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In this Issue...

Merger Update Your Career is at Risk!

Since our last update, several events have taken place that put NWA pilots in a bad position. DAL's LOA #19 has been signed. The DAL management is not cooperating with NWA ALPA efforts to protect our jobs, as they have DAL pilots. DAL management is now saying they have a new business plan, also not in our favor.

First, ALPA National President Captain Prater signed DAL's LOA #19. While it was reasonable for him to do so at some later date, he should have delayed signing it until some equivalent LOA was in place for NWA pilots or a joint contact was negotiated. Many of you and ALPAWatch (click here to see the ALPAWatch letter to Capt. Prater) asked him to do just that. Our requests were not honored.

As things stand now, when the merger is completed (Date of Corporate Closing) the DAL pilots have protections and enhancements in place that we do not. If we are unable to secure equivalent protection and enhancements before the merger is completed, then we will have lost almost all the leverage necessary to reach parity. And if that is not bad enough, in the time between the merger and a parity contract (which could take years), your career as an airline pilot will be at major risk. We will have little or no protection against downsizing our side of the house, furloughs, loss

of flying, loss of equipment, base closings, etc. You will not get a raise. You will not get equity. And all of this is without even addressing the still to be decided issue of seniority.

DAL management has had plenty of time and opportunities to provide NWA pilots the same enhancements and protections they gave DAL in LOA #19, but they have not. After weeks of negotiations we still have no agreement. Instead, they speak of phased in "harmonization" over unspecified amounts of time, which we all know is code for B-scale. And even worse, they are now indicating that the raises in LOA #19 may not be possible. DAL's "new" business plan, being presented to our negotiators this week, my water down those expectations.

So what do we do today to help ourselves? Your union, your MEC, and your negotiators cannot succeed without you, your help and determination. Everyone in this business just wants to fly their trips, go home and not worry about all this. A reasonable goal but it is just not possible right now. Remember, we are talking about the end of Northwest Airlines and a serious threat to your career. Let us be clear. If we do not have parity in place before the merger, your career will be in more jeopardy than it was in bankruptcy. To prevent this from happening, deadlines and consequences for missing those deadlines are necessary. A merger could come this year. Even as late as the first part of '09 does not leave us much time to change the course we are on. So here is the plan.

First, become familiar with Resolution #8-41. This resolution passed the MEC last week. It is a brilliant and timely resolution that was developed by some pilots not affiliated with ALPAWatch. ALPAWatch endorses Resolution #8-41. It is the roadmap to success. It lays down specific action plans. Some factions of the union agree with it, some are more reluctant. We believe following it is not only timely but critical. Some are resisting the idea of deadlines, so those hard deadline dates did not make it into the final resolution. But as we pointed out at the top of this Newsletter, the deadline already exists...the date of corporate closing (merger). Since that exact date is unknown, we need to act sooner rather than later.

Given the need to act sooner than later and the fact that negotiations are taking place for the rest of this June, we believe that the end of June is a more than reasonable deadline. The negotiators have until the end of June to come home with the deal we need. If that does not happen we need to use every resource available to protect ourselves, including those specified in Res #8-41. But don't wait till the end of June. Start the process today.

Write to your LEC Representatives, the NWA and DAL MEC Chairman, DAL and NWA managements. Write to any or all of them but always copy all the others on the list. Click here for all those addresses. Use your own words but make it clear

that you want our union to thoroughly follow through with Resolution #8-41, both in specifics and intent. That you support a deadline of July 1st. Make it clear that we, the pilots of NWA are prepared to use all resources available to protect our careers. We expect to be treated as the professionals that we are. We expect parity on day one, and a fair seniority list. We will not tolerate being treated as second class citizens and will no longer overlook the efforts of those that have been doing so.

Without a parity deal and a fair seniority list, we would rather see this merger attempt die and we will do everything we can to kill it.

Speaking of being professionals, when contacting your elected union representatives, union leaders, union volunteers, members of management or anyone for that matter, please be respectful and polite. A well thought out, factual, intellectually honest argument will carry the day. Personal attacks, threats and profanity are weak arguments. They undermine legitimate arguments and can lead to serious personal distress, including career complications for their authors. Tap into your passion, but choose your words professionally.

We acknowledge the possibility that none of the doom and gloom we have outlined here may occur. However, right now it does not look good for NWA pilots. Keep in mind that if we wait to act until the doom and gloom is fact, it will be too late to change the outcome. You must act now. Hoping and trusting that this will all just work out is a dangerous strategy for all of us.

More to come soon. This is a critical time for all of us. Expect more frequent Newsletters and website updates. We will keep you updated as often as necessary.

Thank you again for participating in ALPAWatch. With the participation of pilots such as you, ALPAWatch will be successful in obtaining the Union Leadership that the Pilot Group deserves, and in doing so regain our fair compensation, our quality of life, our future, and our dignity.

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