



Business Agent Report

July 2013

By: Javier Lectora and Rich Petrovsky

Washington D.C. Meeting: The month began with a meeting in Washington D.C. which included the Principal Officers and Business Agents of the Local Unions representing the mechanics and related at s-UA, s-CO and Air Micronesia. The purpose of the meeting was to gain a commitment from the Locals as we move into the next stage of negotiations and to hear the concerns of the Business Agents who have been participating throughout negotiations. There was vibrant discussion over the lack implementation of the current CBA on the s-UA side and the inflexible attitude of management to “get on board” with the new language along with their resistance to commit to “*working together*”. We continued the meeting with discussions of keeping the Steering Committee involved during the negotiating process. When we began IBB (Interest Based Bargaining), our direct involvement with the NMB during negotiations and our schedule precluded the steering committee from participating in the way that had been originally been anticipated. Now that we are discussing our options and strategies going forward, we will engage the Steering Committee and bring those members up to speed on what language has changed from the initial contract proposals and why. We will meet with the Steering Committee on the July 31st in Chicago and report on that meeting later in this report and the Mechanics Dispatch and Week In Review.

Update Your BAQ: As we have been reporting over the past two years, it is the responsibility of our mechanics to ensure their BAQ’s are accurate and current. The Company has posted another Tech Ops bulletin explaining the process for updating your qualifications and a link which includes a power point presentation to walk you through the process. Your Supervisor should be able to assist you in reviewing your records and making any changes required to preserve an accurate account of your qualifications. You can find the link on Skynet by clicking on ***My Department*** on the ***Flying Together*** or ***Tech Ops*** portals to update your file.

Asiana Gets Help: We applaud the SFO Teamster technicians for their efforts in removing the severely damaged Asiana Airlines B-777 aircraft from the area adjacent to the active runway at SFO. Our skilled technicians did as they always do by responding immediately to assist however possible to a tragic event. Notable contributors to this effort were Neil Bell, Gary Butte, Mark Cuellar and Adam McGraw, all out of airframe maintenance. We should also remember our plant maintenance tradesmen for their support in providing the necessary equipment by making necessary repairs to the tooling used to remove the damaged hulk from the crash site. The SFO maintenance base also fulfilled the requirements of the FAA and NTSB by providing these Government agencies a “command post” to work from near the accident site. All together, it was another opportunity for San Francisco to stand out as the premier aviation support facility that it is. **Thank you** to all of our Teamster technicians playing a critical role in this effort. Your dedication shows the world our expertise and what we are capable of accomplishing as aviation technicians.

SFO Furloughs Exhausted: The furlough list of licensed technicians has finally been exhausted for the SFO point. It is important for any of our members who know of any other technicians still on furlough (generally those from Indianapolis) to reach out to them and tell them to fill out a system bid to any station where s-UAL performs maintenance, if they are interested in returning to work with the carrier. This includes our unlicensed machinists & technicians who can be placed in work areas or the machine shop where FAA licenses are not mandated under the grandfathering language of our current CBA. It is critical that these individuals know of the recalls and that **their contact information is current and up to date!**

Working Together Success: The Union was notified of the Company’s intent to send some of our machine shop’s work to an OSV because we couldn’t make the turn time on the particular module. After engaging with Business Agents, the Local Grievance Committee, Shop Steward and the Lead Mechanic of the work area, a solution to address the immediate problem was presented and the end result is that the work will remain in house. This is another example of what can be accomplished when the Company engages with the Mechanics doing the work.

USS Hornet Needs Volunteers: A request for aircraft mechanics has been made by UAL retiree Tom Burns who has taken on a new assignment in his retirement. Tom has volunteered to work on the aircraft of the USS Hornet in Alameda and provides guided tours of the ship as a docent. Prior military service is not required, and they have a training program for docents. Classes available include the Ship's Radar Systems, the 5 Inch Gun system, and the Hospital/Sick Bay. Upcoming classes include the Catapult System and Apollo Splashdown recovery. The classes are usually taught by those who worked with those systems or were present for the historical events. If you're interested in volunteering for this worthy pastime, you can log on to the USS Hornet web site, click "contribute" and go to the "volunteer" link for more information. Working on an historic aircraft carrier and restoring vintage aircraft is definitely a great way to put your skills to work in a positive environment and to bring enjoyment to generations to come.

Steering Committee Meets: The rank and file Steering Committee reconvened in Chicago on Wednesday July 31st and Thursday August 1st receiving an update on the current status of negotiations on United Airlines. Details were presented by Airline Division Business Representative and Chief Negotiator Clacy Griswold, who presented the progress made in bargaining sessions since May of this year. We then went over all of the non-economic items article by article that were agreed to during the NMB facilitated IBB process. This was followed with a presentation by Peter Hardcastle, an actuary of Cheiron on the VDB (Variable Defined Benefit) pension. Next was a presentation on the health and welfare programs and was presented by John Colberg and Jim Holland; also from Cheiron. Dan Akins who specializes as a transportation economist finished the discussions with an enlightening presentation of the overall economic issues that the negotiating committee has been involved with. A subject of lengthy discussion was the VEBA (Voluntary Employee Beneficiary Association) program. This is a tax free account used to offset employee's medical costs. A VEBA account is "portable", in that it can be taken with the employee through retirement and can be "willed" to surviving dependents. More in-depth information about this program will be made available as we progress.

Wednesday evening, lead IBT negotiators David Bourne, Clacy Griswold, Ed Gleason, Paul Alves and Bob Fisher met with Mike Bonds, Doug McKeen, Jeff Wall and Marcel Delhommeau from the company to discuss what process (if any) the company desired to use to continue negotiations. Thursday morning, Clacy reported to the committee that the company intended to return to the table and that they appeared motivated to finishing what was started in January. Based on this report, the steering committee (after thorough debate and discussion) determined that the best course of action would be to return to the table as soon as possible to finish negotiations. After an extended session amongst the IBT representatives, the company was then notified of the committee's desire to return to the table. The parties will discuss scheduling over the next couple of weeks. We anticipate returning to negotiations in early September and will keep our members up to date through the usual postings of information. Thanks go out to SFO representatives Fred Wood, Mark Gabriel, Steve Anderson, Leigh Skilling, Greg Sullivan, Dan Johnston, Mark Des Angeles, John Laurin and Ralph Ortiz for their participation in the Steering Committee meetings in Chicago. Their commitment to representing the SFO members at this meeting was evident as they asked questions of the negotiating team related to issues concerning the original submission of membership proposals. Thank you brothers, for your commitment and support.