

Contract Watchdog

Delta and American Raises vs United Concessions

The Teamsters and United want us to accept **major concessions** in Retro Pay, Profit Sharing, Medical Benefits, and Scope Language to sign a 6-year contract with “resets”.

American Airlines mechanics get \$11.31 an hour handed to them and they are still negotiating for more. United Techs are offered less with, concessions and 1 % raises.

August 9, 2016 - American Airlines just gave their AMR and US Air Techs \$11.31 in raises with no concessions to allow Cross Utilization on contractually protected aircraft. AMR and USAir techs receive **\$11.31 in Wage Increases with NO CONCESSIONS**.

Delta Airlines mechanics 6% Raise pushes them to \$49.36. We will be left behind for two years; no retro pay and no guarantee the teamster poor language will pay off.

November 15, 2016 - Delta Airlines mechanics receive another Wage increase of 6% and an increase in A&P License Pay totaling \$49.36 (a 25% increase in the last two years). Also, an increase in 401k benefits. **\$49.36 Wage / 401k Increases with NO CONCESSIONS**.

With our reset language and the 24-month waiting period we will be behind Delta Technicians for the next two years (not counting time spent in arbitration arguing over the formula).

The Teamsters negotiated Cross Utilization Letter failed, why should we believe their “Industry Reset” negotiated by the same failed negotiators will be any better?

They have the money - VOTE NO Don't fall into a 10-year concession trap.

The Teamsters signed a cross utilization letter in 2010 and got **Absolutely nothing**.

Why would any mechanic believe that their convoluted “Industry Reset” is any more viable?

Quote “It took 4 hours for the negotiating committee to comprehend the Industry Reset language” this is based on discussions with several mechanics familiar with the issue. **Ask your appointed Negotiator.**

Below is the AMR/USAir Techs Cross-Utilization LOA. They received an \$11.31 raise.

The entire LOA and Contract are available at ualmechanics.com

WHEREAS, the Parties intend to provide interim pay increases and new pay rates for the

Mechanic and related (includes Accreted Groups), Stores/MLS/MCT and MTS employees of both US Airways and pre-merger American Airlines, to be effective while JCBA negotiations are underway; and

We receive a ten-year contract, lose retro pay, benefits and contract language.

Vote No to Concessions at a time of Record Profits

Standing Strong for Our Profession