



AIRCRAFT MECHANICS FRATERNAL ASSOCIATION

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To: AMFA Locals and Members
Re: National Director's Monthly Update for March 2018
Date: April 2, 2018

Dear Members:

AMFA and Alaska Airlines met in Anchorage, AK on March 20-21 to discuss a Virgin America – Alaska Airlines Transition Agreement. The Company advised us during our first two negotiation sessions that there would be zero enhancements to existing collective bargaining agreements (CBA) as part of any work group's transition agreement; however, the Flight Attendants gained multiple enhancements in their recent agreement. We, therefore, delivered a reasonable Transition Agreement proposal, which mirrored the enhancements received by the Flight Attendants. Surprisingly, our negotiation session was cut short as Alaska refused to contribute a counterproposal and provide you similar enhancements like those provided to the Flight Attendants. This speaks volumes as to how the Company views our group.

We advised the Company at the close of this session that we are ready and willing to continue Transition Agreement negotiations, but we will wait until Alaska is ready to abandon its outright refusal to respond to our proposal. We have tentatively scheduled our next session for May 7-9, 2018, in Seattle, WA; however, this date is subject to change depending on whether or not Alaska decides to provide us with a counterproposal. For more details regarding these negotiations, please visit the [Alaska Airlines](#) page of the AMFA National Website.

The AMFA and Southwest Airlines (SWA) Negotiating Committees met for negotiations on March 6-8 in Dallas, TX. For the first time in 2,055 days of negotiations, Southwest passed a proposal that kept Article 2, Scope at current book. Up until this last session, the Company has offered minor short-term protections for long term gains at your expense in regard to Scope. We need long term protections in place, but the Company still wants outsourcing and relief on International ETOPS; sunset clauses for LOAs #1 and #2; downsizing AMT head count through attrition; removing the Outsourcing Liaison Representative position, which is our oversight of outsourcing; and relief on domestic 48 contiguous states on ETOPS, which was TA'd just a year ago. We maintain an approximately \$150 million gap between both parties on economics. Mediated sessions will resume on Monday, April 9, 2018. We must stay focused on realistic expectations for this session and in this process. Emotion is a terrible substitute for the truth. For more details regarding these negotiations, please visit the [Southwest Airlines](#) page of the AMFA National Website. And, as always, watch what the Company does as opposed to what they say in written updates, emails, and video messages.

As AMTs, we are required to be compliant with Federal Aviation Regulations and our respective companies' policies and procedures. Additionally, AMTs have both the right and obligation to perform maintenance in accordance with the standards embodied in Aircraft Maintenance Manuals (AMM). When we say "obligation," we refer to Federal Aviation Regulations (FARs) that mandate that all aircraft maintenance must be performed using the "methods, techniques, and practices" prescribed in applicable maintenance manuals. 14 CFR § 43.13(a). The FARs further stipulate that maintenance

work be properly documented. Reference 14 CFR § 121.701(a) which states: “Each person who takes action in the case of a reported or observed failure or malfunction of an airframe, engine, propeller, or appliance that is critical to the safety of flight shall make, or have made, a record of that action in the airplane's maintenance log.”

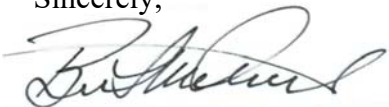
Who is ultimately accountable for work being performed on aircraft? According to the AMMs, the AMT performing the work is the responsible party, not supervisors or fellow technicians who advise you. The number one cause of involvement with the FAA or ASAP reports is failure to follow the AMMs. Please take precaution to follow the manuals.

AMFA is proud to announce we have received dozens of scholarship applications from very qualified recipients. Two students will be selected for the 2018 AMFA Scholarship of \$2500, which will be payable to each recipient's intuition of higher learning in education. The NEC is in the final stages of narrowing down the finalists and are excited to award this year's recipients in April 2018.

AMFA is again a Corporate Sponsor for this year's 2018 Aerospace Maintenance Competition (AMC) to be on April 10-12 at the Orange County Convention Center in Orlando, Florida. The AMC was created to provide a world stage to promote and highlight the knowledge, skill, and integrity which are the foundation for our craft and profession. AMFA proudly recognizes and supports Alaska Airlines again with their hosting of the external power receptacle event and sponsoring two teams: Team Anchorage and Team Seattle. There will be 72 teams competing in 28 events - the largest group of individuals ever to participate. The 2018 event will broadcast live, online. Sign up to receive access to the live feed when it is available: <http://get.amc2018.live>. For more information about the AMC, please visit: www.Aerospacecompetition.com.

I ask you to stay engaged with your union updates and officers. For more carrier specific updates and further information regarding AMFA and the airline industry, please visit the AMFA National Website at www.AMFANational.org. Our most determined efforts will only succeed with your continued support and participation – please stay informed.

Sincerely,



Bret Oestreich
National Director