

MEMORANDUM OF UNDERSTANDING

SUBJECT: FLIGHTLINES

The Company and IAM have come together to agree upon areas of responsibility for statements of work to ensure proper classifications of employees performing Aviation Maintenance Technician or Aviation Maintenance Technician Inspector (AMT/AMTI/97109) work duties. The following summarizes what has been mutually agreed upon:

- Location of the aircraft does not define the work. AMT/AMTI's will be responsible for all planned and unique work consisting of maintenance, preventative maintenance, alterations, fueling, pre-flight, troubleshooting, post flight, intermediate, and delivery operations once the airplane preparation begins for the pre-flight and delivery process. In the case of a lack of available skilled resources, management reserves the right to upgrade other qualified individuals to perform the work.
- Traveled work is defined as factory work that has not been completed when the plane is scheduled to move to the field location. The parties agree that traveled work is the responsibility of the organization from which the work originates, and therefore, the work is aligned to the factory job classifications.
- Defects identified through flight squawks, in flight pickups, or customer walk items are the primary responsibility of the AMT/AMTI. Exceptions include vinyl repair or supplier warranty items. In some cases, management may feel the need for subject matter expert input for critical rework. In those instances, unless work is actually performed by the SME, they would remain in their original job classification.
- Jacking and towing responsibilities performed on the field will remain within the AMT/AMTI statement of work once the airplane preparation begins for the pre-flight and delivery process. For Seattle Delivery Center only, the dedicated tow team currently established will continue to complete 737 MAX storage and reactivation activities, anticipated to be completed by December 31, 2025. The Company agrees to notify the Union should these activities not be completed by the above date and further support is necessary. This team will have a AMT/AMTI designated in the role of tow team lead per BPI-6237.
- Factory employees will continue to have the ability to perform the movement of planes from the factory to fuel docks, stalls or hangars as they currently do today when the plane is still under factory oversight; or as a part of the preservation crew responsibilities.
- Work performed after the airplane is ticketed will be the primary responsibility of the AMT/AMTI. All work performed will be accomplished by, or under the direct supervision of, employees in the Boeing Repair Station. In some cases, subject matter experts may be required to support traveled factory work consistent with that of their regular job description. In these cases, no upgrade would be required unless they are functioning as an AMT/AMTI working across multiple job boundaries, or the work performed is the result of a defect identified on customer walk or flight squawk as noted above.

The parties agree that this agreement is applicable to all flight line locations in the bargaining unit.

Dated: September 13, 2024