

INSIDER



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Local 555 CAIR Representatives Prepare for Talks with Southwest Airlines
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MOURN
for the Dead
FIGHT
for the Living AFL-CIO
Workers Memorial Day • April 28

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ATD

DIRECTORS UPDATE



John M. Conley
ATD Director

Predictable Uncertainty

Since September 11, 2001, the division has navigated through a number of challenges. Jobs have been lost, work rules modified and defined pensions were frozen or eliminated, etc. Many elected to resist change and were changed anyway, seemingly by that very resistance, in ways undesired and undesirable. These industry gyrations are like quick sand and to date have failed to produce a stabilized industry; the one constant continues – uncertainty.

Imperfect competition characterizes and defines the industry; there is no equilibrium or balance. Many members seem bitter, angry and even caustic, yet they share an inherent interest in the financial success of the industry if “concession recovery” is to be achieved.

As such, our leaders will be called upon to view the environment from a higher plane, to see beyond the immediate situation and examine,

with extreme consideration, the long-term consequences. They must create an outcome acceptable to our members, stockholders and management alike. This will require reasoning and rationality while working to avoid further unpleasantness and humiliation. We must support them as they summon the courage and tenacity to lead when the stakes are high and the outcome uncertain, to count the cost, make the best decision and move on, continuing to take control instead of being controlled.

A strategy that fails to manage realistic expectations over promises and under delivers, simply will not produce stability or a sustainable, profitable U.S. airline industry, which directly impacts our members’ livelihoods, on which so many depend.

Aircraft Maintenance Outsourcing Summit

A first of its kind, Aircraft Maintenance Outsourcing Summit was held February 11, in Washington, DC. The Business Travelers Coalition (BTC), along with the International Brotherhood of Teamsters (IBT) who represents 9,000 Aviation Maintenance Technicians in this country, sanctioned the summit. Kevin Mitchell is the chairman of the BTC and emceed the event. Greg Feith, a former National Transportation Safety Board (NTSB) Inspector, moderated the day’s discussions. The Outsourcing Summit arranged for two panel discussions, the first, “A Review of the System,” and the second looked at “Rationale for Reform.”

The BTC is very concerned about the continued outsourcing of aviation maintenance work from the USA to foreign countries and the national security risks that this poses for all of us. Additionally, the Outsourcing Summit expects to raise public awareness of the absence of a single, high standard check, for drug and alcohol abuse

and thorough background checks of foreign aircraft mechanics. The BTC and the IBT are pushing for a moratorium on outsourced aircraft maintenance, and demanding the Federal Aviation Administration (FAA) rigorously inspect domestic and overseas maintenance repair operators (MRO’s) with the same standards they have for US airlines. Stacie H. Soumbeniotis, a panelist on the “Rationale for Reform” panel, did admit that congressional funding was a major reason the FAA has not been able to inspect all MRO’s in this country. She is Staff Director on the House Subcommittee on Aviation.

While US airlines focus on cost savings by outsourcing their maintenance work overseas, the potential for another terrorist attack involving US aircraft returning to service, remains a serious security risk. Most panelists agreed that this was a tremendous concern for frequent business travelers, a few politicians, and airline employees. John M. Conley, Air Transport Director for the Transport Workers Union of America, participated on the “Rational for Reform” panel and reiterated that aircraft maintenance work could, and should, be kept in the US but must involve honest dialogue between companies and labor to solve their problems together. John stated, “If a company and its employees cannot have sensible conversation about the issues that effect both, then both parties are bound to suffer dire and drastic consequences.” Director Conley pointed out that the TWU and American Airlines worked together to avoid bankruptcy in 2003 and thus saved Americans three heavy overhaul maintenance bases, and the aircraft maintenance and related jobs they provide. By continuing their working together partnership, American Airlines is now in sourcing maintenance work from South America and other domestic carriers and is the only domestic legacy carrier that does not outsource its heavy overhaul maintenance.

The TWU represents over 13,400 aircraft maintenance and related members employed at American and American Eagle Airlines.



International Vice President
Garry Drummond

Local 555 Shows it “CAIR’s” in Meeting at Love Field

On January 23 a sea of TWU blue shirts converged on the Media Center located at Dallas Love Field. Approximately 160 CAIR Team (Contract Action Information Representatives) members from 64 cities met for training and to discuss subjects relating to current contract negotiations with Southwest Airlines. The CAIR Team representatives listened to several speakers, exchanged and discussed ideas with the TWU 555 Negotiating Committee and each other. Many representatives had good questions regarding hot topics that members have prioritized as important to them.

The Negotiating Committee along with several key speakers and contract experts presented

the CAIR team information on subjects ranging from negotiating strategies to improved methods of communication with their members – one on one, new website, emails and text message blasts. The current economic status of Southwest Airlines and the airline industry as a whole was reviewed in depth.

Speaking on behalf of the TWU International were Joe Gordon, International Secretary- Treasurer; John Conley, Director, Air Transport Division; and Garry Drummond, International Vice President and Co-chairman of the TWU Local 555 Negotiating Committee. Joe Gordon delivered a message of support from the International and spoke about the needs of our members and the challenges that face the industry. TWU International Secretary- Treasurer, Gordon, spoke of the uniqueness of the 555 membership and said “I have yet to meet a 555 member who speaks negatively about the airline they work for.” He emphasized the pride the members have in their jobs, their union, and their airline.



Airline economist, Dan Akins, speaking to the Cair Team, seated, Charles Cerf, President, TWU Local 555

Dan Akins, an airline economist working with Local 555 during negotiations, presented the team with financial information and solid factual statistics regarding Southwest’s position in the airline industry. Dan will be advising the Local during the negotiating process, reviewing and analyzing company proposals to determine their true financial impact on the company. “The company has their bean counters; I’m your bean

counter,” said Mr. Akins. He will join the negotiating committee at the bargaining table during any discussions related to economics.

To highlight their solidarity effort, CAIR team members were able to order TWU hats, pins, and lanyards for their members to wear at work. They want the message to be clear –



Local 555 members are united and prepared for contract negotiations

we want the contract we deserve. For those TWU 555 members ready to show their Unions support by wearing one of these items, please see your CAIR representative to get set up. Be sure and talk with that individual about what went on in Dallas.

Charles Cerf, Local 555 President, said “It was inspiring to see our representatives from across the country, the International, our Executive Board, professional advisors, Negotiating Committee, Safety Committee and Education Committee, all assembled for one purpose, to ensure a fair and equitable contract for the members of Local 555 and their families.” He went on to say that “what occurs at the bargaining table was only one part of negotiations; that members being informed and united was key to a good contract.”

I want to express my thanks to Ryan Notton, TWU Local 555 Education Committee Chairperson for his assistance, and Angie Tucker from the ATD office for taking pictures and videotaping the event.

Aviation Maintenance Technicians Compete in Dallas



Team Eagle to Compete
By: Jose Galarza
American Eagle Assistant
Coordinator

Last year, the Transport Workers Union purchased and dedicated three Charles E. Taylor busts which are displayed at American Airlines Maintenance Bases in; Kansas City, Missouri; Tulsa, Oklahoma; and Alliance, Fort Worth, Texas. Charles E. Taylor, the pioneer aircraft maintenance technician contributed to one of man's greatest achievements, "powered flight". If it had not been for Charles, that first powered airplane would never have gotten off the ground. Aviation power plants have certainly changed since Mr. Taylor's contribution to the Wright brothers at Kitty Hawk.

On March 18-20, 2008 there will be an Aviation Industry Expo held in Dallas, Texas at the Dallas Convention Center. During the Expo, for the first time, the Aviation Maintenance Technicians Society is sponsoring a Maintenance

Skills Competition (MSC) for aircraft maintenance technicians. The Maintenance Skills Competition gives teams of licensed AMT's, student AMT mechanics, and U.S. Military aircraft maintenance personnel an opportunity to compete against one another. The MSC will test each team's ability to work together quickly and proficiently while accomplishing designated maintenance tasks. They will be exhibiting their individual and combined knowledge and skills while competing against their industry peers.

There are several other competitions for AMT's wishing to compete and test their skills. Over the past five years the Professional Aviation Maintenance Association (PAMA) has sponsored the "PAMA Olympics." The AMT's from Southwest Airlines took

home the Gold Award in last years competition. In defense of their title, Southwest Airlines has decided not to compete in the MSC because PAMA has their Olympics scheduled for this coming August in Wichita, Kansas.

American Eagle Airlines and American Airlines will both have teams participating in the MSC, with the support of the Transport Workers Union. Other participants will be Continental Airlines, Redstone University, and a team of Aircraft



Saab 340 parked on the tarmac



Eagle AMT, Tim Griffin services the nose gear strut on a Saab 340



AMT Inspectors, Gary Hill, and Gary Bowman, observe mechanics Tim Griffin and David McIntyre

Maintenance Technicians from the AMT Society's Tulsa, Oklahoma chapter.

American Eagles management made a commitment to sponsor the AE/TWU team at the competition; this will be the first competition for "Team Eagle". "Team Eagle" consists of four AMT's from within the Eagle system and representing four different TWU Locals. They are: Shad Bell, Local 572/CMH; Carlos Rivera, Local 573/SJU; Hirmiz Mikhael, Local 574/MQT; and David Quiroga, Local 576/DFW.

The AMT Maintenance Skills Competition consists of 6 events for each team to accomplish during the event. The teams will be given different maintenance tasks to complete at each stage of the competition. Each event will be judged on quality of maintenance, appearance, professionalism and naturally the time to complete the tasks. The teams with the lowest total times will be awarded wall plaques representing 1st, 2nd and 3rd place, and of course, the usual bragging rights.



Local 576 President, and AMT Inspector, Gary Hill



ATD Director, John M. Conley acknowledges Lonny McGrew

During an Eagle negotiations review meeting, ATD Director Conley and the Eagle Local Presidents Honor Lonny McGrew for his service to Local 576



Local 541, Swearing in Officers



International President, James C. Little administers the oath of office for Local 541 members.

Local 541 based in Euless, Texas represents Ground School Instructors, Simulator Instructors and Flight Simulator Technicians working at American Airlines

From left: Executive Board, Dave Hall; Instructors, Vice President, Dale Holt; Executive Board, Mark Stephens; President, Jim Fudge; Recording Secretary, Eric Olson; Treasurer, Mark Thorley; Technicians Vice President, Nate Pike.

New Officers at Local 513,



Front row, from left- Officers: Dennis Stark, Financial Secretary; Tony Noviello, 1st Vice President; Darrin Pierce, President; Hubie Wheeler, Recording Secretary; John Coker, 2nd Vice President

Back row from left- Executive Board Members: Kevin Godbold, Fleet Service; Stoney Lowrance, Allied Aviation; Steve Swanberg, Fleet Service; George Bonar, Fleet Service; Frank Pecararo, Facilities Maintenance

Local 513 represents Fleet Service Clerks, Facilities Maintenance Mechanics and Aircraft Fuelers

SFO Maintenance Meets 95 Million Dollar Goal



SFO Contract Crew from left: Regalado Remulla, Koshy Varghese, John Campbell & John O'Brien.

TWU Local 564 members in San Francisco began their drive toward a breakthrough goal in early 2006, after a "working together" project facilitated by the Overland Resource Group (ORG). The project was novel in its approach because it involved management, workers, and union leaders in the problem solving process creating revenue opportunities.

In September 2006, the joint process proved valuable to American and TWU members when they secured a new maintenance contract with Hawaiian Airlines. The new Hawaiian phased check line, required line maintenance at SFO to reorganize their shifts and helped trigger recalls for their laid off brothers and sisters.

In recognition of TWU members significant accomplishment, American Airlines has dedicated and identified a Boeing 767, tail number 351, with an exterior red, white and blue decal that declares – Spirit of San Francisco – Employees Making the Difference. A wall plaque replica of the decal is prominently displayed inside the aircraft cabin for the flying public to see. There are also additional maintenance contracts being sought.

Flight Dispatcher, Meteorologists and Operations Specialist System Council Meeting



From left - International Representative; Gary Shults; President Local 545; Don Wright; Vice President Local 546, Bob Kreck; President Local 540, David Durkin; President Local 547, Bill Gray; President Local 543, Perry Sprague; President Local 541, Jim Fudge; President Local 542, John Plowman

A meeting of the Flight Dispatcher, Meteorologists and Operations Specialist System Council was held on February 7, 2008 in Hollywood, Florida. International Representative, Gary Shults, chaired the Council meeting. ATD Director, John Conley, addressed the Council and reported on industry issues. This is the first of two annual meetings held each year. Each Local gave a report on concerns within their Locals. The meeting involved many topics including - impending mergers, ongoing contract talks, mediation, ratified contracts, to current and open grievances. One major topic of discussion was the attempt to contract out dispatch functions and the TWU's plan moving forward to fight this issue.



Tim McAninley
ATD Communications Coordinator

When I was a young man, I remember applying for my first credit card and having to ask my father to co-sign for me. I was nineteen years old, working full time and had my own place, but I didn't make enough money to qualify for credit of any kind. Now that's a concept, what happened to qualifying for a credit card? I was just starting out and had no credit history for the banks to verify my ability to pay back debt or assess my risk. In the early 70's, credit card companies (banks) required a person with established credit to co-sign for those who did not. Good idea, what happened to that policy? I established credit with my dad's help and learned early on to protect it. Years later after my son went to college, my mailbox was flooded with credit card offers from banks offering an unemployed college student no fee credit cards with limits as high as \$10,000 dollars, no co-signor required! I couldn't believe the sheer number of offers he was receiving from them; I bought a shredder.

Is it any wonder that today's sub-prime mortgage meltdown has nabbed thousands of consumers? It's as if it were planned that way - it probably was. Predatory offers from financial assassins, under the same pretext of companies that offered no fee, no qualifying credit cards to unemployed college students, has produced a catastrophe for thousands of homeowners and students. Their philosophy seems to be - "get 'em in debt early and keep 'em in debt."

Governments Co-signor

The investigations following the collapse of Enron showed just how easily corporations manipulate markets, earnings, employees and their customers. Is this an example of capitalism at its finest? Do you remember the long lines for gasoline in 1974, and the odd/even rationing system mandated to purchase fuel? In a response to OPEC'S manipulation of oil production, the U.S. government lowered the speed limit from 70 mph to 55mph and put the nation on daylight savings time hoping to conserve energy. Television commercials encouraged conservation and advertised more fuel efficient cars and motorcycles. Toyotas were selling like a cheap bicycle. It worked; people started carpooling, cutting back on extras, and others bought the cheaper Japanese imports. Where is that kind of concern from our government today? It has taken the U.S. auto industry 35 years to really embrace lighter, smaller, fuel efficient automobiles. Almost out of nowhere flex fuel cars are for sale in U.S. dealerships and then we find out GM's been selling them in South America for years. I couldn't begin to tell you where to fill one up though. What else aren't they telling us? The Japanese can make a hybrid automobile and successfully market them, why can't American manufacturers? The oil companies really don't want them to; Exxon/Mobil recently reported a record annual profit of 40.6 billion dollars, maybe that's why?

Does this country's economic situation alarm you? Government leaders live in denial while funneling our children deeper into debt. They have mortgaged two generations of young Americans by instituting failed economic policies, fighting a war on terrorism, and neglecting their fiscal obligations at home. The Government Accountability Office (GAO) has repeatedly warned the Bush administration that our nation is headed for a fiscal showdown, "deal or no deal." While those in office ignore the gravity of the situation, families are bludgeoned into working more hours, cutting back expenses

and working multiple jobs. Politicians always want the quick fix especially prior to elections. They hastily arranged promises of tax cuts and rebates; it shows that they are doing something, not necessarily the right thing, but something. Are they borrowing more money from China, Saudi Arabia and Japan, or just printing more? Who really holds the mortgage on this country?

Whether we like it or not, generations of American taxpayers have involuntarily co-signed for this nation's inexcusable burden of debt. We are in deeper than any politician will admit. We need new leadership in government, leadership that will work for the hungry, unemployed, homeless Americans that have no health care coverage, many of whom used to be considered middle class. Politicians worry about keeping their political party in power, not what is right for America or its citizens - shame on all of them. Our borders are a farce and the country's transportation infrastructure is in shambles. Just having good credit won't fix any of these problems; the debt will come due one day.

Thank the heavens we have elections this year, let's make the most of them.

Credit Crisis Seeps into Market for New Jetliners

Commercial jetmakers have booked few large orders at the Singapore Airshow, suggesting a deeper downturn than previously forecast. Some observers note that the global credit crisis has affected the ability of airlines to finance new planes. Just like in the home mortgage sector, airlines need to put more equity into financing aircrafts. This will have a cash strain on the airline industry," International Lease Finance Corp. CEO Steven Udvar-Hazy said. Airbus and Boeing posted strong orders in 2007 and are expecting fewer orders in 2008.

April 28 Workers Memorial Day

Decades of struggle by workers and their unions have resulted in significant improvements in working conditions. But the toll of workplace injuries, illnesses and deaths remains enormous. Each year, thousands of workers are killed and millions more are injured or diseased because of their jobs. The unions of the AFL-CIO remember these workers on April 28, Workers Memorial Day.

The first Workers Memorial Day was observed in 1989. April 28 was chosen because it is the anniversary of the Occupational Safety and Health Administration and the day of a similar remembrance in Canada. Every year, people in hundreds of communities and at worksites recognize workers who have been killed or injured on the job. Trade unionists around the world now mark April 28 as an International Day of Mourning.

INFO-LINKS:

WWW.TWU.ORG

WWW.AFLCIO.ORG

WWW.TTD.ORG

WWW.ATDWWC.ORG

WWW.PBGC.GOV

WWW.PBS.ORG

WWW.FAA.GOV

WWW.UNIONPLUS.ORG

WWW.DOL.GOV

WWW.SHOPTWU.COM

TWU/AA Negotiations Hotline
1-888-4TWUupdate
Accurate Information 1-888-489-8873
Direct From Your TWU Committee

Labor Movement United to Protect
 Airline Employees in Possible Mergers

WASHINGTON, D.C. –

Richard L. Trumka, Secretary-Treasurer, AFL-CIO and Edward Wytkind, President, Transportation Trades Department, AFL-CIO issued the following statement following a meeting of the national AFL-CIO aviation union leaders to review and develop a strategy in response to the latest wave of possible airline mergers:

"The American labor movement is deeply concerned about possible mergers between the major air carriers. Through decades of experience, we know that corporations will pursue their own interests and ignore the impact of their decisions on employees unless the workers are at the table with a strong voice through strong unions.

"We are united in our commitment to protect airline employees from the severe harm that may stem from poorly conceived airline consolidations that ignore the needs of employees and the flying public. We will move forward after today's meeting unified around the following principles:

"We will review the implications of all possible airline mergers on jobs, on collective bargaining rights, on service to the flying public, and on the communities that rely on this industry for transportation needs.

"We will use any and all options – including deployment of legislative, political and capital strategies – to leverage the strength of working people to ensure this latest merger mania doesn't harm this industry, its employees, passengers and communities.

"We will engage elected officials at the highest level to ensure the voices of workers are not drowned out by voices of greed and Wall Street who may seize this moment as a chance to create wealth for a few at the expense of many."

The Transportation Trades Department, AFL-CIO, represents 32 member unions in the aviation, rail, transit, trucking, highway, longshore, maritime and related industries. For more information, visit www.ttd.org.



The TWU and the ATD Working Womens Committee support Senator Barack Obama for President

Newsletter Communications

In our efforts to provide factual, interesting information, we often forget those of you who have taken the time to communicate with us, the members who share their stories with other TWU members. Successful communications will always be a two way street, an exchange of ideas, solutions, and sometimes-even complaints. I want to say thanks to those of you who have contributed; we cannot produce a newsletter without you.

Presently, the ATD is assisting in open contract negotiations with three carriers, covering 13 different work groups and by May, two more, bringing the total to 15. Never in our history have so many contracts been open for negotiations simultaneously; this is unprecedented for our division. Your Local officers and their leadership/negotiations teams have a tremendous responsibility ahead of them, please be patient and helpful with them while they work on your behalf. Get your information from credible sources.

I want to clarify that the ATD Insider was designed to inform but also encourage dialogue between members in the work place, provide feedback to your Locals leaders and empower our members to get involved, supporting a common cause - working families and their struggles. The ATD newsletter is published quarterly and shipped to the Locals; the Locals are responsible for distribution of the ATD Insider to their members. Some Locals mail them to their member's homes; while others provide them at union meetings, post as a PDF on web sites, and others have assembled communication teams that hit the workplace with copies for their members. Some members have asked why they do not receive the Insider in the mail; I hope this explains why. On the other hand, the Internationals TWU Express is mailed to the members at their home address, the one on file with their respective Local. The TWU Express is published eight times a year. If you are not receiving the newsletter via mail, you should contact your Local and update your information with them, they will forward that to the International office in New York. You can personally notify the NY office of your address change by writing to:

TWU EXPRESS
1700 Broadway
New York, NY 10019



TWU's founder,
 Michael J. Quill

Quill Scholarships

Since 1969, the TWU has been awarding 15 four-year college scholarships annually to the dependents of TWU members. The awards are worth \$1,200 each annually, for a total of \$4,800 over the four-year college period.

The scholarship winners are determined by a public drawing held each May at TWU International Headquarters. Families throughout our vast Union have enjoyed the benefits of the first 30 drawings. Our member's sons and daughters have benefited from Quill Scholarship funds by furthering their education and preparing them for the future.

The scholarship money goes directly to the college or university the successful student applicant attends. Applications are available in the January and February editions of the TWU Express, and your Local union offices.

QUESTIONS & ANSWERS

Who is eligible?

Sons and daughters and dependent brothers and sisters (claimed with IRS) of present, retired or deceased TWU members who are High School Seniors and who will enter an accredited college of their own choice beginning with the fall term. Sons, daughters, brothers and sisters of full-time, paid officers of the Union are not eligible.

How is the scholarship paid?

Money is paid directly to the college or university the successful applicant actually attends.

What is the deadline?

The Michael J. Quill Scholarship Fund must receive all applications by May 1 of each year.

How does a person apply?

Fill out a coupon found on the back page of the January, February of the TWU Express each year and an official application form will be sent to you. Also, coupons can be secured from TWU Locals throughout the country.

How are winners decided?

By a drawing held in May at TWU International Headquarters in New York. Winners will be notified immediately afterwards.

How does an applicant qualify?

The applicant must be certified twice. First, a TWU Local must certify to the facts that make the applicant eligible. Secondly, the principal of the high school must attest to the fact that the applicant is capable of doing college work. The applicant must comply with the Rules of the Scholarship Fund that are available on written request.

Apply Now!
 Quill Scholarships



Deadline -
 May 1, 2008

Applications available in the TWU Express, January and February editions. Visit the TWU website for details:

www.twu.org



Bone of Contention

By: Michael A. Serrapica – TWU Local 513

USA TODAY reported, on February 12, 2008, that Continental Airlines would pay “a record” \$158 million in profit sharing to its employees based on 2007 results. Last year, Continental paid \$111 million based on 2006 results. The article went on to say that profit sharing payouts in 2007 for the airline industry, ranged from \$49 million to \$158 million. One exception was cited: “The leading U.S. carrier, American Airlines, did not pay profit sharing for 2007.”

Those of us who work for AA know that is not entirely true - executives did receive payouts. In January, the rest of us did receive the “one time” \$800 (less taxes) AIP bonus. The \$158 million that Continental will pay out divided among its estimated 45,000 employees comes to roughly \$3,500.

Our \$800 payout has become somewhat of a “bone of contention.” Some have expressed the opinion that it is “too little – too late.” Others, like Keith Stewart, President of TWU Local 565 in a letter to his members said; “Do not think of it as an insult, it is in and of itself an acknowledgement of a debt owed. It is our strong position that it is only a down payment of that debt.” I tend to agree with the honorable Mr. Stewart.

American Airlines has been advised many times, “it is always the right time to do the right thing.” Now that they have done “something” right, isn’t it counterproductive to say it is not right “enough?”

If we look upon the AIP Bonus as a “bone”, we put ourselves in the position of the family dog, waiting beside the table for a handout. Throughout the “Turnaround Plan”, we have been referred to as “Business Partners,” and partners get to sit at the table and receive a fair share of what they worked hard to help put there. We now have the opportunity to do exactly that – if we accept the invitation!

With the \$800 payout, AA has given us much more than a “bone” and much more than a “one time” bonus, they have given us LEVERAGE. It is up to us to use it.

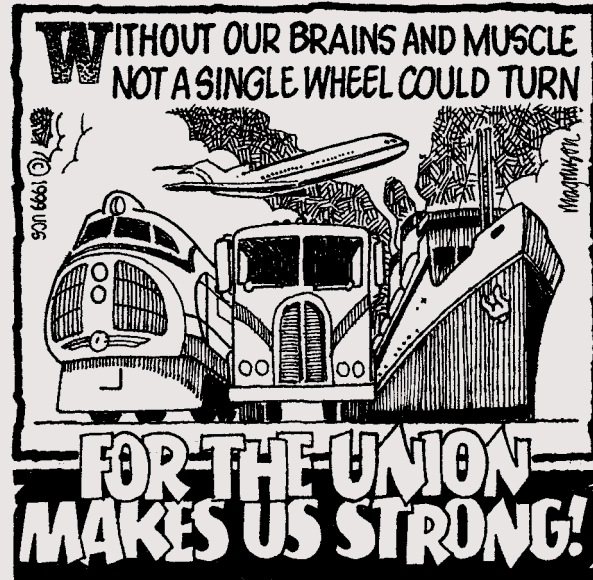
Herb Cohen is one of the most highly regarded negotiators in the world, and author of “You Can Negotiate Anything.” He describes negotiating “not” as individuals bickering over who gets the bigger piece of pie, but rather a process where interested parties calculate how to make the pie bigger, so everyone gets a bigger piece!

Our AIP Bonus, as well as management’s Performance Payouts, present compelling evidence that the pie is already large. The examples of the Profit Sharing plans at other airlines demonstrate that there are much more equitable ways of slicing it.

Looking back, in fairness, on the concessionary contract we took in 2003, we did not have any notable advantage. This time is different. Undoubtedly, our negotiators will be reminded of the many obstacles to profit; the cost of jet fuel is just one example. The obstacles are not the problem; the problem is for the negotiators (union & management) and the rest of us to find ways to overcome the obstacles. We have already proven, multiple times, that we can.

When a tentative agreement (TA) is

finally brought back to us, this time we can take advantage of our “hard earned” LEVERAGE and insist on being rewarded fairly – with the vote we cast.



Runway Incursions on the Rise

In a recent government report released in December, the Government Accountability Office (GAO) reported that runway incursions had fallen from a high of 407 in 2001, but alarmingly had increased to 370 incidents during the fiscal year that ended Sept. 30. A runway incursion is defined as an incident in which any aircraft, vehicle or person, enters areas where they should not be, normally areas or space that is highly restricted and authorized for aircraft takeoffs and landings.

Serious incursions are defined as incursions where a collision was narrowly averted. Last year a record low 24 were reported down from 31 in 2006. The GAO report said the risk of a catastrophic collision remains high.

Local 530 in Kansas City Exceeds \$150 Million Goal

On January 23, 2008 the members of Local 530 celebrated surpassing their breakthrough goal of 150 million dollars, which they had set in 2006. Local 530 President, Gordon Clark and Ed Chevrestt unrolled the banner to show the final numbers, and Facilities Maintenance was recognized for their important role in refitting the old docks into usable ones and the general sprucing up of the MCI base. Ed Chevrestt and Bob Reding made a brief presentation thanking all those who helped make it happen.

President, Gordon Clark addressed his membership, his comments are noteworthy and reprinted below.

Good Morning Brothers and Sisters, co-workers and our special guests. I am glad to be back in Kansas City today, and am sorry the rest of the negotiations team couldn't be here. Chris, Mike and Bill felt obligated to stay engaged in the process. Rest assured they are working hard on our behalf.

As you've heard from the leaders before you today, you have accomplished what you set out to do and have made a difference at American Airlines. Words cannot express how proud I am to stand before you today to celebrate this wonderful accomplishment. The sacrifices you have made have not gone unnoticed and today we are celebrating another page in the history of Kansas City Airline Maintenance.

You proved to our new company, and our new Union that your wisdom and experience deserves respect. And we have that!

With the vision and direction of David Campbell and your Union leadership, we set a course that we hoped our members and employees would embrace. You embraced it and did what you do best, fixed airplanes.

As you have heard today, I have carried the torch all across the country, to every meeting room I found myself in, and shared the proud heritage of the MCIE employees and our Kansas City base.

I thank former Mayor Kaye Barnes and the City Council for their involvement and support. David Campbell for his leadership, patience and his confidence in our workforce. Bob Reding for believing me when I said he could count on KC to do the right thing. I thank

workforce has earned the respect that this maintenance base deserves. We have stuck together as a family and embraced tremendous change. Thank you for your support and confidence. I will continue to carry the torch for all of you.

Bob Reding said it was great to be back in KC. He said that every time he comes here he gets inspired. He talked about how dark and gloomy it used to be and all the improvements made to make it a nice place to work.



He claimed that we made him feel confident that we would become the best overhaul base in the world. He also spoke about doing 85% of our work in-house and competing with the other airlines that are outsourcing. He is proud of the partnership with the TWU and the elected representatives. He also stated that he knew we would do it because of our

"can-do attitude."

He stated that if the airline had to do something unusual they could send it to KC and it would get done, and get it done competitively.

It is our goal to fill every bay with third party work. Thank You.

- Local 530 President Gordon Clark

Carmine Romano for his trust, and for recognizing that I have passion for my fellow employees and Union Members everywhere.

I thank Ed Chevrestt for being a true partner for change and for genuinely appreciating our heritage. And the leadership and staff of the TWU for letting us go our own way. Most of all, I want to thank all of you. I would like to say a special thanks to the twilight and graveyard members. We run a 24 hour operation and without their support we would not be here.

We will continue to face many more challenges as airline maintenance workers. We must never lose sight of our past, but it's also important to keep the torch burning bright for our future.

You never let me down. I knew you could pull it off, and you have. Together we are transforming our base to not only look respectable but our

MCI M&E FACTS

- 20 Charles Taylor recipients
- Produced a CIP in 12 days from 18 day schedule (cabin improvement modification)
- Will be doing MAUI modifications on 757 and 767 fleets
- The future looks bright for Kansas City

Show Pride in Your Union

*Get Good TWU Stuff
At Really Good Prices*



www.shoptwu.com

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