



# Business Agent Report

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**Chicago Meeting:** Principal Officers and Business Agents from the Airline Division Locals representing mechanics and related at UAL, COL and MCI met with Airline Division representatives David Bourne, Clacy Griswold, Paul Alves, Ed Gleason and Bob Fisher in Chicago on February 10<sup>th</sup>. The meeting offered an opportunity to not only discuss many of the issues we are experiencing which are inherent to the merger of two the carriers, but to also establish the number of rank and file members which will make up the negotiations committee from each airline. After a great deal of discussion, the decision to maintain an equal distribution of members representing all Locals across the system was agreed upon resulting in eleven (11) rank and file members on the negotiating committee. There will be five (5) mechanics from UAL, five (5) mechanics from CAL and one (1) mechanic from CMI. Local representatives are in the process of establishing who the rank and file members will be while also forming steering committees. The members on the steering committee will be responsible for bringing the concerns of the members at their station to the negotiators as we prepare to consolidate the Collective Bargaining Agreements. The daylong meeting was very productive.

**Next Meeting Scheduled:** The next meeting of IBT Union representatives has been scheduled for March 15<sup>th</sup> in Newark. The purpose of this meeting will be to discuss the integration of the seniority lists between United and Continental/Air Micronesia. To ensure we properly address all of the issues encumbered by the Consent Decree in *our* agreement, the Airline Division has secured the services of Ralph Berger, an Arbitrator/Mediator with extensive experience in this area. This segment of amalgamating the agreements is crucial to ensure we do no harm to members at either carrier. We will report on the outcome of this meeting in our next report.

**SFO Bid Area Meetings:** We have been meeting with SFO managers over the entire month of February to establish the individual bid areas within the SFO point. At this time we have made significant progress in approving bid areas for the various shops, work areas and the line operations. While we understand there may be some flexibility afforded by LOA 27 as we transition into the new processes, we are certain that subsequent shift bids will be performed with very few problems.

**TSA Audits:** During our weekly Business Agent call, we were informed that there are some stations that are conducting “audits” by the Transportation Security Administration (TSA). As we all know, we work in a secured facility due to our proximity to the AOA and direct access to aircraft going to the terminal. Because of this, the Company has always instructed us to question any unidentified persons we encounter while at work. Recently, two line station mechanics walked past a person without identification in transit to their assigned work area. After passing the individual, both mechanics questioned each other if they recognized the unidentified person. When they returned to question this person, they were told they were in violation for not immediately questioning the unidentified individual’s purpose for being there. That person was a TSA officer performing an audit at that facility. While their Union representatives argued on their behalf and all charges against these two mechanics were dropped, these two members were subjected to the threat of termination and actions against them by the TSA. Keep this in mind as you go about your duties and question individuals you do not recognize.

**Following Procedures:** As each of us goes through the daily routine of performing our jobs, boredom or the pressures to “get the job done” can possibly lead to working “out of compliance”. We have been seeing an increase of jobs that are being signed for while deviating from the exact process, procedure or specification for the job. It is imperative that the correct document for each job be readily available and followed, no matter how many times you’ve accomplished the same job. Procedures and part configurations change from time to time. If you happen to be working off of your notes (no matter how accurate they are) these changes may not be captured and could result in noncompliance issues. For the person who is caught in this trap, the result could lead to **punitive discipline** by the Company and the F.A.A. Never take a chance, always follow the most current work

documents and procedures. As we have said for years; always “**Do what you sign for and sign for what you do!**”

**License Protection Program:** The Teamsters Aviation Mechanics Coalition (TAMC) has worked hard to support the mechanics they represent in the aviation industry. One of the most recent benefits provided by the Teamsters Aviation Division is the license protection program which can be utilized if you are being brought up on certificate actions by the F.A.A. This program was developed to provide licensed and non-licensed mechanics with legal representation should you find yourself in receipt of a Letter Of Investigation (LOI) from the F.A.A. If this should happen to you, contact your Business Agent immediately. We will immediately begin the necessary steps to help protect you, your Licenses and your livelihood at no cost to you.