

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



The time is now. After numerous attempts by your Union to resolve the issue, on April 19-20, we will be going to Arbitration on Scheduling's manipulation of Open Time denying our Flight Attendants the flexibility that our Company agreed to in Negotiations.

A major concern in our last Contract was that Scheduling had the ability and the audacity to hide trips instead of releasing them to Open Time for our Flight Attendants to pick up and trade. In fact we actually found trips hidden on the screens of terminated Flight Attendants.

Obviously, this was not the intent of our Contract, but just to be sure, our Bargaining Team made negotiating access to Open Time reports and blocked screens a priority. We also negotiated language requiring that all "uncovered flying shall immediately be placed" in Open Time to be available for pick up or trade.

On the surface, the the quoted terms in the previous paragraph may seem straightforward, but somehow in Scheduling "immediately" is interpreted as "whenever we get around to it" or "whenever we get caught". "Uncovered flying" has been defined as somehow excluding reroutes, trips being held for Reserves, or trips being rebuilt that somehow show up exactly as originally written.

In addition, Scheduling has even managed to misinterpret "placed in Open Time" to mean dipping a trip in Open Time and immediately taking it out. Can you imagine how our Customers would react if our Flight Attendants offered "positively outrageous service" for the first ten minutes of the flight but left them on their own for the rest of the flight? Of course it violates everything that our Company is about, but we already have their money. Right?

Wrong. There is no misinterpretation in

these Contract violations. They are simply an attempt to chip away at the good faith agreement that we AND Southwest Airlines made at the bargaining table.

It is unfortunate that we have to resort to Arbitration to resolve issues like these. We all knew what the language meant when it was negotiated, and we all knew why we agreed to it. How soon Scheduling forgets when they have a signature on the Contract. Somehow what would be unconscionable for us to do to our Customers is standard operating procedure in Scheduling.

After negotiations, your Union and Management committed to a "renewed spirit of cooperation". I guess that was forgotten also.



Safety Team Report

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

by Michael Massoni, 1st Vice President and Safety Coordinator

As you might recall from our last two installments 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:

3. CONTAMINATED AIR SUPPLY

The final problem is that sometimes the source of the contamination can be the air supply-itself.

First, if your plane is "sitting in traffic" then the auxiliary power unit (more on that later) or the ground power supply might be sucking in exhaust fumes, including nitrogen dioxide. Also, at altitude, the outside air may contain ozone gas. In addition to exhaust and ozone, the air supply can be contaminated internally. This problem is not new - it has been recognized by the airline industry for at least 20 years.

How does the ventilation system on airplanes work?

Outside air is usually heated and compressed in one of two places before it is conditioned, mixed with re-circulated air, and then sent to the cabin. One of those places is the auxiliary power unit (APU), which is an engine that is independent of the aircraft engines. In most cases, it sits in the tail of the aircraft. The APU is often used for air supply on the ground, and on many aircraft types, it supplies the cabin with air during take off and ascent when the aircraft engines need all of the compressed air for engine thrust. In some cases,

the APU can be used during other phases of flight.

Moving parts in the APU are lubricated with oil and if the system has been overfilled with oil, or if there is a leaky seal or a cracked joint, for example, then the heated oils or the gases that can be generated when the oils are heated may leak into the air supply. And it's not just oil within the APU that can contaminate the air supply; the APU inlet can also cause a problem. The inlet is usually located in the belly of the aircraft at the back and it can act just like a vacuum cleaner hose, sucking in whatever it finds nearby. For example, hydraulic fluids, oils, lavatory water, and deicing fluid that spill or spray into the belly from various locations throughout the aircraft will naturally flow towards the back of the aircraft when the aircraft is moving forward. If the APU is operating, those liquids can get sucked into the inlet valve and then become mixed into the air that is then supplied to the cabin and cockpit.

The most likely place for the outside air to be compressed is the aircraft engines. Most of the air compressed in the aircraft engines is used for engine thrust, but a portion of that compressed air is routed to the ventilation systems.

Like the APU, the aircraft engines are full of moving parts that are lubricated with oils -- oils that can leak into the air supply. In addition, the air compressors in wing-mounted engines can ingest hydraulic fluids from local hydraulic systems if there is a line break, for example. And finally, just like the APU, the air compressors in tail-mounted engines are like a vacuum cleaner hose and can suck in fluids that may have found their way into the belly of the aircraft.

Can we prove that this happens?

Leaks and spills of oils and other fluids are reported infrequently but persistently. In some cases, it has been possible to confirm symptom reports with airline mechanical records that indicated a leakage or a problem in the APU or engines. Airline mechanical records should be freely available to affected Flight Attendants, but in fact, they are very difficult to access. The best way to prove that a mechanical problem resulted in a contaminated air supply is to

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Frustrated with Commuting?

Satellite Bases: Can we make it work?

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

In August, the Leadership of the TWU Scheduling Committee and Management met to discuss line testing for our next Crew Base. During that meeting, an off-the-cuff comment was made regarding the feasibility of Satellite Crew Bases that really piqued my interest. I have done some leg work and spoke with the TWU Executive Board in an attempt to see if we could make Satellite Crew Bases a reality. Your TWU Board Members are open to the idea as a way to help ease the frustrations of commuting. The Company showed interest in the project provided they experienced no additional costs.

What is a Satellite Base? In short, it is a city used as an extension of an existing Crew Base in

which pairings would be built to begin and end. The existing Crew Base would continue to provide all of the required services necessary for our jobs. The advantage to Southwest is reduced hotel costs and better Crew Member utilization. For our Flight Attendants, not having to commute could be a huge quality of life benefit.

I would really like to emphasize that our Satellite Base concept is still in the earliest stage of development. The next step is to make a presentation to the Company. There is no promise being made that this will happen this year or even at all. However, there is an important piece of information that is required for our work on this project to proceed.

WHAT CITY DO YOU COMMUTE FROM?

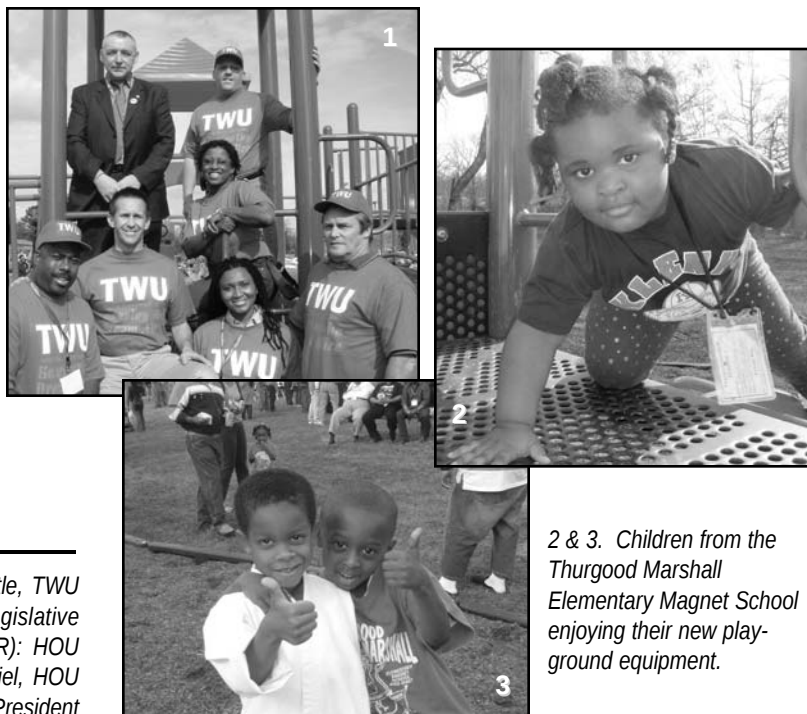
While Southwest has the home addresses we have provided, I am not sure that information is accurate or up-to-date. That is why we really need to know where you live. If you commute offline, what is the closest Southwest City to you? If you do not live in the same city Southwest flies from, how far do you live from there?

We will be placing a very brief survey on our website at www.twu556.org beginning March 11 through March 30, 2007. The information we collect will not be provided to the Company, with the exception of the number of Flight Attendants that utilize one particular city to commute from. If you are interested in your hometown being considered as the "TEST" Satellite Base, please respond to this survey.

I hope to have more details to present in the future about the type of program we are considering, as well as how the Satellite Base Program could work for you.

TWU Makes MLK Day Special for a Community

TWU was a major sponsor for the AFL-CIO Martin Luther King Day Celebration held January 11-15. Local 556 participants were Houston Flight Attendants Michael McNeil, Stephanie Tillman, and Thom McDaniel as well as Legislative Representative Portia Reddick White. Weekend highlights included community service projects, interdenominational church services, a fish fry, community breakfast, awards banquet, and the very cold, wet, but spirited Parade. Most notably, TWU and other unions donated and dedicated \$57,000 worth of playground equipment to the Thurgood Marshall Elementary School. The children and parents were thrilled to receive this much needed contribution from the Labor community.



1. (Upper platform L to R): TWU International President Jim Little, TWU International Vice President Gary Yingst (standing), TWU Legislative Representative Portia Reddick White (kneeling). (Ground level L to R): HOU Shop Steward Michael McNeil, TWU 556 President Thom McDaniel, HOU Flight Attendant Stephanie Tillman, and TWU International Vice President Garry Drummond.

2 & 3. Children from the Thurgood Marshall Elementary Magnet School enjoying their new playground equipment.

CABIN AIR QUALITY

(Continued from page 2)

monitor the air supply during an incident, but this has been challenging, partly because of the costs involved.

Even though the airlines are not required to monitor the air supply, the FAA has formally acknowledged that the air supply, at least on certain aircraft types, can get contaminated in this way. On August 8, 2000, they published an Airworthiness Directive that requires certain modifications to the hydraulic lines and related parts in the APU of certain McDonnell Douglas aircraft types. The directive was "prompted by reports of smoke and odor in the passenger cabin and cockpit due to hydraulic fluid leaking into the APU inlet, and subsequently, into the air conditioning system" (65 FR 48368, August 8, 2000). This is a step in the right direction but will only address a very small piece of the problem.

What is in the air?

There are two contaminants that raise particular concern: (1) tricresylphosphates (TCPs) which are used as an additive in some popular engine oils; and (2) carbon monoxide, which is a colorless gas that can be formed when you burn oils and hydraulic fluids to high temperatures. TCPs are neurotoxin, which means that they can damage your brain and nervous system. Carbon monoxide is an asphyxiant - it reduces your body's oxygen supply. Remember that you are already getting less oxygen when you are in a pressurized cabin than you would on the ground. Other possible contaminants in aircraft air include nitrous oxides and ozone. Both will irritate your throat and lungs.

You might be told that it isn't possible to be exposed to TCPs or carbon monoxide. Not true! Scientists have heated two popular engine oils to the temperatures found in an operating aircraft engine and found both TCPs and carbon monoxide in the

aerosol/fume that was given off.

So -- we know that these contaminants can get into the air supply (because the industry and the FAA say so), and we know what at least some of those contaminants are. We also have reports from hundreds of Flight Attendants (in the United States, Australia, Canada, Denmark, France, Sweden, and the UK, for example) who report symptoms that are consistent with exposure to neurotoxins (such as muscle tremors, memory loss) and/or asphyxiants (such as headaches, dizziness, and nausea). Serious stuff!

To sum up:

Problems with aircraft quality include: (1) not enough oxygen; (2) not enough outside air to dilute or flush out contaminants generated inside the cabin; and (3) a contaminated air supply. Health effects caused by any combination of these problems have not been properly investigated.

You might be told that you have a headache and feel dizzy because you are stressed out, tired, dehydrated, or overweight. Even if you are all of the above, don't forget about the potential problems and health effects associated with cabin air quality. Some symptoms are a nuisance others are serious.

There are solutions...

Here are some of our recommendations to the researchers, the regulators, and the airlines.

First, we recommend that the justification for the FAA cabin altitude limit be reviewed and that oxygen data be collected from members of the flying public and from Flight Attendants to examine whether a representative range of people are getting enough oxygen at altitude.

Second, we recommend that the airlines be required to continuously monitor levels of some airborne contaminants during flights. This would help to define what the contaminant levels are, what the ventilation rates are, and what is

acceptable.

Finally, the air supply needs to be clean. Long-term activities should focus on changing the design of the ventilation system to reduce the chances of the air from getting contaminated in the first place. Short-term activities should focus on installing design modifications and ensuring regular mechanical inspection, including parts replacement and maintenance, and monitoring the supply air. If airlines routed their aircraft to maximize ground time at maintenance bases, more frequent checks would be easier to achieve.

Whatever the problem, get smart: the passenger cabin is your workplace.

If you have experience an air quality problem on duty, report it:

- Fill out an ASHDI Air Quality Reporting Form or submit a Report online at www.twu556.org, and click on "Safety Reporting", or go directly to www.ashdi.com.
- File an Irregularity Report with the Company; and
- Bring all of the articles in this series to your doctor if you are being treated for symptoms related to aircraft air quality.

CORRECTION: In the January issue of *UNITY* Magazine, a new BWI Supervisor was incorrectly identified in the BWI Domicile Report as Monique Vasquez #79370. The correct information is Monique Vazquez #79379.

UNITY Update

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

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