

Update

CALENDAR OF EVENTS

APRIL 2007 MEMBERSHIP

MEETING - ALL TIMES ARE LOCAL

(All sessions constitute the meeting.)

DAL

DATE/TIME: Thur., 04/12/07 at 10:00 AM

LOCATION: Holiday Inn Select Love Fld.
3300 W. Mockingbird Lane
(214) 357-8500

HOU

DATE/TIME: Fri., 04/13/07 at 10:00 AM

LOCATION: HOU Airport, The Cloud Rm.
(713) 641-7723

MCO

DATE/TIME: Tues., 04/17/07 at 10:00 AM

LOCATION: Hyatt Regency MCO
9300 Airport Blvd.
(407) 825-1366

BWI

DATE/TIME: Wed., 04/18/07 at 10:00 AM

LOCATION: BWI Airport
BWI Conf. Room NTE 247
(At the end of the Air Tran counter, turn right to the Meditation Room, then take another right. The BWI Conf. Room, #NTE 247, will be on the left behind the Air Tran ticket counter)

MDW

DATE/TIME: Thur., 04/19/07 at 10:00 AM

LOCATION: American Legion
Clearing Post 600
4352 W. 63RD Street
(773) 767-0230

OAK

DATE/TIME: Tues., 04/24/07 at 10:00 AM

LOCATION: OAK International Airport
Esther Love Conf. Room
(Take elevator to 2nd Floor, Go through wheelchair accessible door, turn left, room is on right)
(510) 563-6424

PHX

DATE/TIME: Wed., 04/25/07 at 10:00 AM

LOCATION: PHX Sky Harbor Airport
Terminal 3 - Level 2
(End of hall next to Sbarro)
(602) 273-3382

MEETING AGENDA: - General Business, Bylaw Amendments. Your Executive Board will be touring all bases in April. Look for more details on dates/times/locations in the coming weeks.

OPEN TO MEMBERS ONLY

PRESIDENT'S MESSAGE

by Thom McDaniel, TWU Local 556 President



I am lucky. I get to fly on Southwest Airlines almost every single day as I commute from my home in Houston to the Union Office in Dallas or go to Membership Meetings at our Bases. This gives me the opportunity to witness the great job that our Members do. There is no comparison. Our Flight Attendants are the best in the business and work hard to prove their worth to Southwest Airlines on every flight.

On my daily commute and travels, I also get the opportunity to talk to our Members "on the job" about their questions and concerns regarding our Company and our Union. With Contract Negotiations on the horizon, one of the most common questions I hear is "What are we going to ask for in negotiations?" Of course anyone who has asked me that question will tell you that my answer is always, "Whatever our Membership wants."

Just like our "Contract 2002 - It's

about YOU!" campaign, our Negotiations will be Membership-driven. For those of you who weren't around during the beginning of our last round of bargaining, this means that you, our Members, will give us our marching orders for what we should fight for at the table.

While commuting I get great feedback during "galley talk". Obviously there are a lot more excellent ideas, concerns, and recommendations from our Members that we need to hear. It is for this reason that we have created an easy way to submit your input to our Negotiating Team. To share your ideas, please go to www.twu556.org and click on "What's Next?" This will lead you to the exclusive site to offer feedback, comments, or ideas for our next Contract.

All feedback received will be filed and saved for our Negotiating Team to work from after they are appointed/elected

and will provide a great head start as we begin surveying our entire Membership on priorities for our future.

"What's Next" has already been active for a few weeks and I have really enjoyed reading every submission that has been sent in. While some of the input has consisted of things that we fought for but were not able to achieve, there have also been some very new and innovative ideas to improve the quality of life of our Members.

Our website is improving every day and is an excellent resource for our Members, but this new tool provides what we need the most - participation from our Members. Keep those great ideas coming - we need to hear from you!



Safety Team Report

What is the problem with cabin air quality? *Part 2 of a 3-part series*

by Michael Massoni, 1st Vice President and Safety Coordinator

As you might recall from our last installment in this series, there are three basic types of problems with air quality on aircraft. Knowing them will allow you to better identify if you are experiencing an air quality problem on one of your flights. The intent here is to encourage your reporting of any and all incidents of poor air quality to us via ASHDI (www.twu556.org - click on "Safety Reporting" or directly to www.ashdi.com) and file an Irregularity Report.

THE PROBLEMS:

Basically, there can be three major types of problems with the air quality in the aircraft cabin: (1) not enough oxygen; (2) not enough outside air to dilute whatever is in the cabin air; and (3) a contaminated air supply. Last month, we covered problem 1. In this installment, we are going to talk about the second problem that may be affecting the air in your work environment:

2. NOT ENOUGH OUTSIDE AIR

The air inside the aircraft can be contaminated from a variety of sources. Maybe some deicing fluid vapors leaked into the cabin before take off, or the cabin wasn't ventilated for long enough after pesticides were applied. Upholstery and carpet can emit low-level gases, and can be contaminated with allergens from pet hair that people bring in on their clothes. Damp insulation behind the walls can be a breeding ground for mold, and the insides of the ventilation ducts can be coated with oils.

On top of this, you (and everybody else) are a source of "bioeffluents"; for example, when you breathe out, your breath contains all kinds of gases and vapors (such as carbon dioxide, ethanol, and aldehydes). Water droplets in your breath (or in a sneeze or cough) can transport bacteria or viruses into the air. Meanwhile, you are busy shedding skin particles (that also serve to transport bacteria and viruses) and your digestive system is busy generating gases.

Typically, half of the air in the passenger cabin is re-circulated. You might be told that if that re-circulated air is first passed through a high-efficiency filter ("HEPA" -- generally considered the champagne of fil-

ters), and then it will be clean.

You might also hear that, by cleaning the re-circulated air and reducing the supply of dry outside air, your airline is doing you a favor. After all, you are getting "clean" air that isn't as dry as usual. This is partly true, but not quite right.

First of all, we have been told that the cockpit gets between 50 and 100 cubic feet per minute per person of outside air, or sometimes a mix of outside and re-circulated depending on the aircraft type. That is up to 20 times more than in the passenger cabin - but how often do you hear pilots complaining about dryness?

Second, not all aircraft are equipped with these HEPA filters because filters are not required. Also, filters are only effective if they are regularly inspected and changed. There are no such regulations in place.

Third, keep in mind that even HEPA filters can only trap solid particles; they don't remove gases (e.g. carbon monoxide and ozone) from the re-circulated air.

Finally, even if the filter is changed regularly, you ideally need a ventilation system designed so that the flow of the "supply air" will draw contaminants away from your face and towards the filter ("smart air flow"). The outside air needs to be clean, and you need enough of it to dilute or remove contaminants in the cabin air. Some of these contaminants can be a nuisance; others can be toxic.

It is true that the outside air at altitude is very dry. Airlines choose not to humidify the air because moisture can cause problems of its own, such as mold growth and ice build-up in the space between the fuselage and the liner panels in the cabin. Mold can cause air quality problems, and ice can put stress on the aircraft structure and components.

So, given all of these contaminants, what about the amount of outside air that is brought into the cabin? Would it help to use all of the air packs and turn them on full? In the late 1980s, the National Institute for Occupational Safety & Health reviewed approximately 500 indoor air quality investigations in buildings and concluded that inadequate ventilation accounted for 52% of the indoor air quality problems. Remember that this is in buildings not aircraft, but it is an example of the important role that ventilation plays in maintaining the quality of indoor air.

Certainly, the experts on job-related safety and health hazards at the Occupational Safety & Health Administration (OSHA) are the ones to watch. (Continued on page 4)



Cooking with Scheduling

Their recipe for violating our Contract

by Greg Hofer, OAK Shop Steward

Flight Attendants at Southwest are forced to get creative in the galley. We try to cook the best possible meal, eat right, and save money. Scheduling likes to get creative while cooking as well. When they cook to save money, they cook our Contract, and when they serve it, they call it PRODUCTIVITY.

Productivity. We know it's the big buzz word used in everything Management writes and every decision Management makes. More productivity means more profits for the bottom line. In pursuit of that, our Contract gets sliced, diced, minced and mashed then placed on a slow bake for months and years in our grievance process. Like a servant's heart and a warrior spirit, cooking the Contract is a business metaphor. But no worries for them, it's NOT about honoring you or your Contract, it's about honoring their productivity. Our Union respects Management's right to productivity and the need for it as long as they honor our Contract. Flight Attendants at SWA are the undisputed most productive in the industry. The problem starts when Scheduling demands so much productivity they take our Contract to the kitchen. This ISN'T a rare occasion. It's their policy, it is prevalent, and no matter how you cook it, it violates our Contract. So they withhold countless pairings from Open Time, preheat the oven and toss in the Contract. This recipe leaves our heart and our spirit diminished resulting in a dish that we wouldn't serve to our own passengers.

Our Contract says, "All pairings or pieces of pairings that are uncovered including sick calls, overlap adjustments, DRT's, leaves of absence, and Funeral Leave shall immediately be placed into Open Time and made available for pick up or trade." (Article 12:5:E). The key words are "ALL", "PIECES", and "IMMEDIATELY". There is one noted exception to this rule - jury duty pulls, but this Contract language was specifically written to require Scheduling NOT TO DO exactly what they ARE DOING - abusing Open Time to minimize our negotiated flexibility.

In the airline industry, irregular operations can force Scheduling to create new pairings requiring new crews. That's business as usual. Business as usual until they withhold these pairings from Open Time and from YOU, circumventing the pick up and trading privileges that were agreed upon between our Union and our

Company. That's a Contract Violation! Scheduling violates our Contract by sitting on these uncovered pairings. We call it trip sitting; they call it lunch time.

When called and asked to release the pairings to Open Time, they claim productivity! Not yours but theirs. They say, "We're holding the pairing for Reserves, in-bonders or dead headers," because their real intent is to wait for trade deadlines to expire. If pressed, they have been known to dip a pairing in Open Time for 1 minute then pull it out, leaving it unassigned even still. This is also a clear violation of the Contract.

(Continued on page 4)

Greg's Tips for finding Hidden Trips

1. Pull up Open Time for the date you are researching. Make a list of each pairing number and position.
2. Next, click "Display" and "Crew on a Flight". Check the, "All Flights" box. Insert the start date (same date as the Open Time date). Enter your base into the departing city code box. Leave all other boxes blank or as is. Click on "Get Report"

Hints: A list of all flights departing chronologically from your base will appear. Slowly scroll down through the list looking to confirm that each pairing number has a Flight Attendant assigned to it. Some won't, those will say "position in Open Time". Compare these trips numbers with your Open Time list and they should match. Those that don't match might be hidden trips. Note that some pairings will go through your base more than once so you'll see them twice, and that some pairings may be from other bases and simply fly through your base. Also know the code used for trip numbers, the first letter is your base code, the second letter indicates an original scheduled trip or a trip that has been changed.

3. When you find a trip in "Crew on a Flight", that's not in OT, look at the trip by Clicking Display. Click on "Pairing Details". Fill in the trip number. Complete the trip date. Click "OK".

Hints: There may be a "Remarks" box on the top right when you open up the pairing. Does it say jury duty pull, charter, fun jet, or are the city codes not one of our scheduled cities? These might be legitimate trips to withhold from Open Time.

When you find a hidden trip call Crew Scheduling. Be sure to print the trip, log the CALL TIME and to whom you spoke. Ask, "Why is this trip not In OpenTime?". Sometimes they WILL release it to Open Time so get ready to claim it. If they won't release it and it remains uncovered for hours and or days, you may be a victim of "trip sitting" or "trip dipping". Your Contract has been violated and your Union can pull the tape of your conversation to help prove and win your case. If you have more questions, call the Union Office at 800-969-7932.

CABIN AIR QUALITY

(Continued from page 2)

Health Administration tell their compliance officers "extensive air monitoring may not be warranted because inadequate introduction and/or distributions of fresh air may be the main problem".

But how much air is enough? You want enough to dilute or remove contaminants. Is there a minimum required air supply to ventilate the passenger cabin? No. The Federal Aviation Administration just says that the passenger cabin must be "suitably ventilated" (14 CFR 121.219).

How much air is supplied in the economy section? Probably between 6 and 10 cubic feet per minute of outside air to each person which is about half what is recommended in buildings and "transportation vehicles."

Some people say that an aircraft is a "unique environment", so you don't need as much outside air as in other vehicles or office buildings. We agree that the aircraft is "unique" but if anything, you need more air.

First, if you don't feel well on a bus, you can open the window or get off at the next stop.

Second, people are more likely to travel on an aircraft when sick than on a bus because it can be very expensive to change a flight.

Third, the concentrations of bioeffluents (those gases, vapors, and skin particles that everybody produces) build up more quickly in an aircraft than in a bigger, less-densely populated space like a building. Air quality measurements indicate that you need more ventilation in an aircraft than in an office building or a school to protect against this.

In summary, there is no minimum ventilation standard that applies to the passenger cabin, even though contaminant levels can rise more quickly in an aircraft than in a building because an aircraft is a relatively small space.

In part three of this series, we'll talk about Contaminated Air Supplies, the third problem that may be affecting the air in your work environment. Look for our next installment in the March issue of *UNITY Update*.

COOKING WITH SCHEDULING

(Continued from page 3)

Dipping pairings in Open Time, then sitting on them violates the intent of our Contract. We call this trip dipping; Scheduling calls it Flight Attendant fondue.

I spent over 9 hours one day in Scheduling. I personally witnessed the malice in Dallas. I once thought Scheduling wanted to put these pairings in Open Time so UNSCHEDULED Flight Attendants can help out and pick them up. More often than not, Scheduling refuses. They know that Open Time is also available to Flight Attendants who may trade down to these smaller pairings, leaving larger pairings for Scheduling to cover. All the while we Flight Attendants are acting within our contractual right to trade trips within the negotiated timeline and TFP limitations.

Before we can even attempt to put food on our table, Scheduling gets busy in the kitchen pounding Flight Attendants until soft and tender, tossing in one nicely chopped Contract, stirring continuously for confusion, and seasoning just right with fear. Add liqueur, stand back and ignite, BAM as Emeril would say, "Flight Attendant Flambé" - we have every right to be HOT about it.

This buffet of Contract Violations leaves a bad taste in our mouths - how about yours? Bon Appetit Arbitration!!

We're interested in **Satellite Bases.**
Are you?

Visit twu556.org
between March 11 -
March 24, 2007, and
help us try to launch this
exciting new venture.

UNITY Update

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

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