

CONGRATULATIONS TO THE 2012-2015 LOCAL 556 EXECUTIVE BOARD

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First Vice President: Chris Click
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Treasurer: Jerry Lindemann
Recording Secretary: Jannah Dalak

Board Member at Large: Tina Coffee
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YOUR MONTHLY UNITY SUPPLEMENT

MARCH 2012

PRESIDENT'S MESSAGE

A Great History of Standing Together

TWU Local 556 President
Thom McDaniel

The TWU Local 556 Elections are over and I'd like to offer my sincere congratulations and best wishes to the newly elected Executive Board.

The last several months have been difficult for our Members and our Union. Between the most recent Bylaw disagreements, the SLI/Transition Agreement vote, and the Officer election, we have seen some of the most divisive periods that I can remember in our Union's history. Important issues bring about strong opinions and passionate debate, and that's OK as long as we remain respectful and honest. Thankfully, we now have the opportunity to move on.

For the record, the most recent Bylaw proposals included recommendations from an Executive Board initiative called "Project Redesign" that included a "Membership Assembly." This Membership Assembly was envisioned as an elected, representative, decision-making body—exactly like the United States Congress—for our Members on issues like Bylaw changes, since only about one percent of our Members currently attend meetings. Unfortunately, it was misunderstood as an attempt to take away people's votes. It was not, and it was defeated, but it did get our Members talking about ways to make meetings more accessible, and that is a very good thing.

The SLI/Transition Agreement was necessary due to Southwest's decision to buy AirTran. From day one, we knew this would be a difficult process, but some brave souls stepped up to the task, fought hard at that table, and we achieved it. It's not perfect for either side, but it is much better than most thought we would do. AirTran got an industry-leading Contract, but had their lives uprooted and lost 2.5 years of bidding and furlough seniority. We got 2.5 years of bidding and furlough seniority in addition to the industry-leading Contract we have enjoyed for years. When we started, people were in fear of relative or ratio seniority, but the vast majority of our Members got a seniority increase, and we all benefit from the opportunity for growth and increased profitability that the AirTran acquisition brings. Sharing our industry-leading Contract, growth, and profitability are also very good things, especially considering that most other major airlines have filed bankruptcy.

In spite of the problems and solutions we have worked through in the past decade or so, the next three years may bring the biggest challenges we have ever faced. For that reason, this Officer election was very important, and people felt and fought passionately about the future and direction of our Union. At times it got ugly, and I know our Members got tired of it, but it is over now. We still have some of the biggest challenges we will ever face. Social media is easy and impersonal, and unfortunately once the send button is sent, its impact is there forever. We have achieved a great deal through unity, working together, and building relationships; we lose that if we lose our integrity trying to win an election. We have a great history of standing together as a Union and Company and we have the chance to protect, preserve, and advance, and yes, that's a very good thing.

In spite of our differences as Union Members, we have too many good things as Southwest Flight Attendants to risk our future. The one thing we can all agree is that we are better when we are united. As we move forward, I am committed to working with all Members, the current and newly elected Executive Board, and Southwest Airlines to face the challenges we have ahead and I hope you are too.

THOM MCDANIEL

is a Houston Flight Attendant, and TWU Local 556 President. He can be contacted at president@twu556.org or 214-640-4301.

Some Common Questions Answered

by Contract and Leave Coordinator **Denny Sebesta**

OVERFLY Q & A

Question: How is overfly calculated and paid when a flight pushes from the gate but returns for whatever reason, then pushes again?

Answer: You add both block times (time away from the gate) together for the combined "actual" block time. The total is then compared to the "planned" block time. If actual is greater than the planned, then that flight would be credited with overfly.

Question: Do I have to call someone to make sure the return to gate is calculated to determine if I will receive overfly?

Answer: No. Inflight Payroll manually reviews the daily CSC log and Gate Return Report to identify affected flights. Once the process is completed, you will see a GC in the work code column for that specific flight

LETTER OF UNDERSTANDING

Below is the most recent Letter of Understanding as referenced in the winter issue of Unity.

Secondary DRT Procedures

This letter will confirm our understanding of when and how Crew Scheduling offers Secondary Daily Release Time (SDRT) slots in accordance with Article 10.5.C.

After the DRT awards are processed, Crew Scheduling will evaluate the operation and assess the ability to offer all or some of the unawarded slots as SDRT. These slots will be posted by electronic means no later than 2300 Central Time the night prior.

Crew Scheduling may discontinue offering SDRT in order to maintain a sufficient number of Reserves for forecasted operational needs. Once SDRT has been discontinued, the slots may not be re-posted.

Reserves who have already completed one or more Reserve days in a block may request SDRT for all remaining unassigned Reserve days in that block. Only the Reserve days pulled for SDRT will be without pay. For purposes of this agreement, a Reserve has completed a Reserve day if the following conditions have been met:

- The Reserve has completed her/his on call period (1100 Local Time for AM Reserves, 1800 Local Time for PM Reserves, or 2400 for Ready Reserves) on the day prior to the SDRT award without an assignment, or
- A Reserve has completed her/his assignment (flying or APSB) on the day prior to the SDRT award and has been released for domicile break in accordance with Article 11.15.C.

All other language under Article 10.5.C. remains unchanged.

Example:	Departure	Arrival
Planned Flight Time	1500	1600
First block out	1500 return to gate at	1520
Second block out	1545	1645
Total Flight Time	1:00 hour + 20 minutes = 1:20	
The additional 20 minutes is computed as overfly of .4 (0.1 for each five (5) minutes and would be applied to this flight.		

COMMUTER POLICY DO'S AND DON'Ts

- **DON'T** rely on someone else. It is your responsibility to contact Scheduling when she/he needs to utilize the Commuter Policy.
- **DO** list for the flight(s) AND go to the airport and be present for the flight(s). This is required to be considered a covered Commuter.
- **DO** call Scheduling as soon as possible. If your flight(s) encounters an irregular operation situation after departure, such as a major delay or diversion to another city, once on the ground you must contact Scheduling as soon as possible to inform them you are a covered Commuter. Provide your original flight number(s) and the city where you began your commute.
- **DO** consider this: if irregular operations do occur after departure, you might consider asking the Flight Attendants to notify the Pilots and see if they can contact Dispatch to relay a message to Scheduling or the Inflight Base on your situation. The sooner Scheduling is aware of the situation, the better.
- **DO** help educate yourself and your fellow Flight Attendants on reference tools. Our Contract has a Question and Answer section for common Commuter Policy questions that may be found on page 249.



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

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