



AMFA/Southwest Airlines Contract Negotiations Update

Update #6

January 28, 2013

Participants for AMFA:

Michael Nelson – Region II Director
Mike Young – Airline Representative Local 32
Bob Cramer – Airline Representative Local 18
Nino DiMaggio – Airline Representative Local 11
Steve Day – Maintenance Controller Representative
Rob Cush – Maintenance Controller Representative

Participants for Southwest Airlines

Jim Sokol – VP, Maintenance Operations
Gerry Anderson- Sr. Director Labor Relations
George Tompkins – Director, Labor Relations
Mark Lyon – Sr. Manager, Labor Relations
Sam Moser - Planning Manager, Finance
Sean Jenson – Sr. Manager Maintenance Control

The Negotiating Committee is providing this update to the AMFA Membership at Southwest Airlines. This is the only official authorized source of negotiating communications by the Committee.

On January 24th and 25th we met with the Company in the newly erected Women in Aviation Conference Room at the Hangar in Dallas. We were scheduled for a full day of negotiations on Thursday and a half day on Friday. We began discussions on the Maintenance Control classification work definition for Article 4. The main point of contention centered on the Company's ability make changes to the group's work. After several hours of working together and explaining each side's concerns, we decided to separate and caucus amongst our own groups. We met with the Company after lunch and were able to tentatively agree (TA) on this item with provisions that any changes to the Maintenance Controller's work that was not typical to the industry must be mutually agreed upon by the Company and designated MOC shop representative. We would like to thank Steve Day and Rob Cush for their involvement on this issue, and look forward to their invaluable input in the future as well.

We continued Thursday afternoon working on the Technical Support Mechanic classification's work description. We proposed adopting the second paragraph of Letter of Agreement (LOA) #8 to be used in Article 4 for their job description, but the Company thought more discussion was needed as they had concerns with staffing, qualifying, and backfilling issues.

Prior to ending the day on Thursday, the Company wanted to present their proposed changes to Article 8. We proceeded to discuss these changes to ensure the Company's intents were understood. We will present a counter proposal to their Article 8 changes when we meet at our next session.

Friday began with a Fuel Conservation Program presentation. Following the presentation, we spent the rest of the morning working on the Technical Support Mechanics' job description. More discussions took place on paragraph two of LOA #8. The Company said they would work with the LOA #8 language and present it to us during our next session.

We also took some time with the Company to evaluate where we are in negotiations to this point. Articles 22, 23, 25, 26, and 27 have only minor housekeeping or clarification issues which the Company will present at our next session. At this time, Articles 1, 12, and 28 are TA'd and Articles 4, 8, and 17 are in work.

Our side continues to be committed and is making a concerted effort to reach an agreement that addresses the concerns of our Members and the Company. Our Committee would like to thank the observers that took the time to attend.

Sincerely,
Your Negotiating Committee

Upcoming Negotiation Dates – Dallas

February: 12-13 and 27-28
March: 7-8 and 26-27