



BASE *brief*

AN OFFICIAL APFA PUBLICATION

STL

<p>NENA MARTIN STL CHAIRPERSON 502 418 5346 CHSTL@APFA.ORG APFA VOICE MAIL EXTENSION: 8445</p>	<p>ASSOCIATION OF PROFESSIONAL FLIGHT ATTENDANTS 1004 W. EULESS BLVD. EULESS, TX 76040 817 540 0108</p>	<p>TOM UPTOGRAPH STL VICE CHAIRPERSON 314 223 2450 VCSTL@APFA.ORG APFA VOICE MAIL EXTENSION : 8465</p>
---	--	---

APRIL / MAY / JUNE

Dear STL Flight Attendants:

I just wanted to let all of you know how proud I am to finally have the title of STL Chairperson. I would also like to express my gratitude to Tom Uptegraph who has agreed to serve with me as STL Vice Chair. I believe our differences in opinions and varying backgrounds will offer the promise of great strength to our base.

We have our work cut out for us. The new term starts without a contract, rumors of our base closing or downsizing, cuts in Flt Svc and a bidsheet that continues to make our FAs question their quality of life. I want us all to have one common goal. For as long as the base is open or for the next two year term, we will move forward as any other base in the system and for the first time we will be able too.

In Unity,

Nena Martin
STL Chair

Professional Standards

We continue to see employees writing up one another for issues better left to internal resolution. Please understand that once an employee has been reported to the office either verbally or in writing, it is out of our hands and in the hands of AA management. Depending on the situation, it may require a complete investigation that could lead to disciplinary action up to and including termination for both the accuser and the accused.

If you find yourself in the middle of one of these situations, please give your fellow employee the benefit of the doubt and call Professional Standards. We have local flight attendants trained and willing to help address your concerns. All calls are **confidential**. If you receive a call from a Professional Standards Representative, please take it seriously. Our local Professional Standards Representative is **Chad Maddox**, and can be reached at **314 954 4578**

(over)

30 Hours in 7 Days

A flight attendant may not be scheduled to fly more than 30 hours in any 7 consecutive days. This limitation is calculated on **actual** duty aloft hours and does **not** include such time as ATC hold time. Flight attendants, at their option, may waive the 30 hour limitation but once waived, that waiver remains in effect for the balance of the month.

24 Hours Rest in 7 Days

A flight attendant must be relieved from duty for a period of 24 hours in any consecutive 7 calendar days. This rest may be at a layover or home base and may be a rolling 24 hour period. In the event of a creeping delay after sign in, a flight attendant may complete a flight leg that goes into the seventh day. At termination of the leg, the 24 hour rest period must begin. The 7 day clock is triggered by a trip, standby or training. Ready reserve **does not** start the clock but does count toward the 7 day limitation if it follows the triggering assignment.

Clearing Sick on Reserve

As a reminder, when clearing the sick list on reserve, if you use the AVRS system, it will clear you at the time of your call and make you available immediately following your clearance call. If your intent was to clear for the following day, you must call Crew Schedule and state that **you are clearing for tomorrow's operation**. This will make you available the next day at 0001 to receive an assignment.

Procedures for Reserve Flight Attendants with Missed Trips

When a flight attendant receives a missed trip for a particular assignment, Crew Schedule will provide him/her with a choice. The first option is to be released from his/her availability obligation for the remainder of that day. If this option is chosen, the guarantee will be docked for that one day only. The flight attendant will then be released until their next day of obligation to the Company.

The second option is to choose to remain available for the remainder of that day. In this option, Crew Schedule may, at their discretion, either: 1) assign the flight attendant another trip, 2) assign the flight attendant to airport standby, or 3) assign the flight attendant back to his/her reserve obligation for that day. If the flight attendant chooses to make him/herself available to Crew Schedule under this second option, then his/her guarantee will not be docked for that day, even if a trip is not assigned for that day.

Under both of these options, the original missed trip will remain on the flight attendants record for attendance purposes.

Vacation Legalities

All vacation (VC and VX) removals will occur for any trip sequence which has any duty that touches the vacation period. This includes debrief and sign in.

Following a vacation, a Flight Attendant is legal for any trip sequence which has a minimum of one (1) hour, plus the applicable debrief, following the scheduled vacation trip. (1.15 domestic and 1.30 international)

A vacation must be at least nineteen (19) days to be entitled to split. Track your PVD usage with the following code: HIVBB in DECS.