

**PLEASE NOTE:** This “printer copy” of our weekly eNews contains excerpts from the full email and online version, which include much more detail and links to related stories, videos and additional information. See [nwaafa.org](http://nwaafa.org) for complete stories, to sign-up to receive eNews and more.

“On matters of style, swim with the current; on matters of principle, stand like a rock.”

~ **Thomas Jefferson, 3rd United States President**

## DIVISION 2010—Styiewatch



Is Richard Tyler at his sewing machine again, designing airborne ensembles to bring more sexy back? Not this time. We're moving from hot to haute as election season heats up to Cabin Fever pitch. You'll catch Inflight Supervisors sporting cool, new “DECISION 2010” polos that miss the runway but land near the tarmac. These cute, matchy matchy outfits will simply pop with fully harmonized balloon bouquets and festive banners designed to convince you to throw away over 60 years of collective bargaining. Consider a parallel universe where “The Year of the Customer” actually received equal billing with “Decision 2010.” If the energy that coordinated designer union-bustingware were released into resolving operational faux pas, J.D. Power would be on the mantel. Imagine coordinated sincerity and effort going into that campaign. If management spent less time blogging and more time reading MEMBER FEEDBACK, perhaps Delta wouldn't be Number One in DOT PASSENGER COMPLAINTS and last in ON-TIME PERFORMANCE. For these reasons, we're concerned. Is your manager in fashion or dressed in coercion with a polo logo that declares “Your Vote Matters”? Everyone knows the logo's agenda. Who decides what's not to wear? Well,

the NMB, actually—with your help. Be sure to click on the TOOLS section of [deltaafa.org](http://deltaafa.org) to print and carry a couple DEAR SUPERVISOR LETTERS. If you receive discipline or the threat of discipline by a manager wearing anti-union garb, contact your LOCAL COUNCIL OFFICERS immediately, and don't forget to file an ELECTION INTERFERENCE REPORT, also available at [deltaafa.org](http://deltaafa.org).

## AFA FILES LAWSUIT TO COMPEL DELTA TO COMPLY WITH RLA

It is our the responsibility of the MEC to uphold and defend our contract and we will use all means necessary to do so. To that end, on August 19, 2010, we filed a lawsuit against Delta Air Lines in the United States District Court of Washington, DC, over numerous and intensifying violations of the collective bargaining rights of 7,168 pre-merger Northwest Airlines flight attendants. Delta management has been unwilling to resolve disputes with us despite its statutory obligations to do so, pending completion of the election process. AFA requests injunctive relief compelling Delta to abide by the requirements of the RLA, as well as monetary relief and punitive damages. The complete story is at [nwaafa.org](http://nwaafa.org).

## FUTUREfocus

The National Mediation Board (NMB) has determined that Delta's merger with Northwest resulted in a Single Transportation System, triggering a representational election. By August 31, 2010, all parties seeking to represent DAL flight attendants must submit “showing of interest” cards from 35% of the combined group. AN

\*ELECTION TIMELINE HAS NOT YET BEEN SET, but the wheels are definitely in motion for NMB polling dates! We are ready to vote, ready for representation, and more than ready to negotiate a world class contract for Delta Air Lines flight attendants. To kick off the historic election season, the campaign has completely revamped its website to make it easier to navigate and more engaging than ever. Speak out. Stand Together. Make it happen. Visit [deltaafa.org](http://deltaafa.org) for information on how you can get involved.

\*Who can vote in our upcoming election? Unlike voting in our Local AFA elections or voting on a contract, all Delta flight attendants are eligible to vote in the representation election! Your ballot will be sent to you once the NMB has established voting dates.

## MESSAGE FROM CENTRAL SCHEDULING COMMITTEE

Are you experiencing higher than normal re-schedulings? CENTRY requests not being processed under contractually required parameters? Unusual pattern construction? Layover and base rest violations? Your Central Scheduling Committee wants to hear from you. The CSC will hold its biannual meeting with the company in October. We invite you to share your scheduling war stories with us, including specific pattern numbers and dates, so we might best address these issues with the company. (If you have a time-sensitive scheduling issue or might need to file a grievance, contact your LEC Officers for assistance, but feel free to copy us in so we can track ongoing problems.)

Contact the Central Scheduling Committee at [CSC@nwaafa.org](mailto:CSC@nwaafa.org) or submit an automated Scheduling Report Form from our website.

## SITUATIONAL AWARENESS: WATCH YOUR STUFF

ALERT! FCO—AFA has received reports regarding the ATM located across and down the street from Harry's Bar in Rome. Several crew members received unexplained charges on their credit card statements

after using the ATM located on the Banks outside wall, which appears to have been tampered with. For the health of your credit or debit card, use the ATM located inside the bank.

## AFA'S AIR QUALITY ADVOCACY CONTINUES

Your MEC and ASHS Committee continues its investigation to determine why members have been exposed to contaminated bleed air on particular Delta aircraft since November 2009. We are requesting Delta act in good faith to identify both the causes and remedies to the air quality problems experienced primarily on A330 aircraft. With promises of air filter testing and analysis and development of an air quality protocol directed to affected crewmembers, NWA-AFA is requesting the specifics of these actions and the preventive measures in place to ensure such exposures are eliminated. Check your [NWA-AFA HEALTH PAGE](#) for specific air quality resources, including guidance if an exposure occurs.

## AFA LETTERS OF AGREEMENT 2010

A collective bargaining agreement is a living, breathing document. It can and normally does evolve after ratification. Last year before most of the last vestiges of Northwest management disappeared, the MEC was able to continue that important part of improving our contract by negotiating three new LOAs (Split Lines, Base Transfers, AMC/CRAF flying). These were distributed to all flight attendant mailboxes for insertion into their contracts in December 2009. As far as we're concerned, this year should be no different, and we will continue to operate as we always have to do all we can to improve our contract. This year we have proposed four new LOAs. The latest was sent to the company on August 18th, continuing our efforts to resolve merger-related issues, as well as understaffing. Read the proposed LOAs and more on our MEC Negotiations webpage.