



AIRCRAFT MECHANICS FRATERNAL ASSOCIATION, REGION I

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To: All AMFA Locals in Region I

Re: **Region I Director's Monthly Update for April 2009**

Dear Members:

I started the first week of April by participating in our weekly National Executive Council (NEC) conference call on Monday morning. On Wednesday I traveled to Portland for the AMFA / IBT debate. On Thursday I participated in all three debates then traveled back home.

The second week on Monday called in on weekly NEC conference call. On Tuesday finished making copies for Mark Dahl all my data files that I had compiled as an Alaska Airline Representative from the last ten years. On Wednesday I had a conference call with the Local 14 & 32 Presidents and all the Alaska Airline and Area Representatives system wide. We discussed the concerns over the IBT card drive and the Alaska Airlines contract extension.

The next week, again on Monday I participated in our NEC conference call. Worked with both Alaska Airline Representatives on possible times and dates to continue Extension talks with Alaska Airlines, as of Friday of that week there was no confirmed date or time set.

The last week of the month on Monday I participated on the NEC conference call. Also on Monday I got confirmation from Alaska Airlines that they wanted to meet with our committee to continue extension talks we set up to meet at 1:00 pm on Tuesday. Our committee met on Tuesday with Alaska Airlines and started the session off by asked for some clarifying information on the recent ALPA / Alaska tentative agreement, the extension agreement with AFA / Alaska and the extension proposal that has been offered to the IAM. Alaska got back to us about 3:00 pm, at which time Alaska asked the committee to participate in a conference call over the swine flu scare, during the call Alaska explained the impact the flu was having on the flying in and out of Mexico and the precautions Alaska was taking to minimize the risks to its employees. We got back to the extension talks about 4:00 pm. At that time our committee explained to Alaska what two issues that were holding up the extension from going out to our members for consideration, first, a job security provision that would protect all AMFA members on property at signing and second, the pay increases without the internal review or a guarantee that our members would remain ranked number three in pay with our peers in the industry. Our committee gave Alaska ideas that we thought would ease their fears on the job security area along with creative compensation in out years. The Alaska committee caucused to discuss our ideas. After about a thirty to forty five minutes Alaska's committee returned and conveyed to our committee that they had no room to move and that their last offer from March stands. This is what was in that offer: a two year extension, extending the LOA #11 Job Security that would not include thirty nine (39) members hired since October 2005, caps on member insurance monthly contributions, one and one half (1 1/2) percent pay increases in each of the out years with a annual external review and last Alaska proposed to replace our Variable Pay Plan (VPP) in Article 23 Wage Rules paragraph O for a Performance Based Pay (PBP) plan that currently management, dispatchers (TWU) and flight attendance (AFA) have. This PBP plan would be retroactive back to December 31, 2008 which could pay a lump sum estimated average for technicians of about \$1990.00, for a top of scale technician an estimate lump sum of \$2083.00. We again explained that Alaska's proposal does not meet our expectations and agreed to break off extension talks unless they could address our open issues. Both sides agreed to continue to head into Section 6 Negotiations. I asked that Alaska set aside one week a month through October for those negotiations and they have agreed.

Always remember to check your Locals web site for the most up to date information on negotiations, www.amfa14.org, [and www.amfa32.com](http://www.amfa32.com). Thanks for the opportunity to represent all the members in Region I.

Sincerely,

Earl Clark
Region I Director

SAFETY IN THE AIR BEGINS WITH QUALITY MAINTENANCE ON THE GROUND

