	-34	F-	3	0900
7	82384	16460	GALE ASHLEY E	BRR	2	-412	F-	2	0900
1	82322	16394	ROGERS H BRADLEY	BRR	1	700	F	1	0800
2	83382	16592	SOSA MICHELLE	BRR	1	0	F	1	0420
3	31128	16256	GOODEN LAWANDA	BRR	1	-315	F	1	0420

Lawanda has a negative RDV with a "Fly" preference. Even though she is senior to Michelle, she is behind her on the lineup since Michelle is at "0" RDV. If they both had a "0" RDV, and both had a "Fly" preference, Lawanda would be ahead of Michelle.



JETSET

How green is your galley?

by James Gordon, MDW FIA #25994

Recently there's been debate regarding aviation's impact on the environment and global warming. A greater social responsibility is being put on the shoulders of air carriers and passengers to be environmentally conscious.

Air travelers in the UK and Europe now pay a "Green Tax" on individual airline tickets from £5 to £10 on short-haul flights and from £20 to £40 on long-haul journeys. Flight Attendants traveling overseas should be prepared to pay extra US green-backs for those already over-taxed non-rev tickets!

- For every flight hour worked (243 miles) you personally generate about 157 lbs of CO₂ into the atmosphere. Create your personal emissions report based on your working/commuting flights at www.terrass.com/flight/flightcalc.html.
- According to the American Petroleum Institute, it takes approximately 10 gallons of crude oil to make one gallon of jet fuel.
- The U.S. EPA states that 200 million to 600 million gallons of wastewater are created each year from airplane deicing.

Annually, the US Airline industry discards enough aluminum cans to build 58 Boeing 747 aircraft. In 2004, the industry discarded 9,000 tons of plastic and enough newspaper and magazines to fill an entire football field to a depth of more than 230 feet, which is fully 100 feet deeper than the recommended maximum limit for recreational dumpster diving.

"Trash Landings: How Airlines and Airports Can Clean Up Their Recycling Programs" presents these findings and more from a yearlong study of the airline industry. Read it in its entirety at www.nrdc.org/cities/recycling/airline/airline.pdf.

The report states "SWA allows the local staff at OAK to keep the revenue generated from the sale of recyclables to fund employee barbeques, special events, and a rainy day fund for employee assistance."

At SWA all recycling funds are combined into

a single account. In 2005 \$84,000 was gained and the money was distributed as follows:

\$65,000 to Employee Catastrophic Fund

\$7,000 to Flight Attendant Appreciation Week (\$1,000 to each base for Flight Attendant celebrations around Earth Week)

\$6,000 to Provisioning Stations

\$6,000 was allocated by the Headquarters Recycling Team

Scott Halfman, VP of Provisioning states in an e-mail that in 2006 \$147,000 was deposited into this account. The only distribution to date is \$100,000 to the Employee Catastrophic Fund. \$7,000 will be allocated to Inflight Bases and \$10,000 to Provisioning Stations in the near future. The remainder of the funds will be held to purchase recycling equipment throughout the system.

If I understand Scott correctly, that leaves \$30,000 to buy "recycling equipment" for nearly 60 airports (FLL, LAX, SEA and PDX already have notable sorting and recycling programs in place). That equals an average of \$500 per airport or \$70 per aircraft (SWA has 484 flying as of March 2007).

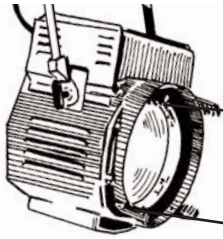
I wonder how many rolls of black trash bags \$70 buys? I certainly hope that's not what SWA considers "recycling equipment"!

Also, if you crunch Scott's numbers, you may see something amazing:

\$147,000 divided by 365 days = \$403 daily. This means that in 2006 our entire fleet of 479 aircraft (as of Nov 2006,) generated an average \$403 per day. Roughly \$0.85 a day, per aircraft.

2006 prices paid per pound for aluminum varied wildly with market fluctuations, from a low of .35 (a penny per can) to the high of .75 (about two pennies per can). According to the Can Manufacturers Institute 34 empty aluminum cans equal 1 pound.

(Continued on page 35)



"SPOTLIGHT" ON **Garry Drummond**

TWU International Vice President

There are two types of leaders. There are those that make decisions from a big fancy office somewhere who are disconnected from those they lead. Then, there are the kind that roll up their sleeves, aren't afraid to get dirty, work hard, and at the end of the day, sit down and drink a beer with the people under their direction. If anyone has ever spent even a few minutes with Garry Drummond, you'd have no doubt that he's the second kind of leader.

Garry was born in Hammond Indiana on April 8, 1950, but you wouldn't know it by listening to him talk - he sounds New Yorker all the way. Garry grew up as one of 10 children. He graduated from Union College, Schenectady, N.Y. in 1972 with a B.A. in History.

Garry was hired by American Airlines at JFK airport in June of 1973 when he joined TWU Local 501 and later became a Shop Steward. This began a long and distinguished history with TWU including the following highlights: Station Chairman, Local 514; President, Local 590; TWU International Representative; Organizer; Contract Negotiator; and International Vice President.

In addition to his responsibilities as International Vice President, Garry currently serves as the Southwest Airlines System Coordinator working with Local 555 and 556, serves as Safety Director for the Air Transport Division, and is also responsible for Contract Negotiations

between the Hertz Corporation and TWU Local 516, Tulsa, Oklahoma.

So now that we know Garry's involvement with TWU, let's look deeper into his involvement with our Local. Garry first became the TWU International Representative for Local 556 in April, 1994 under the tutelage of former International Vice President Paul Gaynor. Garry says, "I couldn't have chosen a better mentor".

During the 13 years that Garry has been involved with our Local, we have gone through both good and bad times. When asked about these ups and downs and how we can stay on the right track in the future, Garry says, "Local 556's history is one every Flight Attendant should know about, be proud of, and learn from. I have learned never to be satisfied with the status quo; it can always be improved. Also never assume anything; find the answers from those who know best, the people actually performing the work. As for staying on the right track, I would say never lose sight that it is the Membership that matters; that is who we all work for; and we must stay in touch: communicate, communicate and communicate some more".

Garry has stood by our Local through thick and thin, and Garry's no-nonsense Leadership style has both inspired people, and ruffled a few feathers along the way. In fact, some of your current Leaders got involved in our Local because they got mad



A bearded Garry with his wife Billie at the TWU Local 556 30-year party

at the Union - some even at Garry himself. But once they had the opportunity to get to know Garry, see his commitment to not only our Local, but to the Labor movement, and learn from his vast experience, in all cases Garry became a mentor, friend, and one who is constantly looked to for advice and counsel.

When Garry is not doing Union work which involves extensive travel and time away from home, he enjoys spending time with his family. Garry is married to Billie, and has 4 children: daughter Jenni, 30, who is a singer, songwriter, and works at Johns Hopkins doing stem cell research; son Matt, 27, a graduate of University of Pennsylvania and is currently serving as a Staff Sergeant in the U.S. Army; step-daughter Sara, 18, who is a senior at Irving Academy; and son, Alex, 9, a third grade student.

Garry, thank you for continuing to stand by us through thick and thin, for your commitment to us, and for your Leadership.

point/counterpoint

The hot topic these days has been the quality of our lines. The reduction of 4-day pairings in our schedules has created fewer "clean" lines. There are those who feel passionately on both sides of the issue, so we posed the following question to two Flight Attendants and got two very different responses: "For years, Flight Attendants have asked for fewer 4-day pairings, so the Company agreed to a test period with a vastly reduced number of 4-day trips. Now Flight Attendants are concerned about the inconsistency in the lines. Should we continue the reduced 4-day schedule, or should we go back to the higher 4-day schedule?" Let's see what they have to say.



POINT

by Will Menton
MDW F/A #76342

Being a Flight Attendant has many great benefits, one of which is the flexibility of our schedules. This includes the flexibility to trade, move, or pick up trips

to better suit your schedule, and your lifestyle.

I think that most of us will agree that the reduction of 4-day trips is a welcome addition to our schedule. Quality of life for many of us has improved. Whether you are a commuter and you try to back up your trips, or you are a local trying to pick up extra trips, it's easier to do so with a 3-day line as opposed to a 4-day line.

Let's face it, when speaking to co-workers, very few people indicate a preference to fly 4-day trips. And if you bid a 4-day line, chances are you have vacation that month, or you plan on trading your 4-days down to 3-days.

Of course this is not the case for everyone. Just as with every situation, there are exceptions. For the people who prefer to work 4-day trips, 4-day lines are still available. If someone is not able to hold one of the diminishing numbers of available 4-day lines, there is always the option of trading up at a later date.

With the reduction of 4-days, Open time now gives you more 3-day trip options when you are looking to trade your trip. Again if you prefer to work 4-day trips, you always have the option to trade your 3-day up to a 4 day trip.

For Flight Attendants on Reserve, this translates

to fewer 4-day Reserve blocks, again making it easier to pick up or allowing more time to be at home. As someone who sits Reserve regularly, I enjoy having more days that I can control, whether I choose to take time off, or pick up trips from other Flight Attendants. With 4-day blocks of Reserve, it is much more challenging to pick up additional trips, due to a limited number of turns and 2-days as opposed to the number of available 3-days in trip trade/give away.

Some Flight Attendants have voiced a concern about the rotating line working 3-days and having only 3-days off. Remember, whether we continue the reduced 4-day schedule or go back to the old schedule, our Contract is still the same. The number of 3-on, 3-off has remained consistent. And the fact remains that the contractual limit is no more than 15% of trips consisting of 3-on, 3-off.

The changes that have been made in building fewer 4-day trips are to help Flight Attendants and improve our quality of life.

Now let's hear the other side of this debate...



COUNTERPOINT

by Mario Montoya
PHX F/A #30756

I have seen a reduction in both my wallet and my quality of life with the reduction of 4-day pairings. One beautiful thing about variety in the pairings is that we all want differ-

ent things. 4-day pairings afforded more flexibility in bidding and trading for me. I was able to hold a better start day during the week if I bid 4-day pairings. If I needed to make adjustments to my schedule, it was far easier to trade a 4-day down to a 3-day or lower than to move a 3-day to another start day.

I feel like my seniority dropped, because without 4-day pairings, I can only hold quality 3-day pairings (7+TFP per day) on days that I don't prefer. Reducing 4-day pairings has resulted in extra 3-day pairings that must be built into the lines. I'd rather be responsible for three or four 4-day pairings a month than five 3-day pairings. More pairings on my line results in less flexibility.

As a commuter, I loved the commutable 4-day pairings that paid 30+TFP. I could go to work, make a decent week's wages and come home without the added expense and wasted time of a hotel room. I was able to find pairings like that regularly. Now, if I want 30+TFP per week, I have to fly two pairings and purchase as many as two nights in a hotel. The time and money lost is hundreds of dollars per month.

I used to hold weekday 4-day pairings which equaled 16 scheduled days. I would then VJA for a 4-day on both ends and end up with 20 workdays and 140+TFP. Since the reduction in 4-day pairings I have to work partial weekends Sunday –Tuesday or Thursday – Saturday to hold the quality of pairing I like (7+TFP per day). This has resulted in lines with five 3-day pairings for 15 days, plus VJAing for 3-day pairings instead of 4-day pairings at the beginning and end of the month. This totals to 19 workdays and 130+TFP. I end up with one day less of VJA and I have to commute one more time.

Vacation bidding is also affected by this reduction. The TFP pulled when bidding vacation during the first seven days of the month or the ability to create 19 days off with a single week of vacation is not possible with the reduced 4-day schedule. I have four weeks of vacation accrued and it is difficult to place an accurate monetary value or quality of life value on this loss.

I've spoken with many people about this, and though most prefer 3-day pairings, the majority agrees that the lines have gotten uglier in general than when we had more 4-day pairings. Please bring back the 4-day pairings!

Tell us what you think! Send an email to:
unityfeedback@twu56.org

Scheduling Survey Dates: July 1 – 21, 2007

Listening tour dates:

The Scheduling Committee will be in your base to hear your concerns and answer questions you may have about the upcoming survey. Please stop by your lounge anytime from first check-in until 3:00 p.m. local time.

Dallas	June 11
Houston	June 15
Phoenix	June 21
Oakland	June 22
Baltimore	June 27
Chicago	June 28
Orlando	June 29

Schedules by the Numbers:

Here are the numbers from October '06 and February '07. October and February are the most recent months that represent the most pure schedules under the 18% and 7% schedules.

	<u>Oct. '06</u>	<u>Feb. '07</u>
Percentage of 4-days	18 %s	< 7%
Tot. # of Active F/As	8250	8439
Tot. # of Pairings	9873	10,352
Tot. # of turns	709	661
Tot. # of 2-days	1266	1477
Tot. # of 3-days	6364	7764
Tot. # of 4-days	1534	450
Avg. TAFB*	53:34	50:37
Avg. legs per duty day	3.44	3.29
Avg. length of duty day	8:17	8:08
Tot. # of A/C changes	7272	8248
Tot. # of deadheads	1340	1097
Tot. # of overnights	56,776	53,070

*Time Away From Base

GRIEVANCE TEAM UPDATE

(Continued from page 20)

3. No additional cost to the Company is incurred
4. All other conditions of Article 12.6 (Jetway Trades) are met

These Letters of Understanding are not considered changes to language in our Contract, but rather clarification on the intent of the existing language.

CURRENT HOT TOPICS

OPEN TIME GRIEVANCES: We will be presenting the Group Grievances on Open Time to an Arbitrator on April 19-20. Once the Arbitrator has heard the case, a decision will be rendered in approximately 60 days. Please remember, this is an approximate timeline, not a guarantee. As soon as the Union receives a decision, we will update the Membership.

RESERVE PASS/FLY: Some of you may have questioned why the Reserve Pass/Fly system was not presented to the Membership for a vote. Simply put, this was a Group Grievance presented at Arbitration and at the end of the hearing, the Arbitrator recommended that both parties continue to meet and try and settle the issue before a final and binding decision was rendered by the Arbitrator. The Union and the Company adhered to his instructions and a settlement was reached prior to the Arbitrator's decision.

With regard to the working system itself; the Union and Management are still reviewing the Pass/Fly system currently in place. Your Domicile Executive Board Members have collected feedback from Flight Attendants in their bases, through emails, lounge visits, and the Union website. This information will help give the Union a broader understanding of what you like or dislike about the Reserve Pass/Fly system, and help us determine where changes, if any, need to be made.

CONCLUSION

As I've mentioned in previous grievance updates, the Grievance Staff works daily to resolve issues before they become a grievance. They do a great job and the numbers reflect substantial savings to the Membership, as well as a quick resolution for those Flight Attendants who have been disciplined unjustly or denied compensation. The following data is a compilation of December 2006 thru February 2007:

- Total Trips Paid to Flight Attendants - 373.81TFP

- Terminations Reinstated – 1
- No Shows Removed - 8
- UTC's Removed - 3
- FTR's Removed – 3
- Letters of Awareness / Written Warnings Removed - 2
- Points Removed for Other Reasons – 11.5

Finally, I would like to welcome our newest Grievance Staff Member, Lyn Montgomery. She has a good working knowledge of our Contract and brings 12 years of flying experience with her. Lyn will be focusing on discipline cases.

UNIFORM UPDATE

(Continued from page 27)

are more tailored and seem to provide a more polished look to them.

What are the other items that could be implemented or are on the table for possible consideration?

The Committee has looked at a skirt for the females in lieu of the skort, an updated fleece zip up jacket, a scarf for winter, an updated female sweater, as well as new scarf and tie patterns and colors.

When is the expected time frame for the roll out of the new items?

At this point in time there is really no way to predict when the proposed uniform items will be ready for production. The Uniform Committee wants to make sure that each proposed item is a quality item and will wear well prior to being approved and placed into the offered items for purchase.

Should I go ahead and order uniform items instead of waiting for the new items?

If you currently need items added to your uniform wardrobe, yes, you should go ahead and order them. As previously stated there is no rollout date for the wear-test items at this time. So if you need something, order it.

Will there be a complete replacement of the current uniform?

No. Any approved new items will update the current uniform. Once these items are approved they would then be placed on the Cintas website for purchase. The cost would be taken out of one's uniform allotment or by payroll deduction if one's allotment has been depleted.

**Please note that until the roll out of the new updated uniform pieces the above information could be subject to change, based on the wear-test results and additional data/criteria gathered from the wear-testing program.*

TO YOUR HEALTH

(Continued from page 28)

certain lifestyle factors, such as crowded living conditions, new residences, attendance at a new school with students from geographically diverse areas, sharing beverages or utensils, going to bars, active or passive smoking, and irregular sleeping patterns (sounds like a Flight Attendant). Immunization is the best method of protection against Meningococcal Disease. It is believed that 83 percent of cases among adolescents and young adults are potentially vaccine-preventable.

There is no general vaccination against **Viral Meningitis**. The MMR (Measles, Mumps, and Rubella) and Chickenpox vaccines are safe and protect against Meningitis and Encephalitis caused by the Measles, Mumps, and Chickenpox viruses. No vaccines are available against enteroviruses, the most common cause of viral meningitis. Meningitis prevention includes hand washing, and covering your mouth and nose when you sneeze.

Haemophilus Influenzae Type B (Hib) disease is a serious disease caused by bacteria. It usually strikes children under 5 years old. Before Hib vaccine, Hib was the leading cause of Bacterial Meningitis among children under 5 years old in the United States. Hib disease can also cause: Pneumonia, severe swelling in the throat, infections of the blood, joints, bones, and covering of the heart, and death. Children over 5 years old usually do not need Hib vaccine. But some older children or adults with special health conditions should be vaccinated. These conditions include sickle cell disease, HIV/AIDS, removal of the spleen, bone marrow transplant, or cancer treatment with drugs.

Tetanus (lockjaw) and **Diphtheria** are serious diseases and can lead to death. Tetanus is caused by a germ that enters the body through a cut or wound. Diphtheria spreads when germs pass from an infected person to the nose or throat of others. Tetanus is characterized by muscle rigidity and painful spasms, often beginning in the muscles of the jaw and neck. Diphtheria causes a thick coating in the nose, throat, or airway and can lead to breathing problems, heart failure, paralysis, and death. Vaccination is the best way to protect against Tetanus and Diphtheria. Cases are rare in children because most receive DTP vaccines. Anyone whose history of primary Tetanus and Diphtheria vaccination is uncertain should be considered unvaccinated and should receive the three-dose series. Thereafter, routine booster doses of Td should be given every ten years. When was your last booster?

Chickenpox, Pneumonia, and Flu vaccinations are also available. As with any medicine, there are risks involved. People who are moderately or severely ill at the time the shot is scheduled should usually wait until they recover before receiving most vaccinations. Some vaccines are not appropriate for pregnant women or children less than 6 weeks of age. Each vaccine has side effects and risk and should be discussed with your doctor before receiving the vaccine.

We hope you find this information helpful. Again, please consult with your doctor for more information regarding these diseases.

JetSet

(Continued from page 30)

With a stated \$147,000 gain, how many cans did Flight Attendants toss into the recycle bin? Depending on the date, location and market price, anywhere between 14,700,000 cans at the low price or 7,350,000 cans at its high.

In 2006 Southwest served 61.5 million cans of soda, juices, and water. (Beer not included.) That's 1,808,824 pounds of aluminum, or 904 tons and some change - equivalent to 21 empty Boeing 737-700's!

Had we recycled EVERY CAN served in 2006 the revenue would have been astonishing:

"Lowest Price" revenue = \$615,000

"Highest Price" revenue = \$1,230,000

Recycling 904 tons of aluminum saves the equivalent in energy of approximately 2,124,400 gallons of gasoline. That equals in the neighborhood of 424,800 gallons of jet fuel; enough to fill the tanks of nearly 62 737-700's!

It's obvious: putting as many aluminum cans into the recycling bin or black bags as possible will have numerous benefits. A change of habit in your galley could reduce landfills, generate additional revenue and perhaps achieve what most Flight Attendants believe is impossible:

To be offered a variety of tasty "non-institutional" meals and treats during Flight Attendant Appreciation Week, and have enough food, plates and utensils for Crews who check in after 1500!

It's Inflight's first step in giving a Flight Attendant's Warrior Spirit greater incentive to turn trash into cash.

E-mail your comments/suggestions to feedback@jetsetpodcast.com

