

I'm against this proposed change. Any increased workload off the physical aircraft will undermine public safety. The physical jet bridge operation is not addressed in any safety or security training at the present time by NWA. Also, from a cost perspective once the Flight Attendant is asked to perform work off the physical aircraft the cost to the air carriers to bring OSHA rules in place for Flight Attendants will be cost prohibitive. Though in my personal opinion OSHA compliance would be in the public and Flight Attendants best interest for health, safety and security. At present only the Flight Attendants are not covered under OSHA. Undermining security(bio-terrorism), health(hearing loss, long term poor air quality exposure) and safety(cumulative fatigue, ergonomics and defense training).