



BLUE NOTES

Weekly Newsletter

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IAMDelta.net



Delta Pilots Offered to Help

According to the ABC affiliate in CVG, ALPA union pilots offered to work on their days off to help get Delta back on track and on schedule during the meltdown. They blamed

Delta corporate leadership for the extended meltdown, due to a failure to invest in new technology, but said they would help anyway.

Passenger Meltdown Lawsuit

One additional piece of fallout from the meltdown is a lawsuit by hundreds of Delta passengers. They are suing Delta for failure to offer full refunds after the meltdown. The lawsuit said that airlines' "unfair, unlawful

and unconscionable practices resulted in Delta unjustly enriching itself at the expense of its customers." This will undoubtedly hit the airlines' bottom line, resulting in a further reduction of profit sharing in February.

Southwest Airlines Union Maternity and Parental Leave

Southwest Airlines union employees enjoy generous maternity and parental leave under their contracts. Maternity leave allows for 6 weeks **paid** leave for birth of a child or loss of a pregnancy after 20 weeks. This is in addition to their sick, OJI and vacation pay. If the child is delivered by C-section, the mother is eligible for eight weeks of paid leave.

Parental leave (biological child, adoption, permanent custodial caregiver) allows for two weeks **paid** leave and up to 10 weeks additional unpaid leave. The parent can use accrued sick and vacation to cover the additional time off.

Delta non-union workers must use their own accrued PPT or vacation to cover maternity or parental leave.

One Delta, One Family

We now know that what we mean by One Delta and what ATL corporate means are two different things. It is employees that make Delta a preferred airline. We make it work everyday in the heat, the snow and the rain. We don't have the ability to make necessary investments in equipment and technology. Management does. All we can do is make it work everyday, 24 hours a day, 7 days a week. We, the employees are One Delta, One Family. We are dedicated to this airline, but we need help from management.

Contracting Out In MSP

While it isn't a lot of jobs, Delta direct employees in MSP will soon no longer work on the bagroom encoders or on tubs and jams. This work will now be done by an outside contractor, Prime Flight. If we had a union contract, this would not be an issue because the scope of our work would be defined by our contract.

Me-Too Clause Would Mean \$3,000 More Per Year

Did you know that many airline union contracts have a "me-too" clause. At Southwest Airlines, when ramp workers negotiated higher pay than their counterparts in reservations, at gates and ticket counters,

above wing workers automatically received matching pay. If we had a "me-too" in our union contract to match pilot pay, we would now be making \$3,000 more per year for top of scale employees.

Epidemic Equipment Shortage

All across the system Delta workers are telling us they don't have enough equipment to do the job safely or efficiently. Equipment is taken out of service because it is old and/or inoperable and sits at GSE for weeks. Similar to the failure to invest in technology that could have prevented the meltdown lasting for a week, Delta has failed to invest in new ground equipment, leaving employees high and dry. When will Delta corporate leadership realize that employees and passengers are actually more important than Wall Street investors?



IAM international President Bryan Bryant in the AJC

Last week, IAM International President Brian Bryant had an important opinion piece published in the Atlanta Journal Constitution. He explained that Delta employees stood ready to help keep Delta as a leader in the airline industry and how a union could help that process.

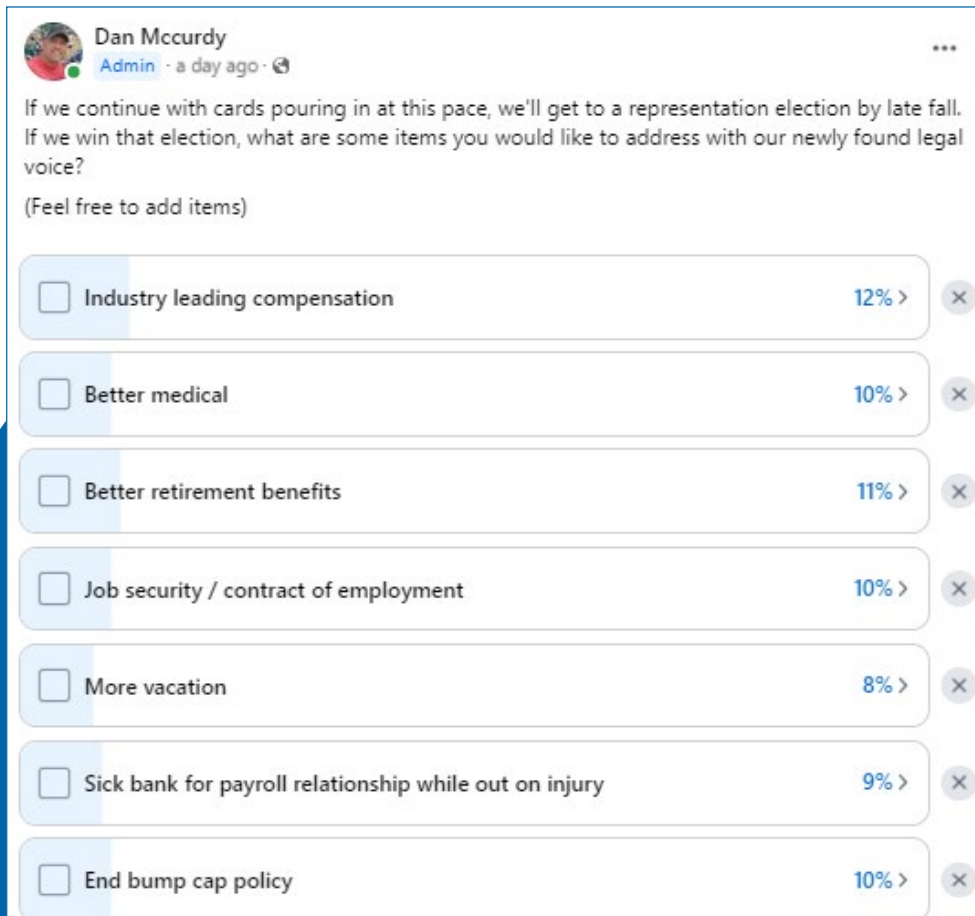


Scan the QR code or visit
iam4.me/bryant-ajc
to read the article



Survey Results

We recently ran a survey on our Facebook page, Delta Workers Unite. Participants were asked what their most important union contract items would be once we have a union. Over 400 people responded with the below percentage breakdown. We will run the poll again in the future.



From PHL

"I have to say, I'm feeling like a number and not a family member. Like all Delta front line employees, I received two passes for working through the meltdown and I am grateful. But to be honest, what I really want is the following: get rid of the mandatory bump caps, outdated and broken equipment, short staffing to the point of ridiculousness, management not listening to the workforce on how to make

things work better. Since 2010 when the union cause was defeated, Delta has had 14 years to make this a great place to work. I believe they have failed due to bending to the big stockholders. It is now time for us, the ramp, cargo and tower employees to have a voice and a seat at the table, a better life for us and our families. Sign those union cards. It's the way we can get there."

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

