

INSIDER



**TRANSPORT
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AMERICA, AFL-CIO**

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Southwest Airlines on track to lead in passenger traffic. Contract talks could begin January 2008. Page 4.



Local 513's Kenneth Coleman is helping the homeless, he needs your help to, "Move That Bus." Story-page 9.



Meet Carolyn Cody, retired aircraft mechanic; at 102 she volunteers to help others. Story on Page 6



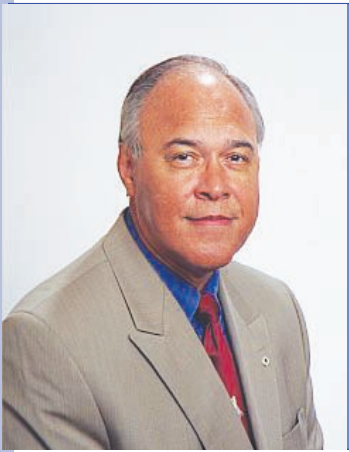
From left: Joe Gordon, new International Secretary Treasurer; Gwen Dunivent, Vice President Dallas County Central Labor Council and Local 556 Executive Board Member; International President James C. Little; Richard Levy, Texas AFL-CIO Legal Director, and Tom Carlin, VP, Texas AFL-CIO. Story Page 7.



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Joe C. Gordon
ATD Director

In July, TWU International President James C. Little appointed me as Director of the Air Transport Division. Following the appointment, I met with the ATD Staff and discussed personnel changes that needed to take place as we prepare for contract negotiations with three of our largest carriers, American Airlines, Southwest Airlines and American Eagle Airlines.

I sent a letter to all TWU - ATD Local Presidents informing them of the changes in assignments for some of our International Representatives and staff. Our office is extremely busy preparing for the tasks at hand. The changes are effective September 3, 2007, and I ask for everyone's cooperation, patience and support during the transition.

Recently, I had the privilege of attending the "Democratic Presidential Candidates Forum" which was sponsored by the AFL-CIO in Chicago on August 7, 2007. Aside from the blistering heat that several thousand of us had to endure, it was a memorable experience. President James C. Little invited several TWU Local Officers and their families from the Chicago area to attend the forum.

The evening news reported that approximately 17,000 union members and their family's attended the forum at a very humid Soldier Field. The issues debated by the candidates were - jobs, healthcare, immigration, the Iraqi war, and Medicare prescription drug coverage for seniors. All of these issues are important to every man and woman in our country, whether you're from a union family or not.

Unions are the backbone of America. If there were no unions to fight for workers rights, then who could you depend on? Ask yourself, "Would you do it?" Unfortunately, there are many people that are of the belief that unions are no longer necessary and all they do is protect workers that should be fired.

My answer to that naïve assessment of unions is - a union is like an insurance policy. You don't realize its true value until you need it; if you don't have protections or recourse to solve an issue, you will certainly miss having that policy in effect when you need it most. You're unaware of its value until you need it and then realize you don't have it.

The one message that I received, as a result of the debate, is that most of our good paying jobs are leaving this country. Too many Americans have worked hard all their lives, struggling to live the "American Dream," and eventually finding themselves out of work with no health care for themselves or their families. Every candidate that spoke sincerely believed that unions are not only needed in this country but unions are necessary. What can be more important than good paying jobs for Americans? Add to that affordable health care available for every American and the fundamental

right, in my view, for all Americans to have the "Freedom of Choice" to join a union.

Unions are responsible for establishing the structure and foundation of the middle class in America, and we cannot allow any government official to hold a position of power in our government that has an anti-labor attitude. I encourage all of our members to get involved politically, please pay attention to what is happening, especially within our government. We cannot afford to elect government officials that have an anti-labor agenda. For the last seven years of the Bush Administration the doors to the White House have been closed to labor, and their ears have been deaf to any and all issues related to workers rights. Secretary of Labor, Elaine Chao, has been a huge disappointment for working families. Her neglect of the jobs crisis in the airline industry is inexcusable. Have you had enough Chao? I have!

Let's not lose sight of the fact that politicians can be extremely instrumental in passing important legislation that can hold employers responsible for negotiating in good faith, funding pensions, and providing other benefits that we bargain for. Our families deserve these benefits; after all, we have worked hard all our lives, we have earned them.

Let's not let Corporate America, or their politicians and lobbyists take them away.

Corporate America will take care of the haves. Union's will have to take care of the have nots!



Dennis Burchette
International Vice President
AA System Coordinator

There are almost as many perceptions of what negotiations are as there are members in your Local. I would venture to guess that to most rank and file members, the logical response would be "To get more." But if we look back at the most recent negotiations in our industry, with few exceptions, they have all been concessionary. Does that make them anything less than negotiations? Not at all.

I have heard negotiations described as the back of a butcher shop. You don't see the blood, fat, or bone, but you know their making sausage. You don't see the butcher cutting his hands. You just see the nice clean packaged meats in the display case when he's done. Collective Bargaining Agreements (CBA) are the sum of all the hard work that goes into the making of the clean display case.

The first part of the process in negotiations is electing or appointing your Negotiating Committee. Were **you** part of that process? Did **you** take the time to send in your ballot during the last Local election? Your Local leadership solicits opinions from the

What are Negotiations?

membership in the form of surveys or contract proposal sheets. Did **you** participate?

The next step in the process requires your Negotiating Committee members to pack their bags and spend months on the road either in training, strategizing, or meeting with experts in the field of healthcare, pensions, economics, and law. They also spend many hours researching past arbitration decisions, mid-term clarifications, and other letters of agreements, along with analyzing other collective bargaining agreements in the industry.

Somewhere along the way your input must be sorted and analyzed, and a consensus amongst the Committee must be reached as to what the membership's true needs and priorities are for this round of negotiations. A good Committee will then communicate to the membership, highlighting the issues the membership has agreed on as a majority, and define the objectives of the Committee.

All of this preparation occurs before your Committee has even met across the table from the company. During this process, they have had to find time to handle their other responsibilities, not only as leaders of their Local, but their personal family obligations too.

Once your Committee feels that they are prepared, they meet with the company and begin the tough process of obtaining your objectives. To me, this sounds pretty straightforward.

I neglected to mention that during the time your team is preparing, the company is doing the same thing. They are judging the memberships' will by

using their front line supervisors to collect intelligence and spread rumors with whisper campaigns. Are **you** the member that thinks the supervisor is an okay guy, so you sit around and share your views with him? Are **you** the type of member that listens to what the supervisor has heard through the grapevine and then run and tell your co-workers what he/she said. Are **you** the type of member that goes to the next union meeting and raises hell because you heard from the supervisor that the Union is selling you out? Or are **you** the type of member that goes to the meetings to become informed. Are **you** the type of member that visits the Locals' web page and reads the Unions' bulletin boards to remain updated on what is really going on? Are **you** the type of member that cusses and throws rocks at your Union leaders when you see them at the worksite? Or are **you** the type of member that thanks them for all their hard work and sacrifices and offers them encouragement.

If **you** were the one sitting across the table from the company, tasked with caucusing and decision making for your brothers and sisters, **you** would understand negotiations are a battle. Listening to the company's hired guns, statistical data experts, versus our economists and legal advisers, is often conflicting; but decisions have to be hammered out, regardless. In the end **you** would know that negotiations are damn tough, they always are.

What are Negotiations? Negotiations are about **you!** What are **you** willing to do to help get a contract?

If you liked this article pass it on - get involved!

It's Just a Dollar, What's the Big Deal?



Gary Shults

International Representative

A few years ago, I was involved in contract negotiations for a group of about 6,500 members. We had a tentative agreement turned down by the members and as Officers of the Local we met with the members to find out the reasons it was rejected. One of the issues, as always, is and will continue to be money! A long time friend of mine asked me that very question, it's just a dollar, what's the big deal? The funny thing is years ago when I wasn't involved in the union as an officer, I know I said the very same thing. Now, I won't even attempt to educate you on how contracts are costed out, that's what we use economist for. However, I would like to at least share the explanation that I gave my buddy.

Our Local had approximately 6,500 members at the time. I started by telling him that we all work 2080 regular hours per year. That one dollar reflects a \$2,080.00 increase in pay for each member. For the first year it quickly goes to \$13.5 million and to over \$54 million for

a four year contract. Now, for the sake of argument, let's assume that each member has 25 days per year for vacation, holidays and sick leave that is covered by overtime. The cost to cover those hours is at an additional \$1.50 per hour. That adds up to an additional \$1.95 million for the first year and \$7.8 million for the four year contract. The total new money that this represents is nearly \$62 million in new money to the contract. Now we all know there are other items that each of us wants to see improved in our agreements, and most improvements have a dollar figure attached to them. The main point I wanted to make is that a simple dollar is not as simple as you may think. Hopefully I did not insult anyone with this example. I just wanted you to take a minute and think about it.

Think about it the next time you're in the break room talking with your coworkers about what you'd like to see in wage increases, remember it's just a dollar, what's the big deal!

Hang together, if we don't they will assuredly hang us separately!

Smart Skies Fact:
How many flights were delayed in 2006?

Over half of the 1.6 million flight delays experienced by passengers were attributable to the overloaded U.S. national airspace system.

How can you help? Visit:
Smartskies.org

Southwest Passenger Traffic Gains Increase

The International Air Transport Association recently reported that Southwest Airlines would most likely surpass American Airlines in reported passenger traffic by years end. For Southwest, a domestic only airline, that is a big deal. The Association reported that from January to May of 2007 Southwest carried 40.3 million passengers compared to American's 40 million passengers. Southwest is carefully expanding domestic routes as well as eyeing possible international routes. As a low cost carrier Southwest has followed a calculated growth strategy from its inception and is the only U. S. airline to consistently record an annual profit.

This is good news for TWU members at Southwest as contract negotiations open in early 2008. Southwest is still in a growth mode and that means more aircraft, more jobs, and improved job security. TWU Local 556 has begun assembling their negotiating team.



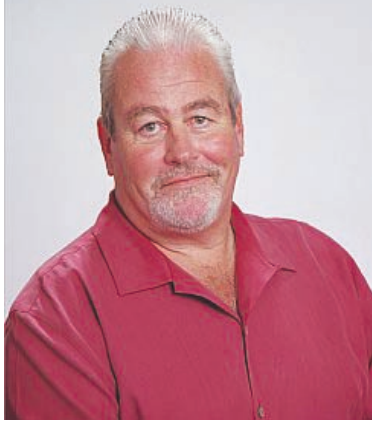
Left; Local 555 Station Representative, Ralph Darnell, and good friend Gary Blount.

TWU Local 555 has begun bargaining preparations by surveying their membership and assembling various committees to examine and prioritize the feedback they receive. Local 555 President Charles Cerf was

in meetings with the Negotiating Committee the day we visited the ramp at Dallas Love Field. Vice President Jerry McCrummen commented "we are expecting tough negotiations with the company and are in the process of preparing our members with the information they need to help us negotiate a new contract."

Remembering Safety

"Charlie's Story"



Timothy J. Gillespie
International Representative

Two months ago I was asked by the System Safety Department if I would consider watching a safety film. Having seen multiple safety films in the past, I was reluctant to, but agreed to see the film because of an increase in accidents resulting in severe injuries and fatalities to our members. The film lasted close to an hour. I was indeed moved by this story about an employee, Charlie, he's just like you and me. He had worked for a major company for 27 years. He talked about how he had performed almost every job at that company and how he believed accidents only happen to others. I started to see a lot of myself in his story. Charlie's thoughts were much the same as most employees. He rarely thought about safety because he had good skill sets, years of experience, and was proficient in his job. Charlie was working overtime one day to earn extra money for a vacation that was to begin the following day. His family was waiting for him at the seashore back East. He was assigned a job he had done numerous times before, and even though there were

specific procedures to follow, he by-passed a few. In the past he'd found it didn't matter, and besides he was good at what he did. Well, that decision that day changed Charlie's life forever, his families too. An accident tragically burned him over 40 percent of his body. That would be considered mild, compared to what he would endure years later - multiple surgeries, rehabilitation, divorce and the attempted suicide of one of his two daughters. In a brief moment, all because of a simple job procedure he ignored, his life was changed forever. Charlie still remembers thinking, "it won't happen to me".

I could relate to Charlie. When I worked as a Fleet Service Clerk, I did a variety of jobs over the years and thought a lot like Charlie did. I would wake up; go to work, and work overtime or a CS just to make ends meet. I admit that I was the one who drove too fast on the ramp trying to get my job done as quickly as possible. It seemed that the ramp got smaller over the years. Of course, it didn't really shrink, there were just a lot more people, equipment, and flights being worked. It became more dangerous on the ramp, with everyone scurrying to get their jobs done, and in less time than the old days. Now, faster became our primary focus while safety was often an after thought.

I recently visited one young employee who was paralyzed in an accident on the ramp. I know of several other severe accidents that have occurred recently also. Because of these, I want to encourage the Locals and their Officers to get with their stations management, and find a way, collectively, to allow everyone an opportunity to see this film - "Remembering Charlie." It can happen to you, please be careful.

We are simply humans around lots of machines. When the two collide, the machines most often win. Please be cognizant of your surroundings, work safe, don't rush, and look out for one another at all times. I pray that none of you will ever endure what Charlie did.

You can see a short preview of Charlie's story on the web.

www.charliemorecraft.com

AFW Local 567 Elects new Officers



From left; Jason Stingley, Recording Secretary; Matthew Lorenzi, Vice President; Rick Grant, Executive Board; Danny Gonzalez, Executive Board; David Rivera, Executive Board; Doug Housley, Executive Board; Larry Pike, President; Robert Kirk, Treasurer.



International Secretary Treasurer, Joseph Gordon, International President James C. Little and International Representative, Donald Videtich, administer the oath of office to Local 567's new officers.

The Queen of Queens

By: Mark Hnat, AMT, Local 562

At 102 years of age, Carolyn Cody is a remarkable woman. She volunteers her time weekly helping fellow seniors at the Steinway Senior Center. She has volunteered there for twenty seven years. Astoria is a quaint little community located in the borough of Queens, New York, just across the East River from Manhattan. Carolyn was born there on April 25, 1905 near the home she lives in today.

At the age of 37, Carolyn went to work for American Airlines at LaGuardia Airport. The year was 1942, and she was one of the first women hired as a junior aircraft mechanic and eventually worked her way up to senior mechanic. She took classes at the nearby Academy of Aeronautics. Carolyn is considered one of the original "Rosie the Riveters." These women helped replace the male workforce that went off to fight World War II. Most "Rosies" were women that worked the production lines for companies contracted to the government. They produced products for the war effort by working at ship yards, manufacturing plants producing tanks, railroad cars, aircraft, and munitions. The airlines were also desperate for replacement workers and gladly hired many women.

Returning home, many GI's were angry with the women who continued to work rather than return home as mothers and housewives. Carolyn didn't pay

them any attention; her family desperately needed two incomes, one of her boys was born with a debilitating condition that required expensive, continuous medical care. The Transport Workers Union of America fought for women's rights to remain employed with the airlines. Her husband was a New York City policeman who died in 1957. Now a widow raising four boys, she couldn't finish her training and become a certificated A&P mechanic, something that



Mark Hnat and Carolyn

she had always wanted. Carolyn worked at both LaGuardia and JFK International Airports through the years, raising her sons, all of whom have since passed

After working at American Airlines for 28 years, Carolyn was forced to retire in 1970 because the laws mandated workers retire at a certain age. She did not want to retire. Ironically, last month Local 562 celebrated Al Blackman's 65th anniversary with American Airlines. Al is a licensed AMT working at JFK International Airport and started his career about the same time as Carolyn, but he was much younger. The laws changed after Carolyn retired and now allow most employees to work until they decide to retire.

I visited Carolyn at her home

in Astoria last month; she is an inspiration. She is a kind hearted woman who speaks with authority and conviction. She said that she always liked working with her hands, whether it be on DC-3's, knitting, or gardening. She stressed the importance at her age of staying active and doing something every day. Arthritis has taken its toll over the years but she continues as best she can. She is very proud of her nine grandchildren and 18 great grandchildren. She fondly told of the time she and Laura Garlo, another mechanic, flew cross country from New York to Los Angeles and back, all in just 24 hours. The aircraft was a brand new DC-4 that American had just purchased. You can make that trip today, in about eight hours; excuse me, if there aren't any new terror threats, weather delays or mechanical interruptions. She used to vacation in Germany every year too, visiting family and relatives.

Carolyn hasn't driven in years, but friends take her to the polls to vote. She loves her volunteer work at the Steinway Senior Center; I believe they love having her too. She inspired many women for over 30 years by refusing to be role cast by male counterparts, or society, as to a woman's role in the workplace. Thanks Carolyn.



Left; Al Blackman celebrates his 65th Anniversary with AA. Right; Local 562 President, John Iluiano.

FAA Diamond Awards Honor TWU Aviation Maintenance Technicians and Instructors

The Federal Aviation Administration honored several TWU Aviation Maintenance Technicians (AMT) and Instructors with their Diamond Award on Thursday, August 30 at DFW Airport.

The Diamond Award recognizes the aviation technician's commitment to excellence through their involvement and completion of initial and recurrent training classes.

Some of the individuals honored were; Chinyere Totty, American Eagle AMT, SPF; Dan Jueckstock, Instructor, and Leo Dominguez, AFW Base, AA/TAESL; Asam Halim, ORD; Steven Moss, LAX; Craig Loomiller, TULBase; Glen Olsen, MIA, Ken Rodery, MCI Base. Several line stations were recognized for one hundred percent compliance of their AMT's, they are: Raleigh-Durham, Washington Dulles, St. Louis, and Los Angeles. Our TWU International Representative, Don Videtich, congratulated the members on their accomplishments as did Bob Redding, Senior Vice President of Technical Operations.

Instructors, and AMT's attending the awards; left to right; Joe Grassley, Fred Mew, Dan Jueckstock, International Representative, Don Videtich, Mark Simon, Local 565 President, Keith Stewart, Roger Davis, and David Zelmer.



President Little Addresses CLC's Annual Labor Day Breakfast

The Dallas County Central Labor Council (CLC), held its annual Labor Day breakfast at the Sheraton Grand Hotel near DFW International Airport on Monday. Gwen Dunivent, a TWU Executive Board member from Local 556, and the Central Labor Councils Vice President, invited TWU International President, James C. Little to be the keynote speaker for the event.

President Little addressed almost two hundred participants representing various labor organizations in the Dallas area. They were - UAW, AFT, CWA, IAM, TWU, and several Texas AFL-CIO Officers, plus labor attorneys and several Dallas County politicians. Mr. Little gave a rousing, and spirited speech that highlighted the obstacles organized labor is facing. He stressed that the time is now for labor to initiate change in the White House. He also spoke of "new labor" and explained the mindset behind it. "The global business environment of today is threatening many union members' jobs" he said. "We have to adapt and become tech

savvy like the corporations have done." He warned that the information they gather on customers and workers could eventually be used against both; especially workers trying to join a union. He spoke passionately of the evaporating middle class in America and how we must act now to stop it by urging Congress to pass the Employee Free Choice Act. The act gives workers the right to organize through a fairer card check system; Mr. Little explained, "It's been done for years without a problem in Canada. The National Labor Relations Board has become a joke; new labor needs new labor laws to become successful."



Executive Compensation Syndrome

The Institute for Policy Studies and United for a Fair Economy have released a new report revealing that CEO's of American companies made an average of \$10.8 million last year, more than 364 times the average pay of American workers. Their 14th annual study calls the gap between what CEO's and workers take home, "unconscionably wide," and comes at a time when executive compensation is becoming a highly charged political issue in Washington, D.C., DUH!

International President Little asked the audience to think about the technical advances over the last twenty years and how it's changed what we do at home and in the workplace. He questioned what the next twenty five years of new technology would encompass, and how it will be used. "Will this be a new world of empowered individuals using time-saving technologies, or will it be a brave new world of virtual sweatshops, where all but a few tech-savvy individuals are relegated to an always-on world in which keystrokes, contacts, and purchases are tracked and fed into a faceless corporate machine?"

The attendees' were enlightened by President Little's insight of the new technology and how its information might be used against workers and organized labor as a whole. The audience connected with his alarming analysis and left with a heightened awareness, with many considering the important questions he raised. Mr. Little received a standing ovation following his speech.

International President, James C. Little, delivered a powerful speech at the Central Labor Councils Annual Labor Day Breakfast near DFW Airport.

ATD - Legislative Update August 15, 2007

By: Portia Reddick White

Presently, TWU's Department of Legislative and Political Affairs (DLPA) is keeping an eye on several issues of interest for TWU ATD members such as foreign ownership of U.S. carriers, FAA reauthorization, transportation worker identification cards (TWIC), foreign maintenance of U.S. aircraft, and addressing vulnerabilities in aviation security.

The president signed into law August 3, 2007 the Conference Report to the Implementing Recommendations of the 9/11 Commission Act of 2007 (H.R. 1). Specifics that affect airline security include: (1) dictating that if regulations for foreign repair stations are not finalized within one year, the FAA may not certify any new foreign station unless the station was in the process of becoming certified. Also, the audits now have to be completed 6 months (instead of 18) after the rules are issued or new foreign stations likewise cannot be certified by the FAA. And, (2) requiring TSA to consult with flight crew representatives and submit a report to Congress on the status of efforts to institute a sterile area access system that will properly identify authorized airline flight deck and cabin crew members at screening checkpoints and grant them expedited access. TSA is required to begin implementation of the access control system one year after the report is submitted to Congress.

FAA Reauthorization Bills have been introduced and passed in the Senate Commerce, Science and Transportation Committee (S. 1300) as well as the House Transportation and Infrastructure Committee (H.R. 2881). Both bills seek to "authorize funding for the Federal Aviation Administration for fiscal year 2008 through 2011". General aviation is opposed to the \$25 modernization fee in S. 1300 and has vowed to fight the bills progress on the Senate floor.

Between S. 1300 and H.R. 2881 issues of interest for TWU include addressing ownership of U.S. air carriers, flight attendant fatigue, OSHA requirements in aircraft cabins, minimum English language skills for flight attendants, a process for airline labor integration, human intervention management for flight crews, and inspection of foreign repair stations for which we are lobbying for a stronger provision with drug and alcohol testing.

H.R. 1412 passed out of full committee August 1, 2007 and addresses vulnerabilities in aviation security by carrying out a pilot program to screen airport workers with access to secure and sterile areas of airports at seven (currently unidentified) airports. At this time a Senate version of the bill has not been introduced.

H.R. 2744 clarifies FMLA coverage for airline crewmembers. Presently, a link on the TWU website legislative page is available to those who would like to join in the grassroots campaign to get more co-signers on the bill. A Senate version of the bill is expected to be introduced sometime this session.

The DLPA is once again accepting applications for the DLPA Internship Program. More information is provided on the TWU website about the program. *The deadline for applicants has been extended to October 15, 2007. All interested Members are encouraged to apply!*

Move That Bus!

Local 513 Members Volunteer

A trio of spiritually inspired TWU members have banded together. They want to help accomplish one mans dream of providing the homeless and disabled with transportation to church services, and bible studies. Kenneth Coleman is a Minister and a Fleet Service Clerk, who has been taking homeless people to services in his own personal car for some time. His compact car would only carry five, it quickly became crowded. Last year he went shopping for something a little bigger. He was offered a deal on a used bus from a friendly salesman that recognized Kenneth's desire to help others was genuine. The cost of the bus started at \$50,000, but the final price was \$2,500.00. The diesel engine and transmission had recently been overhauled. The price was a steal if Kenneth could raise enough money to buy it. He and his wife agonized over the decision, knowing the cost would inflict hardships on their family. He bought the bus.

The bus needs a facelift and some other minor repairs that he cannot afford. The bus can carry forty-six passengers. It also came equipped with a hydraulically operated wheel chair lift for disabled passengers. With, as Kenneth said "some divine intervention, I knew what I had been called to do," he went to work. While sharing his vision with other union brothers, they were inspired by his mission to help the homeless. They began to step up. Kenneth was overwhelmed by their response to his mission to fix and "move that bus."

Danny Cobb is an automotive mechanic that also works at DFW, he volunteered his time and labor to check things over and trouble shoot some problems. They found broken electrical wires, lighting issues, air conditioning problems, torn seat upholstery, and they need

to replace six expensive tires. There is also - registration, state inspection, insurance, and minor paint and body work. Not to mention, fuel that has to be purchased to run the bus. There are other minor repairs, but they can wait.

Francisco De Choudens is a Minister and a Fleet Service Clerk that speaks fluent Spanish. He volunteers to accompany Kenneth as translator for those homeless that can't speak English, but want to attend services. Kenneth said "there is a need out there for a lot of our homeless disabled veterans too, and I want to help as many as I can get on board." Kenneth's Homeowners Association would not allow the bus to be parked on their street, so he had another "big" problem. Local 513 Officers discussed and agreed to offer the union halls overflow parking lot as a temporary spot for the bus. Danny, Kenneth, and Francisco have stated that their one desire is to give back to others, whether it's providing, food, clothing, or a lift to church services and bible studies.

Their appeal to fellow union members: if you can help in any way, we would love to have you! We need donations of labor, materials, and of course money to fund the operation. In the DFW area alone, we have nine TWU Locals that could help by spreading the message to their members. Donations can be made at any Bank of America. The account name is **Move that Bus** account number is: 1914. You may contact Kenneth Coleman via email at: movethatbusdfw@yahoo.com.

There is a web site currently under construction: www.movethatbus.net, it will provide updated information on their needs and progress with the bus.

Volunteers needed to help, "Move That Bus"



From left; Francisco, Danny, and Kenneth



Interior needs some work.



Their mission; helping others.



Wheelchair lift is working!



Can you help us?

Local 514 Hosts the Working Women's Committee Meeting

The TWU-ATD Working Women's Committee meets three times a year and once a year with all Divisions - Air, Transit, and Rail; along with the Civil and Human Rights Committee. This year's second meeting was hosted by Local 514 in Tulsa Oklahoma, August 21 - 23.

Sharon Riffle was elected in January as the WWC Chairperson; she is an Aviation Maintenance Technician from Local 565 at DFW. During two full days of meetings discussions included, legislative updates, health and safety, communications, civil rights, organizing, and increased involvement by our members in

virtually all areas our Union supports. On day three we were given a tour of the magnificent Tulsa Maintenance Base and Composite Shop. What an awesome place to work! Their new Union Hall was impressive too.

The Working Women's Committee would like to thank those involved at Local 514 for helping to organize the logistics and base tour. This was the first WWC meeting hosted by the Tulsa Local and for some of the women their first trip to Oklahoma.

The next WWC meeting will be held on October 15-17, at the ATD Offices in Hurst, Texas. If you want more information on the Working Womens Committee contact your Local union representatives.



Working Women's Committee Chair - Sharon Riffle

You can visit our website for a complete history and vision of what the Working Womens Committee is all about. We welcome your inquiries and encourage your participation.

www.atdwwc.org

Belly Coolers Work at DFW Aiport



Texas summers are notoriously hot and airport tarmacs consist of acres of heat absorbing concrete. Within a few hours of sunup the ramp becomes a radiating oven. If you have ever been in the belly of an aircraft and loaded or unloaded cargo, baggage and mail you know just how hot it can be. Any summertime ramp operation will get your undivided attention very quickly.

Fleet Service Clerks, fuelers, and mechanics know all too well how hot it can be. A few of our members came up with a novel way of staying a little cooler. They wanted to tap into the pre-conditioned air (PCA) hose that provides cold air for the passenger cabins of parked aircraft. They could bleed off cooling air and divert some of it into the cargo holds while the crews are loading or unloading cargo. TWU Technical Crew Chief, Dennis Hunt studied their idea along with local management. They analyzed the total costs involved and determined that it could be accomplished. They also had to evaluate the ground power units capability for the extra work load. Some of the ground power units motors had amperage limitations and had to be upgraded. Dennis found a vendor, Air Tech in New York, who made a Velcro coupling that could be attached for the extra hose. It worked great! The "belly coolers" as their known, are available on the narrow body gates at all terminals at DFW Airport. The belly coolers have the capability to become belly heaters during the winter months. Other line stations are now investigating the use of the "belly coolers/heaters at their locations. Great idea guys!



Benefit Enrollment Time By:
 Bill Cassidy, R.N., M.H.P.
 Benefits Coordinator
 TWU Local 529

As fall approaches, it's time to examine how we are spending our healthcare benefit dollars. Which health care package suits our family best? Over the past seven years health care costs have increased by 80 percent nationally, and no end in sight. To minimize the impact of these rising costs, one must become an educated consumer. Our employers select and steer the various health care options to us. TWU members have a choice in the plans they select for their families. These plans are as different as apples and oranges. Knowing which plan benefits your family best has become increasingly difficult. Investigate each plan, and stop buying your coverage on the blind. Union members have some of the best health care coverage in the country, but employers are continually passing the increased premiums, deductibles, and co-pays onto employees.'

Review your medical and dental costs from the last 2-3 years, it's

a good indicator of where your dollars are spent. Don't forget your monthly premiums when you calculate your expenses.

Consider the size of your family, its medical history and your age. Your family's medical history may provide key indicators of possible future health care issues like heart disease, obesity and diabetes or cancer to name a few. Lifestyle and diet play a significant role in predicting many treatable conditions. For instance, if your waist is 40 inches for men and 36 for women, you're medically classified as high risk for developing diabetes.

"Knowing which plan benefits your family best has become increasingly difficult. Investigate each plan, and stop buying your coverage on the blind. Union members have some of the best health care coverage in the country, but employers are continually passing the increased premiums, deductibles, and co-pays onto employees."

Look for proactive plans that offer wellness options. Have annual physicals, colonoscopy's, pap smears, PSA tests and mammograms. Avoid managed care (HMO's) when possible as their physicians are paid the same

amount regardless if you see them or not. Mental health care needs are another consideration when choosing your coverage.

According to the Center for Disease Control, 25 percent of us will call upon mental health care providers at some time in our life. For those who have mental health issues, many plans are found to be disappointing when accessed to help a loved one.

Our national elections in 2008 will no doubt bring about a lot of rhetoric about healthcare. Lobbyists have more access to your Congressman than you or I do. Don't let your candidate fill the room with smoke and mirrors. Inquire about Health Care Savings Accounts and Flexible Spending Accounts where you receive full value for every dollar you contribute. Many union members don't take advantage of these accounts. These dollars can be used towards the payments of co-pays and deductibles, prescriptions, over the counter medications and even the mileage from your home to your doctor or dentists office. Your company's Human Resources personnel can provide a complete list of eligible refunds from these medical reimbursement accounts. They're also pre-tax, which means lowering your taxable earnings for the year. Take advantage of this for your families benefit.

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