

Dear members,

In case you've been wondering what your recent past and future at Southwest Airlines looks like. Please take a close at the following. Here are three new types of outsourcing notifications that we have never seen before (downline trips), all in the last four days. It is absolutely clear that Southwest intends to circumvent any agreement that we may reach. They do not honor our current agreements and you can be certain that they have no interest in honoring any future contract language.

To date, Southwest Airlines Mechanics have wholly owned all emergency field service trips for out of service aircraft; with a few exceptions. Until now, a board ruling, which states that if parts are sent for an out of service aircraft, Southwest mechanics will also be dispatched to make the repairs as needed to return the aircraft to service.

Southwest leaders sent the parts and then claimed that they could not support these out of service events. Even though they are properly staffed with mechanics that were willing to go downline, Southwest used this deceptive reasoning to outsource these events. It is clear that if the company is unable to negotiate away your work, they intend to hijack it!

This is not the first, nor will it be the last time
Southwest Airlines blatantly ignores past practice,
simple language or work rule promises to you!!

AMFA

Outsource Liaison

Nino DiMaggio



Southwest Airlines
Maintenance & Engineering
2832 Shorecrest Drive
Dallas, TX 75235

Notification of Maintenance Outsource Events

Date:	March 5, 2017 – Initial Notification
Event:	A/C N8615 – SEA – All MLG Tires Required Replacement due to Pressure Low.
Duration:	Approx. 8 Hrs.
Cause: Time	OAK MX was unable to support downline, parts sent from station.

In addition to the above events any maintenance that is required to maintain the airworthiness of the aircraft will be added to each A/C individual work scope.

Shawn Jensen
Sr. Director Maintenance Operations

CC: AMFA Local
MX Directors
Landon Nitschke



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Notification of Maintenance Outsource Events

Date:	March 7, 2017 – Initial Notification
Event:	A/C N266WN – The Capt Nav control panel glass is shattered rendering it unusable. The aircraft needs a replacement panel. Sending the part from LAS and will use Contract MX to install.
Duration:	About 3 hours
Strategic Planning Cause:	LAS and LAX MX turned down the trip and no one else could arrive prior to 1800C which is 3+ hours later.

In addition to the above events any maintenance that is required to maintain the airworthiness of the aircraft will be added to each A/C individual work scope.

MOC Shift Supervisor

Send to: Nino Dimaggio
Majid Karim
Mx Labor Relations
Jaime Ibanez

CC: Maintenance Ops Center Supervisors DG



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Notification of Maintenance Outsource Events

Date:	March 10, 2017 – Initial Notification
Event:	A/C N437 – OTS in MSY due to #2 Fuel Tank Indication Fluctuating. Bussing Plug made the flight but AMT's did not; MSY Contract MX will perform MEL (M) procedures.
Duration:	About 4 hours
Cause: Strategic Planning	HOU MX accepted downline, request was made to Dispatch to hold flight for AMT's, the flight pushed before they could board.

In addition to the above events any maintenance that is required to maintain the airworthiness of the aircraft will be added to each A/C individual work scope.

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