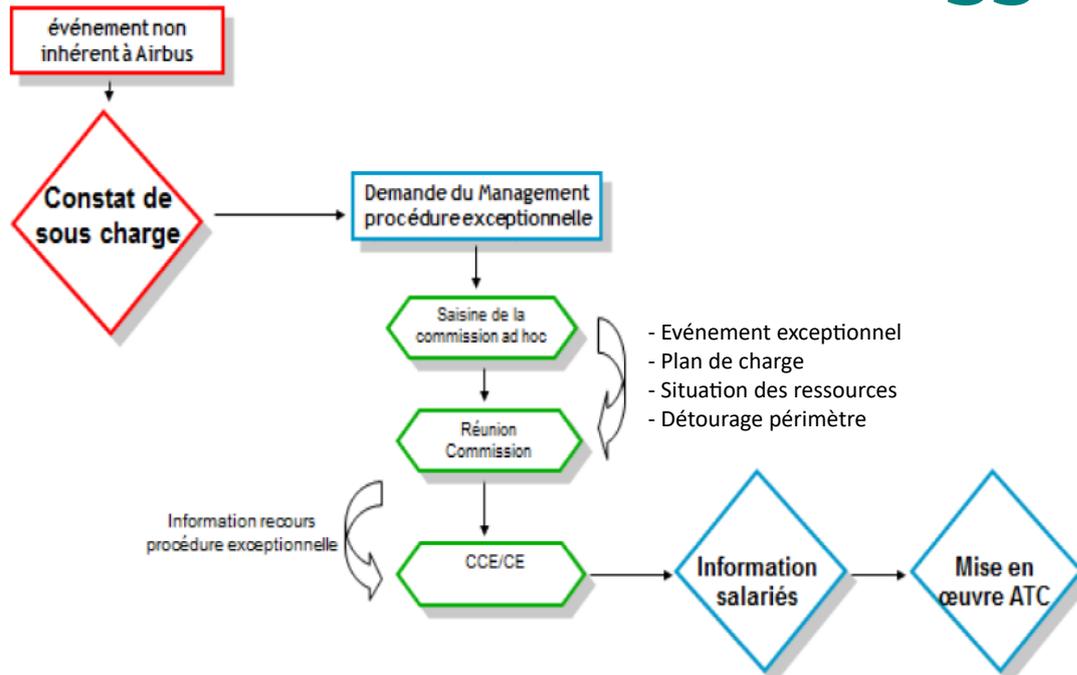


The CFDT regrets that the ATC mechanism has not been triggered



The “ATC (Collective Time Insurance) mechanism” was set up through a company agreement in 2010. It is intended to deal with a situation of underload triggered by an “exceptional event not inherent to AIRBUS”, which is exactly the situation in which we are today.

Employees who joined AIRBUS SAS or AIRBUS Operations SAS before January 2010 have 5 days logged in a specific counter called “blocked ATC”.

Management could have triggered this mechanism, by **advancing 10 days to employees who have no days** on their counter and 5 days to the others, thus covering 2 weeks of inactivity in the affected sectors.

Employees would have had **3 years to give back these days** to the employer while benefiting from a **20% contribution** (1 day returned for 5 used).

The use of this mechanism, signed by the CFDT, CFTC, CFE-CGC and FO unions, **entirely adapted to the current circumstances and would have been more advantageous to employees** than the imposition of ACT days to cover the week of March 16 to 20 and the other COVID-19 days imposed in many areas to cover the following 2 weeks.

Due to poor electoral results at AIRBUS Operations SAS and AIRBUS Helicopters SAS, the CFDT is no longer representative at the AIRBUS Group level and has therefore been unable to participate to the recent negotiations.

The CFDT regrets that the trade union organizations, which negotiated the Group agreement on the recovery of lost hours and days did not request the activation of the ATC mechanism, valid until December 2020.

Submission of two weeks of compulsory absence:

For employees who have days in their “blocked ATC” counter, the CFDT recommends **using these days before May 15**, because after that date the counter should be blocked again.

