



ULUSLARARASI TEMSİL IFALPA BELGESİ

Belge: 25 Ekim 2012

Tarih: 31.10.2012

Kaynak: IFALPA haberleri · talpa.org



Thursday 25 October 2012

IFALPA sources the following items from a wide variety of media and they may not necessarily represent the views of the Federation. Publication in the 'The Daily News' does not infer that IFALPA endorses the views expressed.

1. GKN Aerospace Chem-Tronics, Inc. faces FAA civil penalty
2. SAS reportedly considering staff pay cut
3. Aegean Airlines submits bid for rival Olympic Air
4. West Africa's Gambia Bird takes flight
5. A piece of aviation history

GKN Aerospace Chem-Tronics, Inc. faces FAA civil penalty

The Federal Aviation Administration (FAA) is seeking a civil penalty against California-based aircraft repair station GKN Aerospace Chem-Tronics, Inc. in the amount of USD\$359,350. The FAA alleges the company neglected to administer obligatory drug tests before hiring 17 people in safety-sensitive roles. By FAA standards, workers must deliver clean results on drug tests before securing employment.

Violations are said to have taken place from May to December 2011.

In addition, the FAA has also charged that the company failed to test four randomly selected employees for alcohol use in January, April, and July 2011; neglected to complete all necessary drug and alcohol tests for two employees as part of the return-to-duty process; and performed incorrect post-accident drug testing for two employees.

The violations were uncovered in January 2012 during an FAA inspection of GKN's testing program.

SAS reportedly considering staff pay cut

Danish newspaper Berlingske reported yesterday that Scandinavian airline SAS will issue pay cuts in an attempt to return to profit. The airline has made several efforts to cut costs in recent years, including its most recent plan, 4Excellence, which will end later this year. This latest proposal involves asking employees to take 15 to 25 percent pay reductions. The report suggests the plan may also involve restructuring and the sale of assets.

The airline attributes losses to higher fuel prices, rival low-cost carriers, global recession, and an overloaded sector.

The carrier has failed to turn a full-year profit since 2007 and has relied on new capital from its owners, including the Danish, Norwegian, and Swedish states, twice over the last few years.