

QF: 038/2007

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# ❖ NOTICE ❖

**TO: QANTAS LAME MEMBERS**

**RE: EBA INDUSTRIAL ACTION**

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The ALAEA has received some calls from members this morning seeking clarification on Industrial Action on aircraft VH-OJQ and VH-OJO. **This action does not commence until a formal ballot co-ordinated by the Australian Electoral Commission has concluded and a successful 'yes' vote is obtained over the coming weeks.** Yesterday's notice was one of many formal steps required before protected Industrial Action can be taken according to the WorkChoices legislation introduced by the Howard Government. The ALAEA office has also been working on the other documents required by the AIRC before we can proceed. To add to the torment, it is expected that Qantas will attempt to block the ballot using any number of other laws also introduced by the Howard Government. The most disappointing aspect of the current laws is that our genuine attempts to have the two above aircraft checked properly to ensure they are safe to fly has been continually hampered by unfair laws designed to stop Australian workers exercising their democratic right to stand collectively and negotiate better terms and conditions in their workplace agreements. In this case our industrial action is not targeted at higher wages but our EBA claim to secure maintenance work in Australia at the same facilities that made Qantas the safest airline in the world.

All avenues to ensure that OJQ and OJO are sufficiently re-checked have been rejected by management. Our concerns now are not with the numerous staples found in EEL wiring on both aircraft and damning audit reports whilst undertaking D-checks in Singapore but the maintenance errors that have yet to be detected. When this concern was raised formally with CASA they did not support our demands to have the aircraft properly inspected but seemed to rely more on the repeating words of David Cox that Qantas would never compromise safety. In our view the actions of the airline do not reflect this throw away line.

The ALAEA actions are designed to put both aircraft on the fence until we consider them safe to fly. **Your 'yes' vote is an important message you can send the Qantas board about the degradation of aircraft maintenance at Qantas** by people currently part of the Engineering management team. Many of the same managers involved with the collapse at Ansett who have been given another go at organising the cheapest maintenance in the world. Correspondence between the parties accompanies the email version of this notice.

**STEPHEN PURVINAS**  
Federal Secretary

**"To undertake supervise and certify for the safety of all who fly."**