

Let's Talk About Your Seniority

Missouri Senators, Democrat Claire McCaskill and Republican Kit Bond, unhappy with the way TWA workers fared in the 2001 buyout by American, offered a little-noticed amendment to the Omnibus Spending Bill that brought back a regulation-era worker-protection policy. The law subjects mergers and buyouts to Sections 3 and 13 of the Civil Aeronautics Board's decision in the 1972 Allegheny-Mohawk merger.

The McCaskill-Bond Amendment requires just two of the labor protections: that "provisions shall be made for the integration of seniority lists in a fair and equitable manner" and that disputes over seniority be submitted to binding arbitration. "Fair and equitable" cuts both ways, and many employees who face being bumped down in seniority will be unhappy with this turn of events.

This is why you need a union to negotiate your seniority rights. Why leave it to Delta management, who have already eluded to the fact that 3-1 seniority is "fair and equitable" for NWA workers. Can you imagine coming into work one day and going from 9 years to 3 years, or from 30 years to 10 years? How about being bumped out of a station or going from days to afternoons? These are all real possibilities without a union. Without a legally-binding contract you would be at the mercy of what Delta thinks is "fair and equitable."

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Support Your Future!**

A Better Future is Just a Vote Away!



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