

# Truth about the Teamsters at United Airlines

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## Continental and United Mechanic Pay Comparisons

Continental Airlines mechanics reached a tentative agreement on September 10, 2010.

Here is a brief history of Teamster negotiations at Continental:

The Teamsters were certified at Continental in 1997. During the last 10 years of Teamsters representation the IBT signed a contract with pay raises in 2003 without full retro pay...the Teamsters then gave back these raises in concessions 2 years later in March 2005. During that same time the IAMAW Flight attendant membership refused to give concessions to Continental. The IAM elected leadership and membership stood strong, while the Teamsters sold-out the mechanics to accept concessions. **Read [Teamsters betray CAL mechanics 2005](#)**.

**IBT Airline Director David Bourne calls these healthy raises after years of concessions and no wage increases.** We disagree; this contract does not even equal our pay rates at UAL negotiated in 2002 prior to bankruptcy.

*The Continental T/A mechanic base rates and license pay do not even achieve the \$37.41 negotiated for a United Airlines mechanic topped out with a base rate of \$30.64 and license pay of \$5.00 max this was negotiated at United Airlines in 2002. **The top rate for a UAL mechanic in 2005 was nearly \$38.00 it is now 2010 and we deserve a raise, \$38.00 hourly should be the starting point for our negotiations.***

**Pay Rate Comparison for mechanics at UAL and CAL based on 20 year mechanic working the line or Airframe Maintenance dayshift.** Taxi/Run Premium exception pay and shift pay not included.

	<b>CAL 2005</b>	<b>CAL T/A 2010</b>	<b>UAL 2005</b>	<b>UAL 2010</b>
	<b>Top Rate</b>	<b>Pay Rate</b>	<b>Top Rate</b>	<b>Pay Rate</b>
<b>Base Wage</b>	\$28.24	\$29.67	\$30.64	\$26.15
<b>License Pay A</b>	\$1.75	\$2.13	\$2.50	\$2.03
<b>License Pay P</b>	\$1.75	\$2.13	\$2.50	\$2.03
<b>License Pay FCC</b>	\$2.80	\$3.48	\$2.50	\$2.03
<b>Mechanic Skill Pay</b>	N/A	N/A	\$1.50	\$1.36
<b>Longevity Pay</b>	\$1.00	\$1.00	\$.17	\$.17
<b>Line Pay</b>	\$.20	.30	\$.10	\$.10
	<b>\$32.94</b>	<b>\$35.22</b>	<b>\$37.41</b>	<b>\$31.85</b>

**In June 2010 Continental and United Airlines posted gross profits in the billions** and pre tax income of \$233 million and \$273 million respectively. Pre tax income will be important to UAL mechanics when calculating Profit Sharing on page 217 of the 2005 UAL Mechanics agreement. Continental and United Airlines are expected to post record profits for the third quarter of 2010. **Now (not two years from now) is the time to negotiate the best contract possible for our mechanic membership at Continental and United Airlines.**

**United and Continental mechanics backed by the AFL-CIO will get the best contract possible. The Teamsters have failed again with this T/A at CAL to live up to their campaign promises.**

**The Mechanics for Change Committee**

**Providing a Democratic Voice for the UAL Mechanics and Related Class and Craft**