

放大



國泰的機師工會在01年因編更及加薪問題，曾發起工業行動。

相片：1/1

當日相關新聞

一年工潮 失月薪逾10萬厚職
被炒國泰機長轉行 **揸**貨車

▶ 歐美機師供過於求

標準字

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【本報訊】一場工潮，為49名國泰機師帶來傷痛的五年。01年國泰怒炒49名參加工業行動的機師，其中有資深機長失去月薪10多萬的工作後，被迫轉行任貨車司機。國泰機師工會表示，17名被炒機師已決定與國泰抗爭到底，向高等法院控告國泰違反合約。記者：譚暉

國泰機師工會（The Cathay Pilots Union）表示，這批前國泰機師去向不一，部份人轉職到廉價航空公司繼續飛行、少數人未能通過醫療檢查而無法再當機師，前機師Greg更於年前逝世。

另外，一名在國泰工作10多年的加拿大籍資深機長Craig，由於年屆50歲，雖向不同航

Independent English Translation at the bottom of the article

空公司先後寄出20多封求職信，但未能重拾機師工作，惟有轉行在加拿大駕駛貨車，月薪只及以往的十份之一。

被列黑名單難再轉職

有現職國泰機師指，Craig以前負責駕駛國泰波音客機，現在卻是貨車司機，「像他這個年紀、加上被國泰列入黑名單，很難被其他航空公司聘請；部份被炒機師也有嘗試應徵甘泉航空，當被問到為何不在國泰工作，都無言以對，結果求職失敗。」
工會指出，雖然事隔五年，但被炒的外籍機師已分別在英國、美國及澳洲控告國泰違反合約。17人則入稟本港高院提出訴訟，預期數月內可以展開聆訊。工會指，這批機師先後已花去數百萬元於訴訟上，但他們目前財政穩健，國泰別奢望利用龐大訴訟費「陰乾」機師。

不公平解僱英判勝訴

其中一名與訟人、國泰前機師

Quentin Heron向本報表示，英國的審裁處10月中裁定，01年被國泰解僱的機長George Crofts勝訴。George Crofts指控國泰旗下的Veta違反合約，對他不公平解僱，也未能書面解釋解僱原因。Quentin Heron說，希望這宗案例能增加在港提出相同訴訟的17名機師的勝訴機會，「因為英國的案

例同樣適用於香港，兩地奉行普通法，我看不出香港法庭有何原因會作出與英國不同的判決。」

國泰表示，暫不評論該17名前機師的訴訟。2001年國泰的機師工會因編更及加薪問題與國泰談判破裂，宣布工業行動，國泰7月9日一口氣解僱49人，令社會嘩然。



下載PDA版

Independent Translation of Apple Daily of 31st Oct 2006:

Due to an industrial action in 2001, one of *The 49ers* Captain Craig was among those sacked by Cathay Pacific which had put his flying career so much in jeopardy that he is now making a living as a truck driver at the loss of earnings of over a hundred thousand dollars per month

It's been five tormenting years for 49 dismissed CPA pilots as a result of an industrial action. In 2001, Cathay in a rage sacked 49 pilots for taking part in the industrial action. The Cathay Pilots Union (CPU) said 17 dismissed pilots were suing Cathay for breach of contract in one single move but somehow it was a different life path for everyone.

Some of the dismissed pilots are now working with low fares airlines. A few of them can no longer qualify for the pilot post for failing medical examinations. Most unfortunate of all is that First Officer Greg {England} passed away a year ago. Moreover, Captain Craig {Young}, a Canadian pilot serving CPA for more than a decade and now in his early 50s, had written some 20 application letters to airlines for a pilot post but in vain. He has adjusted his trade to be a lorry driver back in Canada, earning only 10% of what he would get as a Captain.

A current Cathay pilot pointed out that Captain Craig {Young} was a Boeing aircraft pilot in the past but was working as a truck driver at present. *"He's been on the Cathay blacklist, in addition to age; it is unlikely that other airlines would hire him. Some of The 49ers did try to apply for the vacancies from Oasis Airlines. Since they were unable to answer why they left Cathay during job interviews, their applications failed"*, he remarked. CPU also said 49ers who were UK, US as well as Australia based had tried to sue Cathay in their countries, respectively. 17 plaintiffs had already initiated their litigation to seek compensation at the High Court in Hong Kong. The legal proceedings would take place within months presumably. Furthermore, the union pointed out that even though they had spent millions on litigation, their financial condition was quite sound; thus shattering Cathay's wish to 'drain' them financially.

One of the plaintiffs, former First Officer Quentin Herron, said the verdict being handed down on 16th October 2006 in the UK Employment Tribunal was ruled in favour of Captain George Crofts. Veta Limited, a wholly-owned subsidiary of Cathay, was sued by Captain Crofts, one of *The 49ers* for breach of contract, unfair dismissal and failure to provide written dismissal reasons. Quentin Herron stated hopefully that this legal victory could give a good chance of winning to the 17 dismissed pilots' lawsuit based on the same grounds. He said the precedents in the UK were applicable to HK since Common Law was in practice in both regions, and he could not see any reason why the High Court would judge differently towards the same case.

So far Cathay has made no comments on the lawsuit by the 17 dismissed pilots.

Back in 2001, negotiations between HKAOA and Cathay over rostering and salary increment issues broke down and hence the announcement of industrial action by the former. On the 9th of July, Cathay sacked 49 pilots in one blow and Hong Kong was taken aback by it.