

### **Extension For CSS & Female IFS - (26 Oct 08)**

SIASU has proposed to CC Management for an extra 02 years of employment for our female CICs. SIA Management is open to discussion, dependent on certain terms and conditions. Details will be released when negotiations are finalized.

### **Transport Allowances - (26 Oct 08)**

Cabin Crew transport allowance will be increased from \$270 to \$274, following the introduction of 30 cents diesel surcharge. The new rate will be effective 1st Aug 2008.

### **Baggage Claim/US Visa Claim - (26 Oct 08)**

SIASU is aware of the long delays crew has to wait for reimbursements of their baggage/ US Visa claims. We have informed CC Management and have agreed to look into ways of clearing this backlog.

### **New Implementations By Service Development - (26 Oct 08)**

SIASU has highlighted our concern over the proposed intended implementations by ISD. Workload of the crew is already heavy laden; any additional procedures will only further complicate and stress the crew. SIASU have informed CC Management to hold all implementations till further notice.

### **Combined Wine/Menu Cards - (26 Oct 08)**

SIASU has gotten SD to agree on the possibility of a combined wine/menu card for JCL. This combined wine/menu card is already in place for some flights. A standardization of this for all flights in JCL will help eased off some workload for JCL crew. This will be progressively implemented.

### **Headsets – (26 Oct 08)**

SIASU has requested that headsets be allowed for pre-setting for short sectors 2.5hrs and below. This is to help lessen the workload for crew on such short flights. Thus with immediate effect, headsets can be pre-set for flights 2.5hrs and below.

Following this success, SIASU is actively seeking clearance for pre-setting of headsets for all flights, especially night departure flights.

### **Soba Uplift – (26 Oct 08)**

On flights ex-Japan, there have been many discrepancies in the uplift of soba for crew. SIASU have pursued the matter with SD/ISD for consistency in the uplift. With immediate effect, soba will be catered for all crew and will be loaded in EYCL for all ex-Japan flights.

### **Crew Performance – (26 Oct 08)**

SIASU have highlighted to CC Management our concern with regards to senior crew. SIASU have reminded CC Management to acknowledge the senior crews' contribution and productivity throughout

their years of service. SIASU enquired CC Management to look into the future developmental stage of our senior crew.

### **Typhoon in Hong Kong – (26 Oct 08)**

The typhoon in Hong Kong has caused many disruptions/diversion for crew. SIASU stressed the importance of re-instating a standby in Hong Kong for such diversion/disruptions. As the typhoon is an annual occurrence, CC Management should be better prepared for these disruptions/diversions.

All disruptions/diversions have, thus far, been handled on a case by case basis.

### **MC Classifications – (26 Oct 08)**

SIASU wish to inform all crew, with regards to work related injuries and MCs. Should a crew be injured whilst working onboard and subsequently given MCs, please remember to state clearly “Work Related Accidents” at the back of your MCs during submission.

This is to minimize the possibility of any wrong classification of MCs during the filing process which can result in delaying any claims by crew.

### **Upward Feedback System (UFS) – (26 Oct 08)**

The trials for the UFS have been conclusive with positive results. However, SIASU will continue to monitor and review the UFS results to ensure transparency and will address any issues arising from it.

### **A380 LHR COP - (26 Oct 08)**

SIASU has received feedback from crew about their concern over the SQ318(morning)/SQ317(morning) SIN/LHR COP. SIASU have reviewed crews’ suggestions and the findings are:

#### ***Idea A***

04 days SQ318/321 COP without SB (49hrs 25mins layover)

06 days SQ322/317 COP with SB (76hrs 30mins layover)

#### ***Idea B***

05 days SQ318/321 COP with SB (73hrs 25mins layover)

05 days SQ322/317 COP without SB (52hrs 30mins layover)

#### ***Current***

05 days SQ318/317 with SB (63hrs 15mins layover)

05 days SQ322/321 without SB (62hrs 40mins layover)

#### ***Findings***

Basing on Idea A against current COP, there will be a reduction in the SQ318 COP from 05 days to 04 days. This reduction will also mean crew having to lose out in the LMA. This may not effectively address the issue.

Furthermore, the Idea A will mean that the 04 days COP will be linked while the 06 days COP will no longer be linked.

If crew is activated during SB, which is rather often, the crew will effectively lose 01 day of LMA.

Basing on Idea B, the crew's loss will be greatly as compared to the current. Comparing the two COPs, the crew will thus lose 02 days of LMA.

Overall, SIASU is proposing to retain the current SIN/LHR COPs.