

GENERAL MEMBERSHIP

NOTAM ~ March 2011

STRENGTH THROUGH SOLIDARITY

Greetings members,

Unfortunately, we have all been emailed the letter from Danny Holder regarding an impending Reduction in Force and the thirty (30) day notice period required under Article 7 has begun. We cannot be certain how many people may be affected or whether it will reach into the ranks of pilots in the end, but for those most junior members, you are encouraged to familiarize yourself with your rights under the CBA, specifically, Article 7, Reductions in Workforce, and Article 19, Severance Pay. It is important to understand that the company values each and every pilot and fully recognizes the significant investment they have in each of us by now. This is why, though they typically prefer to retain pilots here in the Gulf of Mexico, there is now substantial effort being made to provide access to international opportunities so as to hold on to people while adjusting staffing levels in accordance with changing needs of the business.

To be clear, the recommendation is that junior members allow the process to work itself through and refrain from making any impulsive moves. The difference might cost not only the severance pay outlined in Article 19, but also the loss of right to recall afforded under Article 7. Depending on the success of other cost-saving measures, and the number of pilots accepting work overseas or in Alaska, the ultimate hope is that the company eventually determines that pilot manning can be left untouched.

Another item that may factor in is the news that a drilling permit has finally been granted. At the very least this offers a glimmer of hope for a return of some business, and if permits continue to come out in the weeks ahead, the company may well find themselves reconsidering the extent to which they may want to let their loyal and experienced employees go. Couple this with the recent upheaval in the Middle East and the subsequent rise in gas prices, and those optimists among us might predict better things finally coming up on the horizon for the Gulf of Mexico. Most of us are confident it will definitely be back and that it is only a matter of time.

Finally, it has been suggested that anyone who **actually does get laid off** should investigate filing a claim against BP, though apparently the deadline is April 15th. Providing specific information on this is clearly beyond the purview of the union, but there is certainly good reason to believe that a claim would have merit and may well be awarded. Look into it!

So to reiterate, we have not been given any numbers and are unsure as to exactly how this situation will play out. We encourage everyone to become familiar with the process as outlined in the CBA (Art. 7 & Art. 19) and we caution you all from investing yourselves too heavily in unverified rumors. For the time being, we have jobs to do, and our families and our passengers count on us to hold safety and professionalism paramount. Leave this in the break room and FLY SAFE!!

Questions & comments to the Executive Board should be submitted via email to eboardlocal107@gmail.com

The Executive Board is here to support the membership and help in any way possible, but please remember that we have no control over a Reduction in Force other than as outlined in the CBA.