

R.O. MEETING MINUTES

MAY 07, 2009

I. Disx301, 302, 304: The prototype for paint was passed on 5-09-05. Management decided to go a different route. We can accomplish the life extension repair on Disx302. The shops have the capacity to do these repairs. Included are: MDR, FRS 5518, 3462, 3253, 3410, SB AF923, FRS 6626, TI RB0528, SB 72-D365 (RO'D for this SB), TI RB0529, TI RB0562, SB 72-D181, FRS 1563, FRS 1564, FRS 1565, 6673, 6674, 6675, AD 2004-19-04, AD 2003-17-15 (is not included, my printer would not let me copy.), SB 72-9495, arbitration and RO minutes are available if you would like to see them.

**July 31 Harvey West check to see if SB D365 is source controlled- it is not source controlled, nor does it require a source demonstration. SB AF923 and D181 also not source controlled or source demonstration. Cedric Wilson wants to re-prototype paint.

**August 21 Cedric Wilson will get authority to prototype.

**Oct 1 301, 302, and 304 are being prototyped.

**Oct 8 Cedric Wilson will generate shop orders for the discs.

**Oct 15 Reference OPM 10.14 same as above.

**Nov 4 Awaiting 073 form so blades can used as fixtures.

**Nov 12 Awaiting 073 form so blades can used as tooling. Mike Pennington will do shop order.

**Nov 19 Have 073 form, Crew Chief will get blades.

**Dec 3 Crew Chief in Rolls Royce Paint Shop has blades, waiting for Shop Order from Mike Pennington.

**Dec 10 Mike Pennington is working the Shop Orders.

**Dec 17 Mike Pennington continued on Shop Orders. RO committee discussed only doing new tasks on repair per the OP 10.14 1.1.

**Jan 7 Awaiting Shop Orders, possibly by Jan 9.

**Jan 21 Awaiting Shop Orders.

**Jan 28 No change.

**Feb 4 Cedric Wilson to have Mike Pennington make shop orders.

**Feb 18 Cedric Wilson to have shop orders made.

**Feb 25 Shop Orders in process of being made.

**Mar 4 DISX 301 shop order complete, 302, 304 in progress.

**Mar 11 DISX 301, 302, 304 are in the clean shop.

**Mar 18 DISX 301, 302, 304 in proto-type.

**Mar 25 DISX 301, 302, and 304 are still in proto-type and are going back to clean shop to remove de-watering oil.

**Apr 1 DISX 301,302, and 304 are back from clean shop and ready for proto-type.

**Apr 8 DISX 301, 302, 304 in proto-type.

**Apr 15 Proto-type is complete. QA has paperwork to check procedures on blades.

**Apr 23 Proto-type is complete. Mike Pennington and Chris Lilly to get together and work out details for shop orders.

**May 7 Wendy Meska to check on pending contracts that may prohibit this from coming back in-house. Cedric Wilson to prepare form for signatures for approval of proto-type. TWU sent e-mail to Mike Pennington and Chris Lilly to work our details of shop orders. All in attendance copied.

II. Rinx275, 278: These parts are RO'D out for a repair that should be accomplished here. Included are: MDR, FRS 1205, 5505 (it is not on MDR, but should be), TI RB011,0012, 1078, 1079, FRS 3253 is with Disx 301 package.

**July 31 Seals lockup per John Jovanovich and he will check on scrap rate.

**August 21 Per Norm Ogrin and John Jovanovich, Rolls Royce says the parts are aging and distorting, the costs of a test cell reject is too expensive. It's cheaper to replace with a new part. Harvey West reply that's OK if it does not go to reclamation and ends up back on the floor refurbished from a vendor. The parts needs to be spray painted red and cut up if scrapped. All in attendance agreed.

**Oct 1 Per John Jovanovich, Jack Spallone has information for him.

**Oct 8 John Jovanovich will get with Jack Spallone to understand scrape rate before Spallone leaves company.

**Oct 15 No change. Jack Spallone has left the Company. Jack gave John Javonovich a file and John has to research this file.

**Nov 4 No change.

**Nov 12 John Jovanovich will confirm what the scrap rate is.

**Nov 19 No change.

**Dec 3 No change.

**Dec 10 Depending on whether or not John Jovanovich is part of the R/O committee, Randy Thomas will designate new team member.

**Dec 17 No change.

**Jan 7 No change.

**Jan 21 Wendy Meska to get scrap rate, who vendor is and why it's being scrapped.

**Jan 28 Wendy Meska asked for scrap rate and is waiting for results from Chromalloy Component Services.

**Feb 4 Buying new parts per Rolls Royce. Wendy Meska to see last time sent to vendor.

**Feb 18 No change.

**Feb 25 No change.

**Mar 4 No change.

**Mar 11 No change.

**Mar 18 David Sidaway to review MDR.

**Mar 25 Scrapped out of repairable limits at AA and claimed by Rolls Royce in Reclamation and then RO'd. Cedric Wilson to take this action item. John Krueger to get 8130's from outsourced parts.

**Apr 1 No change.

**Apr 8 No change.

**Apr 15 Randy Thomas to find out why this is happening from Rolls Royce. This item is to be sent to Leo Dominquez by Randy. We will close out after satisfactory report from Randy Thomas.

**Apr 23 Randy Thomas stated AA TI is acceptable for AA but not for UPS. TWU stated it is not satisfactory for AA parts when sent to vendor for the same criteria for what it was scrapped for here.

**May 7 No change.

III. Shrx371, 372: Rubber volume fillers, we do a quick fix repair, TI RB0894. We do not accomplish FRS 5091, subtask 72-32-42-350-035. Let us do a prototype. TWU considers this "LIKE" work. If you do not, let's discuss and involve BDG.

**July 31 Cedric Wilson will probably prototype, let re-visit in 30 days.

**August 21 Cedric Wilson stated we will go through TI's and FRS at next RO meeting.

**Oct 1 Cedric Wilson was unable to attend this meeting so this has no change.

**Oct 8 John Jovanovich will bring shroud up at next meeting to discuss with BDG. Harvey West still considers this LIKE work.

**Oct 15 John Jovanovich does not consider LIKE work. He wants BDG process to go forward. RO Committee still considers this LIKE work. Will stay on agenda but will discuss more as other prototypes are accomplished.

**Nov 4 No change but will revisit soon. Cedric Wilson wants BDG process.

**Nov 12 No change.

**Nov 19 Committee members agree to prototype. Harvey West and Keith Powell will get with Mansfield Vincent to get parts.

**Dec 3 RO Committee has Rubber Volume Fillers. Next step will be 073 forms for removal of shrouds in reclamation and Shop Orders with Mike Pennington.

**Dec 10 073 form has not been submitted.

**Dec 17 073 form is complete. SHRX372 were routed to the Blast Shop where they'll wait for Mike Pennington to prepare Shop Order.

**Jan 7 Awaiting Shop Orders, possibly Jan 9.

**Jan 21 Awaiting Shop Orders.

**Jan 28 Awaiting shop orders.

**Feb 4 Keith Powell and Harvey West to get information to Mike Pennington so he can make shop orders.

**Feb 18 TWU will bring paperwork to next meeting so Cedric can have shop orders made.

**Feb 25 C/C has Shop Order and prototype is in process.

**Mar 4 Awaiting adhesive to proceed with prototype.

**Mar 11 Crew Chief to start proto-type Monday 3-16-09.

**Mar 18 SHRX371, 372 in proto-type.

**Mar 25 SHRX371 and 372 still in proto-type.

**Apr 1 SHRX 371 and 372 still in proto-type.

**Apr 8 No change.

**Apr 15 Rubber removed, on way to clean shop.

**Apr 23 Proto-type is in the blast shop and CC Chris Lilly is aware of it.

**May 7 John Jovanovich tasked to find out why proto-types can't be accomplished if there are other parts in the shop.

IV. Discuss remedies for RO.

**July 31 Harvey West stated, We've had discussions since May 08, 2008 about the remedies for RO, it's the Unions opinion that the RO line on the shop order should be eliminated or a higher authority than mechanic to authorize a RO.

**August 21 Still in discussion.

**Oct1 Still in discussion. John Jovanovich suggested crew chiefs be designated for RO authorization. Randy Thomas stated that this item is much bigger than us, and is a procedure change. It is hard to get OPM change. He suggests possible training for AMT's. Randy Thomas will send copy of OPM to Harvey West. Harvey West stated that management should have authority for RO, not AMT's.

**Oct 8 Randy Thomas will get back with us.

**Oct 15 Mary Margaret Burnham submitted OPM 2.7.

**NOV 4 No change, need more forum for discussion.

**NOV 12 Cedric Wilson will get with management team and present time and date for discussion for RO remedies. Cris Schissler and Doug Housley will be present along with Harvey West and Keith Powell.

**NOV 19 No change.

**DEC 3 No Change.

**DEC 10 No change.

**Dec 17 No change.

**Jan 7 No change.

**Jan 21 No change.

**Jan 28 Meeting set for Wednesday, Feb 4 at 0900.

**Feb 4 TWU RO Committee is going to make proposal for RO remedies and submit to RO Committee for consideration.

- **Feb 18 No change.
- **Feb 25 TWU proposal coming next week.
- **Mar 4 TWU proposal submitted to committee.
- **Mar 11 TWU waiting on response.
- **Mar 18 No change.
- **Mar 25 No change.
- **Apr 1 No change.
- **Apr 8 No change.
- **Apr 15 No change.
- **Apr 23 No change.
- **May 7 No change.

V. TAESL Automated Alodine Machine

- **August 21: Harvey West stated, we no longer need to RO parts for alodine. The tanks have been refreshed with OMAT 175A, 1200 Alodine and fresh de-ionized water. I have an e-mail from John Dunn stated this has been completed. Cedric Wilson requested and received a copy of the e-mail. Cedric Wilson asked us to check with Valerie Jones in outlook about the status of the alodine tank.
- **OCT 1 Randy Thomas will have answer today, Oct 2 at 11:30 and will be e-mailed to RO Chair and CO Chair.
- **Oct 8 Randy Thomas wants outside industrial hygienist to come in and take care of safety issues. Randy will follow up.
- **Oct 15 Mark Martin discussed facilities scope and Randy Thomas was not present to give follow up.
- **NOV 4 Waiting on facilities (Karla Dingman and Tommy Blevins)
- **NOV 12 Cedric Wilson will get list of questions for Industrial Hygienist.
- **NOV 19 Harvey West to e-mail Randy Thomas for a list of questions from IH. Email was sent to Randy and all committee members were copied in and Randy replied he would bring to the next RO meeting.
- **DEC 3 Lost funding. RFQ being developed. Do not have contract Industrial Hygienist or questions from one. This could take until mid January .

**DEC 10 Jonas Perez is awaiting questions from Karla Dingman concerning I/H. Randy Thomas will converse with Michael Jackson concerning TAESL paying structures to alodine parts.

**Dec 17 1. Karla Dingman didn't have questions concerning I/H. Jonas Perez is searching for them and will contact Chris Schultz about I/H.

** Dec 17 2. TWU RO committee contacted Michael Jackson and he said he didn't have manpower to dedicate for alodine. He deferred this action to Supervisor Kevin Baxter. TWU RO committee asked if he had the capacity to accomplish the alodine procedure. Kevin Baxter said to talk to the C/C in Paint and Fiberglass Shop, Cisco who was not available for conversion. Jonas Perez will talk to Ron Cook about FAR 145.

**Jan 7 Supervisor Cisco Malo said within 30 days he'll be able to let us know if he can accommodate TAESL with Alodine. Randy Thomas anticipates 2nd qtr of 2009 installment of automated Alodine system. Tom Rock will check on removal of old paint booth and new paint should be installed by 1st qtr of 2009.

**Jan 21 No change.

**Jan 28 No change.

**Feb 4 Cisco Malo let TWU know his shop can't accommodate TAESL with alodine. Randy Thomas stated he would get with Valerie to start permits and this is a top priority.

**Feb 18 Valerie Jones needs finished project plan to get permits, follow up with Jonas Perez...TWU sent email to Jonas on 2/19/09, all committee members were copied.

**Feb 25 Permits are waiting for pending specifications on heating and agitation.

**Mar 4 No change.

**Mar 11 TWU to email Valerie Jones on what she needs from TAESL to complete permits. Email sent 3-11-09. All persons on Ro Committee copied.

**Mar 18 David Sidaway helping Valerie with permits.

**Mar 25 Still need to work on permits although this project is now looking like 3rd quarter due to finances. Norm Miller needs number of piece parts from Wendy Meska so he can adjust head count in structure building. Norm Miller will check on nose wheel alodine tank in TUL for AFW.

**Apr 1 Due to no discretionary spending in 2nd quarter, this project is on hold. Randy Thomas to get number of piece parts to Norm Miller so headcount can be allocated.

**Apr 8 List of piece parts presented to Norm Miller.

**Apr 15 Updated e-mail sent by Norm Miller copied to all members of the RO Committee. Awaiting next update from Cisco Malo. Valerie Jones still as not received final complete prints for permits. David Sidaway will get temperatures for alodine per Randy Thomas.

**Apr 23 TWU will check into alodine specifications versus CPN's.

**May 7 TWU confirmed the CPN's are correct alodine specifications. Norm Miller will have Valerie Jones check to see if it's safe to operate.

VI. SHAX776:

1. When is engineering going to work with machine shop on source demonstration?

**Oct 8 Cedric Wilson and Randy Thomas both stated that Darby has to be present for the source demonstration. Harvey West requests Darby's presence.

**Oct 15 Darby has to be present and as of now machine shop equipment is down.

**NOV 4 Machine shop equipment is now working. No more discussion on this item today.

**NOV 12 No discussion.

**NOV 19 Once kit arrives, contact Jonas Perez and he'll make arrangements.

**DEC 3 No change.

**DEC 10 No change.

**Dec 17 Jonas Perez will initiate dialogue with Rolls Royce about source demonstration. TWU RO committee will get S/B for Jonas showing source demonstration.

**Jan 7 RO Committee agreed to keep this item on the table due to source demonstration may be more difficult to approve than thought.

**Jan 21 Jonas Perez to invite David Sidaway to next meeting.

**Jan 28 No change. David Sidaway to be invited to next meeting.

**Feb 4 No change. All of Committee agreed for Rolls Royce to get us Source Demonstration.

**Feb 18 Cedric Wilson requested TWU to email David Sidaway about Source Demonstration. Need answer ASAP... email sent 2/19/09, all committee members copied.

**Feb 25 Cedric Wilson to contact David Sidaway so he can be present at next RO meeting to follow up on Source Demonstration.

**Mar 4 Rolls Royce willing to pay up to \$5500 for Source Demonstration. TWU will find out estimated hours for machine shop and NDT.

**Mar 11 S/B 72-C768 states a total of 6 hours to complete. TWU emailed David Sidaway to accomplish Source Demonstration on 3-11-09. All RO Committee members copied in.

**Mar 18 Awaiting response from Rolls Royce.

**Mar 25 TWU to submit 073 form to R/R for 3 shafts so AJ Reilly can practice Source Demonstration. S/B 72-F867 will be used for this repair, it's the same repair different part number.

**Apr 1 TWU to submit 073 form for 3 shafts.

**Apr 8 Randy Thomas stated that Will Folgers presented questions to Greg Young concerning cost of proto-type. TWU stated that this is just another road block and the costs were well below what Rolls Royce said they would pay. Randy Thomas stated that Rolls Royce refused to pay, so now TAESL will have to pay.

**Apr 15 Randy Thomas will approve dollars for proto-type.

**Apr 23 TWU will send email to reclamation to forward shafts to the machine shop.

**May 7 TWU sent Judge Christian an e-mail to forward shafts to machine shop, copied e-mail to all in attendance.

2. RO notification expires on 09-06-08. This is Saturday. How close are we to bringing this in house?

**Oct 8 Management is not sure how close we are to bringing this back in house, or if we'll be able to bring back entirely in house. Management requested additional RO notification for this. Doug Housley and Harvey West ask how long would the notification extension be for, 4 weeks? 6 weeks? Management was not sure.

**Oct 15 No discussion on RO Notification.

**NOV 4 Awaiting on RO notification.

**NOV 12 Received RO notification on 11 Nov, 2008 for 90 day temporary RO. Further discussion when tooling arrives.

**NOV 19 No change

**DEC 3 No change.

**DEC 10 No change.

**Dec 17 No change.

**Jan 7 No change.

**Jan 21 TWU informed this committee that the temporary RO expires on Feb 11.

**Jan 28 No change.

**Feb 4 No change.

**Feb 18 RO Notification has expired.

**Feb 25 RO notification received on Feb. 23.

**Mar 4 Closed until notification expires May 25.

VII. FIL1011 & FIL1012 – Included are : S/B RB. 211-72-B106, TSD 594J 70-00-00-300-330 Chromate Conversion Coatings, S/B RB. 211-72-F194, FRS 5135 (FIL1011 and FIL1012 are RO'D for the previous listed repairs.), These next repairs could also be accomplished in house, S/B RB. 211-72-C901, S/B RB. 211-72-C545, 72-31-11-200-01 Compressor Blade Annulus Fillers Inspection/Check, FRS 1521, FRS 1520, TI RB 0893 and TI RB 0787. This is all work that can be accomplished in house. There is no reason to RO these 2 parts. We accomplish like work with the Trent version Fil1013. Fil1013 is accomplished entirely in house the same can be accomplished with the RB version. Here are the Trent repairs , which are not included in this package. 72-31-11-01-350 Inspection / Check, S/B E404, FRS 3253, FRSA056 –replace the seal and replace the seal rubber tip, FRSA043 – Missing anti- erosion coating, FRSA046 – dry film, FRS 3253 and FRSA046 – galled, nicked, and dry film, FRSA056 – chocking pad.

**Oct 8 Will bring MDR's and shop order to RO meeting on Oct 15.

**Oct 15 RO Committee submitted MDR's and shop orders. Will continue discussion when other prototypes are further along.

**NOV 4 No change.

**NOV 12 No change.

**NOV 19 If TWU can demonstrate FRS's are the same no need to prototype, if not we'll prototype.

**DEC 3 No change.

**DEC 10 Awaiting blue prints, Jonas Perez requested copy of e-mail sent to Karla Dingman. A copy was forwarded the Jonas Perez.

**Dec 17 Received blue prints. Prototyping requires 4 fillers to be accomplished. Danny Gonzales will start tooling process over base shutdown.

**Jan 7 Tooling will begin this week. C/C Phil Butler will create Shop Order to begin work on that tooling.

- **Jan 21 Awaiting tooling.
 - **Jan 28 Awaiting tooling.
 - **Feb 4 No change.
 - **Feb 18 Tooling forms to be submitted to Mansfield Vincent, or Kim Koerperich.
 - **Feb 25 Process underway with Tool and Die to making tooling.
 - **Mar 4 No change.
 - **Mar 11 One mold in Paint and Fiberglass for lay up, other still in Tool and Die.
 - **Mar 18 Awaiting mold in paint and fiberglass. Need to order redux primer.
 - **Mar 25 FIL1011 and 1012 still in proto-type in paint and fiberglass shop.
 - **Apr 1 FIL1011 and 1012 still in paint and fiberglass shop having molds made for proto-type.
 - **Apr 8 No change.
 - **Apr 15 No change, awaiting tooling.
 - **Apr 23 Paint and fiberglass to send mold back to tool and die.
 - **May 7 Molds are back in tool and die. They would like Sam Anderson 's to help with tooling.
- VIII. The TWU side of the Ro Committee has asked for a detailed, five year financial report of the cost concerning all parts RO'd for heat treat, shot peen, and electron beam welding. We ask for this at the RO meetings of June 5 and July 15, 2008. E-mails were sent to Randy Thomas on September 9 and October 20, 2008 with part numbers we requested in order to receive data concerning shot peen. Where are we, concerning five year detailed financial report on how much was spent concerning shot peen? Included are the e-mails sent to Randy Thomas.
- **Nov 12 Cedric Wilson will follow up with Randy Thomas.
 - **Nov 19 No change.
 - **Dec 3 No change.
 - **Dec 10 Wendy Meska will follow up.
 - **Dec 17 No change.
 - **Jan 8 Wendy Meska will provide information for engine mount shot peening.

**Jan 21 Wendy Meska reported that in 2007 and 2008 we paid Metal Improvements \$13,000 for shot peen. She also stated we have spent more money on shot peen through other vendors but are unable to break down charges.

**Jan 28 TWU recommends new shop peen machine.

**Feb 4 The TWU RO Committee will explore shot peen possibilities and bring to committee.

**Feb 18 TWU is researching shot peen equipment.

**Feb 25 TWU will need authority to travel to research shot peen equipment. Randy Thomas stated to submit trip plan with amount of destinations needed.

**Mar 4 No change.

**Mar 11 TWU has received no response from vendors about shot peening equipment. TWU will get with John Kruger on parts going out for shot peen. Sent email to John Kruger asking for parts RO'd for shot peen on 3-11-09, all RO Committee copied.

**Mar 18 TWU is in contact with Engineer Abrasives about Shop peening equipment. John Krueger stated it would have to be a automated shot peen system.

**Mar 25 Estimated with 20 parts over 5 years is 1.5 million for the cost of shot peen. For a 4 axis automated shot peen machine, the cost is 472,000 dollars plus installation costs of facilities.

**Apr 1 TWU presented Wendy Meska with costs analysis for shot peen machine from Engineered Abrasives .

**Apr 8 No change.

**Apr 15 No change.

**Apr 23 Wheelabrator has quote on 4 axis shot peen for RO committee for consideration. TWU is working on ROI for purchase of machine.

**May 7 No change.

IX. Possible million dollar savings from Fred Amato. This is an airframe part. AA has the tooling to do these parts in Door and Linkage. Shop 3722 needs to be home shop instead of QVP. Attached to agenda is a list of CPN's that need to be converted to rotatables.

1. Support Links

Support links for bleed air duct. Instead of replacing with new links, restore old ones. These are scrapped on the build line and at the test cell. The repair is not in the Rolls Royce manuals. It is in Boeing manuals. The tooling required to accomplish this restoration is in shop 3722, Door and

Linkage. The plan is to turn these parts into rotables. The cost of a new link is approximately \$1000.00. This can be repaired for about \$160.00. Jonas Perez will talk to required person about GESER needed for proper identification and proper usage of tool. Tool number is AGS4299.

**Apr 8 Fred Amato presented ESO 20201 to RO Committee. This is for TI to be developed and have links repaired in TAESL.

**Apr 15 No change.

**Apr 23 QVP shop will repair the links. ESO will need to be turned into TI.

**May 7 No change.

2. Tubes

Cedric Wilson and Jonas Perez will discuss with Mike Burgin so that AA will be apprised of findings. TUBX's with incorrect "B" nuts were discussed as having problem of not getting nut of the fitting causing replacement. These are all Boeing. It is installed on the 03. There are about 50 tubes. We have enough tubes to last to the end of the year. Total yearly cost to AA for new TUBX's is approximately 1.2 million dollars. Tooling to make our own TUBX's is around 40,000 dollars, making the cost to repair TUBX's about 35-60 dollars. Fred Amato will provide CPN's for TUBX's to Harvey West and Keith Powell. Mike Burgin will be copied in on links and TUBX's.

**DEC 3 No change.

**Dec 10 Will be permissible if we do as a 145 part not a 121 part using Door and Linkage as a vendor per Randy Thomas. Harvey West and Keith Powell will coordinate with Fred Amato and Michael Jackson.

**Dec 17 Michael Jackson deferred to Supervisor Kevin Baxter. Fred Amato will converse with Kevin Baxter to answer his questions.

**Jan 7 Fred Amato is going to talk to MCI about tooling, he will coordinate with Tom Rock in F/M. Mike Burgin will discuss with Rolls Royce as this will be our next critical component. Rod Blake commented of great savings for AA.

**Jan 21 Awaiting answer from Ken to Mike Burgin.

**Jan 28 Mike Burgin awaiting word from Ken Herold and will contact Ken again. TWU will have Fred Amato send part numbers and repairs to Mike Burgin for links. TWU will send Tom Rock email concerning swedging tools.

**Feb 4 No change. TWU sent out all e-mails they were asked to do.

**Feb 18 TWU emailed Fred Amato for information on swedging tooling. Tom Rock said MCI did not have tooling would have to go to Production Manager.

**Feb 25 Marla Evans to provide costs of tooling. Mike Burgin will contact structures management to have them at next RO meeting to discuss necessary item.

**Mar 4 No change.

**Mar 11 Emailed structures management about showing up to RO meeting, all committee members agree to go to their manager to get them to comply with request to attend RO meeting. Emailed Marla Evans with details on swadging tooling.

**Mar 18 Tom Rock will get gezer for the fixture for links. Mike Burgin suggested setting up meeting with TAESL and structures about routing of parts to structures. Kevin Baxter wants TAESL to figure out how to get parts from TAESL to AA and management wants AA parts to return with a COP tag.

**Mar 25 No change.

**Apr 1 Meeting to be set up to have TI written and submitted from AA to R/R for links, and structures will present tooling for links to required shop.

**Randy Thomas stated Wendy Meska would present contract of 145 with 8130 for tubes and AA would have tubes certified for Rolls Royce.

**Apr 8 Norm Miller will converse with Kevin Baxter and Lisa Jackson concerning ROI for investment of tooling for tubes.

**Apr 15 No change.

**Apr 23 Management wants this to be BDG item. TWU will set up meeting with Fred Amato and Mike Burgin to turn tubes over to the AA side.

**May 7 Fred Amato discussed free tooling at MRO convention.

X. SHAX681- We do the necessary repairs here, so why is this going to a Barnes. Inspection check -05 (72-41-31-200-005), FRS 6625, FRS 5093, FRS 5112, FRS 5823, FRS 3462, Immersion Cleaning (72-41-31-100-002), TICU0024, TIRB0352, TIRB0658, TICU0002, SB RB211-72-D085, SB RB211-72-AE202, TSD594J OP118, OP133, OP340, OP214.

**Dec 3 Randy Thomas will research who's sending parts to Barnes and who's paying for them.

**Dec 10 No change.

**Dec 17 No change.

**Jan7 No change.

**Jan 21 Engineering working on this. Wendy Meska will research now.

**Jan 28 8 RO's in 2008, Wendy to research as to why these are going out.

**Feb 4 Rolls Royce sent out 8 of these in 2008 through reclamation. Randy Thomas to see what and why they were sent out for and to check if we can do it here.

**Feb 18 No change.

**Feb 25 Rolls Royce sent out 8 from reclamation in 2008. Randy Thomas to find out why.

**Mar 4 Randy Thomas stated this is a stub life issue. It is being sent out through reclamation. All committee members agree if TWU can perform stub life extension, we will bring in house.

**Mar 11 TWU to email Randy Thomas with info regarding repairs.

**Mar 18 Randy Thomas to provide TWU with what vendor is accomplishing so we can compete.

**Mar 25 No change.

**Apr 1 No change.

**Apr 8 No change.

**Apr 15 No change.

**Apr 23 Randy Thomas states that Rolls Royce has to have 21 day turn time. Randy suggested Production Manager Cedric Wilson, John Jovanovich and Gerald Maynard meet on this item. TWU requested to be in on those meetings.

**May 7 Cedric Wilson stated it is a 28 day turn instead of 21 day. No further information on meeting.

XI. TUBX853- As of now, this part is not RO'd. The TWU would like to add to the MDR these repairs to be accomplished when deemed necessary. We have the tooling necessary to accomplish these repairs. We consider this LIKE work since we already accomplish TUBX706 (RB oil feed tube). Included in this agenda are the repairs: MDR, 72-52-33-200-803 which is inspection check 03, FRSE 101 metal spray repair, FRSE 188 FPI, weld, metal spray and machine repair, S/B RB211-72-C399, FRSH 465 Paint Repair, FRSH 495 Paint Repair.

**Dec 17 Jonas Perez will have engineering look into this.

**Jan 7 No change.

**Jan 21 No change.

**Jan 28 No change.

**Feb 4 No change.

**Feb 18 No change.

**Feb 25 No change. On hold until part is RO'd.

XII. Tubx 706: RO'D for a weld repair. Included are MDR, TI RB0443, 0707, FRS 7017. FRS 3253 is provided with Disx 301 package.

**July 31 John Jovanovich will check on repairs provided.

**August 21 Cedric Wilson will verify why tubes are being sent out.

**Oct 1 No is no change here due to Cedric Wilson was not able to attend this meeting.

**Oct 8 Cedric Wilson will verify why tubes are sent out.

**Oct 15 No change.

**Nov 4 No change.

**Nov 12 RO'd for DER repair since 1999. It is a major repair from the FAA. TWU asked what is done per that DER. Management could not confirm what that repair was. Cedric Wilson is going to research this. The verification of tubes returning from vendor scraped or repaired as needed. Verify repairs from 8130 form being accomplished.

**Nov 19 No feedback yet.

**Dec 3 No change.

**Dec 10 Check for approved data for DER through the FAA.

**Dec 17 Jonas Perez contacted AA about DER repair and hasn't received a response yet.

**Jan 7 Jonas Perez said AA would not discuss DER repair. TWU suggests making it a TI to bypass DER repair. Jonas Perez agreed to look into it.

**Jan 21 TWU suggested using TI to get around DER. Cedric Wilson suggested contacting Devin Thompson about TI for Rolls Royce and AA and to go through BDG for cost analysis.

**Jan 28 Meeting scheduled on Thursday, Jan 29, 2009 in Title I RO office at 1300.

**Feb 4 TWU RO Committee to follow up on items after meeting with Devin Thompson and Jacob Justice.

**Feb 18 TWU will contact Wendy Meska on purchasing of nozzle ends.

**FEB 25 Meeting with Wendy Meska on Tuesday, Mar 3 at 1100.

**Mar 4 Wendy Meska is working on TWU's request purchasing of nozzle ends.

**Mar 11 TWU to do further research on nozzle ends.

**Mar 18 No change.

**Mar 25 No change.

**Apr 1 No change.

TUBX706

Tubes are sent to International Aerospace Tubes LLC., Pratt & Whitney Services, Inc., 4760 Kentucky Avenue, Indianapolis, IN 46221, USA.

Subject tubes are sent to above vendor for a TPC DER repair procedure TPCRP #773, dated November 6, 1998 for damage to the tube rear end fittings.

AA Mechanic RO's to vendor when ends are damaged, below limits, or if tubes itself is damaged or scrapped.

Problem is, if we scrap the tube here, why do we need to pay vendor to confirm it is scrapped. Not only does vendor receive money from TAESL to declare a scrapped part is scrapped. That vendor is then taking fitting ends and then charging us for the end fittings that they took from us for declaring a scrapped part as scrapped. We can use those ends from the scrapped tube and initiate a TI and repair another tube that is below end fitting tolerance, thus bypassing DER repair.

Per 8130's vendor is repairing tubes per our engine manual, which are the repairs that we do in house. The vendor is not reflecting TPCRP #773, dated November 6, 1998 on the 8130's.

**Apr 8 Randy will task with QA to find out if DER repair TPCRP #773 is being accomplished by vendor.

**Apr 15 No change.

**Apr 23 Randy Thomas turned over to Paul Juedes of Rolls Royce to investigate.

**May 7 TWU e-mailed Paul Juedes about status of tube. All in attendance was copied in.

XIII. TAESL presentation by Randy Thomas.

**Feb 4 Need to set up time when we can have a full forum to view presentation from Randy Thomas.

**Feb 18 No change.

**Feb 25 Committee proposed dates of March 13 and March 20 in the morning.

**Mar 4 Meeting time will be decided on Friday afternoon, March 6.

**Mar 11 Doug Housley will coordinate with Randy Thomas concerning TAESL 101.

**Mar 18 No change.

**Mar 25 No change.

**Apr 1 Randy Thomas stated TAESL 101 can be presented during RO meeting. TWU opposes this because time restraints we need for RO issues.

**Apr 8 Randy Thomas will talk to Doug Housley at MRO meeting.

**Apr 15 No change.

**May 7 Doug Housley talked to Randy Thomas and told him to set up meeting in mid to late May excluding Wednesdays.

Persons in attendance for this RO meeting.

Harvey West Title I Ro Committee Chairman

Keith Powell Title I Co Chair

Mark Martin Title Ii Co Chair

Doug Housley AFW Base RO Chairman

Cedric Wilson Manager TAESL Production

Wendy Meska TAESL Finance

Norm Miller Production Manager Structures

John Krueger TCC TAESL

