



The Union of
Southwest Airlines Flight Attendants
TWU LOCAL 556

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DECEMBER 2020 COMMITTEE REPORTS

Report From:	CHRC
Submitted Report:	
<p>Pamila attended a meeting with Civil and Human Rights Committee Co-Chairperson Heather Kelly-Gray November 20, to discuss the 2021 AFL-CIO Dr. Martin Luther King Jr. Civil and Human Rights Conference, Black History Month, and Human Trafficking Awareness Month.</p>	

Report From:	CISM
Submitted Report:	
<p>The CISM Team responded to a total of 60 incidents and spoke to 123 Flight Attendants during the month of November.</p> <p>Aircraft Incident 1 Assault 1 Calls Related to Death of FA 2 COVID-19 3 Debriefing Team Member 3 FA Death 5 FA Death of Family Member 4 FA Exposure to Infectious Disease 1 Mask - non-compliance 2 Mechanical 1 Passenger Medical 14 Passenger Misconduct 5 Personal Issue 12 Smoke or Fumes in Aircraft 2 Suicide Attempt/Intervention 1 Suicide of a Family Member 1 Turbulence 2 Total 60</p>	

Report From:	Communications
Submitted Report:	
<p>Communications Committee Report — December 2020</p> <ul style="list-style-type: none"> • Worked on projects and publications involving multiple committees, bases, and general Union communications (routine and urgent); in specific distribution groups and in systemwide communications (e.g. Negotiating Committee, E-Connections, COPE, Safety, Grievance Team, Shop Steward Committee, etc. • Continued video production with the Negotiating Committee and President Montgomery. • Assisted the NT, President, COPE, and PR firm with special projects. • Continued AFL-CIO union communicator conference calls with the AFL-CIO Communications Department regarding the most current labor issues and campaigns featuring various union leaders and topics, along with utilizing digital media tool kits. • Answered Membership Communications and Union emails, routing them to the appropriate Committee or taking direct action as applicable. • Managed TWU Local 556 social media outlets. • Monitored news and events regarding Southwest Airlines, other industry news, unions, and locals, providing updates and reports to President Montgomery. <p>Please submit your article ideas and photos to communications@twu556.org.</p>	

Report From:	COPE
Submitted Report:	
<p>Committee on Political Education Report – November 2020</p> <p>UPDATE:</p> <ul style="list-style-type: none"> • Congress recessed for Thanksgiving break without passing COVID relief for millions of Americans, including aviation workers. • Government funding must be passed by December 11 to avoid a government shutdown. • FAA Returns Boeing 737 MAX to Service after 20 months of grounding. <p>TWU State Conferences that TWU 556 Chair and Co-Chair and Participated in for the month of October:</p> <ul style="list-style-type: none"> • California • Florida • District of Columbia/Maryland/Virginia • Georgia • Nevada/Colorado • Texas <p>Communication to be sent to the members:</p> <ul style="list-style-type: none"> • Coronavirus Relief/PSP <ul style="list-style-type: none"> ○ Email ○ Social Media <ul style="list-style-type: none"> ▪ Facebook ▪ Twitter ▪ Instagram <p>TWU 556 COPE Committee will continue to push for Members to contact their Congressional Representatives, we will also coordinate with TWU International for the latest updates.</p> <p>TWU International Update: As of 12/7</p> <p>A group of moderate senators came together put out a framework that could serve as the beginnings of a larger deal in the amount of \$908 billion.</p> <p>Transportation Side:</p> <ul style="list-style-type: none"> • The airline language has been in place since June/July and has not changed very much since. • There is no movement on a boarder transportation or airline standalone deal by itself. 	

- Both Democrats and Republicans from both the House and Senate are now saying Payroll Support must be part of a larger COVID deal.
- Employee Protection is not controversial and will be included in a larger packet if approved
- The deal proposed if approved would only be for 3- or 4-month packet
- What is being proposed is \$45 Billion for Transportation, with \$17 billion for airline Payroll Support. The \$17 billion is 2/3rd of the \$25 billion that had been asked for. The 25 billion originally asked would have covered 6 months of PSP so the 17 billion is in line with a 3-to-4-month deal.

Potential Roadblocks

State and Local Funding

Funding for State and Local Governments is a huge deal for Republicans. They are uncomfortable with giving significant amounts of money to State and Local governments. Their concern is that most of that money would go to Democratically controlled States or Cities. Bigger cities have larger populations and larger infection rates.

Example: In Texas most of the money would go to Houston or Dallas.

In the Senate, Republicans seem to be ok with state and local funding as long as a deal can be worked out to spread money “fairly”.

The Liability Shield

The Chamber of Commerce and other Business groups have been asking for a Federal preemption to halt anyone suing any business if they contract COVID there. That is both workers who are employed at the business and consumer shopping there.

The Labor Movement had been trying to pare a Liability Shield with an emergency temporary standard on the OSHA Reg. The Administration would have to put up an emergency rule to protect workers in every industry from the spread of COVID-19. It would be as long as an employer was living up to those rules they would be shielded from liability. That was the deal that had been cut between the unions and Chamber of Commerce.

Joe Biden has committed to doing this on day one, now Democrats do not need this to be included in a final deal.

If both items remain open on the negotiation table this deal will likely not close.

The President or Mitch McConnell has yet to weigh in on whether they support this deal. If the President threatens a veto, this deal would likely be over.

Important Dates/Timeframe

December 11 is the current deadline for the federal government funding to run out. That will be extended to the following Friday December 18. If there is a COVID deal in 2020 it will ride with the Government Funding Package.

Report From:	Education
Submitted Report:	
<p>Amanda continues to add and remove members to/from the Official TWU Local 556 Facebook Group, ensuring the Members of the Group are Southwest Flight Attendants. The Official Group has 8,193 Members.</p> <p>Amanda created two Facebook Lives: Let's Talk About the Reserve Rotation (2,500 views) and What is Contingency? (2,400 views). She responded to Members questions on the Facebook Lives.</p> <p>Amanda responded to Member e-mails, calls and texts regarding contractual and work rule questions. She communicated with the Covid Task Force regarding RBF2020-110.</p> <p>The Education Committee would like to wish the Membership and Executive Board a Happy and Safe Holiday season.</p>	

Report From:	FADAP
Submitted Report:	
<p>Tom and Natalie continue to do weekly crew assistance meetings.</p> <p>FADAP continues to do Sunday Flight Attendant Zoom meetings.</p> <p>Natalie had lunch with La hacienda Treatment in Arlington Texas Nov 11.</p> <p>Crew assistance teams hosted web meeting with Base Leaders about peer resources Nov 16.</p> <p>Tom and Natalie attended TWU 556 Union membership meeting Nov 18.</p>	

Report From:	Grievance
Submitted Report:	
<p style="text-align: center;"><i>December 2020 Grievance Report</i></p> <p><u>TOTAL NUMBER OF GRIEVANCES:</u> <i>233 total grievances:</i></p> <p><i>23 terminations</i> <i>36 group grievances</i> <i>49 non-term disciplinary</i> <i>72 Attendance</i> <i>53 individual contract</i></p> <p><i>Total Contract Grievances on file: 89</i> <i>Total Discipline Grievances on file: 144</i></p> <p><u>Settled and Withdrawn Report:</u> Fifteen grievances were settled; of those four were settled at the Step 2 level, four while preparing for Executive Board review, four at the SWA Preliminary decision stage, and three at a grievance meeting. Thirteen grievances were withdrawn without prejudice.</p> <p>Of the seventy-two Attendance grievances, thirty-one are No-Shows, five Unable to Contact, fourteen Failure to Report, ten Sick Leave 1, one SLA, one Sick Leave Training, one MBL, and ten No-Show Training.</p> <p>The forty-nine non-term disciplinary grievances consist of: twenty-two written warnings, two final written warning, eighteen thirty-day suspensions, one fifteen-day suspension, four three-day suspensions, and two under the “other” category.</p> <p><u>Fact-Finding Meetings:</u> Twenty-eight fact-finding meetings were held in the bases, in November 2020.</p> <p><u>Chat Apps</u> 821 chat app messages received the month of November.</p> <p><u>Board of Adjustments:</u> Discussing numerous cases at the December 18, 2020 meeting with Labor.</p> <p><u>Arbitration Schedule:</u> FA-Day one held 11.12.19. Day two held 2.14.20. Day three 7.21.20. <i>Briefs submitted.</i> Group Grievance- September 29-30, 2020 arbitration. <i>Briefs being prepared.</i></p>	

FA-December 9, 2020-arbitration held. *Briefs being prepared.*

FA-December 22, 2020 arbitration. *Settled.*

FA-*Slated.*

Group Grievance-*Slated.*

FA-*Slated.*

FA-*Slated.*

Arbitration-Proceeding on Their Own:

Flight Attendant released Transport Workers Union Local 556 of representation but has not slated either of her two thirty-day suspension grievances for arbitration.

Flight Attendant released TWU Local 556 and is proceeding on his own regarding his thirty-day suspension for a Social Media Policy infraction.

Flight Attendant released TWU Local 556 and is proceeding on his own to arbitration for a Written Warning: Class 2.10 Unprofessional Conduct.

Flight Attendant released TWU Local 556 and is proceeding on her own to arbitration for an FTR.

Flight Attendant released TWU Local 556 and is proceeding on his own to a BOA for Termination: 3.0.0.

Flight Attendant released TWU Local 556 and is proceeding on her own to a BOA for Termination: Dishonesty.

Upcoming Grievance Meeting: The Union and Management have a video-conference call scheduled December 18, 2020.

Report From:	Health
Submitted Report:	
<p>Health ReportDecember Executive Board Meeting</p> <hr/> <p><u>ASAP</u></p> <p>We have reviewed 13,195 ASAP reports for the life of the program, with 1251 reports to date for 2020. In 2020 we accepted 1095 reports and excluded 107.</p> <p>We have a quarterly meeting in January to go over the 2020 statistics</p> <p><u>Health/Safety Updates</u></p> <ul style="list-style-type: none"> • The new product that been tested, Bionesk, for overnight cleaning has passed the system assessment phase and will start to be used 1stquarter 2021. This product is The testing of the new cleaning products has gone will and the process is still in a system assessment on if the new product will be used in addition to the current cleaning process. This would be for overnight cleaning only as there is a concern of a lingering smell if used during Turn Clean operations. • We have brought up vaccinations on our weekly calls for the past month to try to determine what position Southwest would take on the issue. • We have had numerous inquiries from our Members regarding the vaccinations. The calls/emails are equally split on Members wanting to have quicker access to vaccine availability and Members not wanting to be forced to take the vaccine. They all are asking the question “what is the Union stand on this issue?” • Graphical data on OSHA and Non-OSHA recordable is available in the Safety Team Report; injury rate and severity is down. <p><u>Covid-19</u></p> <p>The COVID taskforce traffic has increased quite a bit due to the exposure rates increasing. This is from crew to crew exposure as well as exposure outside of work. Following are the main topics of the calls and emails:</p> <ul style="list-style-type: none"> • Procedures Management is using for exposure pulls – this is usually a 4-5 email or phone call process as each pull has its own 	

nuances and we aren't able to answer the question without specifics

- International travel and the requirement to quarantine when you return
- Vaccination questions
- Jumpseat/social distancing
- Members being stranded and having to find their own testing sites and transportation

Hot Aircraft Reporting – 10/26 – 11/1/20

There were 0 Inflight Hot Aircraft forms submitted, with 7 reports submitted year to date.

Event Notification System

- We continue to receive and act on Event Notification System (ENS) emails.
 - 2020 YTD – 3056
 - 2019 4261
 - 2018 2462
 - 2017 2371
 - 2016 2887
 - 2015 2843
 - 2014 2119
 - 2013 1138*
 - 2011 1609
 - 2010 1413
 - **ENS tracking and trending was suspended May 2012 – June 2013*

Upcoming Meetings:

ASAP ERC: Weekly Meetings with a day of preparation and follow-up (conference calls)

Quarterly ASAP Meeting

ASAP: Quarterly Meeting – (conference call)

HASC - monthly meeting

Health and Safety Round-Up – Weekly conference calls with Steve Murtoff, Tom Raffalski and Dominick Rivera

MAX 800 Return to Flying

Executive Board Meeting Update

FAA Max 800 Update

Report From:	Covid-19 Task Force
Submitted Report:	
<p>The CTF Committee has continued to answer emails and calls from our Members concerning COVID-19 exposures, positive COVID-19 results, returning to work concerns after having COVID-19, and surrounding the vaccine. BMAL/Grievance Chair Gayle Ross-Middleton and I had meetings with management to discuss various concerns we have with how the COVID exposure pulls are being handled. I have continued to meet with management nightly to discuss pay and pull issues and correct them. On average I am taking about 10 cases a day to be corrected. We have finally gotten the company to agree to allow a Member to take from their sick bank should they need to be out extended time due to quarantining from a non-work related exposure. The company has continued to change their pull policies to adhere to the new changes with CDC Guidelines. These changes continue to make things hard on our Membership.</p> <p>They have recently changed the pulls for having a positive COVID-19 test to 10 days and leaving exposures to 14 days. Then changed the process two weeks later to have all pulls be pulled at 10 days. Of course with the exception on LAX/OAK due to their California State Laws and keeping them at 14 day pulls. You may now return to work on day 8 of an exposure pull if you have a negative test, but can not test until day 6. This does prohibit Members on family household pulls from being out the possible 20 days due to their exposure. It also prevents them from pulling from their sick bank when they do not need to. The company also put into effect last week that you would have to quarantine for 10 days after leaving the country to any other country that is Level 2-3-4. Of course allowing those that are commuters to be exempt. This has raised questions of if they would be able to "test out" on day 6 like you would another exposure or not. However upper management has been on vacation since the new rule took place. We hope to do some catch up calls this week when they return.</p> <p>They have recently discontinued pulling FA's for exposures to the DH crews. The company's reasoning is that they should be like a passenger and we should not have contact further with them than we would with a passenger. We have had many concerns regarding the notification of these situations. We have had a few FA's that have had further exposure to the DH'ing crews and have been pulled. They have only paid them person exposed for the trips on their boards and not their 6.5tfp on days off. We currently have two grievances concerning this issue.</p> <p>The company has also discontinued pulling you if you are exposed to someone but have had COVID-19 within 90 days to follow CDC Guidelines. The CDC states that you can shed the virus within 90 days of having it and can create a "false" positive. We are monitoring Members when they call and have an issue such as this to see if we have a case that a Member has the virus twice and outside of that 90 day period.</p>	

We have filed group grievances on the company changing the pay of per diem for these pulls as well as not paying for holiday pay during these pulls. They have agreed to continue to pay you the VJA pay, however we continually have issue with this and correct them.

We have had two conference calls with the team regarding these changes and continue to be in contact with each other.

Report From:	Professional Standards
Submitted Report:	
<p>Professional Standards Activity Report For November 2020</p> <p>Company Policy 5</p> <p>Employee Relations 3</p> <p>F.A.R. 1</p> <p>I.R. Filed 3</p> <p>Internal Peer Support 2</p> <p>Not Taken 4</p> <p>Pilot Issue 3</p> <p>Social Media 1</p> <p>Unprofessional Behavior 3</p> <p>Withdrawn 1</p> <p>Total 26</p> <p>Positive Resolution 13</p> <p>Negative Resolution 03</p> <p>Unresolved 10</p> <p>Source:</p> <p>Phone 21</p> <p>TWU Website 01</p> <p>Pilot Professional Standards 04</p> <p>Case Work Team Hours 24.75</p> <p>*Unresolved includes case categories: I.R. Filed, Not Taken, Withdrawn and cases where all parties could not be reached or did not return the committee member's call.</p> <p>Base Information</p> <p>ATL 3</p> <p>BWI 4</p>	

DAL 2
DEN 8
HOU 2
LAS 2
LAX 1
MCO 1
MDW 3

Report From:	Safety																
Submitted Report:																	
<p style="text-align: center;">Safety Team Report</p> <p style="text-align: center;">Michael Massoni – Operational Safety Chairperson</p> <p style="text-align: center;"><i>...The mission of the Unions Safety Team is to provide Union Leadership in all issues of health & safety; Technical Counsel to the TWU Executive Board; Representation to our Membership; Stewardship within our Company, Industry, its regulatory bodies and most importantly, facilitate Effective Communications between all...</i></p> <p>To: TWU Local 556 Executive Board CC: Thom McDaniel Date: December 11, 2020 Re: December 2020 EB Safety Team Report</p> <p>Currently the Safety Team has the following open and/or resolved action items:</p> <p>Aviation Safety Action Program (ASAP) – Reports in queue for ERC Review - 9</p> <table> <tr> <td>ASAP Reports received 2020 Year-to-Date:</td> <td>1251</td> </tr> <tr> <td>Accepted Reports Year-to-Date:</td> <td>1095</td> </tr> <tr> <td>Excluded Reports to date:</td> <td>107</td> </tr> <tr> <td>Open Reports:</td> <td>49</td> </tr> <tr> <td>Total Reports Received in 2019</td> <td>2880</td> </tr> <tr> <td>Total Reports Received in 2018:</td> <td>1716</td> </tr> <tr> <td>Total Reports Received in 2017</td> <td>947</td> </tr> <tr> <td>Total Reports Received over the Life of Program</td> <td>12,195</td> </tr> </table> <p>Southwest Airlines Event Notification System (ENS)</p> <p>Fielded Events for Period: 11/7/20 through 12/11/20 = 358 Emergencies Declared for Period = 20</p> <p>2020 Year-to-Date = 3056 All of 2019 = 4261 All of 2018 = 2462 All of 2017 = 2371 All of 2016 = 2887 All of 2015 = 2843 All of 2014 = 2119 All of 2013 = 1138*</p>		ASAP Reports received 2020 Year-to-Date:	1251	Accepted Reports Year-to-Date:	1095	Excluded Reports to date:	107	Open Reports:	49	Total Reports Received in 2019	2880	Total Reports Received in 2018:	1716	Total Reports Received in 2017	947	Total Reports Received over the Life of Program	12,195
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All of 2011 = 1609
All of 2010 = 1413
All of 2009 = 1210

*ENS tracking and trending was suspended for the period of May 2012 – June 24th, 2013 – However ENS follow-up was maintained throughout this period. The Safety Team has re-established the practice of tracking and trending all ENS events and will include the same in all Safety Team Reports

Flight Attendant Fatigue Risk Mitigation Program

Reports Received for Period: 11/7/20 through 12/11/20 = 3

Date of Call	Base	Recommendation	Base Recommendation	Base Final
11-21-2020	DEN	Paid - Operational Cause	Accepts	Paid - Operational Cause
11-11-2020	HOU		No Decision Necessary -	Informational only
11-08-2020	MDW	Paid - Operational Cause	Accepts	Paid - Operational Cause

Fatigue Reports received 2020 Year-to-Date:	39
Paid – Operational Causation Year-to-Date:	21
Non-Paid – Non-Operational Causation Year-to-Date:	7
Non-Paid – No Crew Member Report Year-to-Date:	2
No Decision Necessary - Informational Only Year-to-Date:	9

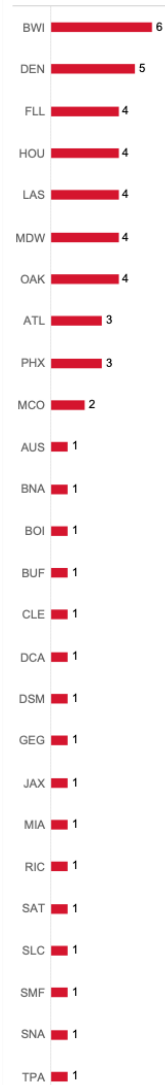
SWALife Hot Aircraft Event Reporting

11/7/20 through 12/11/20 = 0
2020 YTD = 7
2019/2020 Year-over-Year Comparative: -170 (**95.88% Decrease Year-over-Year**)
All of 2019: 317 = 49.884% Decrease Year-over-Year
All of 2018: 460 = 13.9% Increase Year-over-Year
All of 2017: 396 = 34.3% Decrease Year-over-Year
All of 2016: 535 = 32% Decrease Year-over-Year
All of 2015 (Benchmark High) = 788

Latest Hot Aircraft Reporting Overview (Normalized with all other Sources) 30NOV20-06DEC20:

Hot Aircraft Overview 11.30.2020 - 12.06.2020

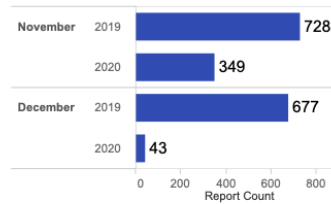
Hot AC Total by City



Reports by Type - 2 Week Lookback

Data Type	Hot AC Reports		% Difference	
	11/23/2020	11/30/2020	11/23/2020	11/30/2020
ACARS	88	55	-37.50%	
Grand Total	88	55	-37.50%	

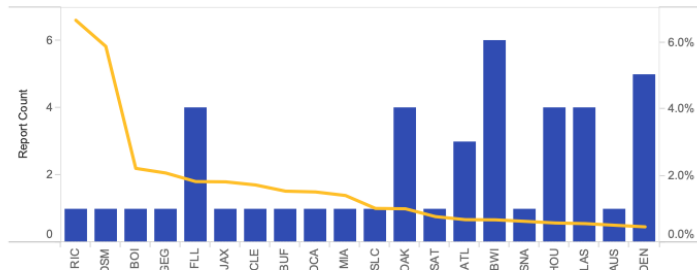
Year over Year Comparison



Daily Employee Report Submissions and % of Flights



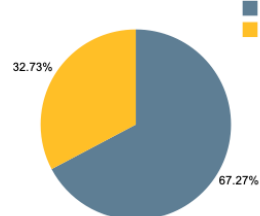
Stations - Top 20 Based on % of Flights



The percentages for the Top 20 Stations are based on the number of Hot AC Events reported on and the number of flights that departed from each city during the respective week.

Hot Aircraft by Fleet

Percent of total Hot AC Reports received



Fleet	Hot AC Reports	% of Flights**
700	37	0.43%
800	18	0.33%

**Percent of Hot AC Events to Total Flights per Fleet
Please note: Fleet not available for every report

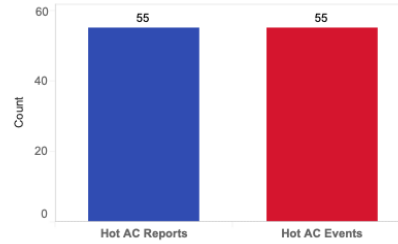
'Hot' Aircraft and Gates

Aircraft with four or more reports

Gates with three or more reports

Reports versus Events

Hot AC Reports are the total number of reports received. Hot AC Events are the unique number of Hot AC occurrences, taking into account multiple reports for the same event.

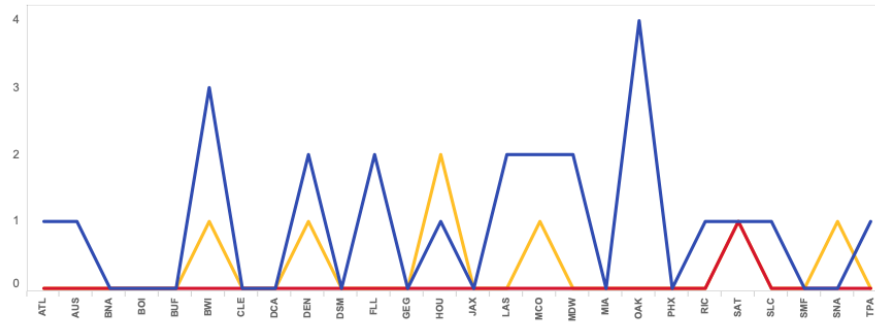


Ground Operations

As reported by the Pilot Group through ACARS messaging.

- Air Not Connected
- Ops Agent Not Present
- Ramp Agent Not Available

	11/23/2020	11/30/2020
% Air Not Connected	27.27%	43.64%
% Ops Agent Not Present	2.27%	1.82%
% Ramp Agent Not Available	9.09%	12.73%



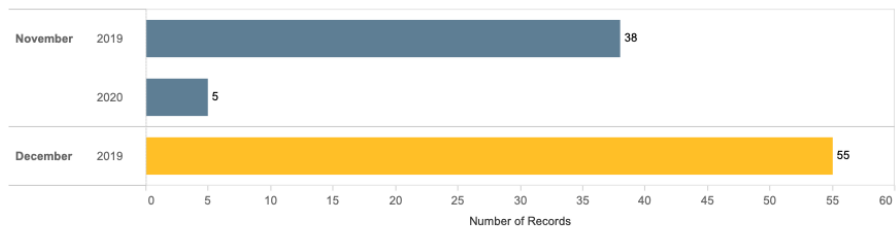
Good Job ACARS

If this section is left blank, it is intentional and means there were no "good" messages from the Pilots this week.

Pax Complaints by Originating City

Pax Complaints by day

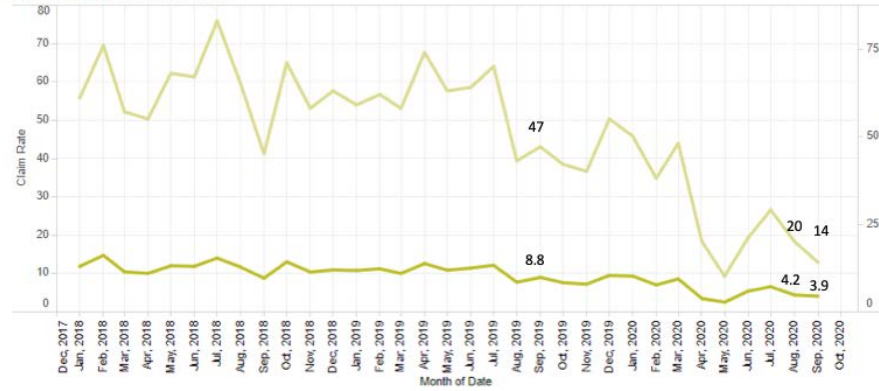
Year over Year Customer Complaints



Current Occupational Injury Data:

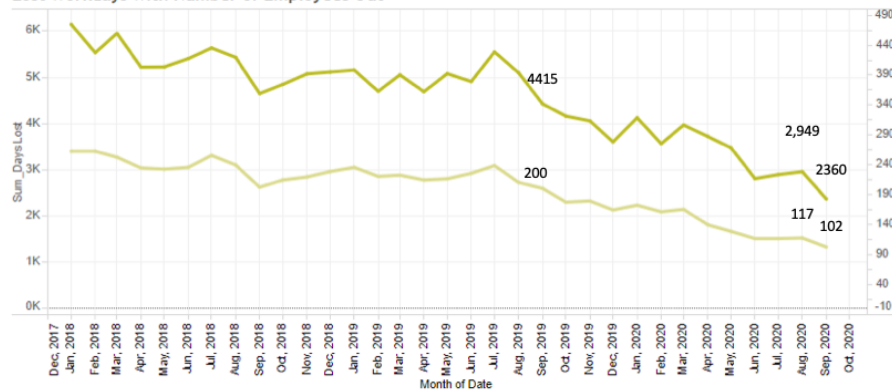
LTCR

Lost Time Claims with Rate



Lost Workdays

Lost Workdays with Number of Employees Out



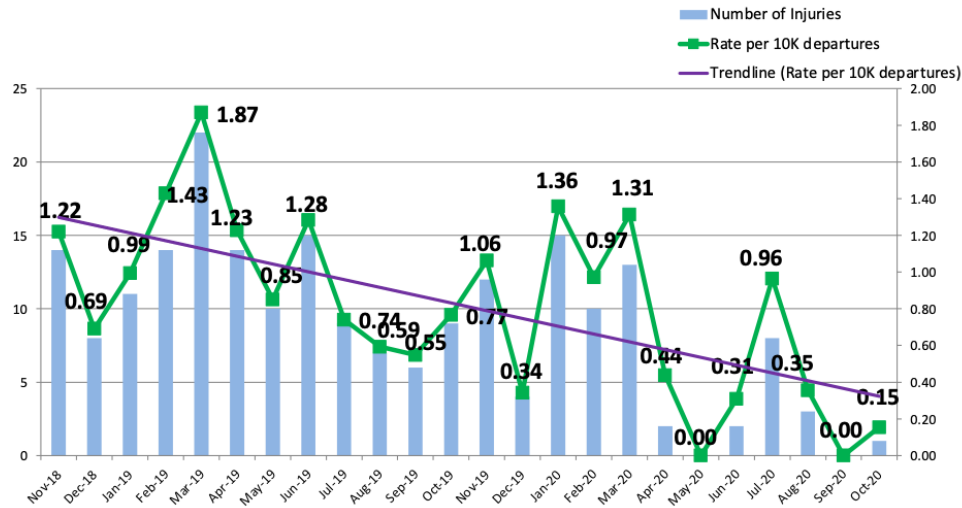
OSHA Recordable (Inflight)

	Date_of_Loss_c / OSHA Recordable					
	2018		2019		2020	
	Non-OSHA	OSHA	Non-OSHA	OSHA	Non-OSHA	OSHA
January	75	64	86	59	84	52
February	54	80	81	71	77	39
March	77	66	82	71	100	33
April	79	61	79	69	29	11
May	82	72	89	61	8	9
June	82	69	80	80	42	19
July	95	92	83	68	39	26
August	88	76	66	46	35	23
September	61	54	74	50	32	16
October	87	78	83	44	28	10
November	81	57	73	47	28	12
December	79	71	69	52		

Cause (Inflight-Top 10)

Cause General	2018	2019	2020
Struck by/Against	487	408	157
Other	246	301	156
Slip/Trip/Fall	308	267	117
Carrying/Lifting	193	162	62
Pushing/Pulling	125	104	44
Weather	59	64	16
Collision	39	47	26
Contact with object	39	42	29
Caught In/Between	46	46	15
Inhalation	31	48	19

Flight Attendant Turbulence Injuries



OSHA 300 Log Email Distribution to DEBM's Completed

Open Discussion Items:

Position(s) concerning Vaccine Distribution and Possible Mandates

- Current Company Position(s)
 - o SWA Governmental Affairs Team let us know that since the distribution of vaccines will largely be determined at the state level, they have been very active calling upon several Governors which have the most SWA Employees, advocating that SWA Employees be specifically called out in the “essential category” and granted early access to the vaccine. On the topic of a mandate vs. strongly encouraged, SWA Executive Leaders are working through the various impacts of each approach and also methods for helping employees become vaccinated.
- Current TWU Local 556 Health and Safety Position(s)
 - o As the Company is still exploring the “mandate” vs. “strongly encourage” policies, we have already made our position known: Notwithstanding individual governments around the world mandating COVID-19 vaccinations for travel to their nations for both individuals and Crew Members of foreign nations as is already common practice concerning vaccines for other diseases such as Yellow Fever, Polio, Malaria etc... we believe in the individual's right to choose to be vaccinated or not.

With that, we will continue to monitor the situation and should there be a change either with Southwest or U.S. government policy in the matter, of

course, we will advocate for the basic right to individual freedoms concerning medical choice and control of one's own body.

Additionally, as we have had numerous inquiries from Flight Attendants who want to have essential worker status priority to receive the vaccine. Just as we will advocate for individual Members to have a choice in receiving the vaccine, we will equally advocate for Members who wish to have priority access to the vaccine with both the Company and regulatory agencies.

- Discussion with EB Concerning Official Position of TWU Local 556
Scheduled on December 16, 2020

Coalition Letter Urging Prioritizing Aviation Workers



December 10, 2020

Dr. Jose R. Romero
Chair
Secretary of Health
Arkansas Department of Health
Little Rock, AR

Dr. Amanda Cohn
Executive Secretary
Centers for Disease Control and Prevention
Atlanta, GA

Dear Advisory Committee on Immunization Practices Members:

We are writing to you as employees and employers who work to provide safe and efficient air transportation for our nation and the world. We appreciate the transparent approach and the critical work you are doing to ensure that your recommendations for vaccine allocation are made based on science, implementation realities, and ethics.

As you are aware, the Cybersecurity and Infrastructure Security Agency (CISA), a component of the Department of Homeland Security (DHS), has designated aviation workers as essential to maintaining our nation's critical infrastructure. In addition, aviation workers are also frontline workers who either encounter the traveling public frequently or are required to perform our work in close proximity to our colleagues and require us to be onsite. While our employers have implemented multiple layers of protection for the well-being of the traveling public and employees, the very nature of these jobs exposes the aviation workforce to risk similar to other frontline workers. Nevertheless, since the onset of the COVID-19 pandemic, we have worked tirelessly to deliver much needed medical supplies, personnel, and personal protective equipment (PPE) to places in need.

1275 Pennsylvania Ave, NW Suite 1300 Washington, DC 20004 T 202.626.4000 W airlines.org

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As our country eagerly looks towards the FDA approval of this lifesaving vaccine, aviation workers will once again rise to the occasion. The vaccine distribution effort will be complex and involve extensive collaboration between federal and state governments along with private organizations. To succeed, the United States will need every asset available to perform optimally — including the frontline workers that keep our nation's safe and efficient air transportation system operational.

Given the scientific, implementation and ethical considerations, we ask that you prioritize these frontline aviation workers in the next phase of vaccine allocation (Phase 1b) after health workers and residents in long term facilities in your upcoming recommendations to the Centers for Disease Control and Prevention (CDC).

Air transportation will be essential to fight back against the virus and return to normal, even if it is a new normal. As crewmembers, machinists, air traffic controllers, customer service representatives, airport workers, and recognizing other government frontline partners in the FAA, TSA, and CBP, we stand ready to carry the vaccines, medical supplies and healthcare professionals that will help our nation defeat this virus, giving us hope for a healthy future and full economic recovery.

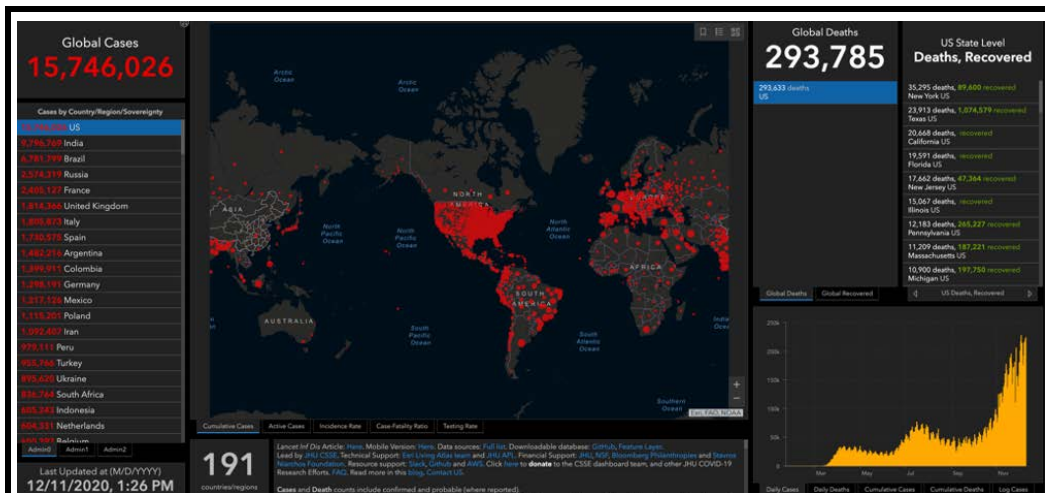
Sincerely,

Air Line Pilots Association, International
Airlines for America
Airports Council International
Allied Pilots Association
American Association of Airport Executives
Association of Flight Attendants – CWA
Cargo Airline Association
Coalition of Airline Pilots Associations
Independent Pilots Association
International Air Transport Association
International Association of Machinists and Aerospace Workers
International Flight Services Association
National Air Carrier Association
National Air Traffic Controllers Association
Regional Airline Association
Southwest Airlines Pilots Association
The Airlines Passenger Experience Association
Transport Workers Union of America

1275 Pennsylvania Ave, NW Suite 1300 Washington, DC 20004 T 202.626.4000 W airlines.org

Coronavirus Update:

Current COVID-19 U.S. Stats as of 11DEC20:
Mortality Rate: 1.865%



Scheduled and Standing Meetings:

December 3, 10, 17, 24, 2020 – Safety and Regulatory/COVID-19 Teleconference with Steve Murtoff, Tom Raffalski and Dominick Renteria

December 16, 2020 – EB Health and Safety Briefing Teleconference (737 Max RTS & COVID-19 Vaccine Protocols)

December 17, 2020 – 737 Max RTS Briefing Teleconference

December 30, 2020 – Health and Safety Coordination (HASC) Teleconference with Inflight Safety and Regulatory Compliance

Report From:	Scheduling
Submitted Report:	
<p>The number of line positions that a Flight Attendant could be awarded for the month of January increased by 258 line positions from in 6,440 December to 6,698 positions in January. The Scheduling Committee leftm1 position in open time for the month of January, in comparison 1,441 were left in December. The Committee for the month of January wrote an average of 63.51% pure Lines (Lines starting on the same day each week containing Pairings of the same length) this was an decrease in purity from December by 3.21%. The Scheduling Committee maintained 35% of the Lines with all weekends off, and the Lines containing 3-on/off or 48-hour breaks did not exceed 18%. Our average lines paid 83.71 TFP average work days were 12.49. The contractual numbers above do not include the two satellite bases of FLL and AUS. The AUS Satellite base had an average of 48.15% pure lines, 34.57% weekend off and 4.94% lines containing 3-on/off or 48-hour breaks. The average lines paid 83.24 tfps. The FLL Satellite base had an average of 41.33% pure lines, 29.33% weekend off and 10.67% lines containing 3-on/off or 48-hour breaks. The average line paid 81.71 tfps. The Line Writers for January Primaries were: Shelley Taylor, Doreen Argypoulos, Lisa Trafton, Sheri Tyler and Xander Ricker (volunteer still on medical leave).</p>	

Report From:	Scholarship
Submitted Report:	
<p>Jessica has answered emails regarding scholarships offered by TWU Local 556. The deadline to apply for the Texas AFL-CIO Scholarship Program has been extended to February 16, 2021. Jessica notified Dallas DEBM Kristie Scarbrough and Houston DEBM David Jackson so that they can include this information in their E-Connections.</p>	

Report From:	Shop Steward
Submitted Report:	
<p>December Shop Steward Committee Report 2020_</p> <p><u>Newsletter</u> November Newsletter emailed on 11/30</p> <p>Topics</p> <ul style="list-style-type: none">• Professional Standards 2020 Year-to-Date totals by Case Category and by base from January to November 10, 2020 <p><u>Handled various Shop Steward Issues</u></p> <ul style="list-style-type: none">• Addressed Shop Steward issues	

Report From:	Uniform
Submitted Report:	
<p>The Committee has requested verbiage from Management in regards to Uniform Allotment in case of furlough. Management was unprepared with any information for our Members on this issue. We have made several requests for updates, however, nothing has been produced. We have been assured that when information is available, we will be notified. This Committee will continue to send reminders for information on a weekly basis until such information is provided.</p> <p>The Committee will be adding a link to the TWU Website in regards to Uniform Reactions. There will be a voluntary questionnaire that will allow TWU to produce more accurate information and numbers for those Members afflicted by the current uniform. Only the data collected and not the names will be presented in future meetings with Management. We hope to activate this link by mid-month.</p> <p>The New ATW Travel Jacket combinations seem to be well received by the Members. As one of the items this Committee requested in our first several meetings with Management, it is gratifying to see it completed and approved by our Members.</p> <p>We have had two new Uniform Reaction reports this month.</p>	

Report From:	Veterans
Submitted Report:	
<p>The Veterans Committee was scheduled to participate in the Wreaths Across America event this weekend at Arlington. They cancelled the volunteer portion due to Covid 19. Chris Sullivans niece is buried there so he personally donated several wreaths since he couldn't attend. There are no other events scheduled at this time.</p>	

Report From:	WISE
Submitted Report:	
The Women's Issues, Service, and Education (WISE) Committee has nothing to report.	