

IAM
Air Transport District 143

Negotiations

May 14, 2010
Alaska Airlines—COPS
10-15

Negotiators' Report For Week Ending May 14, 2010

What is going on with the new CSA uniforms and the ordering process at Alaska Airlines? That has been the hot topic this week for your negotiators and District 143. Some of the things we are hearing from the agent group are as follows:

Rumor—There is a \$600 bank for each employee to use when ordering new uniform pieces.

Fact—Not true. We are in a status quo due to contract negotiations and a banking system has NOT been established. At present, there is no banking system for ordering.

Rumor—Agents can select any clothing pieces in the Twin Hill Clothing line regardless if they are part of the basic allotment in the current contract or not and, the cost of the pieces will simply be deducted from the \$600 bank.

Fact—The only sure language we have is in our current contract, Article 18.C.1., p. 74, *"The cost of the initial basic uniform pieces shall be borne by the employee at the time of hire or entry into the CSA classification. The Company shall thereafter provide all replacements of the basic uniform pieces as necessitated by normal on-the-job wear, on an exchange basis. ...The cost of the accessory and optional items shall be borne by the employee."*

Rumor—The employees will have to pay for shipping, alterations, belts and scarves.

Fact—Currently, there have not been any changes to our contract in Article 18. There should be no deviation or changes from past practice for ordering, fitting and shipping until further notice. Any changes to this section must be bargained. Once again, we are in status quo and there cannot be any changes to our contract without coming through the bargaining table.

Rumor—Employees are expected to get fitted on their own time regardless of where the Twin Hills representatives are located.

Fact—The Union has not been provided with a schedule in regards to Twin Hills station visits, and is unaware if Twin Hill will be coming to all stations or a select few. The Twin Hill representatives were in ANC and the fitting was done on Company time. The Twin Hill representatives are in SEA and the fittings are being done on Company time. However, other areas like FAI and ORD are being told they have to come to SEA and/or ANC to get fitted and this will be done on their own time. The Union does not support anyone having to use their own vacation time, comp time, trade time or any unpaid time off to go out of station for a fitting. The Company needs to make other arrangements for the CSAs to get fitted. This is not acceptable.

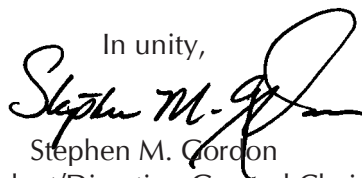
Whatever contract Alaska Airlines has with Twin Hills is between the two of them. The contract that Alaska Airlines has with the IAM is current and binding. If you have any questions about this process, be sure to make your supervisors and managers aware of the discrepancies. Your negotiators have asked the Company for more information about the new uniforms and anticipate full discussions about them when we meet next week.

The Committee is still waiting to hear from the Company about future meeting dates for negotiations. The Company was asked to commit to dates for July and August last week. We are awaiting their reply.

May 13, 2010, was the five (5) year anniversary of the Seattle Ramp Lock Out. That is a day that will forever be remembered by all IAM union members at Alaska Airlines.

STAY UNION STRONG!

In unity,



Stephen M. Gordon
President/Directing General Chair

Negotiating Committee Members
Jackie Fay, General Chair

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



10-027

asnegotiations@iamdl143.org

POST!
On all IMAW
Bulletin Boards

www.iam143.org