

\$9.4 Million (As of May 2010)

This was the headline on a flyer recently produced by Delta Air Lines. At first glance we were puzzled by the purpose of this piece. It stated that employees in MSP making \$12 to \$20 pay \$56.78 per month in union dues. "That's \$681.36 per year", the flyer says. The \$9.4 million, it turns out, is the amount paid by PMNW IAM members in union dues since November of 2008. We can only assume that Delta is trying to convince workers that this is a lot of money for little in return.

Work Rules

We don't think PMNW IAM members in ATL, MSP or DTW who frequently get paid an extra \$9 per day for Off Schedule Lunches will complain about paying union dues. This contractually guaranteed work rule can add as much \$2,000 per year to their pay checks.

IAM members working on the ramp in ATL most likely think it is worth it to have a guaranteed wash up period at the end of their shift so they can make the 3PM bus home. Their PMDL coworkers most often have to take the next bus.

IAM members in MSP are not too put out by paying union dues when it means that overtime is handed out according to equalization of hours and not favoritism.

Retirement

PMDL workers who are close to retirement probably wouldn't mind paying union dues if it meant they would get subsidized retiree medical benefits like their PMNW counterparts. PMNW workers probably feel union dues are worth every penny to keep their IAM pension and to avoid paying a Social Security offset on their frozen Northwest pensions. PMDL workers get to pay up to half of their pensions back to Delta when they retire.

Ready Reserve

Ready Reserve workers wouldn't feel union dues are an imposition if they accrued vacation, sick and OJI time, if they received medical benefits, if they received seniority for the time they work and had a guaranteed pay progression. These things can be guaranteed with a union contract.

Injured

Paying union dues is not a big deal for PMNW workers who are injured on the job. They get 100% of their pay when injured. They continue to accrue sick, vacation and OJI pay while injured. When they come back to work their job will be waiting for them. That is not always true for PMDL workers.

Money In The Treasury

It would be hard to find a PMNW worker who wasn't happy that the IAM had the resources to support the NMB's rule change. Now our union representation election can be held on an even playing field. Having enough money in the treasury to take on Delta in court and in the halls of Congress means IAM members have far more clout than they would by themselves.

Sale of Compass and Mesaba – Richard Anderson said on July 1 that these 2 subsidiaries were sold because Delta wanted them removed from the airline's balance sheet. It remains to be seen exactly what the real motive is behind the sales. We do know that so called "regional carriers" have been used by mainline carriers to drive down worker's wages. We would not be surprised if the sale of Compass and Mesaba was used to further that goal.

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