



**LOCAL 562**  
AIRCRAFT  
MAINTENANCE / STORES

# TRANSPORT WORKERS UNION OF AMERICA

## AFL / CIO

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## Membership Update

To the Members of Local 562;

Jan 17, 2009

This past week I took part in negotiations for the first time. Negotiations took place on Tuesday and Wednesday (Jan 13 & 14). On Wednesday several members of the committee and I met and drafted a brief summary of what was talked about at the table. That summary was released Wednesday night and is available on the ATD website <http://www.twu.org/downloads/pdfs/aaupdate011409.pdf>. I voted with the majority of the committee on everything except Article 2 (definitions) and Article 46 (One Station Agreements). The objective of the committee is to get to the meat and potatoes Articles of the contract before we go to the NMB, which appears inevitable. My opinion is the sooner we file the better. To me it's clear that "shared gain" was yet another empty promise from greedy corporatists and the longer they drag this out the longer they get to rip us off.

My concern with Article 2 was the terminology used as far as the definition of "Maintenance Base". I felt that the accepted definition was not strong enough. I feel that the company wants to put unlicensed mechanics out on the line stations and destroy what's left of the A&P profession. I was told that much of the language that restricted the use of OSMs now refers to Maintenance Base instead of Tulsa and AFW so I felt the definition should be rigidly defined.

The vote for Article 46 had three options, book (current language), resubmit the union proposal 46-3 or accept the company's proposal. The union had spent a lot of time rewriting the article to make it clear and easy to understand while the company just kept getting more and more unreasonable with their proposals (for example the company wanted to make reassignment from one station to another within the one station set mandatory, if you were laid off from EWR and didn't report to JFK you would be terminated). As a result the majority decided to just go back to where we started-current language. In the beginning the company was willing to accept current language however now they decided to reject it. This is just the latest example of the games the company is playing.

I favored sticking with the simplified union proposal for Article 46 because the current language is complicated and confusing.

I'm walking into the middle of this, but I'll try and explain how negotiations are done. Around two years ago, proposals were solicited by the locals from the membership. The members submitted their proposals, which were then vetted by the locals and then the committee. Details of the vetting process I can't give as I wasn't there. After the committee determined which proposals they would take forward and offer the company they would number the proposal as Union Proposal Article x-1 (46-1 for example). The company would agree, or, reject and stay with current language, or, offer their version, which would be titled "Company version article x-1". Then the union would accept Company proposal x-1, or, reject it and resubmit Union Proposal x-1, or, rewrite it and call it x-2 or return to current language otherwise known as "Book". This cycle can go back and forth as many times as necessary, or it can be left for mediation for instance Article 15 is up to TWU-ATD: M&R Proposal 15.7 and Company Version 15.5.

Each member of the committee has a set of binders where they have copies of all the proposals and counterproposals. Bob Zimmerman (President of DFW) and I were given copies of the articles that haven't been TA'd yet which is better than nothing, but not having full text leaves us handicapped since often language from one article

affects other articles as well. Both of us were voted in recently and we are awaiting our copies, Steve Luis (President of Tulsa Local 514) graciously volunteered to make copies for us.

In addition to Negotiations I've been taking part in the Negotiations Update meetings being conducted by the Communication subcommittee of the Negotiations Committee, otherwise known as the "Road Show". On Wednesday Jan 7<sup>th</sup>, I flew out to SFO to attend the Road Show there where I met with JR Ruiz (LAX), Steve Luis (TUL), Steve Gilboy (ORD), Todd Gibbs (DTW), Johnny Griffith (AFW) and Don Videtich (ATD International). I flew back on Thursday and went into the office to start reorganizing on Friday. On Sunday Jan 11<sup>th</sup> I tried to link up with the Road Show again in Tulsa but missed the last flight out of ORD. Monday I flew out to DFW and took part in Negotiations on Tuesday and Wednesday. Thursday I attended the AFW meetings and on Friday attended the morning meetings at DFW and flew back to New York.

The road show will continue to ORD on Friday the 23<sup>rd</sup> and then to BOSTON and DCA on the 26<sup>th</sup> and JFK/LGA on the 28<sup>th</sup>. It will finish in MIA on the 30<sup>th</sup>.

On Feb29 the Joint Negotiations team will meet to discuss upcoming mediation talks.

The next M&R negotiations session is scheduled for February 16<sup>th</sup> and 17<sup>th</sup>.

I feel that having the Presidents of Line Locals going to Overhaul and Overhaul going to the Line is a positive change. It helps build camaraderie and breaks down the long-standing distrust that has existed between the two entities. That's why despite the fact that we have a lot to do locally I've chosen to participate in the Road Show. As a newbie, I didn't have much to add to it but I feel that what I've gotten from it has made it worthwhile. It's given me a lot more insight as to the thought process of the main drivers on the committee as well as exposing me to the feelings of mechanics in other parts of the country. I'm not in total agreement with everything being espoused but working as a team with Tulsa takes precedence. That doesn't mean that I will abandon my ideals, just that I will abide by democratic principles, which includes giving the minority opinion its chance to be heard as well as abiding by the will of the majority.

On the Local front we are trying to get all the computers working again and reorganize the office to suit our needs. We had our first E-Board meeting on Monday Jan 5. On Jan 6 Chuck and I met with Jim Little where we discussed a wide range of issues concerning the Local, the Negotiations and the International. We all agreed that our goal was restoration of our contract and the past should remain in the past.

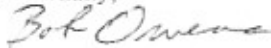
The Local will be sending Chuck Schalk and Steve Gukelberger to Arbitration Training at the AFL-CIO's National Labor College for the week of Jan 26-30. The NLC is a school for labor activists, for more information on the NLC you can go to <http://www.nlc.edu/>.

We plan on sending Harry Charalambous and Angel Colon this spring at which point the whole board will have received Arbitration training., then, finances permitting, we hope to send Section Chairmen and some shop stewards.

Members have been experiencing problems with signing into the Blue Cross Blue Shield site. (BCBS). Harry Charalambous has been working on this and it appears that they have a fix. Add three zeroes to your employee number and you should be able to get access. If you still experience problems report them to Harry at [hcharalambous@twu.org](mailto:hcharalambous@twu.org).

Our next membership meeting will be Jan 28<sup>th</sup>. Due to time constraints this will be a special meeting with no motions, the general order of business will be deferred to February.

Fraternally;



Bob Owens  
President  
Local 562