

NWA-AFA MEC Weekly Hotline Message January 2, 2009

HAPPY NEW YEAR

“Employers and employees alike have learned that in union there is strength, that a coordination of individual effort means an elimination of waste, a bettering of living conditions, and is, in fact, the father of prosperity.”-Franklin Delano Roosevelt

“Let others lead small lives, but not you. Let others argue over small things, but not you. Let others cry over small hurts, but not you. Let others leave their future in someone else’s hands, but not you.”-Jim Rohn

NEW OPPORTUNITIES COME OUR WAY IN 2009

With the arrival of 2009, we, as members of the world's largest airline, can seize upon new opportunities and responsibilities presented to us. We are positioned to set industry standards for our profession in more ways than one. As pre-merger Northwest flight attendants, we were successful in our grassroots efforts to negotiate our "yellow book" contract that provided a living wage, decent health benefits and work rules deserved by all. Moreover, as a direct result of lobbying by AFA-CWA members, a federal omnibus appropriations bill was passed in December, 2007, that prevented the "stapling" of one seniority integration list to another, providing much needed legal protection on the issue of seniority integration during the merger.

We only need to look at the recent presidential campaign to see that grassroots efforts do make a difference. The campaign taught us that if we work together and believe in our future, we have the power to negotiate a contract that protects our future wages, benefits, and retirement. We need everyone to join the cause. We already know that neither the company nor a third-party entity will look out for our interests. If we want control over our own future we must do no less than inspire each other to take a stand and shape the future the way we want it to be. Visit www.deltaafa.org to see how you can take your place in history helping in the effort to keep collective bargaining rights for 60 more years.

LTD CLAIM FILING WALLET CARD

Starting this month, as a result of advocacy by NWA AFA to improve member satisfaction with our LTD program, we will see a twenty seven percent (27%) drop in our Long Term Disability premium. With it, we will also see an improvement of our LTD claim process and a higher recovery rate. To aid in our claim process, a draft of a wallet size card has been produced by CIGNA and is now posted [HERE](#) on our MEC website for your view. Once this wallet size card has been approved for distribution, a supply of them will be printed and a PDF version will be available on RADAR. This wallet size card will be a quick reference guide to our filing option, necessary phone numbers, and web addresses. Please remember, whenever you file a claim it is solely between you and CIGNA. No one from NWA – including any in-flight personnel - should be involved.

NEGOTIATIONS ONGOING – SPLIT LINES AND SATELLITE BASES

Negotiations continue in January regarding details that must be worked out for satellite bases in ATL and SLC for Northwest flight attendants in 2009. Please review [LOA 20 – Satellite Bases](#) for contractual parameters already negotiated. Additionally, the union will meet with the company regarding [LOA 21 – Split Lines](#). As more information comes available about these items, it will be announced to all members.

FIRST MEETING OF THE PBS SUPPORT TEAM – JANUARY 12TH

The PBS Support Team (one flight attendant, one union representative, and one company representative from each base) will meet on January 12th for our first meeting of the contractual PBS Support Team. If you have any suggestions for programming changes for higher bidder satisfaction, please send them to your [Local Council Representatives](#).

FREE RIDER DISCOVERED ON BOARD FLIGHT 59

On December 31, Northwest flight 59 left Amsterdam with a “stowaway” to Boston and the airline was not upset that she did not pay for a ticket. With the help of two medical doctors traveling on board and our talented Boston base flight attendant crew, a baby girl was born over the skies of Newfoundland and Labrador Canada. The baby and mother were met by paramedics upon arrival in Boston and are reported to be doing fine. This in-flight birth was reported in the Dutch newspaper *De Telegraaf* and on CNN. To view Boston’s local ABC station news report, please click [HERE](#) or go to our MEC website.

US EMBASSIES AND CONSULATE CONTACTS

Japan.....	03.3224.5000
<i>All Cities</i>	
Korea	
<i>ICN</i>	82.02.397.4114
<i>PUS</i>	82.51.246.7791
P.R. China	
<i>PEK</i>	86.10.8531.3000
<i>CAN</i>	86.20.8518.7605
<i>PVG</i>	86.21.6433.6880
Hong Kong	
<i>HKG</i>	852.2523.9011
Singapore	
<i>SIN</i>	65.6476.9100
Taiwan	
<i>TPE</i>	02.2162.2000, ext 2306

Philippines MNL	63.2.301.2000
Thailand BKK.....	66.02.205.4049
The Netherlands AMS.....	31.70.310.2209
France CDG.....	33.1.43.12.22.22
United Kingdom LHR, LGW	44.0.20.7499.9000
Germany DUS.....	0211.788.8927
FRA.....	069.7535.2102
India BOM.....	22.2363.3611
Kuwait " <i>special ops</i> " KWI.....	00.965.259.1001

RESERVE – ONE WAY TRADE OR RESERVE INCREASE ADJUSTMENT?

In the fall of 2007, Reserve Increase Adjustments (RIA) were implemented. Before that time, reserves could only choose the one way trade (OWT) for flying on days off. While OWT allows for some variety and choice in flying, many reserves have learned the hard way that OWT flying is not always helpful to the paycheck. Unless a reserve has reached 80 hours of flying while on RR/RD days, OWT flying is inclusive of the reserve guarantee. For example: if you flew 62 hours on Reserve and then picked up two OWT High Value Turns (each worth 9 hours), you would still be paid and credited no more than your 80 hour guarantee. RIA, on the other hand, is paid exclusive of your reserve guarantee. Those same 18 hours absorbed into the guarantee with OWT will be paid above the 80 hour guarantee when you use RIA. RIA must be flown completely during your days off. All associated rest from a trip (i.e. 15:45 rest after you return from Europe) must also be contained in your days off, and all FARs apply. RIA are processed in SLAP (1300 trade processing) at a category 15. RIA is entered under RESERVE SCHEDULE ADJUSTMENTS in CENTRY. If you have a GDO and wish to fly under the RIA category, you must first phone Crew Scheduling to change your GDO into a PDO. RIA patterns are eligible for premium pay pattern trips ("PPP"/ PCPP pattern class) when the company offers such flying.