



MERGER WATCH

The International Association of Machinists and Aerospace Workers

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Workers Forgotten In Airline Merger Plans

Most airlines have at least temporarily suspended their ridiculous urge to merge mentality in response to outrageous fuel prices.

Northwest Airlines and Delta Air Lines, however, seem oblivious to the fuel crisis and appear committed to destroying both companies through a merger that will create an unmanageable behemoth with \$15 billion in long-term debt.

Both airlines are working on Capitol Hill to gain support for their senseless merger. In these meetings they are not talking about the \$7.5 billion in underfunded pension liabilities the combined company will have, nor do they mention the thousands of employees who will be forced to relocate or lose their jobs entirely.

Northwest's Office and Clerical employees, who are at risk if the airline's Minneapolis headquarters is closed, are not mentioned by either airline. And Delta won't speak about how Machinists Union members will lose their defined benefit pension plan if the IAM doesn't represent workers at the combined company.

Delta and Northwest are lobbying Congress to protect their own self interests. But who is talking about workers and their issues? The Machinists Union.

On June 9, 2008 the IAM's Transportation Merger Team met with the Director of Labor and Policy for Congressman George Miller (D-CA). Miller is the

MI). Chairman Conyers' committee has jurisdiction over the Department of Justice. The IAM is urging Chairman Conyers to put pressure on the Department of Justice to consider the impact on employees when it evaluates this merger. Generally, under the Bush Administration the Department of Justice's Anti-trust Division does not consider the

impact on employees when it evaluates a merger.

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The IAM's

Chairman of the House Committee on Education and Labor. Chairman Miller's committee has jurisdiction over all health, employment, labor and pension issues. The IAM is urging this committee to examine the negative impact the merger will have on workers' jobs, seniority, pension and health care benefits

IAM representatives on June 10th met with the labor policy advisor for Congressman Robert Andrews (D-NJ), the Chairman of the Subcommittee on Health, Employment, Labor and Pensions.

On June 12th the IAM met with the Antitrust Counsel for the House Committee on the Judiciary, followed by a meeting on June 13th with that committee's chairman, Congressman John Conyers (D-

message is simple: this merger will cost workers their jobs and pensions; reduce choices for consumers; and burden the federal, state and local governments by forcing impacted airline employees and retirees to turn to the nations Medicare, Medicaid and unemployment insurance systems for aid.

The IAM is the *only* voice Northwest and Delta workers have on Capitol Hill. There are 12,500 active IAM members at Northwest who will lose in this merger, as well as thousands of retirees whose benefits are also at risk. Delta workers are equally threatened. A merger between Delta and Northwest will put the combined airline at a tremendous risk for failure, endangering the jobs of all Delta and Northwest workers.