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Sent: Tuesday, 26 March 2019 1:22 PM
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Subject: AM2018/14 - Review of Air Pilots Award

Dear Ms Srdanovic

We refer to your letter to the chambers of Vice President Catanzariti sent earlier today, 26 March 2019.

To clarify the Schedule C Variation sought by the Australian Federation of Air Pilots in relation to the weight ranges applicable to a jet with a MTOW of 20,000kg:

1. The purpose of the variation is to ensure that all pilots to whom the Award applies have a minimum rate of pay set by the Award.
2. This is best achieved by using weight categories rather than specific aircraft types.
3. The weight ranges applicable to a jet flown by a regional airline with a MTOW of 20,000kg or more were chosen by reference to the MTOW of the aircraft categories currently listed in clause B.1.2 of Schedule B of the Award. That is:
 - a. MTOW 20,000kg UTBNI 35,000kg is comparable to the Fokker 28 (MTOW 29,480kg – 33,110kg) and the CRJ-50 (23,133kg – 24,041kg).
 - b. MTOW 35,000kg UTBNI 50,000kg is comparable to the Bae-146 (38,101kg – 44,225kg), the Fokker 100 (43,090kg – 45,810kg) and the Boeing 717 (49,895kg).
 - c. MTOW 50,000kg adopts the next highest rate (being the narrow body aircraft).

This is the basis for the threshold jet weights and corresponding rates of pay contained in the relevant part of the Schedule C Variation. If required, the AFAP will put the above in the form of a witness statement.

However, the parties should now understand the basis of the variation sought and should be in a position to indicate whether they agree with the weighting categories and their corresponding rates of pay. The AFAP of course is open to a discussion with the parties with a view to, if possible, reaching agreement on the proposed rates of pay.

Regards

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