

Our Ref: BB/JMD

15th December 2006

To: All Amicus Cabin Crew Members at Worldwide and Euro Fleet Heathrow

Dear Colleague,

I am writing to update you on the current situation within the CC NSP. As you are aware, our TGWU colleagues are taking steps to conduct an industrial action ballot as a result of the recent "Failures to Agree" with the Company. Their issues of grievance are of joint concern, and have been registered with the Company by your Workplace Reps. Unfortunately, we have been unable to progress these matters in the manner in which we would have liked. This is due to a number of reasons which I will set out in this letter.

At a Special NSP Meeting held on the 9th November, Amicus Reps, along with their TGWU colleagues, registered a "Failure to Agree" with the Company on a number of items, which I have listed below:-

- 900 hours.
- New entrant post '97' pay scales.
- Down route report times.
- The application of EG300.
- The IFS Plan for Change.

In addition to this, Amicus Reps registered their genuine concerns with the current industrial relations situation, where there appears to be a lack of understanding on behalf of the Company towards the views being expressed by Amicus Reps. An example of this was the Company's attitude while attempting to introduce the "Plan for Change". Our Reps highlighted a number of concerns including Purser/Junior swap on 747s and preferred Bar Operators as these were seen as attempts by the Company to undermine the current crew structure. Despite these difficulties, Amicus Reps have continued to show a willingness to discuss all of the above items with the Company.

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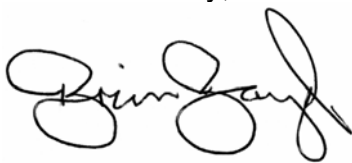
However, on Thursday 7th December, the Company met with the TGWU at the exclusion of Amicus. These discussions have continued and, despite the protestations of Amicus, there has been no indication to date from either party that these discussions should be conducted on a tri-partite basis. This has been extremely frustrating for our Reps, particularly as there are common issues of joint concern. I have stated the Amicus position in a letter to the Company, and await their response. I have also spoken to the TGWU Senior Officer on the matter as the non-participation of Amicus is unhelpful to the broader cabin crew community and is clearly unacceptable.

In relation to the possibility of industrial action by TGWU members, I must state quite clearly that the exclusion of Amicus has meant that we have not yet been given the opportunity to engage with the Company at a senior level. The opportunity to negotiate a resolution has therefore not yet been exhausted. Until such times as this happens, Amicus could not contemplate an industrial action ballot. It would be against both current regulations, and Amicus rules.

Added to this, Amicus, along with BALPA, GMB and the TGWU are currently engaged with the Company in the single most important issue for "all" our members employed by BA (the NAPS consultation). These discussions are at a crucial stage, and it would be at best insensitive to jeopardise the opportunity of reaching an agreed solution.

I do hope this goes some way to explaining the present situation, and I have offered the availability of Amicus to meet during the forthcoming period. In the meantime I must ask you to continue to support the Amicus Reps in the excellent work they undertake on your behalf and, in particular, through this current difficult period.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Brian Boyd". The signature is fluid and cursive, with a large loop at the end.

Brian Boyd
Lead Industrial Officer