

certificates. The workforce is aging and there isn't a new supply of A&Ps out there. We just agreed to the QAM revision that eliminated **any experience requirement** for line maintenance, while the intention may have been good, to give people who went out and got their A&Ps the opportunity to become AMTs, the long term implications could be disastrous for the profession, and ultimately even for those this was supposed to help.

We can pretty much guess how the industry/government will deal with the A&P shortage, what they always do: lower standards as demand increases, by doing so they offset demand and keep wages low. Experience requirements are already gone, without any protest from the Union. The requirements for line maintenance went from possessing an A&P **and** having four years experience to two to **zero**.

What's next? No A&P. If you recall back in 2001 Local 562 brought up concerns over a pending revision to the FARs, specifically the proposal to put in place FAR Part 66 which would allow the airlines to create their own equivalent but non-portable certificates. As a result of our concerns language was added to the 2001 agreement concerning FAR Part 66 {Art1(g)}, but it doesn't provide much of anything other than acknowledging that it was a concern. This was one of the reasons why prior to 9-11 we were against ratification.

FAR Part 66 remains just as much of a threat now as it was in 2001. FAR 66 will lower standards for AMTs. In the years following 9-11, after thousands of experienced qualified A&P mechanics were left jobless the proposal to lower standards became untenable, impossible to justify, so it remained shelved, however with a shortage of mechanics corporate spin masters and their legislative puppets will claim that we need to "make changes to meet the current crisis that threatens our air transportation infrastructure"(they will never admit to lowering standards-having it on paper that the unions pushed to lower standards will only bolster their arguments). So not only will it be established that no experience is required but FAR Part 66 would allow the company to issue their own "equivalent but non-portable" certificates. They have been doing this in Europe for years. Basically the company could, weeks before a possible strike, stand outside a Welfare or Unemployment office (or rehab clinic) and recruit people with no aviation experience to not only come in and do our work, but they could sign for it as well after receiving a company issued certificate. Several years ago an instructor from JFK informed me that he was sent to Europe to teach a 40 hour Gen-Fam class. When he noticed a perplexed look on some of his students faces when he used basic aviation terminology he asked them if something was wrong. He then found out that the members of the class had no prior aviation background, they were being certified under JAR 66 and were told they would be working on aircraft interiors. Somehow the European authorities bought off on allowing AA to certify mechanics with no aviation background utilizing a curriculum that was designed for Licensed A&P mechanics.

I think the best way to defend our profession would be to re-establish a Junior Mechanic Program. Since we have all basically been pushed down to Junior Mechanic pay rates the first three years of our pay progression should be converted to the resurrected Junior Mechanic pay rate. I would like to hear thoughts from the floor on this so please visit, comment and vote on the poll to "Protect our Profession by reestablishing the Junior Mechanic program" on the 562 discussion thread.

www.twu562.org/forums

Thanks again to all for your continued patience and support.

Fraternally;



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