

5 June 2009



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## ❖ NOTICE ❖

**TO: ALAEA MEMBERS – FORSTAFF AVIATION**

**RE: STAND DOWN PROTOCOL**

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On 31 March 2009, The ALAEA attended a hearing in the AIRC Melbourne against Forstaff Aviation in regards to stand down of employees. As a result of the hearing Senior Deputy President Kaufman said that the parties should negotiate a stand down protocol at a local level.

Accordingly, ALAEA Federal Secretary-Steve Purvinas asked ALAEA rep Tom Rozario & myself to negotiate with Forstaff, in regards to a stand down protocol to be read in conjunction with EBA 5.

We have had 4 meetings to date as follows;

- 30.04.09
- 07.05.09
- 21.05.09
- 04.06.09

Some progress albeit slow is being made.

We have in no uncertain terms relayed to Con Rafael that notifying people a few hours or 5 minutes prior to the end of the shift, that the company are going to stand down members is totally unacceptable. I believe that Con & Tom have also relayed this message to Qantas senior planners on 4 June 2009. This late notice in my opinion is just simply poor planning at a senior level of Qantas management.

If there is an unforeseeable incident such as a plane being damaged in transit or an emergency situation - there is very little we can do about this however, when work is being planned and there is a plane in the hangar - this is different.

The protocol is about Why? When? Who? Where? How many? What classifications? How long? circumstances to mitigate, and Who is involved at the commencement point of stand down - reps, councillors, members and union officials.

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

Tom Rozario and myself have another meeting scheduled with Con Rafael 18.06.09, to progress this matter.

We will keep you posted.

A handwritten signature in black ink, appearing to read 'B. Stewart', with a long horizontal stroke extending to the right.

Brad Stewart  
National Union Organiser