



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

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Local 562

JFK-LGA-EWR-PHL-SJU-BOS

[www.twu562.org](http://www.twu562.org)

October 18, 2010

Dear Bothers and Sisters;

The M&R and MLS committees met again the week of October 11-15. We continued on with the work that we had started on Sept 13. As you now know we decided to form a more manageable negotiations sub-committee of seven to meet with the company and continue negotiations. The results of these meetings must be approved by the full committee before it can be put forth for a ratification vote. The seven are Don Videtich-TWU, Larry Pike-Local 567, John Hewitt-Local 514, John Carlisle Local 514, John Ruiz-Local 564, Vinnie Argentina-Local 501 and I. John Carlisle and Vinnie are from Title II and the rest of us are Title I. This structure was finalized this week as we continue to work with Attorney Mark Richards who has extensive experience negotiating contracts (and also has experience as a union officer). The structure was not finalized last month and the committee agreed not to say anything till it was, that's why I didn't release this information last month.

We've made some significant changes to the table position, should they remain there I think it's a contract we can accept. Challenges to maintaining this table position will include the CAL TA vote which I've been told will be counted October 22. Obviously a YES vote would affect "industry standards" in an unfavorable way and make achieving our table position that much more difficult. While some may say that we should not ride the coattails of other workers "leapfrogging" has always been a component of airline negotiations and its unrealistic to think that what direct competitors pay their workers has no effect us. As far as what the new table position is we are meeting again in Dallas this week to clarify and review it. We don't want to tip off the company just yet by putting it out there but you will know and you will once again be able to see exactly what you are voting on.

As we continue to work on our strategy it's more important than ever for you to be cognizant that we are the only not ones strategizing. Be aware that the company has a strategy to get you to accept more concessions. Their strategy utilizes **division, deception and derision**. We saw an attempt at division with the TA itself. We responded accordingly by rejecting the offer. Often all three are combined. The recent 777 engine change at JFK, was all three combined. They attempted to *divide* Local 567 and 562, *deceive* with their excuses and *deride* our contract and established practices. Be prepared for more and don't allow it to cause frustration, we will do what can be done legally to combat these tactics, remember who is doing it and react accordingly. As we approach being released and a 30 day countdown expect to see the use of such tactics become even more common, so it's important that we remain vigilant, indeed, other workgroups are reporting even harsher treatment from the company than we have seen so far.

Once again I thank you all for your support and the privilege of representing the members of Local 562.

Fraternally;

Bob Owens

President Local 562