



MAINTENANCE & ENGINEERING

AVIATION SAFETY ACTION PROGRAM

The Aviation Safety Action Program is a joint program between the Company, FAA and TWU.

The Program objectives are

- to assist in preventing accidents and incidents
 - to enhance FAR compliance
- through a voluntary, non-punitive self-reporting system.

M&E ASAP has undergone several changes recently in order to further improve the program and ensure that the program objectives are being met. Within the last year, the M&E ASAP Event Review Committee (ERC) has rewritten the ASAP MOU and has recently signed a new revision that extends the agreement between the TWU, AA and the FAA until 4/11/2009. Other program improvements include the development of a CBT Training course and an online report submission program. M&E ASAP is working hard to continually improve the program with projects in the works such as, the sharing of information between ASAP and MEAA, improved investigations and program administration and the development of ASAP road shows and station 'ASAP Advocates'.

which opens the door for corrective action by the FAA. The TWU ERC members encouraged the ERC to come to agree to permanently change the definition of sole source; the committee amended the MOU in August of 2006 to classify events as non-sole source in situations involving prior FAA knowledge. In other words, an ASAP report is sole source if the FAA's only knowledge of the event came out of the report. The chart below reflects the number of reports received per month (last two years) and delineates sole-source from non-sole source. It clearly describes the reduction in the number of reports being classified today as non-sole source.

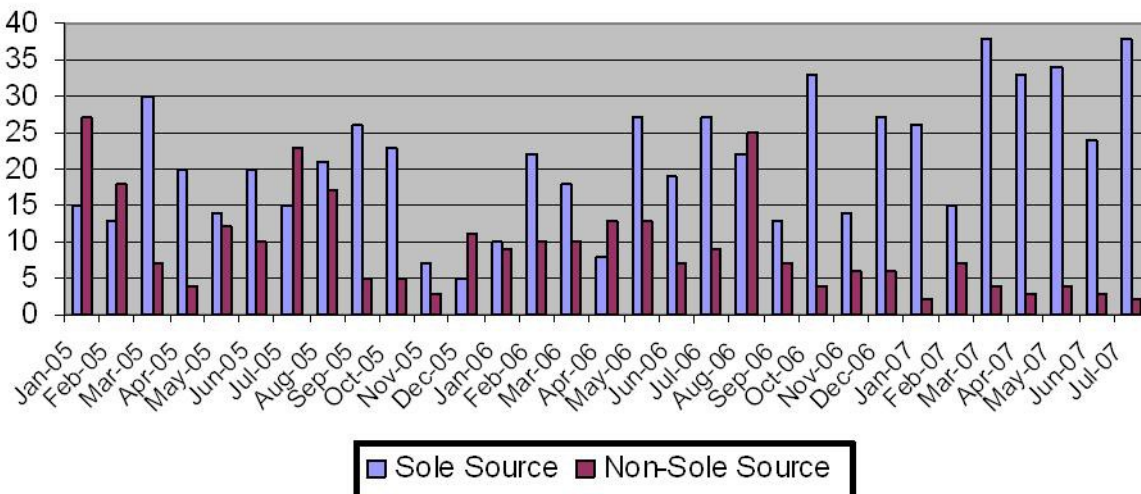
This is a positive improvement to the program for the reporter because sole-source reports can only be closed with corrective action from the ERC. The FAA cannot further investigate or apply FAA administrative action to a sole-source report; the number of FAA Administrative Actions, including FAA Letters of Warning (WN), FAA Informal Counseling (FIC) and FAA Letter of No Action (LONA), have decreased significantly as well. (See chart on page 2)

ASAP Improvements

ASAP Memorandum of Understanding (MOU)

In the past, reports were classified as 'non-sole source' anytime either the FAA or the company had prior knowledge of the event. Subsequently many reports were classified non-sole source

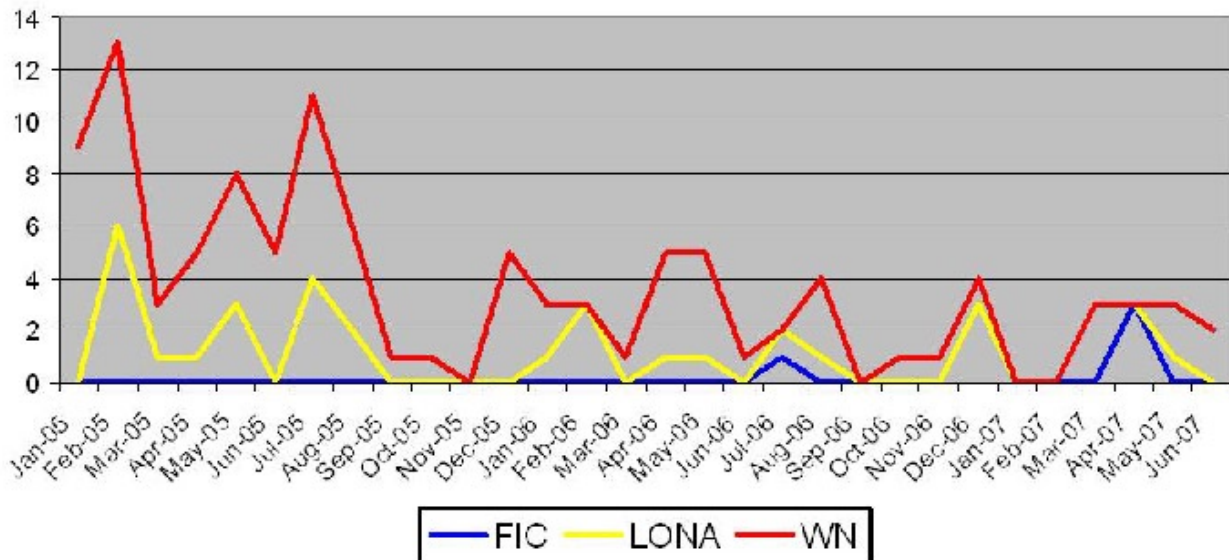
**Sole-Source vs Non-Sole Source
(Jan-05 to Present)**



The August 2006 revision also clarified the 24 hour 'window of opportunity' for reporting as a criteria for acceptance into ASAP. Under these conditions, the reporter is responsible for submitting a report to ASAP within 24 hours of his/her knowledge of a potential problem. In some cases, failure to report within this time frame will exclude the report from the program.

The new MOU was signed recently extending the program through April 11, 2009. With the new MOU came a clarification of what criteria is used for accepting and excluding reports from the program. The ERC also included the addition of FAA Informal Counseling (non-sole source) and ERC Counseling (sole source) as possible corrective actions and a description of what happens to a report if a reporter withdraws or fails to comply with corrective actions.

FAA Administrative Action Trend (Jan-05 to Present)



M&E ASAP CBT Training

The M&E Training group assisted the ERC in developing a CBT course designed to increase employee awareness of the benefits of the program and how to use it - 'M&E ASAP Familiarization' – T0669revb. The course can be found on the M&E Training website in Jetnet under the Online Training Course Menu. It is broken into four modules:

- Module 1 – General Program Overview
- Module 2 – Reporting Requirements and Acceptance Criteria
- Module 3 – How to fill out an online ASAP form
- Module 4 – What happens to your report once it is submitted?

On-Line Report Submission

A major improvement to the program rolled out March 20, 2007 with the unveiling of the online ASAP submission process. All M&E employees can now submit an ASAP report through Jetnet by going to <http://www.sosreports.aa.com>. Employees can also access the site from the M&E home page by selecting "Submit an ASAP Report" under Featured Sites. This enhancement benefits not only the reporter but also streamlines the program administration.

After implementation several employees reported problems with Jetnet timing out after 15 minutes, in the middle of submitting a report, causing them to lose all the information they had input. The M&E IT group corrected this issue by creating a link to the ASAP report submittal form through ViaNet. By logging into ViaNet the reporter will now have a two hour window for filling out the submittal form.

Improvement Projects In-Work

Future MOU discussions

The ERC will continue negotiations to make further revisions to the MOU. One issue that needs to be resolved involves a company-led initiative to revise the M&E ASAP MOU to allow for Company Disciplinary Action. The basis of the initiative is the perception that ASAP serves as a 'get out of jail free' card for reporters; the addition of company disciplinary action to the program would allow the company to discipline employees, sole source or non. The TWU is against adding disciplinary action to the program because we feel it will deter employees from reporting potential safety issues. We are also concerned because it is still unclear what types of corrective actions the company is interested in and in what instances it would be applied. Industry benchmarking has shown that about 50% of the M&E Aviation Safety Action Programs do not allow for company disciplinary action.

Additional negotiations in the future include a definition of gross negligence and a determination of whether a report is sole source or not if it comes out of a Company Self Disclosures. As of today, reports coming from Self-Disclosures are currently classified as non-sole source.

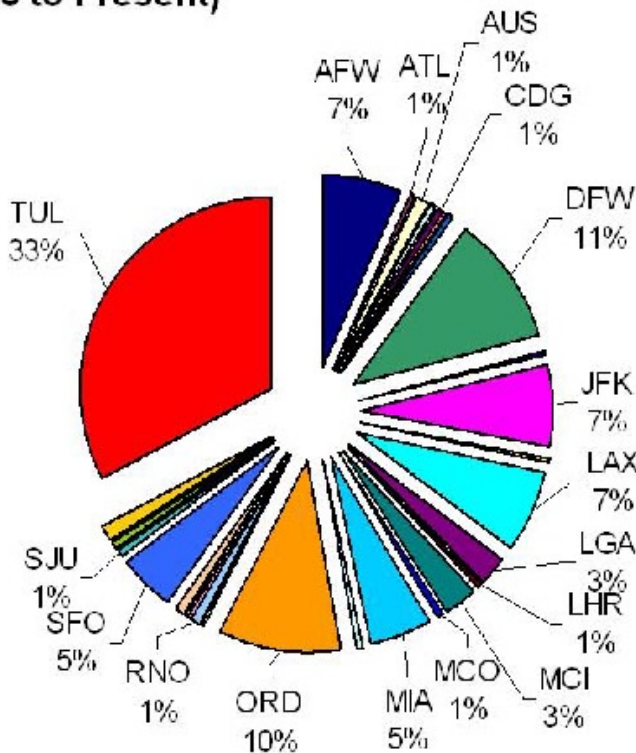
Proposed Program Improvements

The 2007-2008 Business Plan for ASAP calls for improvements to the ERC investigations and system-wide awareness of the program, including:

- Training and Process improvements to enhance cooperation between MEAA and ASAP in order to better determine the root cause of safety related problems
- Road Shows to visit with M&E staff to present the purpose of the program and how to use it
- Developing a network of TWU and management advocates at each station to gather information for the ERC, act as an advocate for ASAP and reach out to local workers to help with ASAP issues.

ASAP Data

**ASAP Reports By Station
(Jan-05 to Present)**



M&E ASAP has also received reports from the following stations:

- | | |
|-----|-----|
| EWR | SJD |
| EZE | TPA |
| GIG | DEN |
| GRU | DCA |
| HNL | BOS |
| IAD | SEA |
| IAH | STL |
| NRT | SNA |
| PHL | SAT |
| PHX | SAN |
| SDQ | RDU |
| SJC | |

ERC Actions

The following list highlights some recent ERC-led actions to improve the AA maintenance program in order to meet the M&E ASAP objectives - preventing accidents and incidents and enhancing FAR compliance.

** ERC determined, after investigating a report involving the B767 1400 potable water workcard, that steps 6D and E may need to be revised to clarify system flush requirements and possibly a place to record water test results. Engineering is working on this revision.

** ERC has been working with the TUL Wheel Shop recently to assist in the creation of a log for quick identification and documentation of found wheel spacers/tang washers. The ERC also recommended revising the shop order to call for the inspection of shipping containers/wheel hubs for washers and a procedure for notifying supervision if one is found. The ERC has also discussed the need for publishing informational articles, through Maintenance Newsletters, ASAP Alerts and Training Alerts, reminding employees to closely inspect for these washers.

** ERC is monitoring B737/MD80 panel identification and repair/replacement procedure improvements between the docks, shop and washrack. The docks and planners are working with the washrack to get the paperwork properly identified and streamlined between the fleets.

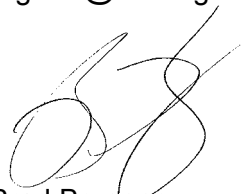
** ERC investigated a report involving a missed logbook signoff. Upon investigation, the ERC determined that current practice may call for a logbook review to be accomplished at the start of a check and a logbook release at the end of a check. ERC sampled the line stations and found that this is a widespread practice. The GPM is not clear when the logbook review should be accomplished. ERC is working with QA to revise the GPM to clarify that a 'final' logbook review must be accomplished at the end of a check, reviewing all open items since the initial logbook review, prior to logbook release.

The ERC remains enthusiastic about the improvements we have made to date and look forward to continuing to improve the program. We, your TWU representatives, work hard to ensure that the program meets the objectives of preventing accidents and incidents and enhancing FAR compliance while, at the same time, maintain focus on the representation of the Transport Workers Union member.

For more information on the M&E Aviation Safety Action Program or for assistance, please contact:



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AVIATION SAFETY ACTION PROGRAM
ASAP



EQUAL PARTNERS