



**SKY**word *Express*

INAUGURAL EDITION 2005



**MAY 11, 2005**  
**WE'RE RESTLESS**

***Get Involved Now!***

**APFA LOBBY DAY • WASHINGTON, D.C.**  
**224 D Street, SE • Capitol Hill - American Legion Post #8**

Beginning at 10:00 A.M.

Join your fellow Union members in Washington, D.C., May 11th  
to lobby Congress on critical Flight Attendant issues:

**FATIGUE      PENSIONS      FUEL PRICES**

ACT NOW! Go to [apfa.org](http://apfa.org) and click on the We're Restless icon, or email [apfa\\_legislation@unity.apfa.org](mailto:apfa_legislation@unity.apfa.org).  
Download your We're Restless bagtag from the APFA website.

**Help Preserve Your Flight Attendant Career**

Take this opportunity to be an active participant in YOUR future

**[www.apfa.org](http://www.apfa.org)**

# Membership Involvement

- WHO: Flight Attendants Nationwide**  
**WHAT: Fly In For A Lobby Day**  
**WHERE: Washington, D.C.**  
**WHEN: May 11, 2005**  
**WHY: Now, That's the Question!**

*By Rick Musica, APFA Legislative Task Force  
Jill Frank, APFA's Retirement Specialist*

Whenever APFA lobby days are announced you probably ask yourself, "Why should I give up a day off to go to Washington? Do they REALLY think we can influence the bureaucrats?" The answer to that question is YES, we can!

For the first time in our Union's history, the APFA Board of Directors has created a legislative team. This group includes union activists Rick Musica (IMA), Steve Ellis (JFK) and Anne Lowe (JFK) who work closely with APFA's Washington Representative, Joan Wages, to keep abreast of legislative issues and to plan lobbying activities on Capitol Hill.

Last year, in addition to numerous individually planned visits to various legislators, APFA sponsored two "Fly-Ins" where members came to Washington from across the country. We roamed the halls of Congress seeking support for flight attendant certification, security training and to bring FAA attention to flight attendant fatigue. It's actually fun!

This is how it works. Prior to blitzing the Capitol, we hold a briefing so everyone is "on the same page" regarding the points we need to get across. Some specific appointments are made with representatives who are on the committees most likely to create legislation on issues vital to our members. We try to send Flight Attendants who are constituents of these Members of Congress with our more experienced team members to keep these appointments. But remember, it isn't just the committee members who ultimately write the legislation that matter - every Senator and Representative will eventually vote on whatever bill gets out of committee. All legislators are

strongly influenced by the people who elect them - and that's where you come in! Every Flight Attendant who comes to Washington can stop in at the offices of the elected representatives from their respective state and let them know how we want them to vote.

APFA's legislative team will be ready for you with the ideas we hope to promote - but YOU are the experts in this field. No one can tell a story better than you and, honestly, the Capitol Hill staff love meeting with us. We are always well received in Congressional offices. We are personable, considerate, often entertaining and, most importantly, we know our stuff! We have learned that our concerns are recorded and passed on to the representative who will be voting on the issues that concern us. In short, we can and do have an impact on the process.

Please come to Washington on May 11th. This year we have more issues than ever being discussed on the Hill. Just think about it - Congress is discussing Social Security, pension reform, fuel costs, bankruptcy reform, flight attendant fatigue and changes to the Wright Amendment (see page 9). These are all critical issues that will affect our careers and our lives. Call the APFA Hotline and check the website for more information as the date gets closer. We hope to see you in Washington on May 11th.

**See adjacent page for details on our May 11th Lobby Day and page 13 for information on How To Lobby.**

In 2004, a Board of Director's Resolution reduced the number of issues of Skyword published to four per year for cost savings. *Skyword Express* is the result of a resolution initiated by the APFA Executive Committee in April of '04 to assist APFA in communicating with its members on a consistent basis through print.

The theme of this inaugural edition is Legislation. Please join us on Capitol Hill May 11th, and bring this booklet with you.

We hope you enjoy your first edition of *Skyword Express*.

Leslie Mayo, Editor

**President** Tommie Hutto-Blake

**Vice President** Brett Durkin

**Secretary** Greg Hildreth

**Treasurer** Cathy Lukensmeyer

**Editor** Leslie Mayo

**Graphic Artist** Skylar Turner

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*This letter was posted on APFA's website on March 16, 2005. For all relevant documents, click on the link at [apfa.org](http://apfa.org) entitled: "Joint Pension Reform Statement."*



*Association of Professional Flight Attendants*  

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*Representing the Flight Attendants of American Airlines*

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**The Office of the President**

March 16, 2005

Dear Fellow APFA Members:

Today marks an unprecedented step for American Airlines and the three labor unions on our property. Together, we have agreed to a 'Joint Position Statement on Pension Reform Legislation.'

This position was formulated in the last several weeks in discussions involving APFA, APA, TWU and American Airlines. AMR CEO Gerard Arpey signed off on the paper. The statement is attached, along with a letter to all employees from Jeffrey Brundage, senior vice president of Human Resources for American Airlines.

These discussions were conducted with careful thought, and with the extensive exchange of ideas between all four parties. We have agreed:

- That we are mutually committed to the continuation of the American Airlines Defined Pension Benefit plan, and
- That we will work for pension reform legislation as outlined in this statement.

The pension position paper is also being sent to APA and TWU members and all American Airlines employees. At the same time this information is being shared with you, we are discussing this issue with the APFA Board of Directors at our Annual Convention in Chicago. Bradley Belt, Executive Director of the Pension Benefit Guaranty Corporation (PBGC) from Washington, D.C., will be addressing the Board, and the union leaders from APA and TWU as well as AA senior management will also attend the PBGC portion of our pension briefing today, March 16th.

What does this joint statement mean to you as an APFA member. It means in troubled times, when many of our industry competitors are trying to terminate their pension responsibilities through bankruptcy, the unions and management of American Airlines have pledged to walk another path: to work together to fight for pension reform that assists employees in meeting their pension commitments and provides promised pension funds for the AA employees.

This is a "first" for airline/labor relations in the United States. No other airline in history - be it a major airline or a low-cost carrier - has established a collaborative position on pension reform with its unions until today. **With a pension, you have a career; without it, you have a job.**

Shortly, we will send information on how all APFA members can support specific legislation. I know you all will be anxious to join your fellow APFA members and the employees of American Airlines in this worthwhile effort.

In Unity

Tommie L. Hutto-Blake  
APFA President



## Airline Bankruptcies

**Bankruptcy legislation (S. 256) is on the Senate floor as of March 2005. The bill that passed out of the Judiciary Committee contained no provisions to change the handling of airline bankruptcies. Senate floor amendments are possible, however.**

## Pension Reform

*By Jill Frank, APFA Retirement Specialist*

On Monday, January 10, 2005, U. S. Secretary of Labor Elaine L. Chao delivered a speech to the National Press Club in Washington, D. C. Her remarks were entitled, "Protecting the Retirement Security of America's Workers: The President's Plan for Reforming Private Defined Benefit Pension Plans."

Make no mistake - President Bush intends to "reform" the two most important financial programs available to the working person in this country - Social Security and defined benefit pensions! This isn't to say that each program could not be improved. It is to say that we have a vested interest in making sure that the "reforms" that are put into place to protect the benefits for which we have been working our entire careers. Neither your age nor your seniority is relevant in this situation. These plans and their reformation will impact your future.

It is up to your Union to study these issues, keep you informed and act as a liaison between you and the people who will make policy in Washington. However, it is imperative that each of us participates in this process. If you go to the Department of Labor's website [www.dol.gov](http://www.dol.gov) and scroll to the blue column on the right, you will find a link entitled: "Administration's Pension Reform Proposal." There you can review a number of articles that give insight into the current pension issues. They include the proposals of the Bush administration, including the one mentioned above (33 pages), the text of Ms. Chao's speech (3 pages) and the U.S. Department of the Treasury's White Paper on Yield Curve, and its supplement (total 18 pages). All of these documents, articles, proposals and speeches are integral to the current debate and will influence the final legislation.

**The Bush Administration proposal focuses on three areas:**

- Reform the funding rules to ensure that employers fully fund their retirement promises.
- Reform the premiums paid by private sector employers to the federal insurance program (PBGC) to better reflect the real risks and costs.
- Increase Disclosure to workers, investors and regulators to ensure greater transparency and accountability. That includes making more timely and widely available information regarding the financial health of pension plans.

We agree that these three issues should be addressed to make the defined benefit system stronger. But, for every issue there are many proposed solutions and we want to be sure the ones that are incorporated into law are in our best interest. It is important that those of us at American Airlines do not end up subsidizing other companies and their under-funded benefit plans.

APFA, TWU, APA and American Airlines upper management have met and reached consensus on what we could support in the way of pension reform legislation. On March 16, 2005, after many discussions and careful thought, we agreed to a "Joint Position Statement on Pension Reform Legislation" which set out the concepts that we would embrace in pension reform. This document was released to the employees of American Airlines, the press and Mr. Bradley Belt, the Executive Director of the Pension Benefit Guaranty Corporation when he addressed the APFA Board of Directors and

Guests. If you wish to review the points, the document is available in its entirety, along with the joint release statement and the individual messages from each union, on the APFA website. President Hutto-Blake's letter can be found on page 5 of this *Skyword Express*.

The committees that seem most likely to participate in pension legislation are the Committee on Education and the Workforce and its subcommittee on Employer/Employee Relations in the House of Representatives, and the Committee on Health, Education, Labor and Pensions in the Senate. Committees consist of a number of members from each party, with the chairman being from the majority party, which is, in this 109th Congress - Republican. There are numerous representatives from various areas of the country who are part of the committees that will draft the legislation. Then it will move to the floors of the House and the Senate for debate. We must get our opinions into the hands of the people who will make this law.

We will be visiting Washington on May 11th and hope that you will join us on the Hill. We don't want to deliver our message just once; we want to deliver it over and over again. Every time a uniformed crewmember leaves a specific position paper with a member of Congress we know that our collective voice is being heard.

We are APFA, we care what is put into law, and we will make every effort to have an impact on the outcome of pension reform legislation.

## Fuel Watch

**Oil reached an all-time high of \$58 a barrel by mid-April '05. In order to meet the peak set in 1980 when adjusted for inflation, however, oil would have to surpass \$90 a barrel today.**



# Changes to Social Security

*By Joan Wages, APFA's Lobbyist on the Hill*

**D** President Bush put Social Security on the front burner when he announced it as his highest domestic priority for this Congress. While the President gave an outline of his plan, many details remain unknown. Below is what we know.

### Undisputed Facts:

Currently, more money is paid into the Social Security Trust Fund than is paid out to beneficiaries.

The Social Security premium is 12.4% of income up to \$90,000. Employees pay 6.2% and employers pay the other half.

With the population aging and the largest segment of the population (Baby Boomers) starting to retire, Social Security will begin paying out more money than it takes in by 2018.

By 2042 and 2052, according to the Congressional Budget Office, the Social Security Trust Fund will be depleted. Social Security will become a pay-as-you-go system in which money paid into the fund is paid out in benefits. Then, an estimated 70-80% of benefits could still be paid even if no changes are made to the system.

### Privatizing Social Security:

President Bush advocates that people be allowed to put 1-4% of their Social Security premium into a private account that would be invested in stocks and bonds.

#### Pros:

The accounts would be part of a personal estate and could be passed on upon death. Potential increases in the account are greater than if left in the Social Security Trust Fund.

#### Cons:

A greater risk exists that a down-turn in the market would leave a retiree with fewer benefits than provided by Social Security. Social Security benefits would be reduced based

on the percentage of premiums placed in the private account.

The nation will incur up to \$5 trillion in debt over 75 years to privatize accounts. If privatization occurs, money that would be going into the Trust Fund between now and 2042 would be withheld. The difference between what is now being paid in premiums versus that placed in private accounts would have to be made up by the national treasury.

### KEY QUESTION:

#### Who Benefits From Privatizing Social Security?

Retirees might benefit IF the market does well, but Wall Street stands to gain to the tune of \$940 billion over 75 years, according to the University of Chicago Graduate School of Business.

#### Other Less-Risky "Fixes"

**Premium Increase** - With a 1.89% premium increase, the current system would be solvent until 2080. That would require less than 1% increase in premiums for employees and employers.

**Raise CAP on Wages Subject to Payroll Tax** - Currently, no premiums are paid on wages over \$90,000. By raising that to \$147,000, the system would be solvent until 2078.

**Cut Benefits** - The rate of benefit increases could be tied to prices rather than wages. They are currently tied to wages, which rise faster than prices. Over time, this could produce a large reduction in benefits and consequently is not the preferable option.

**Invest Social Security Trust Fund in Stocks and Bonds** - If the stock market outperforms current Trust Fund investments, then the Trust Fund could be invested directly in the market rather than creating individual accounts. The Fund could negotiate lower management fees and take advantage of market gains.

**Some Combination of the Above** - None of these fixes would cause the national debt to soar. Privatizing Social Security would add up to \$5 billion to our national debt, which must be repaid to some extent. In the meantime, it's your taxes that will pay the interest.

#### Others Have Tried - Others Have Failed

This is not the first time the concept of individual retirement accounts has been considered. Britain, Sweden, Chile and Singapore have attempted them and all have met with failure for various reasons. Bottom line, when retirement came, in each case, many accounts were depleted.

#### Why Is APFA Interested?

APFA has long held that members' retirement is based upon a multi-leg stool - the Pension Plan, Social Security and private investments. APFA is studying what impact the changes in Social Security could have and is seeking a consensus as to the action that is in the best interest of the APFA members.

## Fuel Watch

**"Oil is a limited resource, so it may eventually run out. At the rate of production in 2003, OPEC's oil reserves are sufficient to last more than 90 years."**

- OPEC website





# The Wright Amendment

By Joan Wages, APFA's Lobbyist on the Hill

In the early '60s, the U.S. Civil Aeronautics Board (CAB) ordered the cities of Dallas and Fort Worth to build a jointly owned airport to serve the area's needs. The two cities agreed to phase out passenger air service at their existing airports. The interstate carriers using the Dallas and Fort Worth airports agreed to move their operations to DFW, which opened in 1973.

*Southwest Airlines*, which began operating solely intrastate service from Dallas Love Field (DAL) in 1971, steadfastly refused to move its operations to DFW, leading to a series of long and expensive lawsuits in the '70s. In 1978, *Southwest* applied for permission to provide interstate service between Love Field and New Orleans, in clear contravention of the intention of the cities, threatening another round of litigation and controversy regarding DAL.

In order to put an end to the dispute and resolve all legal challenges, Texas Congressman Jim Wright negotiated a settlement among the interested parties, which became the so-called "Wright Amendment." The law allowed Love Field to stay open rather than be closed down to commercial aviation as originally intended, and limited service to points in Texas and the four contiguous states. Since 1979, the only change to the law was the 1998 "Shelby Amendment" that allowed service to an additional three nearby states, and unrestricted flights on aircraft with fewer than 56 seats.

For the past 25 years, *Southwest* has steadily developed Love Field into the most highly concentrated single-carrier hub in the nation. It

controls all the active gates except two used by *Continental Express*.

For years, DFW Airport has offered gates to *Southwest* to provide as much service as it would like. With the recent departure of *Delta* as a major player from DFW, *Southwest* could immediately obtain as many gates and facilities at DFW as it has today at Love Field.

*Southwest* chose to remain exclusively in an airport with limited operations. The concept of limiting the use of local airports is by no means unique to North Texas. Both Washington's

Reagan National and New York's LaGuardia continue to be restricted as short-haul airports in order to allow financing of larger regional airports in their communities. When Denver built its new airport (DIA), it immediately destroyed the runways at Stapleton field in order to prevent the type of situation that is occurring in the Dallas-Fort Worth area.

*Southwest* now proposes changing the law that could divert hundreds of operations away from DFW. In addition to draining dollars from DFW, *American Airlines* would be forced to incur the cost of transferring operations to Love Field to remain competitive - a cost that the carrier cannot afford. The move would also weaken passenger connectivity to *American's* huge network and possibly affect service to small communities in AA's system.

The Flight Attendants at *American Airlines* urge members of Congress to oppose any effort to repeal the Wright Amendment.

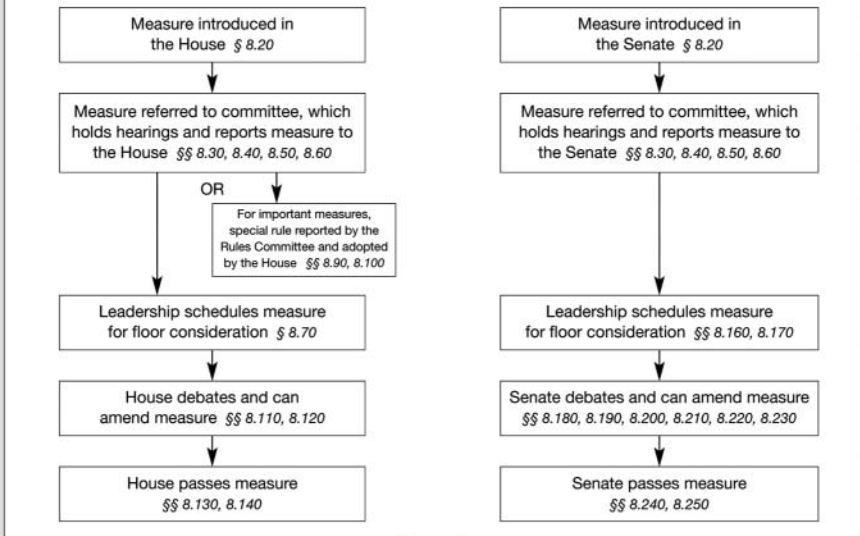
**"The law allowed Love Field to stay open rather than be closed down to commercial aviation as originally intended and limited service to points in Texas and its four contiguous states."**

# How a Bill Becomes a Law

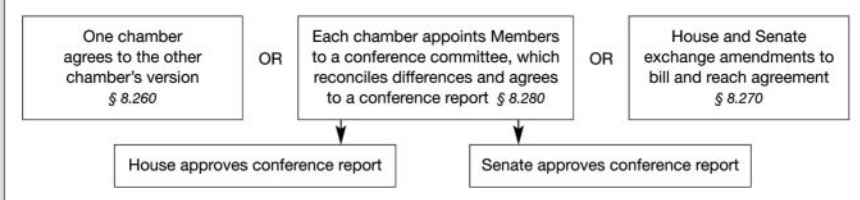
## § 8.01

### Legislative Process Flowchart

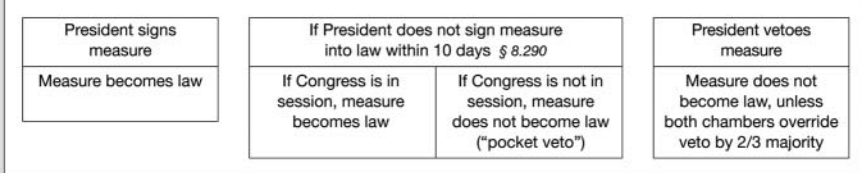
Legislation may begin in either chamber. Similar proposals are often introduced in both chambers.



Measures must pass both the House and the Senate in identical form before being presented to the President.



Legislation presented to the President.



The Legislative Process Flowchart is § 8.01 of the *Congressional Deskbook 2003-2004*, by Michael Koempel and Judy Schneider. The section references in the Flowchart are to text material in the *Congressional Deskbook*. ISBN: 1-58733-004-0. The Flowchart is also available as part of the Congressional Operations poster. Copyright ©2003 by TheCapitol.Net, Inc. All Rights Reserved. This image may not be reproduced without the written permission of the publisher. TheCapitol.Net PO Box 25706, Alexandria, VA 22313-5706 202-678-1600 www.CongressionalDeskbook.com

# Soaring Fuel Prices, *by Joan Wages, APFA's Lobbyist on the Hill*

Almost every time you pulled up to the gas pump over the past year, no doubt you noticed gasoline prices continuing to escalate. Well, the same thing is happening to jet fuel costs. Jet fuel comes from a barrel of crude oil like gasoline. That means that jet fuel prices are experiencing the same increase as well. They just keep going up ... and up ... and up.

But for these increased costs in jet fuel, American Airlines would have turned a profit in 2004, instead of losing \$761 million. You could say that the \$340 million/year in Flight Attendants' concessions has literally gone up in smoke.

## AA REPORTS THE FOLLOWING:

*"As a rule of thumb, every \$1 increase in the price per barrel of crude oil represents an increase of \$80 million in costs for AMR."*

The following statistics will help illustrate the dramatic impact of increased fuel prices on AMR's financial performance:

- In 2004, AMR spent \$1.1 billion more as a result of higher fuel prices compared to 2003.
- If fuel prices had been at 2003 levels, AMR would have earned approximately \$350 million for the full year 2004, instead of losing \$761 million (Net Income/Loss including special items). And the problem is only getting worse.
- It is currently estimated that AMR's average fuel price for 2005 will be 50 cents/gallon higher than in 2004; a 41.6% increase.
- Each one-cent increase in the price of a gallon of fuel represents about \$33 million of added annual expense for AMR.
- Current estimates show that AMR will pay \$1.6 billion more in fuel than in 2004 and \$2.7 billion more than in 2003.

Our nation's airlines are losing billions due to the soaring prices - billions that they cannot afford to continue to lose. Congress needs to step up by giving air carriers a tax holiday on jet fuel, pressuring OPEC to provide fuel at reasonable prices and by calling on the White House to release the Strategic Oil Reserves.

## Fuel Watch

**"Crude oil is measured in barrels. When crude oil first came into large-scale commercial use in the United States in the 19th century, it was stored in wooden barrels. One barrel equals 42 US gallons, or 159 litres."**

- OPEC website



# Catching Up On Fatigue - No Easy Task

by Rick Musica, APFA Legislative Task Force

When the company implemented the FAA Minimum Rest Provision of the Restructuring Agreement, "eight behind the door" was gone and eight hours reduced rest became all-too-common. APFA immediately began its efforts in Washington to address the issue. A small team was put in place and a plan was crafted, with the help of our Washington lobbyist and key members of Congress. Our plan consisted of three goals; a short term goal, a mid term goal, and a long term goal.

Our short term goal was to raise awareness of the fatigue issue our FA's were experiencing out in the real world. Horror stories were pouring in detailing the 8 hour layovers. APFA sent a team to DC to begin raising awareness on the hill. We met with several key congressional offices and were able to get a letter from Congress to AA CEO, Gerard Arpey asking him to look into flight attendant concerns regarding fatigue. The Arpey letter was followed up with a lobby day that was very successful. Dozens of APFA members assembled in DC and made a very good impression on Capitol Hill! In May of '04, we joined forces with AFA and TWU in lobbying for Security Training for FA's. APFA then went out and continued to lobby regarding fatigue. That day resulted in two letters. The first was a joint letter to the TSA outlining our needs for mandatory security training. The second letter was a Senate letter sponsored by Barbara Boxer (D-CA) to the FAA asking Administrator Marion Blakey to address flight attendant concerns which had been raised in Washington. We also had some press coverage which helped bring more attention to our struggle. Overall, we were able to raise awareness on the issue rather quickly and that helped lead us into our mid-term goal.

Our midterm goal was to get a fatigue study conducted that will give us some concrete data to support the stories flight attendants were telling APFA. APFA lobbyist Joan Wages worked tirelessly to get some money set aside in an appropriations bill that would fund the study. Details are being worked out to conduct the study. APFA has met with the Civil Aero

Medical Institute (CAMI) in Oklahoma City to begin laying the ground work for the study. So stay tuned for further details. APFA and the Transport Workers Union Local 556 representing the Southwest flight attendants hosted a Flight Attendant Fatigue Summit in late March to coordinate a united campaign to address fatigue, since it affects all of us. Details of the summit can be found in the Summer *Skyword*.

Our long term goal is a change in the very outdated FAR's. A legislative change is no quick or easy task. The APFA leadership knew what we were up against from the beginning and that is why we continue to work as hard as we do behind the scenes. APFA understands the strain created by extremely long duty days followed by reduced-rest periods. We also know that you want to see results! Our goal is to make sure that we have the best case possible before moving forward. While many studies have been conducted on pilot fatigue (including military pilots), there has never been a similar study done on flight attendants in the U.S. A majority-female workforce who stands most of their duty day would presumably be affected by fatigue in a much different way than pilots who sit throughout theirs. The stresses of the two jobs are very different.

So, despite the fact that less than five hours behind the door is still happening in some situations and sequences are being reduced to the 8 hour minimum, APFA really has accomplished a lot in the past nine months. No one thought it would be easy and we certainly knew it would not happen overnight. By way of putting this into perspective, the pilots tried to get their minimum rest increased from 8 to 9 hours in the early 1990's - unsuccessfully. But better technology and science exists today so APFA will use it to help prove our case.

You can help by attending our May 11th lobby day on Capitol Hill and by utilizing the CapWiz feature on the APFA website to send letters to your elected officials. Members of Congress are going to need to hear from you if we are to invoke change. It will take a bipartisan effort in Washington to realize our ultimate goal.

# How To Lobby

by Joan Wages, APFA's Lobbyist on the Hill

Do:

**Be in the know.** Read all the materials APFA has available to hand out. Know what you want and why you want it. Be prepared to state in a sentence or two why you are there and what you want them to do.

*Example: We're here because the pension reform being considered would be detrimental to the pension plans at American Airlines. AA fully funded its plans in 2004. We are asking you to support legislation that will be favorable to companies that meet their pension obligations and raise requirements only for companies with under-funded pensions.*

**Watch the clock.** Get to each appointment as close to on time as possible.

**Be a helpful crewmember.** Carry your share of the load by relaying some of the information. Decide who on your team will make certain points prior to the meeting.

**Keep it simple.** When talking with Hill staff, explain in simple terms and give brief examples. Short stories are good but remember that staff members are very busy. The best approach is to be able to communicate your message in a short time. Then, if more time is available, you can talk longer.

**Be your normal, charming self.**

Don't:

**Let your feathers get ruffled.** If staff members seem argumentative, thank them for their time and leave.

**Flap those lips.** Don't make disparaging remarks in the earshot of passers-by about a member of Congress or staff. The walls have ears in Congress - you never know who might overhear your comments. You'll be in uniform and will draw attention so watch what you say.

**Use "airlinese."** It's a foreign language for those not in the industry.

**Examples:**

Airlinese:	English:
8 behind the door	8 hours of rest in a layover hotel room
Reduced rest	8 hours off-duty
Block in	When the airplane parks at the gate

**Be a know-it-all.** Don't make up an answer to a question if you don't know it. Sometimes a staff person will ask questions that have no relevance to the issue you want to discuss. You don't need to know all the answers. Just tell them someone will get back to them and be sure to return your comment sheet to the APFA representative in charge noting the staff person's name and office where they work along with their questions.

## Fuel Watch:

**January '05 fuel costs were sharply above those of January '04. We can expect soaring gasoline and jet fuel prices as we head into the busy summer travel period. As of April 3, 2005, crude oil was \$58 a barrel compared with a year ago at \$37 a barrel, which was the highest since the 2003 Iraq war.**



# What Is a PAC Fund and What Will It Do For Me?

By Rick Musica, APFA Legislative Task Force

APFA's Political Action Committee (PAC) fund was established over a decade ago. The PAC is used in a variety of ways but has one main purpose: to give financial contributions to members of Congress who support and promote Flight Attendant issues and concerns. The fund does not favor one political affiliation over another - APFA supports those who support our issues, Republican and Democrat. APFA has made some key allies in Congress over the years. A majority are Democratic because of their ties to organized labor, but we also support Republican candidates who are crucial in advancing our issues. A prime example is Flight Attendant certification. We received bipartisan support on that issue.

The PAC is funded solely by your donations. No monies from your dues or anywhere else in the APFA treasury are used for the fund. The law strictly prohibits the co-mingling of dues monies and funding for political action committees.

Here's how the PAC works. Our Washington Lobbyist, Joan Wages, is notified of a candidate's fundraising event. Joan makes a determination to see if attending that event is beneficial to APFA. If that particular member has been instrumental in advancing our issues, we are inclined to attend. Rep. Peter DeFazio (D-Oregon) and Rep. Jim Oberstar (D-Minnesota) are great examples of those members who have consistently been there for Flight Attendants. Sometimes a congressional leader is a likely supporter for a certain provision that we are trying to advance. In those cases, a face to face meeting with that person can yield the best results. Joan and our team coordinate our schedules to attend. When possible, it is very helpful to have an actual constituent from a particular member's district accompany us. The comments from a voter within the member's district are given greater consideration than others. We take full advantage of our time and lay out our case to the member. It is very important to have APFA's voice heard in Washington. The PAC fund is a very useful tool

and makes it possible to speak directly to Capitol Hill decision makers.

APFA has approximately 800 Flight Attendants contributing to its PAC fund. Imagine what we could accomplish if everybody donated just one dollar a month! We realize that American Airlines Flight Attendants are the last group of people we want to ask to give money, but our careers are under assault and our efforts in Washington are key to stopping the erosion. A PAC card is available on the next page. You can also find a PAC card in every *Skyword* issue.

Many of your colleagues continue to have five dollars a month deducted from their paychecks for PCFOS. How often do you log onto PCFOS? If you would like to discontinue giving American Airlines \$60 a year, send an email to [denise.bain@aa.com](mailto:denise.bain@aa.com) and request that your PCFOS deduction be stopped. Why not give some of that \$60 savings to your Union's PAC fund?

Please consider donating to your union's PAC fund. It WILL help protect your future!

Contact Rick Musica at [apfa\\_legislation@unity.apfa.org](mailto:apfa_legislation@unity.apfa.org) with questions about the PAC.

## Fuel Watch

**Crude oil sells in U.S. dollars worldwide, however, the dollar has lost about 8 percent of its value against the euro since December 2004. The NY Times reports that OPEC nations will support higher oil prices as a hedge to ensure their buying power in Europe does not drop too much.**





## APFA POLITICAL ACTION COMMITTEE (PAC)

TO: AMERICAN AIRLINES, INC.

I hereby authorize and direct American Airlines, Inc. to deduct from my pay the sum of \$ \_\_\_\_\_ dollar(s) from each paycheck and remit the amount to the ASSOCIATION OF PROFESSIONAL FLIGHT ATTENDANTS' PAC.

This authorization is voluntarily made based on my specific understanding that:

- The signing of this authorization card and the making of these voluntary contributions are not conditions of membership in the Union or of employment by my employer;
- That I may refuse to contribute without reprisal;
- And that the ASSOCIATION OF PROFESSIONAL FLIGHT ATTENDANTS' PAC, which is connected with the ASSOCIATION OF PROFESSIONAL FLIGHT ATTENDANTS uses the money it receives for political purposes, including but not limited to making contributions to and expenditures for candidates for federal, state and local offices and addressing political issues of public importance.

Name \_\_\_\_\_

Employee Number \_\_\_\_\_ Base \_\_\_\_\_

Date \_\_\_\_\_ Signature \_\_\_\_\_

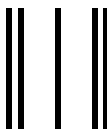
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**EULESS, TEXAS 76040-5015**

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**Association of Professional  
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