

## **NWA-AFA MEC Weekly Hotline Message June 19, 2009**

**MEC HOTLINE:** (888) 3-NWA-AFA or [www.nwaafa.org](http://www.nwaafa.org)

**PURPLE RIBBON CAMPAIGN:** Pro-Delta, Pro-AFA [www.deltaafa.org](http://www.deltaafa.org)

### **AMABSSADORS OF AFA**

In a recent Hotline message we reminded you of our contractual right to wear our AFA union pin ( <http://www.nwaafa.org/contract/section19/>) and we encourage you to do so anytime you are on Company property (NW or DL). Your union insignia shows solidarity. It makes a strong statement that you support your union, your right to collective bargaining and a voice in your future.

Wearing the AFA pin does more than just show solidarity, it also sends another message to others, including Delta flight attendants, many of whom have never been in a union and have a great many misconceptions about our union. This little pin provides a big opportunity to make a clear statement that we believe flight attendants deserve the many benefits and protections that AFA offers us. It also gives us the chance to make a more subtle statement through our behavior, actions and reactions.

In a sense wearing our union pin makes us ambassadors of our union. Since most of our Delta counterparts have limited, if any, union experience this is an excellent way to show, by example, the positive side of our union. When we wear our pin we are representing our union and we want to show it in its best light. Arguing, criticizing, or blatantly trying to force someone to believe in or accept an idea is generally ineffective. People respond much more favorably when they are allowed to form their own opinion based on their own experiences. The more positive experiences and associations they have with AFA, the more likely they are to be open minded, unafraid, and ultimately willing to accept its presence.

Delta has spent a lot of time and money misinforming their flight attendants and denigrating our union. We can counteract a lot of this negativity with genuine, positive encounters – so let's wear our pins with pride and keep it positive. – Submitted by Rene Foss MEC Communications Chair

### **MASTER EXECUTIVE COUNCIL OPERATIONS BRIEFING**

Your Master Executive Council (Local Presidents), MEC Officers, and representatives from AFA Legal assembled on Tuesday to receive a thorough operations briefing from the Company. Information regarding joint ventures, code shares, and marketing agreements were provided to AFA so that we may monitor compliance with Section 1 of our contract. Topics that were discussed included progress reports on various aspects of our ongoing merger, company financial and operations data, capacity reduction background, cross fleet updates, progress of re-branding, a cargo update, FAA training approval status,

fuel hedging, the joint venture with Air France KLM group, forecasting for hubs, and other pertinent data regarding our merger and the business plan for the merged Delta.

Your MEC will continue to meet with the Company for operations briefings as frequently as possible. If you have any specific questions regarding the briefing, you can contact your Local President. We will continue to meet with NW & DL company representatives regarding ongoing flight attendant concerns including: issues with OPR, new FMLA processing, BE service, training, etc. Contractual and disciplinary grievance mediation and arbitration will continue as normal.

We are committed to working with NW/DL management to preserve as many jobs as we can, despite the recently announced capacity reductions. We will do that by regularly meeting with the Company to discuss and agree upon as many voluntary options as possible - including ongoing negotiations for the proposed Split Line Program. We're working hard to make sure comprehensive representation continues for Northwest flight attendants, even while we coordinate with our NW & DL flight attendant campaign leaders to preserve our legal contract and right to union representation going forward at Delta. -- MEC President Janette Rook

### ***ON PREMISE RESERVE***

AFA will meet with the Company on June 29<sup>th</sup> with the plan to resolve as many of the outstanding issues with On Premise Reserve as possible. Please continue to report any suggestions to improve the program or suspected violations of OPR provisions of the contract to your Local AFA representatives. We need Reserve input, to adequately address as many issues as possible.

### ***ASSOCIATION OF FLIGHT ATTENDANTS-CWA SUPPORTS CARRY-ON LIMITATION BILL***

The Association of Flight Attendants-CWA (AFA-CWA) today announced support for a bill introduced in the United States House of Representatives by Rep. Daniel Lipinski (D-IL) that seeks to set one enforceable standard for all bags carried onboard U.S. commercial aircraft. The Securing Carry-On Baggage Act, H.R. 2870, would create a universal size requirement for carry-on bags instead of allowing each carrier to determine its own size requirements. The bill also requires that restrictions be enforced at screening locations through use of a template.

Current standards for carry-on baggage were established more than a decade ago when passengers brought far fewer items on board with them. Checked baggage fees, implemented by airline management recently, have drastically increased the amount of luggage being brought into the aircraft cabin. The revised guidelines will expedite the security screening and boarding processes

and ultimately result in fewer delays.

### ***THE BUSINESS ELITE EXPERIENCE***

MEC Air Safety, Health and Security (ASHS) Chairperson Jeanne Elliott and MEC Vice President Daniel Grey met via telephone this week with Delta onboard service executives to discuss the recent implementation of the Business Elite service on international flights. While the overall food quality and choices have been well received, the delivery and logistics of the service are earning a less enthusiastic response.

Excessive aisle time, lack of storage space, and catering/galley packing inconsistencies were all discussed at length. According to Delta, the pre-merger Northwest BE service of today is an "interim" product that will evolve as a final service standard is developed. The company was open to our feedback – positive and constructive - and committed to taking an observation flight on a NW A330 TPAC flight in the coming weeks. Data from the company's audit will be shared with your MEC ASHS Committee in another joint conference call the second week of July.

Please continue to document and report your experience with the new BE service via the FACC on the ATLAS site. Report any safety concerns to the ASHS Committee at [safety@nwaafa.org](mailto:safety@nwaafa.org). We will continue to monitor the situation and provide updates from our discussions with the company. – Submitted by Daniel Grey, MEC Vice President

### ***A CALL TO ACTION – BAN IN-FLIGHT CELL PHONE USAGE***

To ensure that a ban on cell phone usage is included in the FAA Reauthorization Legislation we need AFA-CWA members to help us. Please contact your elected leaders and tell them to support this legislation . Cell phone usage in the cabin will create a new security risk which compromises our job of safely in executing an emergency evacuation and ability to maintain order in the cabin amongst noise and tension. Please help by taking a moment and Click [http://www.unionvoice.org/flightattendant/notice-description.tcl?newsletter\\_id=26322607](http://www.unionvoice.org/flightattendant/notice-description.tcl?newsletter_id=26322607) to send a message to your senator mandating them to pass a cell phone ban.

### ***AIR SPEED SENSORS BEING REPLACED***

In light of the tragic Air France accident, many questions have arisen regarding the air speed sensors on the DL Airbus fleet. As noted in the June 11th 'Delta Daily', the company has upgraded the air speed sensors to the new Pitot tubes

on 126 of its 158 Airbus aircraft, as recommended by the manufacturer. Pilots have also been reminded about back-up procedures should they receive questionable readings before all changeovers have been completed. It is noted that Airbus planes account for about 15% of DL's entire fleet. The upgrade mentioned is not required by the FAA at this time. --Submitted by Jeanne Elliott, MEC Air Safety, Health and Security Chair

### ***A/C 3312 CREW REST MODULE BACK IN SERVICE***

NWA AFA has just been advised that A/C 3312's crew rest module is finally back in service after weeks of evaluation by the manufacturer due to reported odors/fumes. All fabrics and carpeting within the module have been totally replaced. A more detailed update from Engineering is pending regarding the exact cause of the problems, in addition to the status of A/C 3319's module. We will

continue to provide further information when it becomes available. --Submitted by Jeanne Elliott MEC Air Safety, Health and Security Chair

### ***DELTA AIR LINES ANNUAL STOCKHOLDER MEETING***

Delta's annual stockholder meeting will be held June 22, 2009 at 8:00 AM EDT in New York City. If you currently hold Delta stock, you not only have the right to vote your shares, but also attend the meeting and ask questions of our BOD members and executives in attendance. The AXA Equitable Center is located at 787 Seventh Avenue in New York, New York.

Go to DeltaNet to review information that pertains to voting your shares and/or attending the meeting, as well as the 2008 Annual Report and 2009 Proxy Statement. The Proxy Statement reveals details of executive compensation packages, among other information. At the meeting, stockholders will vote on the following matters:

- the election of the directors for the next year
- the ratification of the appointment of Ernst and Young LLP as auditors for 2009
- one stockholder proposal (if the proposal is properly presented at the meeting)
- any other business that may properly come before the meeting.