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Master Executive Council Air Safety, Health & Security Committee - NWA AFA-CWA
Jeanne Elliott, Chair Gary Helton, Vice Chair

MEC Air Safety, Health and Security Update . . . and “News You Can Use”

CrewPASS – Expedited Security Clearance for FAs You may have read or heard about this proposed concept of security clearance for crews, providing a means of confirming the identity and employment status of individual crewmembers as ‘trusted fliers’. The intent of CrewPASS is to expedite access to the sterile areas of airports, increase throughput at security checkpoints and ensure more efficient use of TSA screening resources by focusing on not only dangerous objects but, importantly, detecting evidence of criminal intent and related behaviors.

Currently, CrewPASS is only designed for pilots and now being tested in a 60-day ‘demonstration program’ at three major U.S. airports, concluding at the latter part of September. It has been stated that Flight Attendants are not included at this time due to the specifics of the databases involved and required ‘vetting’. AFA-CWA continues our advocacy for the expansion of CrewPASS to include all Flight Attendants, meeting the Congressional mandate to provide enhanced and expedited screening for all crewmembers. We continue these efforts through the Coalition of Flight Attendant Unions, representing the majority of U.S. flight attendants.

So What’s An ASAP All About? As communicated in ‘Hotline’ messages and posted on the website (www.nwaafa.org/safety/), the Aviation Safety Action Program (ASAP) has been proposed for NW Flight Attendants, providing an effective means to report safety-related issues and concerns without the threat of company disciplinary action or legal enforcement by the FAA. ASAP is FAA-endorsed and a joint effort between Northwest Airlines, the FAA and AFA-CWA to improve safety of operations by offering the opportunity for Flight Attendants to “voluntarily” disclose safety-related events. Such a program (NASAP) has been in effect for NW pilots for over six years.

A formalized ASAP Working Group began discussions in May, working toward the finalization of a required Memorandum of Understanding to be approved by the FAA prior to launch of ASAP. Further efforts have been stalled due to the continuing issues of ‘integration’; however, your MEC ASHS Committee is committed to bringing this program and its protections to our workgroup – now and in the long term. Stay tuned!

B787 Update – What’s Next? Many questions are out there concerning NWA being the North American ‘launch customer’ for the Dreamliner and the transport’s status as a result of IAM’s strike currently in effect. As of this writing, AFA-CWA has been advised that further delays are uncertain and will be predicated by the duration of the strike action. We can report on the plans currently in place, including delivery of the first transport at the latter part of 2009, and FA training. The CBT is planned to be distributed to the DTW base in June, with instructor-led classroom training to commence in August 2009.

Your MEC ASHS team has been instrumental in the design of the B787 cabin interiors, including galleys/service equipment, emergency equipment standardization and cabin crew rest accommodations. The collaboration with Northwest and Boeing will continue, particularly as we near the delivery of the first aircraft, flight testing and proving runs. Interested in learning more about the Dreamliner's advanced design and 'creature comforts' - for both customers and crew alike? Click on www.NewAirplane.com and find out more.

SAFETY UPDATES News You Can Use

- **Be careful in accepting food items** as some people may not always have the best intentions. Whenever accepting food/beverage items from unknown people, especially if not sealed, be mindful of such items where someone could place something unknown or harmful into a beverage, for example. This not only applies to bars and lounges – but items left on galley counters as well. Also, do not necessarily think that if a passenger or fellow crewmember appears 'drugged' that it was as a result of self-medication, as they could have been 'slipped' something unknowingly. Always exercise good situational awareness – both on and off the aircraft! And always use the services of EAP if you suspect a fellow crewmember being under the influence of drugs or alcohol.
- **'Single Serve Cart' changes and improvements continue . . .** as a result of AFA's 'cart summit' held on May 16th, we have pressed for continuing improvements and changes affecting the 'single serve cart' concept and, importantly, reducing the number of OJIs as a result. In fact, a MEC grievance was filed on these facts and remains an open issue. Recently, a new cart repair tag was introduced to provide timely follow-up to unsafe, inoperable carts – and, most importantly, an accountability for their repair. Please use these repair tags – and let your ASHS and Service Committee know if the change is providing any improvement, along with any continuing issues and concerns regarding the 'single serve cart': serviceproblems@gmail.com.

A 'cart care program' has been introduced to specifically address overall cart maintenance, purging of the slam-slide (square handle) carts from the domestic system and a focus on cart wheels/casters, ensuring ease of operation and improved cart maneuverability. Let us hear from you on these changes – and any further suggestions!

- **Cleaning of blood/bodily fluids containing blood** such 'biohazards' must be properly entered into the FA Maintenance Logbook, clearly describing 'what' and 'where' in the cabin. Your MEC ASHS Committee has been working directly with Airport Operations for a vastly improved 'cleaning checklist' to ensure all stations adhere to standardized cleaning protocols to reduce the possibility of exposure and exposed areas in the cabin going unattended, posing a risk to all. Also, don't forget to use Universal Precautions whenever dealing with such biohazards!

'THE SAFETY ANGLE WHY OUR UNION MATTERS'

CURRENT WORKPLACE IMPROVEMENTS ACHIEVED

- Contractual recognition that Flight Attendant safety, security and health are an essential part of our working environment – and the company's accountability to work with the Union's Safety, Security & Health Committee to identify and resolve related concerns (Section 22).
- Contractually-mandated notification by the company to the Union of specific events and incidents (such as Red/Yellow Emergencies) occurring daily – both on and off the aircraft – allowing our Union to advocate for required improvements – and, importantly, provide support to Flight Attendants involved.
- Contractual recognition of the Union's Accident Investigation Team (Go Team), allowing access to and support of Members involved in a serious incident or accident; access also to the accident site in accordance with NTSB policies.
- Contractually-mandated access to our workplace – on and off the aircraft – to inspect unsafe working conditions to support needed change.
- With the Union's Safety, Security & Health Committee recognized by the company, opportunity afforded to have a direct voice in efforts to improve the FA workplace. Recent accomplishments have included: online Inflight Incident Reporting system (allowing required reports to be submitted from any computer); improved Turbulence Action Chart, focusing on improved CRM and injury reduction; and consistent use of Contagious Disease Notification Protocols in reporting such exposures by the company, allowing timely follow-up to Members.
- Advocacy for 'Worksafe Initiatives' to improve our workplace and working lives over the past several years – again, attributable to contractual 'recognition' and a strong commitment to Flight Attendant safety, security and health, resulting in the following: advanced crew rest provisions on A330 aircraft, provisioning of onboard anti-bacterial hand cleansers, advocacy for hearing protection, lightweight (Atlas) serving carts provisioned on all international aircraft, direct input to Annual Recurrent Training programs to ensure inclusion of current topics and need-to-know policies/practices, and cabin interiors changes directly affecting FAs (for example, the B787 and reconfigured B757 and A319 aircraft).
- Continuing advocacy for the reduction of OJIs through efforts to improve equipment and practices, focusing on repetitive motion, exertion and stress-strain exposures. This also includes the obligation by the company to provide the Union with OSHA-reportable injury/illness logs for all crew bases and the use of such data by our Union to support needed changes.

MILESTONES IN UNION EFFORTS TO PROMOTE WORKPLACE SAFETY AND PROTECTIONS WHY OUR UNION MATTERS!

- Union advocacy led the FAA to issue an airworthiness directive to eliminate injurious FA side-facing jumpseats on all U.S. air carriers.
- Nationwide campaign by AFA successfully killed a FAA plan to reduce the number of Flight Attendants required for every 50 passenger seats.
- Union advocacy resulted in new FAA rules requiring floor level exit lighting, less flammable cabin interiors and other cabin safety breakthroughs.
- Years of pressure by Unions prompted the FAA to issue a policy limiting the number of passenger carry-on bags.
- Union lobbying efforts before Congress led to a smoking ban on domestic flights of two hours or less – and subsequently led to a total ban in 1990.
- Union advocacy prompted the FAA to issue guidance to airlines on advanced first aid procedures and AED training to be made available to all Flight Attendants.
- Unions fought for and were successful in achieving the first duty period limitations and rest requirements through regulatory change (1996).
- Union advocacy succeeded in winning December 2007 legislation to appropriate \$1 million for further research by the FAA on Flight Attendant fatigue.
- In the aftermath of 9/11, Unions succeeded in the recognition of Flight Attendants as the “last line of defense” and led lobbying efforts before Congress for airline security legislation.
- Continuing advocacy by Unions to improve and strengthen FA security training, making it mandatory and recognized in the regulations.
- Hard-fought union efforts to improve cabin air quality standards affecting Flight Attendants directly resulted in an unprecedented industry standard being issued in early 2008, improving cabin conditions related to temperature, ventilation and hazardous contaminants.
- Union advocacy succeeded in obtaining Flight Attendant ‘certification’ for all U.S. Flight Attendants, giving further recognition to Flight Attendants as ‘inflight safety and security professionals’ and an essential member of the crew.