



Aircraft Mechanics Fraternal Association

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October, 2009

To: All AMFA Locals and Members

Re: **Safety & Standards Director's Monthly Update for October 2009**

Dear members:

In October I attended several meetings and participated in several conference calls. I assisted Dave Brooks and Warren Wittig with interviewing applicants for a spot on the AMFA/SWA Accident Team. We had two very experienced mechanics to choose from, both would bring years of experience and expertise to the team. The selection results can be found at Local 32's web site. Following the interviews I met with Sky Harbor emergency response coordinator Mark Hodges to request that the AMFA/SWA Accident Team be notified the next time the airport would be conducting a crash exercise. Mark seemed generally eager to include the team as well as any other exercise that might be of value to the team.

I then participated on a conference call with the Alaska Safety Committee to discuss ASA's double standard in regards to policy and safety. We primarily discussed the ASAP programs inadequacies and the possibility of opting out of the program. It seems that the FAA and or the company may not be following the MOU criteria for not accepting or rejecting reports. We agreed to meet with the company later in the month and discuss these concerns further to fully express our dissatisfaction.

Earl Clark and I met with a mechanic in SFO to conduct an informal interview with the FAA attorney assigned to the mechanics case. The mechanic had received a letter of Certificate Action in which the FAA had proposed to suspend the mechanics license for 100 days. The FAA had already rejected the mechanics NASA/ASRS report based on having not filed within the allowable 10 days. We attempted to reduce the 100 day suspension to a Letter of Correction along with some training. We felt that the FAA had skipped a step and had gone straight to Certificate Action. We felt that "the punishment did not fit the crime" and that any license suspension could very possibly cost this mechanics job. The attorney agreed to consider our arguments and would give us his decision by the end of the week. Unfortunately his decision was not as generous as I had hoped. He agreed to reduce the suspension to 70 days in lieu of 100. I have remitted the case to Mark Dahl to handle on a local level as he will most likely attempt to persuade ASA to allow the mechanic to take a leave of absence.

It seems that October was the month for ASAP bashing as I also received a call from Scott Paine the AMFA/SWA ASAP representative. A maintenance controller filed an ASAP report that was

not accepted and since the maintenance controllers are part of management, SWA felt that they could come in and demand that an ASAP report be reopened and have the ERC's decision overturned. Again, that's not how it works! The companies are attempting to circumvent the MOU and not follow the "rules". On the other hand Dave DuFour the AMFA/Mesaba ASAP representative has informed me that Mesaba is ready to sign the continuation of their ASAP program.

I went to Denver to assist in moving our AMFA office and upon returning from Denver I again met with the SWA accident team to participate in a CPR & Blood born pathogen training course provided by the Sky Harbor Airport fire department and alternate party coordinator Jim McKeag. The following day I spoke with Neil White Mesaba shop representative in Tennessee. He requested information in regard to AMFA policy regarding chartered aircraft that transport mechanics on field trips and if AMFA had a policy or guidelines in place that required carriers to only contract charters that had dual engine, two pilots and "X" amount of flight hours. I told him that that was a contractual issue that is typically negotiated and that we do have a boiler plate contract that does address some of those points.

Sincerely,
Fred Digne
Safety & Standards Director