

# Flashpoint

## What Is Delta NOT Telling You?

After the IAM withdrew its single carrier application covering Northwest and Delta Fleet Service employees, Delta called the IAM's withdrawal "repugnant" and "suspicious" given the NMB's recently announced proposal to change its voting rules. Here is what Delta is NOT telling you in Delta's *own words* to the NMB. Read and decide for yourself.

In the Company's October 5, 2009 filing with the NMB, Delta *insisted* that the IAM could not proceed with the Fleet Service craft or class without the Board also considering the representation consequences of the Clerical, Office and Passenger Service employees because at Northwest all three groups were lumped together in what was once known as a "1706" craft or class.

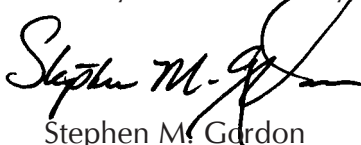
Delta wrote:

- *"The IAM application requires the Board to address the representation status of all employees in the 1706 craft or class at Northwest."*
- *"Since the IAM was the certified incumbent only as to the entire 1706 craft or class, the IAM's application requires the Board to determine the future representation status of all the employees covered by the IAM's certification."*
- *"Failure to address all of the representation consequences as to the former 1706 craft or class would plainly violate the Board's duty."*
- *"The IAM's attempt to invoke its incumbent status on a piecemeal basis intrudes upon the Board's authority."*
- *"To allow the IAM to thus limit the scope of the Board's investigation [to just Fleet Service] would be an impermissible usurpation of the Board's authority."*
- *"The Board's prior decisions do not permit the IAM to narrow the scope of the former 1706 craft or class [to just Fleet Service]..."*

The IAM wants to resolve representation issues for all classifications where we currently represent Northwest employees as soon as possible. But Clerical, Office and Passenger Service are not yet operating as a single transportation system. Therefore, Delta's insistence that all three groups be considered at the same time as Fleet Service employees, even though they agree with the IAM that each classification should have their own election, means that none of the three groups could be considered at the present time. The IAM had to withdraw its Fleet Service application until the other classifications are also a single transportation system.

First, Delta deceitfully told Office, Clerical and Passenger Service workers that the IAM left them behind. Now that Delta has gotten what it insisted upon, it is seeking to paint the IAM's motives as "repugnant." This is just the continuation of Delta's campaign to contaminate the election process. Having read the facts, it is Delta's conduct that is suspicious and repugnant.

Fraternally and in solidarity



Stephen M. Gordon  
President/Directing General Chair

