

Dear colleagues,

Since mid December, the Union have worked in pressuring Ryanair to come to terms by signing a 100% legal agreement. After insisting the DGT mediators, our lawyers were finally summoned by the DGT: The directorate wanted a pure technical work and they progressed during the 15-19 December term.

And then, the moment of the truth arrived when we were summoned on the 20 December by the mediators. Everything seemed to be agreed in terms of vanishing the agencies's model and recognising seniorities and transferring Cabin Crew to Ryanair contracts.

For the first time ever, Mr. Wilson showed up. We really thought it would be the moment of materialising the formal agreement with his back up and presence... Just the opposite!

He wanted to speak first and he did. He tried to threaten us with the old fashioned statements such as "decisions to be made" in the coming weeks. He openly disagreed with his own party, by saying they didn't want to recognise any seniority, as well as denying any commitment with the agencies' Cabin Crew and telling his own team to keep quiet.

Then the meeting blew up!

We told him we were not impressed by his usual threats and that the so much mature original plan he was wrecking at that very moment was the DGT plan based on law, not on his desires. We asked the DGT, in the presence of the Ryanair board team, about the legal viability of the Mr. Wilson's intervention position.

The answer came up immediately: The possibility of doing as Mr. Wilson invoked contradicting his own team would be inapplicable and it would weaken the agreement. On this affair, our Estatuto de los Trabajadores is clear in his article number 43.

Then after 7 hours' discussions and eternal breaks, we told them we would give them a 24 hours' deadline for a satisfactory answer to the DGT proposal or we would call for the mandatory Mediation before we called for a strike. You know what happened next and that we did so.

In conclusions so far, it was too bad to hear that the Ryanair team cannot even agree to themselves. It was too bad to hear the arrogant spice Mr. Wilson cast on the table. It is so bad to see they just call themselves highly effective when it really comes to circumvent national law requirements and thus anyone earns money...

But it was too good to see several things: Both unions stick together, both legal advisors have worked on this agreement with the approval of the DGT and finally, the DGT have been able to see Mr. Wilson in person and his disposition to fulfil the Spanish legal system. In short, now they know him.

Now, let's expect the Spanish Administration takes its own decisions as well as we take ours.

Next highlights are to be in our minds: The Inspection is working on our claims for illegal transfer of Crews; On January 31 the Spanish law will be applicable to pilots and not to Cabin Crew (!!!!); On January 29 the trial at the Audiencia Nacional will take place, based on strike repressions.

And meanwhile, we shall take the most legal and strong strike, respected by the whole society and keeping us all united and backed by all our European colleagues who did their best and showed us the way to avoid vague agreements.

That's our task now and our unity is their bad manners's weakness.

We shall keep you updated!

SITCPLA Union Section in Ryanair