

## **Race To The Bottom**

In 2005 aircraft cleaners at Northwest Airlines made over \$19.00 per hour with good benefits. NWA management had a plan, long in the making, to break the union to which cleaners belonged. Management brought in an airline contracting company, G-2, to replace the cleaners. **These cleaners made less than the union cleaners, \$10.00 less per hour to be exact and no benefits.**

Now these cleaners are being told they will not have a job by September. Delta Global Services will be taking over. They have been told they may reapply for their jobs. **The new hourly wage? \$7.75 – no benefits.** Many have already told DGS they must move on because their families would starve if they accepted that job.

The same process has been repeated across the country for both Northwest and Delta baggage handlers. Good paying jobs with good benefits are lost to contracting companies in the down line stations. Now this work is being given to Regional Handling Services. Guess what? Jobs that had been low wage are going even lower.

**Every worker in the U.S. has some sense that a “race to the bottom” is taking place.** We see it all around us: contracting out, Ready Reserve, higher percentages of part time. With a contracting economy, we know employers will try to accelerate this process. While having a union cannot always stop this process, it is the only way workers can battle back and win. **Without a union there is simply no bottom in the “race to the bottom”.**

## **Union Fortress**

We have received reports from Delta workers in ATL that at briefings at the beginning of shifts they are told that support for the union is waning in MSP. We want to set the record straight. During the year since the merger process began, we have taken a number of polls among our membership here. **On the ramp, support for the IAM has never been higher. We invite Delta workers to tour the ramp and talk with baggage handlers here.**

What accounts for this very high percentage of support? Northwest workers have a very clear idea of what a non union future would look like. For some it is fear of losing the IAM Pension Plan or retiree medical benefits. Some support the union because they know that if they are unfairly disciplined the union offers the chance to right an injustice. Others know that if our contract goes away, Ready Reserve will be introduced and part time percentages will go up. The safety net that our contract offers through excellent OJI protection, accrued sick time and superior Long Term Disability is the reason others say they must vote union.

**Nearly all of us in MSP believe the best way to stop the race to the bottom and return this to the career job it has been in the past is to vote IAM.**

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**DINO** – A Delta flight attendant recently told an MSP baggage handler that some FAs have started calling Delta Air Lines DINO or Delta In Name Only. That’s appropriate.