

## ← TWU Says a Fond Adios to American's Carmine Romano →

On Tuesday, **American Airlines** and **ExpressJet** announced that ExpressJet CEO James Ream will replace Carmine Romano as senior vice president of maintenance and engineering after Romano retires Dec. 31.

In his job Romano had to work constantly with the **Transport Workers Union** and its members. On Thursday, TWU international vice president John Conley, director of TWU's air transport division, issued a statement on Romano's retirement and Ream's arrival:

"Carmine Romano has been a critical link in developing and maintaining a cooperative relationship between American and TWU maintenance professionals. Largely because of this relationship, American and the TWU have produced award-winning results and received recognition, while successfully defending the craft and class against the outsourcing trend that has pervaded our industry. Carmine's leadership, respect for our members, and

commitment to continuous improvement have been integral to the preservation of American jobs. We thank him for his dedication and professionalism, and wish him a happy and healthy retirement.

"Additionally, the TWU welcomes Jim Ream, as Senior Vice President of Maintenance & Engineering, who is taking over for Carmine on January 1st. In the coming months, we anticipate forging a strong working relationship with Jim that builds on the one shared over the past several years on Carmine's watch, one that will continue to put American jobs first."

We should note, as Conley did, that Romano used to be a TWU member. Romano started out as a line mechanic at American's operations at New York Kennedy and New York LaGuardia from 1968 to 1977, with a stint in the Army in the middle.

## ← We Need Your Help →

The TWU Working Women's and Affirmative Action/Human Rights committees are sponsoring the children that come into emergency service with DVIS (Domestic Violence Intervention Services). The children come into the system too late for help from the Angel Tree.

The children's lives are being torn apart at no fault of theirs. As domestic violence increases during the holidays, we would like to help the children with gifts on Christmas morning. We are raising money in hopes of helping all the children. Last year there were 23 kids. If we can get each person to donate just \$1.00, we could do so much.

On December 14<sup>th</sup>, 2009 both committees will be out on the base for your help. We will also be at the membership meeting on December 21<sup>st</sup>, 2009.

Any one wanting to help us meet our goal can contact any of the following:

- Tracy Hardin, Day Crew Chief Structures Shop  
2791 - 292-2943 cell 409-5962
- Alicia Oates, Day Shift Floor Board Shop 2713  
378-9518
- Corine Chillious, Afternoon shift, Warehouse 271  
- 0191
- Teresa McMillen, Day shift Hanger 3 & 4 shop  
2218 - 361- 8384
- Beverly Love, Day shift Cam Building
- Elaine Gibson, Mid-nights Wheel and Brake

Thanks for all your help. Happy Holidays!

## AMR Wraps Up Deal to Buy 22 Bombardier Regional Jets

**AMR Corp.** said Thursday it has finalized its deal to buy 22 regional jets from Bombardier Inc., with deliveries to begin in June.

AMR had revealed its plans to buy the 70-seat CRJ700 airplanes on Sept. 17, to go with 25 CRJ700s that its American Eagle Airlines Inc. unit currently flies.

AMR said that AMR Eagle Holding Corp. entered into an agreement Wednesday with Bombardier to exercise its options to buy the airplanes, with the agreement fully financed. American Eagle will receive two airplanes a month between June 2010 and April 2011.

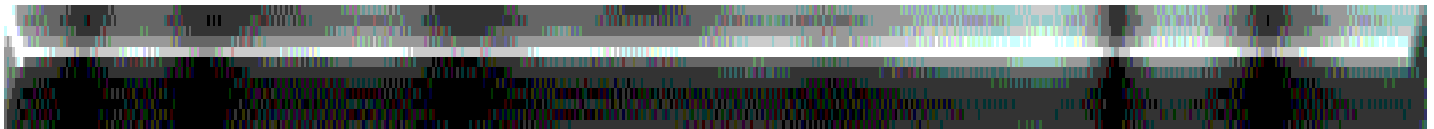
No sale price was disclosed. Bombardier said the list price of the 22 airplanes was about US \$779 million.

"This would be a major order for us at any time, but

achieving it during the prevailing tough economic times makes it all the more significant," Bombardier Commercial Aircraft president Gary R. Scott said. "The order also reflects the confidence expressed by AMR Corp. and American Eagle Airlines in our CRJ700 aircraft and we are grateful for their continuing support."

While American Eagle's fleet of CRJ700s are currently configured with 70 seats, the carrier intends to install a first-class section on the airplanes, which will reduce the number of seats. The airline hasn't said how many seats the reconfigured cabins will contain.

UPDATE: Andrea Huguely of American Eagle says the new CRJ700s will have nine first-class seats and 56 coach seats. The existing ones will be retrofitted to have nine first-class seats and 54 coach seats. So the new ones will have 65 seats and the old ones will have 63 seats.



## Boeing Co. Warns American Airlines Inc. About 777 Thrust Reversers

**American Airlines Inc.** and other airlines have received word from [Boeing Co.](#) that they should begin replacing thrust reversers on wide-body 777 jets, a spokeswoman from Boeing confirmed Friday. The thrust reversers are attached to 777s with Rolls-Royce engines.

Lynn Lunsford, a spokesman for the **Federal Aviation Administration**, describes the thrust reversers as an engine attachment that helps slow jets on landing by redirecting the plane's thrust and alleviating some of the burden placed on the aircraft's brakes. The main issue concerning Boeing is the potential for excessive heat damage to the inner wall of the reversers.

Sandy Angers, a spokeswoman for Boeing, said the company on Nov. 25 advised airlines to install new thermal protection systems, more robust insulation blankets, cooling features and improved ceilings to protect "thermal deterioration of the inner wall of the thrust reverser."

Angers said service reports show that "should inner damage to the wall occur," the impacted composite panels break into pieces that are so small that they pose no threat

to the aircraft. She added that Boeing put some procedures in place mid-last year to minimize the risk of potential heat damage to thrust reversers.

Dallas-based American has 47 Boeing 777s. In all, Boeing said 225 of the 777s in service are impacted by the bulletin.

Fort Worth-based American told the *Dallas Business Journal* in a statement, "We treat service bulletins from manufacturers as if they were airworthiness directives so that we can address safety concerns as quickly as possible."

Airworthiness directives are issued by the FAA and typically require prompt action. At this point, the FAA has yet to officially announce a directive, but Angers said that would be the next step in the process.

American did not elaborate on its plans for the retro-fitting directly, but told the *Wall Street Journal* that it would finish its latest round of interim safety checks by the end of December. The company also told the paper it will begin installing at least one redesigned thrust reverser on each of its 777s before changing out the device on the other engine. American wouldn't say what the retrofits would cost.