



# TRANSPORT WORKERS UNION OF AMERICA

## AFL / CIO

**LOCAL 562**

AIRCRAFT  
MAINTENANCE / STORES  
*Bostons Title II*

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Joseph Urso

June 15, 2007

FROM THE VICE PRESIDENT OF LOCAL 562

Brothers and Sisters;

The current executive board is approaching the half-way point in its term of office. We have faced many challenges over the past 17 and 1/2 months and the next 18 months will surely test our Local and our membership.

Currently, President John Iuliano and Title V Section Chairman Steve Gukelberger are attending negotiation preparation training in DFW. This preparation takes them away from home for approximately one week per month, and will continue until negotiations start in November.

Our current concessionary contract expires in April of 2008. It is my opinion that negotiations with the Company will be difficult. The Company, so far has done nothing to indicate otherwise. As a matter of fact, it could be said that the opposite is true. Despite the fact that we have and continue to participate in all "work together" programs such as JLT, PLI etc, the Company has failed to address our needs. We have not received any "incentive", despite discussing the subject to death, at numerous meetings. The Company has not put forward a "good faith" contract proposal despite the fact that we bailed them out of bankruptcy in 2003. It would be disastrous if the Company were to take a hard line, and not offer us a fair contract that not only restores what we lost, but also compensates us for our sacrifice. The resulting loss of moral and initiative would cost the Company far more than what it would cost them for a fair contract.

It is interesting to note that the Company continues to use Continental Airlines as a benchmark. They are always seeking ways to emulate them, especially

in their line maintenance operations. It could be argued by management that Continental uses their manpower more effectively than we do. However, management fails to see the big picture. The workforce at Continental is happy. They actually share in their Company's profits. They do not work under a contract that was gutted. Their management team did not line their pockets with millions of dollars, while the employees struggled to earn a living. This is what enables them to operate more effectively, not gimmicks and tricks. Because of that, programs like JLT and PLI actually work at Continental, and fall far short of expectations here at AA.

American Airlines is at an interesting point in its Labor-Management relations. Because of our upcoming contract, over the next year we will see if Arpey and Company is truly interested in changing the way things are done, or will it be business as usual. The outcome might just determine the future of American Airlines. I'm sure that every Wall Street analyst has their eyes on AA to see what happens with the TWU, APA and APFA. American Airlines needs to buy new airplanes, and they need the union contracts signed for an extended period of time, without labor unrest. It is all up to management. We have all done our share of sacrificing.

At this point in time, we will continue to stay engaged and focused. The Officers, Chairman and Stewards will represent the best interests of the members at every opportunity.

I would now like to take this time to personally thank our Section Chairman. These are the guys who make it happen. They win the grievances, do the bids, answer the questions and defend membership on a daily basis. I take my hat off to: John Young-LGA, Harry Charalambous-JFK, Steve Gukelberger-Title V NY1, Ray Coca-EWR, Barry Clancy-PHL, Scott Reardon-BOS Title II, Ken Bonanno-BOS Title I and Pedro Diaz-SJU.

Stay safe, always be professional, and have a happy and healthy summer.

Pete Corabi