

Air Transport Division



TRANSPORT WORKERS UNION OF AMERICA

Affiliated with American Federation of Labor-Congress of Industrial Organizations

DFW Field Office – 1791 Hurstview Drive

Hurst, Texas 76054 * 817-282-2544 FAX 817-282-1906

FOR IMMEDIATE POSTING

April 16, 2008

JAMES C. LITTLE
International President

HARRY LOMBARDO
Int'l Executive V.P.

JOSEPH C. GORDON
Int'l Scty-Treasurer

HUBERT SNEAD
Int'l Administrative V.P.

MICHAEL BAKALO
Int'l Administrative V.P.

JOHN M. CONLEY
ATD Director
AE System Coordinator

VICE PRESIDENTS

GARY YINGST

GARRY DRUMMOND
SWA System Coordinator

DENNIS BURCHETTE
AA System Coordinator

THOM McDANIEL

INT'L REPRESENTATIVES

GARY SHULTS

TIM GILLESPIE

DON VIDETICH

To: All Locals 501 - 590

RE: Last Weeks Grounding of American Airlines' MD80s

First and foremost, we would like to sincerely thank all of our members for all your outstanding efforts in returning the AA MD80 fleet to service last week. Your hard work went above and beyond and enabled our customers to carry on with their travel plans and AA to avoid further loss of revenue.

The demands that were placed on M&E cannot be overstated. The Federal Aviation Administration (FAA), currently under Congressional scrutiny for suspected lax enforcement of safety regulations, performed an audit of all airlines' Airworthiness Directive (AD) compliance. While performing a random check of all ADs accomplished by AA M&E, the method of compliance was brought into question. In an effort to resolve the issue proactively, AA management issued an ATBT to correct the issue. This was believed to have resolved the concerns, but after a random field audit, the FAA was now requiring "precise" adherence to all ADs. This resulted in a significantly more lengthy grounding of the entire AA MD80 fleet to meet this new precise standard. AA Engineering had proposed an Alternative Means of Compliance (AMOC) to the FAA that would have resulted in minimal impact to the traveling public. The AMOC was rejected and AA was given no other option but to ground the MD80 fleet again. Our members accomplished a revised ECO that addressed each of the FAA's concerns under a never before seen level of oversight.

One would think that what transpired with the MD80's is the end of the story. However, the FAA continues to audit the Airworthiness Directives at American and other airlines to ensure there is "precise" compliance; so stay tuned. Undeniably, we are in a new world of FAA oversight that will require our AMT members to be 100% verbatim compliant.

Again, on behalf of the TWU International, we thank you for all of your efforts as we continue serving something greater in the interest of public safety.

Fraternally,

Don Videtich
Intl. Representative
Air Transport Division
TWUA AFL-CIO

DMV:kla OPEIU 153 AFL-CIO