

## One And A Half Percent

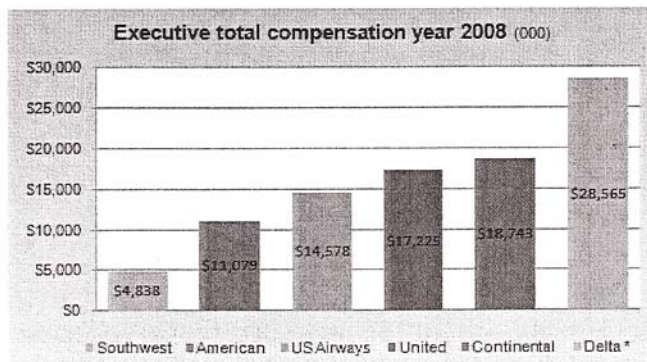
Northwest Airlines Customer Service Agents were listening to Ed Bastian last week on a conference call. They were dismayed to hear him say that Northwest workers would not be getting an expected 1.5% pay raise on January 1, 2010. Vice President, Bill Lentsch delivered the same message at a MSP Town Hall meeting.

In fact Bastian is correct. According to IAM/NWA contracts Delta/Northwest is not required to give us the raise if they do not use an option to extend our contract until the end of 2011.

It's not that they can't give us a 1.5% raise. Delta can. Our contract is a contract of minimums. IAM District 143 President, Steve Gordon has already written Richard Anderson to give the OK to any raises, in case there was any doubt.

It is not that Delta doesn't have money. According to Delta executives they have over five billion dollars in unrestricted liquidity. They have told Japan Airlines they would help them with a massive cash infusion.

Delta executives, such as Ed Bastian, have repeatedly told us they want to bring Northwest and Delta workers up to industry standard by 2010. As the graph below shows they have brought themselves up to industry leading compensation.



Here is where the rubber meets the road. Giving us the 1.5% increase, while not a lot, would be a chance to show good intentions about reaching industry standard in the coming year. Delta workers would also get an idea of what the future holds.

**October Shift Bid In ATL** – The October shift bid in ATL is over for Delta workers. Unfortunately, according to an August 7 Delta Memorandum, not everybody got to participate in that bid. That memorandum reads, “If you are on paid sick leave, maternity leave and personal leave of absence and you have a doctor’s release stating you are returning to work without restrictions within one week of the new work schedule you will be eligible to bid.” Stated another way, if you have restrictions you cannot bid. The letter also explains that once you return to full duty you will be allowed to bid an open line based on operational needs. Should you fall from full unrestricted duty during the first 45 days of the bid, you will have to vacate the line and take an open line upon return.

The IAM/NWA contract has no such restrictions.

The Expression of Interest window in ATL, which allows for movement from one defined bid group to another, is also over. If you had any administrative action in the past 12 months, you would not have been allowed to participate in this bid either. Movement from below wing to above wing is prohibited if you have even minor attendance infractions. Movement from domestic ramp to international ramp is prohibited as well.

The IAM/NWA contract has no such restrictions.