



AIRCRAFT MECHANICS FRATERNAL ASSOCIATION

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AMFA at NWA Strike Update – Day 35 & 36

Today is Saturday, September 24, 2005 at 11:00 AM CDT. This is day 36 of the Mechanics, Cleaners, and Custodians strike at Northwest Airlines.

Approximately 20 of our members have been confirmed as scabs and are helping NWA to destroy the lives of their long time loyal employees

The \$880,000.00 that the UAW generously donated to the AMFA striking members will be distributed the first week of October. Your address on file with AMFA national will be used for the mailing of these checks.

AMFA has received multiple documents via the Freedom of Information Act (FOIA) that supports our claim that Northwest is violating their Maintenance Program and the FAA is assisting them in this reckless act. Our safety and standards officers are going over these documents and getting them prepared for release to the press. The documents clearly show the FAA's willingness to help Northwest conceal defects and deficiencies in their maintenance operations.

The following is a letter sent to our fellow mechanics in Europe from a UAL local president:

Dear Brothers and Sisters in the Transportation Industry,

I am writing on behalf of the more than 5,000 Members of the Aircraft Mechanics Fraternal Association (AMFA) at Northwest Airlines, and their families, to ask for your support in our struggle for justice, and our fight for survival at Northwest Airlines.

Our members have been on strike at Northwest Airlines since August 20, 2005.

Northwest Airlines' Mechanics, Cleaners, and Custodians have had no choice but to strike. Since the 9/11/01 tragedies, Northwest has eliminated 5,000 AMFA jobs. Now Northwest Airlines is insisting that our union agree to the elimination of another 3715+ jobs. This would leave a little over 10% of the workforce in just a few short years. In other words, Northwest Airlines is asking us to cut 75% of our remaining jobs – something that we simply will not do.

The people Northwest wants to eliminate are men and women, who have given their life's work to their airline to ensure the airplanes we all fly on are safe, reliable, and clean. The average affected employee has more than 20 years working at Northwest and is 53 years old. They have been promised a pension

through their union contract at the end of their career. Instead of keeping that promise and honoring this obligation, Northwest has decided to force them out the door with little to show for their labor or their commitment to the airline.

In addition, Northwest Airlines has demanded that AMFA agree to:

- A 25% or more reduction in pay for remaining members.
- Reduced pay for required federal licenses.
- Reduced sick pay.
- Reduced number of paid holidays
- Reduced weeks of vacation
- Termination of the pension plan and elimination of all future defined benefits.
- Increased outsourced work to companies that use non-licensed, non-union laborers.

Instead of bargaining in good faith, Northwest Airlines stubbornly clings to their extreme demands. Furthermore, Northwest Airlines has gone the extra step of actually hiring 1,900 scabs and housing them in major cities around the United States. We believe Northwest Airlines management is responsible for the lack of a profitable business plan and intends to have the workers pay for this mismanagement and incompetence by breaking the unions one by one.

If Northwest is successful other companies will be emboldened to try the same tactics: bargaining in bad faith, bringing in scabs, and breaking our unions. We firmly believe in the right of self determination, for a union to bargain alone for its members, but when any working man or woman is attacked by the corporate empire, it is an attack on all of labor, regardless of affiliation or industry.

This event has the potential to be a pivotal moment in history for working men and women in the USA and likewise around the world. We are asking all groups representing transport workers to support our cause. If Northwest Airlines can use replacement workers and unilaterally change our contract, then no union worker anywhere is safe from this blatant union busting tactic.

Please inform your members that as of August 20th, anything related to Northwest Airlines should be considered struck work. With Northwest's stated intent to keep flying through this strike the reaction of other unions will be essential to pressuring the company to cease its union busting tactics and bargain in good faith.

Northwest has repeatedly shown its complete lack of respect for all of its union employees. It has recently become very clear that the company is trying to push unions out of its operation altogether.

Corporate union busting affects every union member the world over. We request your help as we undertake our part of the struggle at Northwest Airlines. Any written statements of solidarity or financial assistance for our striking members will be greatly appreciated.

We hope we can count on your support.

In Solidarity,

Joseph Prisco
President
AMFA Local 9

Please stay Strong, Committed, and Unified.

Our talking points to the press are:

- We are striking over jobs – not money. AMFA has offered Northwest the cost savings they claim they need to save the carrier. In return we need jobs for our members. Northwest will not negotiate a deal we can both live with. They are only interested in a deal that meets their extreme needs. Clearly we are willing to help, but we must have a future at NWA to reach an agreement.

At the signing of our last contract we had 9795 jobs. In the past 4 years NWA has eliminated over 5000 jobs and demanded that we agree to the elimination of another 3715 jobs leaving a mere 1080 jobs in 4 short years. Further, the remaining jobs would be eliminated through attrition resulting in the loss of all jobs and busting our union.

- NWA maintenance operations are under extreme pressure and NWA is attempting to paint a much better picture than exists. NWA managers are working extremely long days and are approaching burnout. The Office of Inspector General (OIG) has assigned two investigators to respond to Senator Dayton's concerns related to Northwest maintenance program.

Talking points to our fellow workers represented by other unions:

- Our fight is not with other NWA employees. Our fight is with NWA, their corporate greed, and outsourcing the American middle class. Encourage them to make sure that Northwest's aircraft are operated under the same standards that were being maintained prior to the strike. Ask the pilots who are keeping the logbooks from the flight attendants to stop helping Northwest put themselves, their co-workers and our passengers in harms way. It's one thing to go to work and do their job, it's another thing to help Northwest fly illegally.