



BLUE NOTES

Weekly Newsletter

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IAMDelta.net

Definitely Not Industry Leading

This chart is very simple and self-explanatory. Delta wages lag behind IAM wages at United and Southwest ramp by a lot. Both airlines have recently concluded contract negotiations with big gains for the members.

Years Worked	Delta	United	United 5/1/24	Southwest TA
0-1	34,611.20	38,500.80	39,665.60	40,456.00
1-2	35,869.60	39,832.00	41,017.60	41,828.80
2-3	37,772.80	41,704.00	42,972.80	43,825.60
3-4	40,289.60	43,430.40	44,740.80	45,635.20
4-5	43,295.20	45,760.00	47,132.80	48,068.80
5-6	46,685.60	49,192	50,668.80	51,688.00
6-7	50,325.60	51,542.40	53,081.60	54,142.40
7-8	53,736.80	53,872.00	55,494.40	56,596.80
8-9	56,867.20	56,908.80	58,614.40	59,779.20
9-10	60,871.20	60,923.20	62,753.60	64,001.60
10-11	68,276.00	72,862.40	75,046.40	79,040.00
11	73,340.80	74,152.00	76,377.60	79,040.00

*This chart does not reflect airport minimum wage ordinances in high-cost cities

Delta Air Lines accounts for 20% of the airline capacity, but an astounding 40% of the profits in the airline industry, according to Delta President Glen Hauenstein on Delta Net. That's because Delta employees provide premium service every day, in spite of short staffing, lack of equipment and management sometimes getting in our way. As you can see in the chart above, we do not have industry leading wages. In fact, the only category Delta does lead is profit sharing. With these kinds of profits, shouldn't we lead on wages? The unionized pilots certainly do. **We have heard from a number of you that you would like to see a \$25 an hour starting wage across the system.** If you agree, sign a card and let's get a union.

That's Right. Delta Belongs to A Union.

Delta actively discourages employees from securing representation with the IAM. At the same time, they themselves pay hefty dues for representation through Airlines for America (A4A). Interestingly enough, our own Ed Bastian even has a seat on the Board of Directors representing A4A!

Make no mistake - there's a reason Delta is fighting employees from securing representation and it's not because we're "family." It's time to even the playing field, it's time for representation.

Have a look for yourself at airlines.org/who-we-are

Right: Delta Air Lines CEO Ed Bastian.
Credit: flickr.com/photos/dlnet



New Year. New Card.

If you signed a union card in 2023, but haven't signed in 2024, please sign another. We should be filing for an election by the end of summer and need every card to be valid and updated.

YOU CAN REQUEST A UNION CARD AT
iamdelta.net/acard

New Bid Chaos

Throughout the system, stations are getting a look at the proposed spring bid. Big changes in many bids. Some bids guarantee that short staffing will continue. Other bids mean that some people have to quit because they now can't make it work with their other job. Some stations have bids that force some full time to part time. Some seasonals have not been called back or have had their start date moved on short notice.

All of this has one thing in common. No rules. No rules around the ratio of full time to part time, no

rules around how much notice seasonals must be given on return dates, no rules around the number of 10 hour day lines there must be. Right now, Delta Corporate decides all of this on their whim and based on squeezing every last drop of blood out of all of us. These kinds of work rules, negotiated and voted on by union members, are in every IAM contract. Every IAM airline contract has rules that require management to sit down with union reps to negotiate on every bid. Union reps can make sure the rules are followed.

CONTACT US

If you would like to start receiving text updates from us, if you need a union card sent to your home, or if you want to share something going on in your station, contact us at

iam4.me/deltastories

