



ASSOCIATION OF  
PROFESSIONAL  
FLIGHT ATTENDANTS  
1004 W. EULESS BLVD.  
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# STL BASEbrief

An official APFA Publication

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Most all of you know Forrest and me, but for those of you whom we have not yet met, we would like to introduce ourselves as your Chair and Vice Chair here in STL. Our contact info is above, and I suggest you take a moment to add our phone numbers to your contacts, so you will have them readily available in the future. Feel free to email, text or call either of us with your questions or concerns. Nena Martin is our Division Representative, overseeing LAX, LAX-I, and SFO – in addition to STL.

With summer racing along so quickly, we are rapidly approaching the end of the LBFO, and the beginning of our Bridge Agreement and CLA which will take effect with the company's emergence from Bankruptcy, anticipated in late August or early September. I urge you all to stay informed through this process, either from the [APFA website](#), hotline, or the bulletin board just inside OPS here in STL. Finally, I am



STL APFA Reps  
Forrest, Nena and Matt (l-r)

establishing an email group to which I can send news and updates as needed. If you would like to receive these, please email me at [mfouststl@gmail.com](mailto:mfouststl@gmail.com), or leave me a note with your email contact info in the APFA mailbox which is located in OPS, back by the coffee maker near Mary's office. I will continue to update our AArchUpdAates group in Facebook as well. Finally, I would like to remind us all that YOU, the membership, are the heart of the Union. I am proud to be your representative and, as such, I always welcome your thoughts and opinions.

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**Sick Call & Clearance Information**

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The sick clearance time is now 12:00 noon for all flight attendants. If you have a trip the following day, and don't want to lose it, you must clear sick by 11:59am. But if you are on reserve, there are some nuances you should be aware of. If you clear sick before 12:00 noon, you will go back on call IMMEDIATELY after hanging up the phone with AVRS. However in that scenario that day will not be charged against your sick bank for pay purposes. But what if you have a trip the next day (e.g. Optional Reserve trip you picked up on your DFP, or the first trip of the new month)? In that circumstance, if you want to stay sick through the current day, but not lose your trip tomorrow, you will need to call and speak to crew schedule (NOT AVRS), and verbally tell them that you are "clearing sick for TOMORROW's operation." This will keep you on the sick list through midnight, and allow you to keep your trip for the following day.

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When to call in sick? You should always try to call in sick as soon as you know you need to do so. It is no longer to your benefit to wait until the day of your trip, or wait until after midnight, in order to avoid that day counting against you for attendance purposes. While your HI10 will show the date/time of your call, your occurrence window will begin on the date of your trip, not when you called in for it. You could even call in before noon the day before, in order to allow your trip to be available to all FAs.

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### Schedule Conflicts

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A schedule conflict is an illegality for the first trip of a new month. It can be a voluntary act on the part of the flight attendant (e.g. bid trip, MU, OE, TT) resulting in either a direct conflict, 7-day legality, or 30-in-7 (coming back in August). This conflict trip may be traded, dropped through an OE, or dropped into open time WITHOUT being subject to usual traffic lights. You can do this as soon as bids are final. You do not have to wait to be removed by scheduling, which will usually occur automatically 72 hours prior to the start of the new month. To drop a conflict trip into open time: type **HT/Employee#/OPEN** then **HTO/A/Seq#/Date** followed by **HTMD** and finally **HZ**. Your guarantee may be reduced based on the value of the trip. In order to recover this time, you have 2 options: go on make-up; or pre-plot a trip from open time in advance, anywhere in the new month, by utilizing the **LX** option. The one hitch with the LX, however, is that the flight attendant may NOT have manipulated their schedule in the new month prior to utilizing the LX/Pre-Plot option. Finally, you can pick up any trip, up to a maximum PROJ of 100 hours. (This will be reduced when we exit bankruptcy and revert to the CLA under the Bridge Agreement.) Once you find a trip in OT that you want to pre-plot, call crew schedule and ask them to put the trip on your schedule as an LX. The complete contract language regarding this can be found in our foundation document/contract, under Article 9, Section K.

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### Day-Before Coverage Timeline

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05:00 – 12:00	Self-plot for availability
08:00	PVDs and mini-leaves awarded (PVDs are currently paid at 3 hours/day. They will revert to sequence pay with the CLA in the Bridge Agreement this fall.)
08:00 – 12:00	MIC Trip Pick-Up Window (For FAs who incurred an involuntary loss of time due to a Misconnection, Illegality or Conflict.)
11:59	Deadline for HISENDs for the Merged Make-Up Run
12:01	Sick Trips dump into open time
12:01 – 13:30	Round 1 Merged Make-Up for MU/AV/LO/HVBL (No phone calls will be made.)
13:30	Deadline for Availability FAs to be either assigned a trip or released (AVBL FAs are obligated to confirm assignments with scheduling.)
13:30	Round 2 : MU/Sick MU/Option Flying/Critical Coverage/Critical Reserve (HISENDs accepted or one call made to your “H” number)
15:30	Reserve PVDs awarded
17:00	Sequences awarded via HISEND are considered confirmed
17:00 – 21:00	Reserve Assignments on AVRS (Remember: if you’re on Ready Reserve that day, you must remain on call/ready for assignment on the current day until 19:00, even if you get a trip for the following day. Only after 19:00 are you no longer obligated to answer your phone.)

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### Union Representation

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A reminder that anytime you are speaking with your flight service manager, your conversation is likely to be documented, and may be used in the future. You can always request a Union representative join you in any meeting with management. No matter how small the issue may seem at the time, always think carefully about what you are saying, and remember you can stop any discussion at any time, and request your Union representative be present.