



Horizon Air

Association of Flight Attendants, AFL-CIO

Hi Everyone,

I wanted to take a moment to dig into a hot topic we are currently facing on the line – HOT CABIN TEMPS. We are experiencing hot cabin temperatures on both the Q400 and the E175 and we want to remind you that when the cabin is too hot, YOU are encouraged to stop the operation until the cabin is cooled down to a **SAFE** temperature.

First, we wanted to assure you that if you are stopping the operation for SAFETY and using Ready Safe Go, you WILL NOT be penalized. *To clarify, a supervisor might reach out to gain more information about what happened, however, this does not mean that you are in trouble for trying to keep the operation safe.* Also, when directing any emails to Supervisors regarding Hot Cabin incidents, you should always CC a Safety Committee representative and/or your LECP into those discussions. (You can find all contact information by visiting this [link](#).)

You might be wondering if there is a set temperature to determine whether to stop the operation. There is no set temperature that indicates whether to stop the operation. If you feel that the cabin temperature is unsafe for either **the crew and/or the passengers**, you are encouraged to advocate for a safe operation by holding boarding until the cabin temperature becomes safe. **Crew members are able to keep our passengers safe if we are keeping ourselves safe.**

So, what should you do when you stop the operation? We are so glad you asked. We know you hear it all the time, but please make sure to file a Safety and FAIR report. You are the eyes and ears of the operation, and your reports help us to advocate for the continued safety within our operation. Please remember to also document if there was an inoperable APU.

Some helpful information to include in reports might be:

- The temperature of the cabin when you stopped the operation.
- Any noticeable signs of excessive heat (sweating, passengers fanning themselves with menu cards, passenger complaints, etc.)
- Was the PCA attached
- Was a plane swap involved

These are only a few examples of helpful information, but as always, the more information you are able to include, the better

As always, we want YOU to feel empowered to stop the operation. Whether you are number one on the seniority list, on probation, or anywhere in between—EVERYONE is empowered to stop the operation for SAFETY under Ready, Safe, Go.

If you have any questions, please feel free to reach out to a Safety Committee Representative and/or your LECP.

AFA-CWA is tracking issues with cabin temperatures that are too hot and/or too cold. Please read about this initiative and download the app [here](#) to participate with gathering this essential data.

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