

Reserve Committee: *NOVEMBER* 2009 Newsletter!!

Monthly Message from the Chairman:

Attention Houston reserves: last month made me realize how important it is to know our contract. In last month's issue, committee member Jesse Lindenborn wrote about the only way that airport alert (AA) could be extended to 6 hours. If you recall last month's issue, the contract states that if there is even one reserve at home good for a multiple day trip in your **geographic** domicile (meaning IAH, HTA, OR HOS); regardless of ISM status or base, no one can be extended to 6 hour airport alert. That being said, I had to sit AA last month and it got extended to 6 hours. I printed the reserve coverage on all bases and I noticed that there were 3 multi-day reserve ISM's at home. I got my contract, picked up the phone, and challenged scheduling on the issue. To make a long story short, AA was reinstated to 4 hours and the reserves who had sat more than 4 hours were immediately released; myself included. In summary, your contract is there! Use it, know it, and if you ever need to challenge scheduling, do so in a polite manner. Get the name of the scheduler you spoke with, and the time. If necessary follow up with a grievance representative.

*Marvin Molina
Chairman
Reserve Committee*

"To bump or not to bump, that is the question"

Well here is the answer so that misunderstanding can be put to rest. Chapter 5, Section G, Part 6 on page 5-41 states that only a line holder can bump a reserve. A reserve can never bump another reserve. Example: two reserves get assigned a trip. One of them gets assigned aft galley position, the other lead. The aft galley reserve is more senior than the lead, and wants to bump the lead off the position, but is a reserve nonetheless. Regardless of seniority they are both reserves and therefore one **cannot** "senior opt" the other off the position. What to do?? In a kind manner, ask the other flight attendant if they would be willing to trade with you, if they agree call scheduling to trade the position. If not, be the professional adult and work your assigned position. After all, together you are all a crew, and your main duty is to work together to make that flight a safe and enjoyable experience for our customers.

By: Marvin Molina

"AAAACHOO!!!"

Stay healthy during flu season; call Ops Performance and request quality soap on aircrafts.

Flu season is among us. It is hard in our work environment to stay away from people who may be sick, but there are

several things you can do on the airplane to stay healthy.

1. Wash Hands Frequently – This is your best line of defense to staying healthy. Hand washing is more effective than using hand sanitizer. You should wash your hands immediately after you have had contact with passengers in the aisle. Wash your hands for at least 20 seconds. Unfortunately, the hand soap found in our lavatories is poor quality. It does not produce a good lather and frequently causes dry skin. Please call ops performance and request that quality soap be placed on our aircrafts.

2. Wear Gloves While Picking up Trash - The flu virus is usually spread person-to-person by "droplet spread" that occurs when an infected person coughs or sneezes. A passenger just sneezed or coughed right on that napkin, cup, or trash you are about to pick up. The best way to avoid touching anything a passenger hands you is to wear gloves. Gloves are available at the union table or in the flight attendant service bag on each aircraft.

3. Clean Shared Work Equipment – Unfortunately, even flight attendants come to work sick. You can't avoid touching everything on the aircraft, but cleaning shared equipment with the provided disinfectant wipes in the flight attendant service bag can prevent "droplet spread."

Reserve Committee: *NOVEMBER* 2009 Newsletter!!

4. **Avoid Touching Your Face**

– The eyes, nose, and mouth are entry ports for flu viruses. Rubbing your eyes, nose, or mouth is a sure way to get the flu.

5. **Eat Healthy and Drink Plenty of Fluids**

– Your immune system works best when you eat a healthy, well-balance diet. Avoid airplane food when possible. Drinking water is the best way to stay hydrated and is essential for a strong immune system and overall health.

By: Christine Diaz

“When will we be off Reserve??”

We don't have the answers because we don't ask the questions. We all understand that reserve is out of control. We have "paid our dues". With that said, there are two major issues involved in lines and especially move up lines which flight attendants need to focus on. How many open pairings are left after line awards and could more lines have been built? Both issues come from the company but are never discussed. We (I.A.M. and flight attendants as a group) need to bring this to the fore front of questions we want answered. Do YOU know how many open pairings were available for the month of November in IAH alone? 1574! (In EWR and NTA combined?) Less than 900) Think about how many

more lines could have been built and how many more flight attendants would have move ups this month. Flight attendants also need to understand that not all vacation lines are awarded. Why? Add that to the list of questions we need to start asking. Ask other flight attendants. Let's all start asking questions so we can all start getting answers. Status quo is no longer good enough!

Union quote:

"It is only through labor and painful effort, by grim energy and resolute courage, that we move on to better things."
- Theodore Roosevelt.

By: Rene Trujillo

“It's the Holiday's, I'm Sick, and the Doc is on Vacation”

Did you know perfect attendance really pays off if you find yourself in this situation? According to Chapter 9, Section H, Paragraph 5 of our contract; “Flight attendants who have had no absences in the prior twelve (12) calendar months will **not be subject to the medical verification requirement imposed during these holiday periods.**” For instance, if you have had perfect attendance from November 1st, 2008 thru November 1st, 2009 and must call out sick during the holiday period as specified in the briefing book posting; you will **not** have to provide medical verification even if the briefing book states that you do; as our contract clarifies this. Many doctors take vacations during

the holiday periods. If you are like many, you may not want to trust any doctor other than your own. If you do meet the perfect attendance requirement for the 12 months before, you may stay home, rest, and not worry about getting the doctor's note if you have a difficult time doing so. If you are able to obtain a note, it is always better to do so! However, if you can't, please know this section of the contract exists.

By: Jesse Lindenborn

“Playing the GAME, for days off”

With the adjustments that have been going on to the bidding packets, trying to snag the days you want off can be challenging. Our biggest asset is the ability to trade amongst ourselves. To make the best of the tools available, plan accordingly and remember to communicate. First, have an idea on how you want your month to look. Once the reserve lines are posted, check to see what you have to trade and what is potentially blocked with the dreaded 1/7 FAA rule (you have too many work days together to trade, either in the month you are in or from what you are bringing in from the current month rolling to the new month). Next, as you put your trades into the system, put in that you are clear to make a trade and how to contact you to arrange it. How many times did you want a specific day that worked, but you couldn't get it

Reserve Committee: *NOVEMBER* 2009 Newsletter!!

because you could not communicate with the other person. Communication works two ways. You might find out that you can get some of the things you want just by having a plan and executing it well. That way you may not have to depend on trading with the pool at the last minute. Use the trade boards to communicate and win; or don't and go home with the consolation prizes, a case of Turtle Wax and a year's supply of Rice-A-Roni.

By: Roy Harper

"You are RELEASED!"

Did you know: If you are a reserve (before you get your move-up line), you can call scheduling and be released to check in for a trip and/or for airport alert. Scheduling may attempt to get a hold of you if something changes. However, you would not be responsible to return the call and you cannot be given a UTC by scheduling if you were released to check-in for a trip or for airport alert.

By Marilyn Burke-Wong

Update on Contract 2010!!

This Section was copied from our Local Lodge website at IAM2339h.org, Please go there for the CONTRACT 2010 WEBPAGE!!.....

The Union served the company this month with Section 6 notice "in accordance with the Railway Labor Act" with our intent to amend the contract and commence negotiations. This notice means the parties will be sitting down in the next 60 days to exchange comprehensive proposals regarding the changes the Union intends to seek. By no means will the Union allow the process of contract negotiations to be rushed, just to get something done. After receiving tens of thousands of proposals via the web site and by mail, it is evident that our flight attendant members have expressed a great interest in this round of negotiations.

Recently, District Lodge 142 launched the "[Contract 2010](#)" webpage, which will be your main source for information on negotiations. Local Lodge websites will have a direct link to the "[Contract 2010](#)" web

page to ensure easy access for all members.

The IAM/ Continental Airlines web based negotiations survey

is now available. This will be the first of several surveys to assist the negotiations committee with refining the current trends and issues that arise during the negotiation process. Please encourage everyone that you fly with to take 5 minutes to fill out the [survey](#), located on the IAM2339h.org website, and continue to be an intricate part of our negotiating process.

After completing the survey please sign up for the "special bulletin" email list that will be used to update our group on negotiations issues, as well as inform each other of what to expect next. Let the company know that we are **STANDING TOGETHER for CONTRACT 2010.**

**THE MONTHLY UNION MEETING
December 2009
December 15, 2009
Will be held at:
The Weatherford Building on
Smith Blvd @ 1:00pm
General Chairperson Election
Dec 15, 2009 @ the
Weatherford Building!!**