

IAM
Air Transport District 143

Negotiations

July 2, 2010
Alaska Airlines
10-23

Negotiators' Report For Week Ending July 2, 2010

We were scheduled to negotiate with the Company this week in SEA. Due to reports of subcontracting and issues surrounding Letter #12 (alleged Job Security letter), the Union and the Company did not meet for scheduled negotiations on Tuesday, June 29. Negotiations resumed on Wednesday, June 30.

In response to Jeff Butler's recent posting to you on *Alaska's World-Customer Service Airports: DON'T BE FOOLED*, the message gives the impression that the Company is willing to give you job security beyond July 10, 2010, with the extension of Letter #12 until July 2012, only 2 short years. There are many flaws with this message. First and foremost, Letter #12, which has been in effect since the ratification of the contract in 2006, provided no job security to the employees in Reno, whose work was contracted out to Horizon employees in 2008. The Company flimflammed their way around their own guarantee of no subcontracting by calling Reno a station closure.

Letter #12 is the same letter that was included in the extension, which we rejected in December of 2009. The problem then—and the problem now—is that Letter #12 doesn't go far enough. It does nothing to protect your work if the Company chooses to pull the "Alaska metal" out of your station and fly only Horizon (i.e., BUR, ONT, PDX, OAK and SFO). Remember Reno?

Letter #12 does nothing to protect your core work, so portions of your work could be contracted out, within your station, as long as they provide you with some other work.

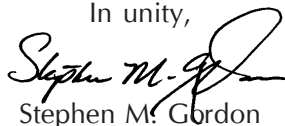
The Company could contract out the ticket counter work and make everyone a lobby coordinator, or contract out special functions in the reservation department (i.e., vacations, partner desk).

What's worse, Letter #12 does nothing to gain new work when the Company chooses to fly to a new city. Most importantly, we have none of the numerous jobs created where the majority of our aircraft have been redeployed to more lucrative markets such as HAWAII.

We all need to stand together and not accept another contract without the removal of Article 2, paragraph D, which currently allows the Company to subcontract out our work. There are other contracts out there who own all of their work (i.e., Alaska Airlines-Flight Attendants and Pilots, Southwest-All Union employees, Spirit Aero Systems-Wichita, KS.)

**Let's stand up and unite and gain real job security once and for all.
Tell your managers you won't accept a contract without Article 2, paragraph D, removed!
Stay Union Strong.**

In unity,



Stephen M. Gordon
President/Directing General Chair

Negotiating Committee Members
Jackie Fay, General Chair

Joe Shultz Sandy Field Bea Knott Kiana Peacock Jeff Tobius (LL2202)

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www.iam143.org

asnegotiations@iamdl143.org



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