

AS WE GO TO PRESS

Jazz Pilots' Cooling-off Period Set to Expire June 12

On May 27, the Jazz pilots' Master Executive Council announced that 99 percent of the pilots voted in favor of a lawful strike should one become necessary to obtain a fair collective agreement with Jazz Air.

The pilots have been working under a bankruptcy-era contract since 2004. Over the same period, Jazz has distributed almost half a billion dollars in profits directly to the Jazz Air Income Fund unit holders. The pilots have been working under a contract that during that time has seen no adjustments to allowances, pension, or benefits, and further pay adjustments to concessionary pay scales that fall well below the rate of inflation. Their collective agreement became amendable on June 30, 2009.

Under the Canada Labour Code, both the strike authorization vote and written notification to management are required steps before any withdrawal of services can begin. Of the pilots eligible to vote, 91 percent participated in the balloting. At press time, no strike deadline had been set; however, the mandatory cooling-off period was set to expire at 12:01 a.m. on June 12. Strike action would be possible at any time after that date.

"The Jazz pilots are seeking a contract that recognizes their contribution to the success of the airline," said Capt. Brian Shury, the pilots' MEC chairman. "The senior management of this airline refuses to meaningfully share any of the proceeds of success with the front-line employees who are responsible for delivering the company's record-setting operational performance. It is not that Jazz is unable to meet the reasonable expectations of the pilots—it simply is unwilling to do so."

Jazz pilots received a \$5 million grant from ALPA's Major Contingency Fund (MCF), which provides pilot groups with the resources needed for responding when threats to their jobs and their profession are imminent. "While the Jazz Air pilots consider a strike a matter of last resort, this



Whether in French or English, Jazz pilots demonstrate their "Strength in Unity."

vote demonstrated their steadfast unity in achieving their contract goals," said Capt. John Prater, ALPA's president. "If Jazz Air pilots declare a strike, it will be conducted with the extensive resources and the full backing of the 53,000 pilots represented by ALPA."

CCI Crewmembers to Vote On Tentative Agreement

After nearly 3 years in contract negotiations, the Capital Cargo International Airlines' Master Executive Council is welcoming the opportunity to vote on a tentative agreement that, if ratified by members, will result in a new contract.

The pilots' Negotiating Committee and management met


MEC Chairs Respond to Announced Continental/United Merger

"With the announcement of an intended merger between United Airlines and Continental Airlines, it is important to remember that history has demonstrated that the integration of two airlines is always a difficult challenge," said the Continental pilots' Master Executive Council chair, Capt. Jay Pierce, and the United pilots' MEC chair, Capt. Wendy Morse, regarding their respective airlines' announced plans to merge:

"The support of the pilots is pivotal in determining whether a merger is successful or not, as will be the case with this merger of Continental and United. While there is potential for this transaction to create a truly great airline, there are also risks involved. The entity being created must be stronger and more viable than the independent entities that are being merged. The futures of our pilots must also be more secure going forward—both in our careers and in retirement. We have sacrificed too much through years of concessions, furloughs, pension freezes, and terminations to accept unwarranted risk, and any risk requires reward.

"We look for a commitment by the management of the new United Airlines to work with pilot leaders to minimize economic risk and maximize our career security by promptly and fairly negotiating a new, joint pilot contract. The announced merger is expected to create value for shareholders, executives, and the traveling public. As critical stakeholders in the merged airline, the pilots of both United and Continental fully expect to share in that value, in both the short and long terms.

"We know that by working together we can build our combined operation into an entity that is respected worldwide for its technical expertise in safely transporting customers to their destinations. We are ready to cultivate a working relationship with a new management team and develop a rapport built on mutual respect and an understanding of our importance to the success of the airline. With that mutual respect and understanding comes an opportunity to produce an enterprise that will enjoy world-class stature, and, at the same time, promote and protect stable careers and rewarding futures for the pilots we represent.

"The pilots who fly for Continental and United are prepared to stand shoulder to shoulder to support the creation of a viable, profitable merged company. The importance of a fair and equitable seniority integration of the two pilot groups and a businesslike commitment to achieving commensurate value for pilots through, among other things, the prompt negotiation of a new joint collective bargaining agreement is recognized by all parties as central to a successful airline merger. We are prepared also to stand shoulder to shoulder in opposition to this transaction should these ideals and concepts not immediately be fostered by the new management team. Both the United and Continental pilot groups understand what can be achieved by working together, and in concert with the new management team, under these conditions, we welcome the opportunities and expected rewards of building a winning combination." 

during the week of May 10 under the supervision of the National Mediation Board (NMB) and worked out the deal during the late hours of May 15 after intense bargaining that extended over the weekend.

The proposed 36-month agreement would include pay increases, a new contract bonus, and improved work rules and quality of life for flightcrew members. "The MEC believes that this is the fair and affordable contract under the circumstances of the current financial market," said F/O Chuck Hill, the flightcrew members' MEC chairman. "It includes improvements in pay, and the short term of this contract allows the economy time to recover and the possibility that we will begin negotiations in July 2012."

In June, pilot leaders and the Negotiating Committee began a series of road shows in Cincinnati, Toledo, and Miami—the crew hubs—to provide details of the agreement to the members. After the road shows are completed, Capital Cargo's 122 flightcrew members will vote on whether to ratify the agreement.

Capital Cargo flightcrew members merged their independent union with ALPA in 2007. At that time, they began negotiating as an ALPA-represented pilot group after voting down two tentative contract agreements that their independent union had achieved.

Evergreen FlightCrews Reach TA with Management

Evergreen International Airlines flightcrew members reached a tentative agreement (TA) with management in mid-April that will result in a new contract if ratified by the flightcrew members. Due to the airline's financial problems, the flightcrew members' Negotiating Committee offered management a short-term, 2-year contract with minimal changes to help the airline improve its financial situation.

After a series of road shows and teleconferences scheduled to run through June to brief the flightcrew members on the proposed agreement, they will vote on the agreement.

"It's been 6 years of hard negotiations that led to reaching a tentative agreement. If ratified, we hope this 24-month contract will give Evergreen time to improve its financial stability," said Professional Flight Engineer William Fink, the flightcrew members' MEC chairman. "We want to support our company in its time of need and trust that in return, negotiations will resume in 2 years with the expectations of securing gains for the pilots and flight engineers who currently work under 1999 wages and work rules." 