Has the company announced any new flying yet?

Per the employee call on January 2, 2020 the company has nothing definitive to report. They state that Trans States and Compass are in complex negotiations regarding a new flying opportunity and are still optimistic that something might come of it.

How many Delta aircraft are still at Compass?

On January 2, 2020 the company stated that it still has 23 Delta E175 of the original 36. The company is projecting to lose 3 to 4 aircraft per month until the last Delta plane is gone by June 2020.

How many American Aircraft are at Compass?

Compass flies 20 E175s for American out of LAX. There have been no indications to date regarding any additional American planes joining the Compass fleet or for how much longer we will have the current American flying.

Are we required to pay the $50 membership or agency dues/fees? I will not be able to afford that as my flying starts to decrease.

Yes, all effected flight attendants are still obligated to pay the $50 each month. The National Railway Labor Act (the Federal Laws that govern Airlines and Railroads) requires that dues or an equivalent amount as an agency fee be paid when a collective bargaining agreement has been negotiated between a company and its labor force. Under the law, paying it is a legal requirement for all flight attendant working at any US airline that is covered by a contract. Please consider that displacement might have been replaced with ‘at will’ termination if Compass Flight Attendants were not covered by the job protections of our contract.

Since we are originally PHX BASED, will Compass deadhead us to LAX for our flights and schedules? Or provide hotel rooms?

No, the company will not provide positive space to anyone or provide a hotel to flight attendants that go to LAX because of base closures. Base closures are one of the most difficult realities of being a regional flight attendant. Compass previously closed MEM, DTW, and MSP.

If you want to live in PHX that is possible but you will have to become a commuter while based in LAX. Once assigned there, you will need to use non rev travel benefits to commute. If you are awarded a line in LAX you will need to ‘non rev’ in your trips. If you are awarded a reserve line you will need to non rev into LAX and be in base for your reserve assignments and be available for 2 hour call outs and airport ready reserve assignments.

I just need to know what everyone else will do for commuting. I’m stressed and don’t know how to handle this?

If you live in PHX, PHX to LAX is one of Compass’s easier commutes because of the large number of nonstop flights per day (25+) on different airlines. United, Delta, Southwest and American have multiple flights a day. Compass has cabin
seat agreements with all of them. To see who flies to LAX in more detail and at what times, try using a search engine like http://www.kayak.com and look for non-stops between the two cities for any given day. In addition, read and get to know the Compass Flight Attendant Commuter Policy. There is a learning curve when you become a commuter but many of your fellow flight and get to know what their experiences and strategies are.

I am Phx based and in the lowest 20 seniority. My question regarding the displacement is, does it matter whether my bid reflects requesting LAX as far as having a line there in Feb? If I do nothing and am placed there and eligible for a line (my classmates based there are still holding lines for Dec.) will I be placed on reserve there because I didn’t change my bid prior to Dec 7? Hopefully that makes sense? Thank you,

LAX lines are awarded by base seniority, no matter if you bid for a transfer to LAX or are displaced there. Holding a line with less flying will be dependent on how many flight attendants stay with the company or transfer to LAX, and how many lines will be created for the remaining aircraft.

I would like to stay in Phoenix as long as possible with this new news. If I don’t “volunteer” to go to lax at this next vacancy bid, am I putting myself at risk of being furloughed down the road (say after April/May/June 2020)? Are furloughs always based on seniority regardless of base - where least senior are furloughed first? I’m assuming that is how it is, but I want to know if there are any risks to not “volunteering” to go to lax base at this time and just waiting the closing of Phoenix out?

With a draw down, Compass is looking to move a set number of FAs per month out of a base. In this case PHX to LAX. This pattern will repeat itself over a period of months, until the last flight attendants are gone and the base closes. If you do not electively bid LAX this time around you do not miss out on the opportunity to bid for it later. This pattern will repeat until you find yourself where you are forced to relocate or, alternatively, elect to resign. If resignation is your choice, Arizona unemployment benefits should be available to you.