

## **Media Advisory – Aug. 3, 2009**

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### **Summit declares fight is on to protect aerospace jobs**

Only hours after the Boeing Co. christened its new South Carolina plant “Boeing Charleston,” more than 380 leaders of Washington state’s aerospace industry gathered at Snohomish County’s “Saving Washington Aerospace” summit to lay down a new platform for remaining globally competitive.

“That’s about as far as we want South Carolina to go with the Boeing Co.,” Snohomish County Executive Aaron Reardon said, opening his remarks by announcing Boeing’s Monday morning celebration in Charleston, S.C.

Boeing officials, led by Scott Fancher, vice president and general manager for the 787 program, made it clear Monday that Everett is in competition with Charleston and two unnamed locations for the second line of the 787, according to reports in the Charleston Post and Courier.

“If that’s not the definition of a competition, I don’t know what else is,” Reardon said during the summit. “We need to recognize how the game has changed.”

For the first time, Boeing management, labor leaders, suppliers, government and local constituents came together to discuss how to win that second line and to keep Boeing from leaving Washington state altogether.

Industry leaders attending the summit spoke of a continually growing divide between labor and management as being one of the key issues needing correction before Boeing will ever be happy in Washington state. Industry leaders pressed that point by comparing last year’s International Aerospace Machinists (IAM) strike in Everett with news that IAM members in Charleston have asked to decertify the union.

“I hope that isn’t a factor,” said Congressman Norm Dicks during and after his keynote address at the summit, referring to the S.C. employees’ move.

Labor leaders – including Larry Brown, legislative and political director of the IAM Local 751 – said they’re ready to talk about a future without the need to strike, a sentiment shared by Fred Kiga, Boeing’s vice president of state and local government relations and global corporate citizenship.

“Everybody has a skin in this game,” Kiga said, “including business, government and the community.”

With economic woes likely to continue impacting the aerospace industry – a point made clear Monday by Avitas economist Adam Pilarski – the need to work together was obvious.

“We’re making a long-term investment here,” Reardon said of the training institute. “I want to see Washington state’s aerospace industry last another hundred years.”

The recent announcement by Snohomish County and the Aerospace Futures Alliance – co-hosts of Monday’s summit – of a statewide aerospace training institute based in Snohomish and Spokane counties will benefit those in the industry who say a disparity is developing between seasoned, well-trained employees and new workers in Washington state’s aerospace industry.

Monday’s summit also helped open a line of dialogue that should lead to future legislation, more training opportunities and improved working relations between labor and management.

“What we have to do is work together to protect what other states and countries want: our aerospace industry,” Reardon said. “Today’s summit is only the beginning.”

To view the “Saving Washington Aerospace” summit, go to [www.tvw.org](http://www.tvw.org), which aired the event as a live webcast, or watch the broadcast station version, which will air in two parts beginning 7 p.m. Tuesday.

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