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March 6, 2019

Mr. Bret Oestreich
National Director
Aircraft Maintenance Fraternal Association
7853 E. Arapahoe Court, Suite 1100
Centennial, CO 80112

Re: Southwest Airlines Lawsuit Against AMFA

Bret,

Southwest Airlines crossed the line when they filed a lawsuit against AMFA, members of your leadership and your attorney involved in negotiations. As you know, AMFA's Aircraft Technicians are the last line of defense at Southwest Airlines for the 17,000 Flight Attendants represented by the Transport Workers Union of America (TWU).

By attacking your Aircraft Technicians, Southwest is jeopardizing our Flight Attendants. Therefore, by any means necessary, the TWU will support your efforts to defend your members as the airline attempts to further threaten and intimidate Aircraft Technicians through this lawsuit.

In the filing, Southwest wrote, "When [union representative] Bishop was asked if compliance was considered a slowdown, Bishop responded that it was not. Instead of discouraging write ups aimed at removing aircraft from service, AMFA continued to implicitly encourage write ups."

How in the hell can Southwest ask a union representative if "compliance was considered a slowdown?" Compliance by an Aircraft Technician is the law, it is not just an option! Furthermore, a union rep should never dissuade any union member from working in compliance with company manuals and FAA requirements. The last time I checked, it was an Aircraft Technician's responsibility to write up the items they find in the performance of their work, and not doing so would violate the obligations of the Aircraft Technicians Airframe and/or Powerplant Certificate.

So how can Southwest Airlines seek a court order that would require union representatives to tell aircraft mechanics that compliance is unlawful? It seems to me that the court should simply dismiss the Southwest lawsuit, because

management at the airline was both complacent and complicit in their duties and responsibilities for the airline's maintenance program. Simply put, their outsourcing and short staffing levels domestically have finally caught up with the airline.

In speaking with TWU Aircraft Technicians at American Airlines, none of Southwest's aircraft would be grounded if the items found were not legitimate and/or significant. While the Aircraft Technicians write up the items they find, the airline's maintenance program determines whether the aircraft can continue in revenue service.

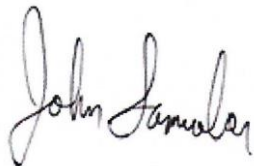
Blaming the Aircraft Technicians for the failure of management to properly plan and maintain the Southwest Airlines fleet is pure scapegoating. If Southwest were to perform more of their aircraft maintenance in-house and institute better controls over their maintenance processes, they wouldn't have so many aircraft in a state of disrepair.

The TWU supports your membership in the fight for the contract you deserve. TWU Flight Attendants are also in Section Six bargaining - and like AMFA - TWU Local 556 members do not ignore any crew or passenger items that they observe on the aircraft.

It is appalling that Southwest Airlines has chosen to attack you and your membership. Please do not hesitate to reach out if you believe there is anything the TWU can do to support your fight for safety and justice.

Southwest Airlines would be wise to stand-down and talk to you and your bargaining team, as well as your attorney, about how they can get out of the corner they have painted themselves into.

In Solidarity,

A handwritten signature in black ink that reads "John Samuelson". The signature is written in a cursive, flowing style.

John Samuelson
TWU International President

C: M. Mayes
G. Peterson