



March 16, 2022

Dear Flight Attendants,

Government Affairs Update – Fair and Open Skies Act



Starting Monday, March 14, your AFA-CWA Government Affairs Activist will be reaching out to members of the House of Representatives to Co-sponsor and Support H.R. 3095, the Fair and Open Skies Act.

Many of you who flew to OAK pre-pandemic might remember passing the Norwegian Air International (NAI) gates and ticket counters on our way to Hawaiian's gates.

Beginning in 2013, Norwegian Air International (NAI), an air carrier in Norway, established itself in Ireland, a country with weak labor laws, to avoid Norway's employment, tax, labor and safety requirements. NAI hired European Union (E.U.), and U.S. citizens for their crew; based them out of Singapore and Bangkok and put them under contracts governed by the cheap labor and weak employment laws of those nations to evade E.U. and U.S. laws.

Bottom Line: NAI used the "flag of convenience" business model to misclassify their employment contracts describing the crew members as self-employed or independent contractors to avoid our laws and gain an unfair competitive advantage that ultimately hurts U.S. airlines and their workers.

In 2016, the U.S. Department of Transportation (DOT) issued NAI a foreign air carrier permit to operate in the U.S. despite significant opposition from Congress, AFA-CWA, airlines and their shareholders.

While NAI has since stopped its long-haul transatlantic service to the U.S., the controversial loophole must be closed by Congress to prevent more foreign airlines from undercutting and hurting U.S. airlines and aviation workers.

H.R. 3095 requires the DOT to ensure that any new foreign air carrier issued a permit that will fly between the U.S. and Europe is consistent with the U.S-E.U.-Norway-Iceland Air Transport Agreement regarding fair labor standards and fair competition. Protecting U.S. Airlines and our careers. We look forward to bipartisan support.

Stronger Together... Rick Schwabauer, MEC GA Chair & Bruni Agosto, MEC GA Committee

Barcode Required for KCM Checkpoints

We have just received this update for all KCM checkpoints. Effective March 31, 2022, the Transportation Security Administration (TSA) will require the Known Crewmember (KCM) Program eligible crewmembers to scan a KCM-issued barcode card when utilizing a KCM access point. Crewmembers will no longer be permitted to manually enter their KCM data.



Crewmembers who do not have a KCM barcode card, have a worn/unreadable barcode card, or have not completed the registration process will be referred to the passenger screening checkpoint for entry into the airport sterile area. If a crewmember does not present an active KCM barcode card and is referred for screening, then they must follow the TSO's instructions and complete the screening process at the passenger screening checkpoint.

Failure to submit to screening at the passenger screening checkpoint (e.g., using a SIDA badge to avoid screening), is considered circumvention of screening and TSA may take enforcement action in accordance with the KCM Disqualification Protocols (KCMDP). Crewmembers may request a new or replacement KCM barcode card from their airline management.

This is an update from TSA, and it is our responsibility to strictly follow the KCM rules in order to maintain access to this alternate screening program for crewmembers.

One-Month Extension of the Federal Mask Mandate



At CDC’s recommendation, TSA will extend the security directive for mask use on public transportation and transportation hubs for one month, through April 18th. During this 30-day extension, CDC will work with government agencies to help create a revised policy framework for when, and under what circumstances, masks should be required in the public transportation corridor. This revised framework will be based on the COVID-19 community levels, risk of new variants, national data, and the latest science. We will communicate any updates publicly if and/or when they change.

We have heard members’ opinions on both sides of the subject. Some of you are in support of the mask mandate extension while others adamantly object to any further extension. Please know we hear all the opinions being expressed. For these reasons, AFA did not take a position on the security directive. Instead, AFA communications focused on accurate information and stressed the importance of remaining calm in the cabin. As long as the federal rules are in place FAs are charged with managing all safety measures on the plane.

AFA continues to advise the public of the role of FAs as the best way to ensure the public is not focusing any frustration on the crew, as we fulfill safety obligations on the aircraft. AFA’s focus is to back up FAs who are simply doing their job. We will continue to remain engaged and informed on these issues as the best way to ensure FAs are fully supported while fulfilling their obligations under the law.

End to Safe Travels Hawaii Program

On March 1, 2022, Governor Ige announced that Hawaii’s Safe Travels Program is set to end March 25. Beginning Saturday, March 26, 2022, at 12:01 AM, individuals arriving from the United States will not be required to quarantine, create a Safe Travels account, show their COVID-19 vaccination status, or take a pre-travel test when traveling to the Hawaiian Islands. Passengers arriving to Hawaii on direct international flights must still adhere to Federal US requirements.



What does this mean for crew members? No more last-minute scramble to fill out Safe Travels, QR codes or wrist bands! The decision to eliminate the Safe Travels program comes months after it was originally slated to end when Hawaii hit a 70% vaccination rate, which was postponed due to the Delta variant. The State of Hawaii has so far fully vaccinated 76.5% of its population, according to the Department of Health.

And as always please send any questions to the AFA Questions Form link: TinyUrl.com/AFAQuestionForm

In Unity,
Joni, Scott and Chasity
[AFA-CWA Mutual Respect Policy](#)