



[ALPAWatch Newsletter](#)

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- Equity Stock Claim
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- Do we need to modify the contract to protect displacements prior to SOC?

Good News for ALPAWatch

The last ALPAWatch Newsletter sought more PDelta (pre-merger Delta) pilots to subscribe. Well, with a lot of help from John Ley (767 Capt.) the subscription list for the ALPAWatch Newsletter is now nearly balanced between FNP's (Former Northwest Pilot) and PDelta pilots.

Captain Ley publishes an "*Airline Industry News*" in email form. He has several thousand readers. He offered to mention ALPAWatch and the ALPAWatch Newsletter to his subscribers and we gladly accepted. The response was tremendous. Our readership is now closely balanced, and that is great news! Balanced readership is crucial to treating this pilot group as one, equal group.

ALPAWatch believes that the sooner these two pilot groups start behaving as one, the better. That means acting and being treated as one group by all parties and across all lines.

So our thanks go out to John Ley. We encourage you to give his "*Airline Industry News*" a try. Captain Ley started this over 10 years ago as a member of the Delta MEC, and though no longer serving in that capacity, continues to send the e-mail news 3-5 times per week. All recipients are blind-copied to protect their privacy.

To sign up, send an email to John at pilotjpl@aol.com. Please include your first and last name.

Negative Feedback

The January 16th ALPAWatch Newsletter contained some comments from FNP's about ALPAWatch. It was brought to our attention that some of the authors of those comments may have said or written things on the ALPA web boards or other places that some might find offensive. We were unaware of that fact. We asked FNP's to tell Delta pilot what they thought about ALPAWatch. All the responses we received were positive and we published them verbatim. We had no idea this might place ALPAWatch in a guilt-by-association situation. None of the authors of those comments are closely associated with the workings of ALPAWatch. Nevertheless, we apologize for not checking our sources more carefully.

Grievance over Duty Rigs

Here is the deal on why FNP's are not getting the same duty rigs as DAL. This excerpt from a Council 1 Update lays out the facts:

The issue is simple: Are rigs in place for NWA pilots now, or at Bid Period 5. The debate centers on the language of 12.S.5 in JCBA Attachment A: Rotations for former NWA pilots that originate on or after the first day of Bid Period 5 will comply with all hours of service limitations in Section 12.

In all our discussions, one point is very clear – our respective understanding of the language differed from the beginning (back in January 2008). NWA negotiators have viewed rigs as a pay issue (hence, their inclusion in Section 4 – Minimum Pay Guarantee of the NWA CBA. The DAL negotiators, on the other hand, have historically viewed rigs as duty restrictions and included them in Section 12 – Hours of Service of the PWA.

Neither side saw the difference until this fall. This isn't an attempt by either NWA pilots or DAL management to renege on an agreement. It is an honest difference of opinion that begs for a negotiated solution.

How did this happen? The whole merger was a rush job. Things slipped through the cracks. It is a wonder more mistakes were not made. If you want to blame someone, blame the NWA ALPA attorneys. They are supposed to take intent (the meeting of the minds) and put it into writing. That didn't happen in this case. The solution? The union has filed a grievance. A sad way for FNP's to start our relationship with DAL management.

We also understand that before we filed a grievance a compromise was offered by DAL management. Drop over 80 premium pay (which FNP's loose at Bid Period 5) and get some duty rigs now, such as trip hour credit. The deal did not include Green Slip. The offer was rejected. Was that a good decision or not? It depends on how much you fly over 80 and if your trips often include trip hour credit.

The take away message is that mistakes were made. The FNP's are suffering for it; however there is no effort by DAL management or DAL ALPA to disenfranchise the FNP's. It was NWA ALPA's mistake. FNP's are going to have to live with it and hope for favorable ruling on the grievance.

The New DAL MEC

On January 17th the NWA MEC ceased to exist and a new DAL ALPA was created. The manner in which these elections were conducted, the negotiations for support of candidates leading up to the actual elections, and the outcome were all appropriate as well as very politically astute.

At stake were four MEC Officer positions. Prior to the merger, both MEC's had 3 Officer positions but by splitting the DAL ALPA Secretary/Treasurer job into separate Secretary and Treasurer positions, an extra position was created for a total of 4. This 4th position allowed the possibility for there to be 2 positions filled by FNP's and 2 positions by PDelta. The elected MEC Officers are Lee Moak, Chairman (former Chairman at PDelta), Jim Van Sickle, Vice Chairman (FNP), Kingsley Roberts, Treasurer (former Secretary at PDelta), and Bob Hesselbein Secretary (FNP).

Your elected LEC Representatives did not change as a result of the MEC merger. All sitting reps will complete their terms, as will the two Executive Vice Presidents, Ray Miller and Michael Geer.

These MEC elections were not a product of a popularity contest but rather a careful, astute process. The two FNP Officers are very capable, politically moderate choices. Although we have little or no first hand experience with the PDelta

Officers, their reputations are excellent. ALPAWatch applauds the new DAL MEC. We look forward to working with them to protect and enhance the careers of all Delta Pilots.

Thank you again for participating in ALPAWatch. With the participation of pilots such as you, ALPAWatch will be successful in obtaining the Union Leadership that the Pilot Group deserves, and in doing so regain our fair compensation, our quality of life, our future, and our dignity.

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