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# ❖ NOTICE ❖

**TO: JETSTAR MEMBERS**

**RE: COMPANY INITIATIVES**

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The ALAEA has recently been contacted by a number of Jetstar members regarding several changes within the company that pose some questions about workers rights and how we can deal with them. I will tackle each issue separately.

## A330 PAYMENTS

We have been advised that training may shortly commence for some LAMEs on the A330 aircraft flown by Jetstar. Several members have asked how much a reasonable payment would be. Our only gauge for that would be the payment Qantas LAMEs receive which is 5 points in their pay system. For a full Mechanical (2 cat) or Avionics (3 cat) licence the 5 points equates to \$103 pw on base salary and when shift penalties for the Jetstar annualised wage are added the rate is \$140 pw.

Unfortunately, the wage Agreement negotiated by the ECC has a flaw that the ALAEA warned against. The decision on the level of payment for a new aircraft type comes under clause 26.9 and will be decided by the company in consultation with the ECC. The ECC don't even have to agree with the company, as long as there was consultation, the payment could be set at \$5 pw.

You guys deserve \$140 per week. Jetstar members are not second class citizens and shouldn't be treated as such. Encourage your ECC members to at least demand wage parity with others in your industry who have had the payment locked in for the past 8 years. If Jetstar play games and offer a reduced rate, we will have to sort it out come wage negotiation time.

## BIOMETRIC SIGN IN

Members have unanimously reported that the system currently being discussed by management will not be welcomed. The ALAEA are preparing material based on previous cases and currently advise members not to co-operate with any fingerprint time keeping system.

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

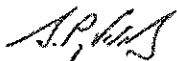
Your contract of employment does not require you to hand over your personal finger markings, that honour is reserved for criminals. Jetstar have a number of other more traditional methods of timekeeping available and could accurately record times from the swipe cards required to access work locations. If you become aware of any move by the company to introduce the system, please contact the ALAEA office immediately.

### **DRAFT CHANGES TO ECC CONSTITUTION**

We have received some complaints from members in regards to changes to the constitution of the ECC. From information obtained it appears that Jetstar will be attempting to rename this group to the JECC with a smaller group known as the JEC representing only the engineers.

The JEC would have no independent Staff, Industrial Officers, links with other elected bodies, access to solicitors and legal advice, ability to communicate freely, Industrial standing to bring matters before the Commission and it would be entirely funded by Jetstar who can withdraw the support if they disagree with decisions made by the individuals on the JEC.

If this arrangement is adopted, the company are assuming that all your Industrial rights will be handed over to the JEC. Jetstar also plan for this group to have the ability to enter into legally binding contracts on your behalf. When any manager or ECC member asks for your opinion, tell them you disagree with any increase in power to an internally appointed Committee.



**STEVE PURVINAS**  
Federal Secretary