

Teamsters PBGC



UAL Mechanics Call for an Investigation into the Loss of Pensions

Broken Campaign Promises 2007

Take action. Sign on to the petition calling on Deborah Sawyer, Acting Inspector General of the Pension Benefits Guaranty Corporation, to immediately investigate the actions taken by the PBGC during the negotiations with United Airlines that resulted in an agreement to shift United's pension obligations to the PBGC without restoration rights. When \$9.8 billion in unfunded pension liabilities were shifted from United to the PBGC, the PBGC guaranteed \$6.6 billion of this shortfall but, for the first time in its history, waived its rights to seek the restoration of terminated pension funds if conditions permit. This would be appropriate.

United has announced plans to spin off its Mileage Plus frequent flyer program, which industry analysts recently valued at up to \$5 billion. This raises the question of whether United properly evaluated the value of Mileage Plus assets during the bankruptcy proceedings and whether this would have prevented saddling the PBGC and U.S. taxpayers with the largest corporate pension default in U.S. history.

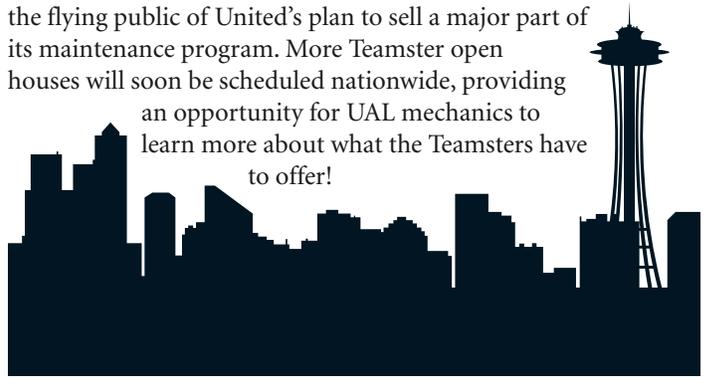
Raise your voice and call for the investigation into the loss of UAL mechanics' pensions!

To sign on to the petition go to:
www.pensioninvestigation.com

Teamsters Meet with UAL Mechanics in Portland and Seattle!

Recently, Teamster representatives and aviation mechanics welcomed a strong turnout of UAL mechanics to an open house in Portland, Oregon, where questions about the Teamsters and the Western Conference of Teamsters Pension Trust were answered. The following day, Teamster mechanics, including Chris Moore, a Continental Airlines mechanic and Chair of the Teamsters Aviation Mechanics Coalition, met with UAL mechanics outside the Seattle Sea-Tac Airport, where the mechanics signed on to the Teamsters "Security First Initiative", a petition calling on the FAA to take immediate action to address the outsourcing crisis. The petition offers proposals for a moratorium on all new maintenance outsourcing, a single standard for airline maintenance and an investigation by the Inspector

General of the safety and security ramifications for the flying public of United's plan to sell a major part of its maintenance program. More Teamster open houses will soon be scheduled nationwide, providing an opportunity for UAL mechanics to learn more about what the Teamsters have to offer!



Teamster Dues Facts

Since there is some conflicting information going around about Teamster dues, we wanted to give you the basic facts about Teamster dues. Yes, Teamster dues are slightly higher than AMFA dues, but we will get a lot more active representation out of our Teamster dues.

- Teamster dues are 2.5 times the monthly BASE rate of pay. For example, if a member's base rate of pay is \$25.51, his monthly dues rate will be 2.5 times that or \$63.78. Base pay means base pay. Members don't pay dues on license, shift or any other premium pay.
- No current employee will be charged an initiation fee because those who are employees on the certification date of the union are not charged an initiation fee.

- The Teamsters are funded solely by members' dues and do not accept money from employers or outside organizations in order to protect our status as a free and independent trade union.
- Union dues go directly to fund the operation of the union and pay for: professionals to help negotiate and enforce contracts; lawyers to provide legal assistance when needed; experts on pensions and other such issues; the costs of running a union office; research and analysis on key workplace issues; costs associated with legislative and regulatory matters; costs of pursuing grievances/arbitrations; organizing costs and other costs necessary to strongly defend our members and improve their standards in the workplace.