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5% Goodwill Resolution Passes the DTW LEC

The 5% Goodwill Resolution passed by a unanimous vote. It is now on its way to the MEC. That MEC meeting started today, December 11th in MSP. Usually Resolutions are taken up at the end of those meetings, so we expect to have vote on it towards the end of the week. We will update as soon as we have news.

At the DTW LEC meeting yesterday, Buck Skinner was there to answer questions and inform the pilots in attendance about the resolution. The Presentation Highlights sheet he was handing out at that meeting is now available on the ALPAWatch website. Buck also offered to take some notes and observations on behalf of ALPAWatch.

Here is Buck's report.

The meeting went well but was long. Len Wiley started it off and introduced our new manager of flying, Capt. Graig Baden. He explained that he wanted to fix some problems between the pilots and chief pilots that had been created by the previous chief pilot. Capt. Baden took approximately 45 min. and was on his way to Amsterdam. He seems down to earth and honest, but I have to wonder how much clout he has with Management. Capt Baden did however make a comment that Doug Steenland made a comment to him that Management totally miscalculated and made some mistakes on last summers shortage and cancellations of flights. Funny that when people make mistakes they just can't fess up and say I was wrong, and what can we do to fix it, but would rather put the blame on us...the pilots.

Air safety made their presentation and basically said that we should be more proactive on NASAP reports when unusual circumstances arise, such as wing walkers, closure of the doors, crew scheduling etc. He stated that Captains will always be supported on the final authority process.

A. Ray Miller then spoke from [ALPA] national and commented on the 65 rule happening this week or if not this week by the first 3 months of 2008. He also talked about mergers and whether or not NWA takes an offensive or defensive approach to mergers, if we sit back and wait we could be left at the rear of the pack, so it is better to be the buyer. Also A. Ray commented on Richard Anderson's statement that he would protect Delta's seniority, and that it had no merit at all. ALPA policy will dictate. Mediators will do this process and if that does not work than an arbitrator will be used such as at USAIR/AM WEST.

There were 13 resolutions to be read and ALPAWatch's 5% Goodwill Resolution was no. 2 on the agenda (thank God). The 5% goodwill resolution was taken very well by the group with one exception which we all knew would come up, why don't we ask for more? I explained that this was the foundation for contract repair rather than a raise. Right now we have the leverage to hopefully entice (or force) Management to come to the table. I also explained that we want to make sure that our MEC is serious about taking it back and not just sitting on their hands. **The resolution passed unanimously** with about 30 pilots in attendance voting. It is now being sent to the MEC. After the meeting, a comment was made that there was a rumor going around that Management was trying to find out a way to give us 10% and we are only asking for 5%, the only thing Management was worried about was the me-to clause with the other UNIONS. I for one think that this is just that, a rumor. Besides, if management wanted to do this I am sure they would have talked to our MEC, so it would be interesting to see the source of this rumor. Also, the way the 5% Goodwill Resolution is worded, the company can give us more than 5%. We are only asking for 5%, but the wording says, "at least 5%."

Last but not LEAST Targeting was discussed, and I personally want to thank our LEC for putting that subject last. The only thing I have to say about targeting is that if the DB plan would have gone to PBGC, would the same group who says we should target everyone at a flat rate still believe the same as they do now? Keep in mind that 42% of the supporters for keeping the DB plan by freezing it, would of had the same benefit if it was turned over to the PBGC. However they did what they felt was right for every pilot. We all should recognize the MEC for following through on this issue. Every pilot that will receive Targeting DC needs to say thanks to the MEC and

the committees that made it happen. They also need to say a big thanks to all the NWA pilots that will not see any money from Targeting, but support it anyway.

I want to thank ALPAWatch for putting this resolution together and thank the DTW LEC (particularly Bill Bartels DTW LEC FO Rep.) for putting it on the agenda and giving it the time and attention it deserved. I think the efforts of these people are getting our members more involved. I don't feel it will be an easy road but at least this is a start in paving the way for all of us to follow.

Buck Skinner