

IAM  
Air Transport District 143

# Negotiations

July 22, 2010  
Alaska Airlines—COPS  
10-26

## Negotiators' Report For Week Ending July 22, 2010

Alaska Airlines posted a second quarter profit of \$84 million. This is quite impressive. Pat yourself on the back for making this possible!! These numbers are no surprise to the COPS employees. We know how much money is being collected in baggage fees, change fees, unaccompanied minor fees, pet fees, ticketing fees, upgrade fees, and same-day confirmed fees because we're collecting it!!

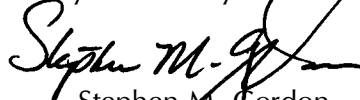
The COPS group is doing well on our end of the Company's report card. However, there are still agents out on furlough and agents forced to part-time status. Those that remain employed are constantly hounded to work faster-faster-faster – but don't forget that SAFETY still comes first. Work safe around our system, and never compromise yourself or the operation in the process. Don't try to do the job of two people. If you are working short, be sure to bring this to management's attention.

The Company has made a profit in the first and second quarters, and it seems that our contribution to these profits should be enough to bring us job security.

How many of our work group have sent the Company a response in the last few weeks about either outsourcing or on another topic? If not, why not? It is time we question again why we don't have our own employees at any of the Hawaiian stations. Why after 5 years of entering the DFW market are we still sending our own COPS trainers to oversee the vendors? Isn't Alaska getting a quality customer service product from the vendor? According to one of our Company Officers, there is no difference between the number of customer service complaints between the vendor stations and the Alaska-staffed stations. In the last six months, we have sent our COPS trainers to all of the Hawaiian stations – and instead of obtaining jobs in those areas, the Company wanted to "select" those that would work there in the future. Do we really need to remind the Company about the union seniority process?

Job security under the COPS agreement is very different from job security under the Ramp, Mechanic, Flight Attendant or Pilot agreements at Alaska Airlines. Again, that is the primary reason we returned to the bargaining table rather than taking a 24-month contract extension. Further, the Southwest Agreement says: "All work performed by the Company, as described in the classification and work requirements in Article 5 of this agreement, is recognized as coming within the jurisdiction of the Union and is covered by this agreement." Southwest does not have any argument with the work force over job security.

**In unity – and Stay Union Strong,**



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)

asnegotiations@iamdl143.org

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