



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

**153-33 Rockaway Blvd Jamaica, N.Y. 11434
PHONE# 718-978-5590 FAX 718-978-5651**

Bob Owens	President
Chuck Schalk	Vice President
Angel Colon	Treasurer
Joe Urso	Recording Secty
Steve Gukelberger	Exec Board 1
Harry Charalambous	Exec Board 2
Angelo Ragucci	Exec Board 3

Local 562

JFK-LGA-EWR-PHL-SJU-BOS

www.twu562.org

December 10, 2010

Dear Brothers and Sisters of Local 562;

After our board meeting on Monday I spent this past week in Dallas. Several meetings were scheduled for the week.

On Tuesday the Maintenance Presidents met with SVP Jim Ream and his team, the meeting was labeled as a "M & E Local Presidents Meeting with M&E SVP (Maintenance Standards Meeting)". No agenda was provided. It's been Local policy not to attend these types of meetings until we get a contract, but since I had to be in DFW for the rest of the week anyhow and the meeting coincided with other meetings, I decided I should go. I was also concerned that we were having this meeting just prior to meeting with the union economist to review the cost outs on our proposals and negotiations next week. The experience of June 2009 and the "White Spaces" panic had made me leery of joint meetings with the company in conjunction with negotiations. I'd expected a doom and gloom show to soften us up for next week's sessions with the company and the NMB. As it turns out my concerns were unfounded, if anything the meeting gave me more confidence in our ability to secure a fair contract that will restore most of what we gave up in 2003. As far as work goes the company has a ton of work, not only are headcount cuts nowhere on the horizon but the company expects to add around 900 new heads to M&R. The workload is expected to increase by 7%, and they are holding on to MD-80s longer than they had planned to. They have more work, in both the bases and the line, than we can handle.

AA isn't alone, I hear Delta is trying, with about as much success as AA, to recall their mechanics, despite the fact that they recently merged with Northwest. Non Union Jet Blue has reportedly increased mechanics rates in High Cost areas to \$38/hr, and AAR has been complaining to the media that they can't find mechanics, they are looking for 200 in Indianapolis and 100 in OKC. Even SWA, which recently purchased Air Tran is rumored to be adding up to 90 mechanics next year to handle a heavy check they are adding due to the purchase of Air Tran.

In Stores the company is also having trouble filling vacancies, there is little to no interest from outside the company once people hear the wages and working conditions and most of those who apply from within to transfer can't pass the test. It's the same story in Title II, people with the skillsets required can earn more while having stable hours and better benefits outside the industry.

It seems that the sins of the airlines are finally starting to catch up to them as far as M&R. We have an older workforce and the schools are turning out a fraction of the numbers of A&Ps that they used to, and it's been that way for several years. On average there are less than 3,000 new A&Ps entering the workforce every year. AA alone attrits out around 500 a year. Roughly 5% per year, using AA as a guide the industry needs around 15,000 new A&Ps per year to maintain the current number of A&Ps. The pendulum has swung.

On Wednesday the M&R Negotiations sub-committee and the Stores Negotiations sub-committee met in Local 567's(AFW)hall to co-ordinate our strategies for next week.

On Thursday both groups along with the full M&R committee and ATD Director Gary Drummond met with the economist at the ATD to discuss the cost outs and take care of other business as far as implementing the strategy for going forward.

On Friday both groups met again as we continued to review the cost outs. It took three flights to get a seat home, the next mod will be to put hand holds down the aisle like on the subway, and they would have us believe "they aint makin any money".

As I mentioned earlier we will be meeting with the company and the NMB from Dec 14th to the 17th. Steve Gukelberger and I will go to DFW Monday, Dec 13th, to meet with the rest of the two negotiating teams as we make one final review of what we plan on presenting to the company. How the company reacts to those proposals will give us an immediate indication of whether or not they realize that they are facing a very frustrated workforce, and they really aren't in a very good position to provoke us. How you react will tell them just as much.

Fraternally;

Bob Owens

President Local 562