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| |  | | --- | | Image |  |  | | --- | | Your new 2019 Enterprise Agreement (EA) was approved by the Fair Work Commission (FWC) today.    This followed a conference before Deputy President O’Neil yesterday to deal with AIPA’s objection to the approval of the EA where AIPA’s concerns were duly dismissed as not presenting an impediment to the approval of the Agreement. As such the Deputy President did not require any undertakings as proposed by AIPA and the agreement that has been approved remains unchanged from the proposal the pilot group voted up on 21 November.    The 2019 EA will come into effect on **30 December 2022** (7 days following approval by the FWC).    Increased Salaries and Allowances    Increased base salaries, EFA rate, WDO payments, DTA, ODTA and new extension payments will apply from **1 January 2023**.    As the Company has already advised, given the uncertainty of which pay period the approval of the agreement would fall in (due to the FWC having to deal with the concerns raised by AIPA), and when the pay increases would therefore apply from, Jetstar has been unable to reconfigure its payroll system until the Agreement had been approved by FWC. Therefore, Jetstar will be unable to implement the increased base salary rates for the January 15 pay run, but the additional Base Salary pilots are entitled to from 1 January 2023 will be back paid to pilots in the February 2023 pay run.    To alleviate any financial impact on pilots, Jetstar has agreed that it will make payment of the Recovery Boost bonus ($5k gross including super) to eligible pilots to the January 2023 pay period (normally be payable within 8 weeks of the Agreement being approved by FWC).    Back pay to cover the period from 1 July 2021 to 31 December 2022 will be paid to pilots no later than the March pay run.    Carer’s Line    As soon as the EA commences operation pilots will be able to make application for Full Time Carer’s Line in accordance with clause 18 of the 2019 EA. Carer’s Flexi Line will not be available to pilots until 1 July 2023 and pilots are required to submit applications no later than 31 March 2023.    Qantas Club  In relation to access to the Qantas Club, the AFAP was provided with a side letter from Jetstar which included the following:    I confirm that once the Agreement is approved by the Fair Work Commission, we will commence the necessary administration required to give effect to this intention.    Please note that in order to access the relevant Qantas Club or Qantas Business Lounge facilities, pilots will need to show their Qantas Club (Pilot Duty Travel) Card – printing and sending of these cards are two of the administrative tasks that are referenced above.  Therefore, they will not have immediate access given they will need to wait for the card to arrive.    Jetstar will now commence the necessary administration process and pilots will have access to the Qantas Club as soon as their access card has arrived.    Rostering and Crewing practices    There are a number of changes to existing rostering/crewing practices that pilots should be mindful of from the commencement of the EA including but not limited to:   * The requirement for the Pilot to check their CWP at sign off of last duty prior to an AVAIL day or 1700(LT) the day before the assigned AVAIL day for an assigned duty (clause 46.12.2) * Following an unscheduled overnight in a non crew base pilots will normally be required to operate a recovery flight to either a Jetstar pilot base, the pilot’s home base direct, direct to a port for maintenance or where the aircraft is required to take up its line of flying. Following completion of the flight the pilot will be positioned to their home base on the next available Qantas Group aircraft flight (this may involve multiple flights). On arrival in a pilot’s home base, the duty will be complete (clause 47.17.1) * Following an unscheduled overnight into a Pilot Crew Base the pilot will be positioned to home base on the next available Qantas Group aircraft flight in the shortest time period (this may involve multiple flights). On arrival in a pilot’s home base, the duty will be complete and a pilot must have a rest period (clause 47.17.2) * Infringing a DDO - Extensions into a DDO (2300 to 0100 LT) = hard credit of 4 hours EFA and extensions 0100 into a DDO = WDO payment plus associated flying hours if greater than 3.6 as per the current arrangement * Star Days will increase from 9 to 13.   iPad Hard Credit    We have had several enquiries from members regarding the payment of the hard credit as part of the iPad Agreement in December.  For those pilots that may not be familiar with the background of the iPad agreement this was a settlement reached with Jetstar in 2016 around the requirement for pilots to update their iPads and complete ASIC renewals. The iPad agreement therefore takes the form of a ‘side agreement’ rather than an entitlement under the current EA.    During bargaining there was consensus between the AFAP and the Company that the savings from removing the iPad agreement (which were used to fund other improvements in the proposal including the extension payments, DTA & ODTA increases and Layover Highline) and introducing the online training provisions into the 2019 EA had been calculated on the basis that the 3.6 hours of hard credit would not be paid to pilots in December this year.    Ultimately this was accepted by the AFAP in the context of bargaining and in order to achieve significant financial improvements in other areas which as outlined above will commence from 1 January 2023.    **Seasons Greetings!**    On behalf of the AFAP we wish you and your family all the very best for the festive season and a safe and successful 2019    Please note that the Federation's office will be open and staffed between the Christmas and New Year period with the exception of the main public holidays.  Should you have any questions regarding above, please contact AFAP staff members Deanna Cain, Andrew Molnar, Pat Larkins or Simon Lutton at the AFAP via email [deanna@afap.org.au](mailto:deanna@afap.org.au), [andrew@afap.org.au](mailto:andrew@afap.org.au), [patrick@afap.org.au](mailto:patrick@afap.org.au) or [simon@afap.org.au](mailto:simon@afap.org.au).    Regards  **Jetstar Pilot Federation Committee** Chris Gibson, Dominic Corcoran, Andrew Ward, Darren Fielder, Ed Greenidge, Daniel Blakemore, Paul Hogan, Clinton Baxter, Jeremy MacPhail, Christo Hailes, Yianni Manousaridis, Mark Buttel, Darren Davis, Christopher Doyle and Raj Krishnan |  |  | | --- | | Image | |