



## AIRCRAFT MECHANICS FRATERNAL ASSOCIATION, REGION I

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September 30, 2009

To: All AMFA Locals in Region 1

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

Dear Members:

I started the first week of August by participating in our weekly National Executive Council (NEC) conference call on Monday morning. On Tuesday I traveled to Phoenix and attended the Local 32 LEC meeting. On Wednesday I attended the Local 32 General Membership meeting. One of the main topics was the local 32 Professional Standard Representative's proactive involvement in making the Southwest C Check more productive. The group is going to have discussions with each shift and come up with a list of ideas that the group can submit to Southwest. All officers gave reports and took questions. Early Wednesday I traveled home.

The second week on Monday I participated on our National Executive Council (NEC) conference call. The rest of the week was quiet with me taking calls, catch up on emails and administrative tasks and took a day of vacation.

The next week, on Monday I again participated on our NEC conference call. On Tuesday I traveled to Seattle for the Local 14 General Membership meeting scheduled for Wednesday. On Wednesday I attended Local 14 Membership meeting. During the meeting a discussion on the ASAP program at Alaska came up, in the recent past members have submitted ASAP reports and then had them turned down. Alaska then takes action against the member. These reports in the past were accepted in the program. There are many members that want AMFA to pull out of the program at Alaska because they believe Alaska upper management is mandating to the Alaska Event Review Committee (ERC) member what reports to accept and reject. After the membership meeting I attended the Local 14 LEC meeting and then traveled home.

The last week of the month, I again participated on our NEC conference call. I have been in contact with Jim Schafer Local 32 Mesaba Airline Representative about a proposed grievance settlement that would change language in their current agreement. Jim and I are working on putting it in a Letter of Agreement format so it can be brought out to the Mesaba membership for vote. There are two basic changes to be proposed, first the language in Article 14.L.2. shall be applicable to Field Service trips. Thus, when a technician's regular shift and mandatory overtime exceeds 13 hours during a Field Service trip, the technician will be paid at two times the normal rate for all hours worked past his scheduled shift. For Field Service trips participated voluntarily, excess hours will be paid at normal overtime rates. The second would be an additional task a Technician could perform. Thus, Purchasing, Maintenance, Inventory (PMI) entries for deferrals shall be accomplished by Technicians at the bases. However, nothing in the agreement precludes a Maintenance Controller/Coordinator from performing this function.

Always remember to check your Locals web site for the most up to date information, go to [www.amfa14.org](http://www.amfa14.org), and [www.amfa32.com](http://www.amfa32.com). Thanks for the opportunity to represent all the members in Region 1.

Sincerely,

Earl Clark  
Region I Director

**SAFETY IN THE AIR BEGINS WITH QUALITY MAINTENANCE ON THE GROUND**

