



Local 562

**TRANSPORT WORKERS UNION OF AMERICA
AFL / CIO**

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Dear Brothers and Sisters of Local 562;

May 29,2009

Membership Update May

The last update I posted was April 10. I will try and provide a brief summary of what has gone on since then.

On April 13 to the 17 the M&R Negotiating committee met in STL. A summary is available at aa.twu.org. Of particular importance to our members are the changes that were put in place in Article 46. The new language is clearer and it provides recall for people who exercise their seniority within the one station set back to the location from which they were rified. As far as economic issues the company's position is that the contract be "cost neutral". In other words "no structural raises".

The following week membership meetings were held in all the stations in the Local. Three motions were rejected, the Motion to amend the Bylaws to include Recall procedures passed. The Motion for the Recall of Officers will be submitted to the International for approval, once approved will be part of our Bylaws.

On April 27 and 28 several members of the E-Board visited the members of Local 564 in LAX and SFO at the request of their President. The visit helped bolster the strong bond these two Locals have had since 2001 when we were jointly sued in Federal Court by American Airlines. While we share bonds with our fellow workers across the country 564 and 562 represent members who live in the most expensive areas of the country. Members from these two Locals have been particularly hit hard from the acquisition of TWA , the aggressive enforcement of the company's interpretations of its rules and of course the economic hardships due to the severe draconian concessions that were imposed on us since 2003.

On April 30 I had a conference call with Dave Moses from the International who has been working with Angelo Ragucci in developing the website for the On-line Local. The site is at 562.twu.org and we are testing it out as we develop it. We hope that by using technology our members will be able to fully participate in the Local and as a result we will have a better informed and more unified Local.

On May 5 we met with Devon Erriah and Steve Dematas to discuss issues at JFK. Management expressed concern that some mechanics may be going beyond the scope of the assigned inspections. It is important that mechanics stay within the scope of the assigned check, for example if the check does not call for opening the gear doors then don't unless there is some external indication that there's a need to investigate things in the wheel well.

On May 7th I attended a NYS TWU Presidents Conference at the International Headquarters in Manhattan. The meeting consisted of Local Presidents in New York State from Rail, Transit and the Airline industry. The main focus of the meeting was strategic planning for political action. The idea is that just like we would support the Employee Free Choice Act

(EFCA) we would get help from Locals not involved in the airline industry on things like the FAA Reauthorization Act which would tighten regulations of foreign aircraft repair.

Membership Meetings were held from May 10 through the 18.

On May 19, 2009 I attended the Maint Presidents Council in DFW. On May 20 Chuck and I attended the AMR Stockholders meeting and the Maintenance Standards meeting.

Review of Stockholders meeting;

This was the first stockholders meeting that I've been to but it still seemed very predictable. Gerard Arpey stated that we made a "Seamless transition" from an oil crisis to an economic crisis. While our fuel expenses dropped by \$750 million our revenue dropped by \$850 million despite the fact that YOY the April load factor was up.

Arpey also stated that we should start receiving 787s by 2013.

AA is still the largest domestic carrier even after the Delta NWA merger and the company expects approval of its Joint Business Plans with Iberia and British.

Arpey went on to state that AA has the "very best team of employees in the airline business" and that "we want the best for our people" but then later said that "American's labor costs are the highest in the industry" and "AA has the lowest level of productivity in the industry" but later admitted that "we are in a strong position relative to our competitors".

These statements seemed contradictory. How could we be "the very best team of employees in the airline business" and be "in a strong position compared to our competitors" if we're unproductive and expensive? The statements didn't jive so I asked Gerard Arpey how they determined that we were the least productive workers in the industry and he said something to the effect of labor costs per ASM. I asked couldn't the fact that we do our overhaul in house drive up our labor costs but still leave us with a lower total cost? He said that the Jury was still out on that and went on about foreign maintenance costs being so much lower, that led to a brief exchange over pending legislation that could bring more Overhaul of US based aircraft Stateside which would leave AMR way ahead of their competitors. Mr Arpey pointed out that SWA had the most productive workers. I challenged that claim by pointing out that AA workers generate more revenue per employee than SWA workers do. He was respectful and polite and admittedly my oratorical and debating skills need considerable work and perhaps I wasn't as clear as I should have been but I do not feel that my questions were really answered. All I got from what seemed to be a lengthy response was that SWA and AA are both losing money but losing it differently.

Maintenance Standards Meeting

Well we don't "suck". Our performance still isn't where the company would like it to be but then again neither are our pay and benefits. It was brought to my attention that my prior post from the last Maint Standards meeting did not include Mr Romano's entire statement

concerning the "suck" comment where he admitted that management "owned" a big part of the performance. Apparently not just members of Local 562 visit our website and the statement ended up being widely circulated and generated a few phone calls to the ATD. It was requested that before I put out commentary on these meetings that I exercise discretion, that's never been my strong point so what I agreed to do was copy in the ATD prior to posting, not for censorship but rather to give them the opportunity to proofread and suggest clarifications that as the author I may have missed and avoid misinterpretations.

Various issues were discussed. If anyone wants a copy of the Agenda E-mail me your request. I was assigned to follow-up on one of the topics that we brought forth at the March Maint Standards meeting. At issue was the company's position with the uniform policy that "No local deviations shall be permitted" and the statement in the CBT course that should we deviate from what was outlined as acceptable that it could result in disciplinary action. While the union does not dispute the company's requirement that we wear uniforms we felt that in light of the fact that we work outside where conditions vary from extreme heat to extreme cold that we should be permitted to continue what we have done in the past to keep ourselves safe or provide gear that provides adequate protections for the conditions we work under.

Chuck spoke on the challenges of getting maintenance vehicles repaired and maintained. Apparently budgeting contests between marketing and maintenance is the root cause for the neglect of maintenance vehicles. Marketing controls automotives budget and of course they want their equipment given priority, they won't approve overtime to repair or maintain vehicles for aircraft maintenance.

The next Maint Standards meeting is scheduled for the third week of July.

Negotiations status

On June 8th through the 12th Mediated sessions will commence for all our members. Stores has joined with Title I and Title II. This improvement came about largely through the efforts of Steve Gukelberger who is the Chairman of the Stores negotiating committee. Talks will take place in Kansas City.

International Convention.

This September 14th through the 18th the TWU will hold its Convention at the Rio Hotel in Las Vegas. Changes can be made to the Constitution by submitting Resolutions to the Convention. These Resolutions must be approved by the Membership of the Local submitting the resolution and be submitted to the International Secretary Treasurer at least three weeks prior to Sept 14th. So if you have any suggestions please submit them at a union meeting or submit a written resolution to the E-Board. Local 562 is entitled to 3 delegates and can send up to 3 alternates.

Fraternally;

Bob Owens



President Local 562