

QF: 063/2008

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❖ NOTICE ❖

TO: ALAEA MEMBERS – QANTAS and FORSTAFF

RE: EBA UPDATE 13th JUNE

Important Instructions

In the last week the ALAEA has needed to deal with many issues surrounding overseas secondment offers, training, roster changes and overtime. In most cases we have been contacted immediately and gave full instructions to our members. In some cases we have been asked for assistance after the member has rejected an offer and then given a reason or explanation to management. **If you try and construct excuses or make any further comments you may start digging a legal hole for yourself and the ALAEA.** If you are rejecting an offer because it is part of PIA or for personal reasons

Just say NO.

News From Los Angeles

It appears that part of the Qantas contingency plan to deal with staff shortages in Australia involves the transfer of 747-400 A-check work previously done in Sydney to LAX. Qantas normally employs around 8-10 LAMEs at the facility most of whom are US citizens; additionally a small number of Aussies are on long term secondments. Prior to our Protected Action commencing the ALAEA were contacted by 6 LAMEs who had been asked to cover for approximately the same number of LA based LAMEs who were doing Type training. The ALAEA recommended they accept this role as they were just replacing the normal staff. We are not recommending any further LAMEs accept new offers.

The 6 LAMEs have been in constant contact with the ALAEA in the past month and have always followed advice and the same Protected Action limitations as Australian LAMEs. I have advised some of them again today that they should remain in LA despite their displeasure at the latest developments. They have been asked to supervise approximately 35 contract yanks that have been wheeled in to assist with the Sydney component of an A-check. Members can be assured that there will be no lapse in procedural standards in LA despite the fact that only 2 Qantas computers are available on base. The ALAEA wishes our members to remain in LA to properly supervise. The alternative to this option may be 35 US AMEs supervised by one new Operations managers who may disregard Qantas procedures as was reported to the ALAEA for various events over the stopwork meetings.

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

Yesterday's EBA Meeting

The meeting started with Qantas wishing to review the previous offer for the umpteenth time. The question of money was again avoided by Qantas and it was up to the ALAEA to put further options on the table. At this stage we have put a multitude of different variations of our wage structure on the table that would help Qantas preserve their 3% wage policy and deliver real increases to our members. They just stall and carry on but ultimately reject our ideas and fall back to their original 3% take it or leave it position.

Qantas advised us that they needed to cost a new variation and would respond sometime next week. The ALAEA made it clear that the airline should have been more prepared to discuss money yesterday and that we considered their constant delay tactics as counterproductive. We advised Qantas that we would not be waiting week after week for them to "review" their position whilst all the time knowing that more strike-breakers are being recruited. Members should expect notification early next week with regard to further stop-work meetings where the main discussion point will be 8 hour rosters.

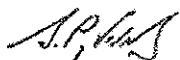
Letter From Qantas Frequent Flyer

The ALAEA received this letter from a member of the public.

Dear ALAEA Executives,

I just wish to add my words of encouragement and support to all the Qantas engineers seeking a small pay rise. I simply do not understand why the Qantas CEO seems to spend his time either battling with his staff or trying to hock off the airline to the highest (equity fund) bidder. When he's not attacking engineers, he's outsourcing flight attendant jobs. Or he's cutting flights, or starting up budget carriers to compete against his own airline. What is the Qantas game plan? Destruction of this once proud airline? If he wants money, give him a big pay-out and let him depart. I have never got over the photo of the CEO and Chair hugging each other after they thought they had flogged off the lot and would now have a huge financial nest-egg for life. I am a Qantas Frequent Flyer (Silver) and I agree with your engineers, not management. I think the Union needs to get a lot of influential Platinum and Gold Frequent Flyers on board to further support your case to the CEO. A flood of concerned e-mails from the big-spending passengers might help? You could leaflet outside airports and ask the Platinums and Golds to send e-mails to Dixon. There is a HUGE body of support within the Australian flying public for your LAMES.

Good luck and solidarity



STEPHEN PURVINAS
Federal Secretary