

Teamsters Negotiators offer 11% to outsource more work, while Delta offers 34% to its Pilots.

[View online version](#)

Teamsters Negotiators Agree to Outsource your Work and to keep your Wages and CARP Pension earnings lower for the next 6 years

In 2022, 6 years after their last contract that outsourced our widebody aircraft work overseas and their Industry Reset that kept our wages at the bottom of the industry, the Teamster negotiators have returned with another poor Tentative Agreement (T/A)

The Teamsters T/A increases the outsourcing of our maintenance and suspends their once "idolized" Industry Reset to avoid the record profits being reported today by Delta Airlines that will provide Delta Technicians record breaking profit sharing payouts in 2023.

Expect December quarter revenue recovery to accelerate relative to 2019

On track to achieve 2024 targets of over \$7 adj. EPS and \$4 billion of free cash flow

ATLANTA, Oct. 13, 2022 /PRNewswire/ -- Delta Air Lines (NYSE:DAL) today reported financial results for the September quarter 2022 and provided its outlook for the December quarter 2022. Highlights of the September quarter 2022 results, including both GAAP and adjusted metrics, are on page five and are incorporated here.



"Thanks to the incredible work of our entire team, Delta delivered a strong September quarter with record quarterly revenues and a double-digit operating margin. The travel recovery continues as consumer spend shifts to experiences and demand improves in corporate and international," said Ed Bastian, Delta's chief executive officer. "In this environment, we expect December quarter revenue growth to accelerate versus 2019 with an operating margin of approximately 10 percent."

2022-12-14 Delta Stock Leaps As Carrier Sees 2023 Profit Boost From Travel Demand

In 2022 after 6 years of lower wages based on their previously negotiated 2016 Industry Reset that set our wages at the bottom of the industry, the United Teamsters negotiating committee has returned with more outsourcing for industry lagging wages that will affect our future CARP Pension payouts.

These same Teamster negotiators are now being led by a former Vice President of the United Airlines Corporation, Joe Ferriera. Nothing spells "company union" better than placing a former executive of the corporation at the head of the Teamsters Airline Division and the United technicians negotiating table. In 2016 United Airlines Corporation paid for Teamsters negotiations, but apparently that wasn't enough for the Corporation.

In 2022 a former United Vice President of United Airlines now controls the entire process from the head of the Airline Division and United Airlines negotiation committee. ***This is called company domination of a union and is illegal under the National Labor Relations Act (NLRA) and the Railway Labor Act (RLA).***

Is there any surprise the IBT T/A still has an \$11 per hour disparity in wages pays our B Scale Technician \$53,000.00 less than American Airlines.

If you thought the 2016 record breaking \$1.5 million dollar payment from United Airlines to the Teamsters International headquarters was bad, wait for the next 6 years of ongoing negotiations led by the corporation. Your pensions will never be the same.

In the Teamsters/Company proposed T/A they want you to vote for the increased outsourcing of our maintenance and to also suspend their Teamsters Industry Reset to avoid the record profits of Delta Airlines and the DAL Tech profit sharing payouts in 2023. Here are the negotiators who agreed to this Tentative Agreement T/A

IBT AD Joe Ferreira *(former United Airlines Corporation Vice President)*

IBT AD Vinnie Graziano

IBT AD Bobby Fisher

Mitch Hunt - DEN

Dave Mahood - EWR

Blake Silverstein - IAD

Dexter Thomas - IAH

Scott Stoddart - LAX

Paul Becerra - MCO

Mike Pecoraro - ORD

Joseph Prisco – SFO

John Laurin - SFO

After 6 years at the bottom of the Industry these Teamsters negotiators are pushing another T/A that will keep United Technicians pay and more importantly their CARP pensions at the bottom of the industry for six more years.

The proposed 11% raise is erased by the federal inflation rate which averaged from 7 to 9 percent in 2022 alone.

State inflation rates were even higher 14% in California, 14% in Texas, 16% Colorado, 15% Virginia, 15% Florida, 14% Illinois, 14% Ohio and 12% in New York.

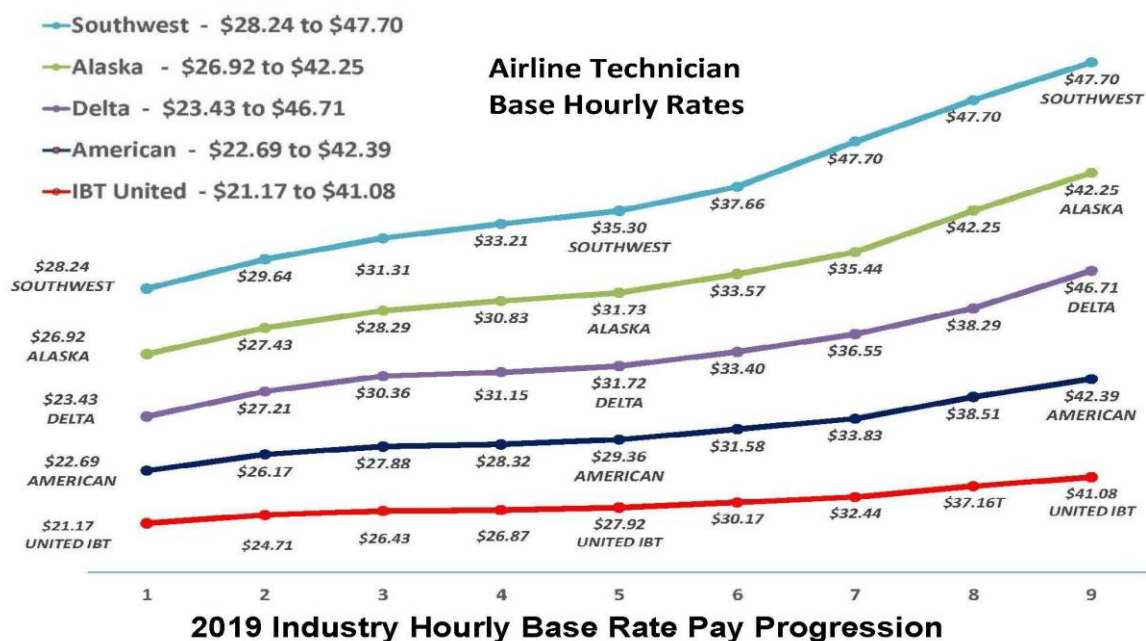
Here is a link to the [CPI Inflation Calculator](#)

You can do your own math, and figure it out pretty quickly what your "raise" is worth.

Delta and American Technicians will make more than United Techs in 2023. These negotiators also agreed to keep the \$11 dollar per hour wage gap for our B Scale United Technicians.

The Teamsters have again agreed to more outsourcing of work that should be done by our United Technicians.

The chart below shows the financial results of the last Teamsters Tentative Agreement in 2016.



The Airline Industry is breaking records and most unions are negotiating higher wages and stronger work rules, based on the short supply of qualified professionals.

The Teamsters negotiators who are being led by a "former" Corporate Vice President for United Airlines are negotiating industry lagging wages and outsourcing our work.

Delta Airlines just offered a 34% raise to its pilots and will provide all non-union employees (including technicians) another 10% raise in early 2023.

Read the Industry News below to understand the obvious mistakes the Teamsters negotiators are making again.

Yahoo News

Delta offers pilots hefty pay raises as unions flex bargaining power

Rajesh Kumar Singh and David Shepardson

December 2, 2022

[3 min read Delta offers pilots hefty pay raises as unions flex bargaining power Delta Air Lines pilots, represented by the Air Line Pilots Association, protest outside Terminal 4 at JFK International airport in New York City](#)

Reuters

Delta, pilots reach labor deal with 34% pay hike

Published 7:38 AM EST, Mon December 5, 2022

[Delta Air Lines has offered a 34% cumulative pay increase to its pilots over three years in a new contract, demonstrating the bargaining power aviators are enjoying in a short-staffed industry with booming travel demand.](#)

Dallas Morning News

Delta's 34% pay raise offer to pilots ups ante for airline negotiations

[Story by Kyle Arnold, The Dallas Morning News • Dec 6](#)

[A tentative contract deal between Delta Air Lines and union pilots sets a new standard in the increasingly expensive battle for the travel industry's most coveted employees.](#)

Despite these headlines, the United Airlines Corporation Vice President Joe Ferreira who was appointed as the new Teamsters Airline Division Director and his "negotiators" have agreed to outsource more of our work, and maintain an \$3 to \$11 dollar per hour pay gap between our B Scale Technicians and American Airlines techs.

This works out to a \$53,000.00 difference in lower pay when B Scale Technicians start their new "Teamster representation" at the United Airlines Corporation.

2023 AA to UA Wage Disparity Average \$3.20 to \$11 Dollars Per Hour

Wage Scale Step Year	2023 American Wage Scale	2023 United Wage Scale	Hourly Wage Difference	\$53,372.00 Less In Wages Earned
0 to 1	\$36.70	\$36.10	\$0.60	\$1,248
1 to 2	\$39.32	\$39.41	\$0.09	\$187
2 to 3	\$41.44	\$41.51	\$0.07	\$145
3 to 4	\$43.77	\$42.03	(\$1.74)	-\$3,619
4 to 5	\$46.38	\$43.31	(\$3.07)	-\$6,385
5 to 6	\$57.14	\$46.04	(\$11.10)	-\$23,088
6 to 7	\$57.24	\$48.77	(\$8.47)	-\$17,617
7 to 8	\$57.34	\$54.50	(\$2.84)	-\$5,907
8 to 9	\$58.45	\$59.25	\$0.80	\$1,664
2023 Average Differences	\$48.64	\$45.66	(\$2.85)	-\$53,372

2023 IBT T/A is still a concession - AMR Techs will still earn \$53,000.00 more than IBT United Technicians and will remain at the bottom of the big three with a corrupt union.

Do the Math Your Teamsters negotiators agreed to hourly concessions from \$3 to \$11 dollars an hour for all B Scale United Technicians.

Why do the Teamsters want to pause their failed Industry Reset for 2023 and 2024. Have you seen the profit sharing projections for Delta Technicians?

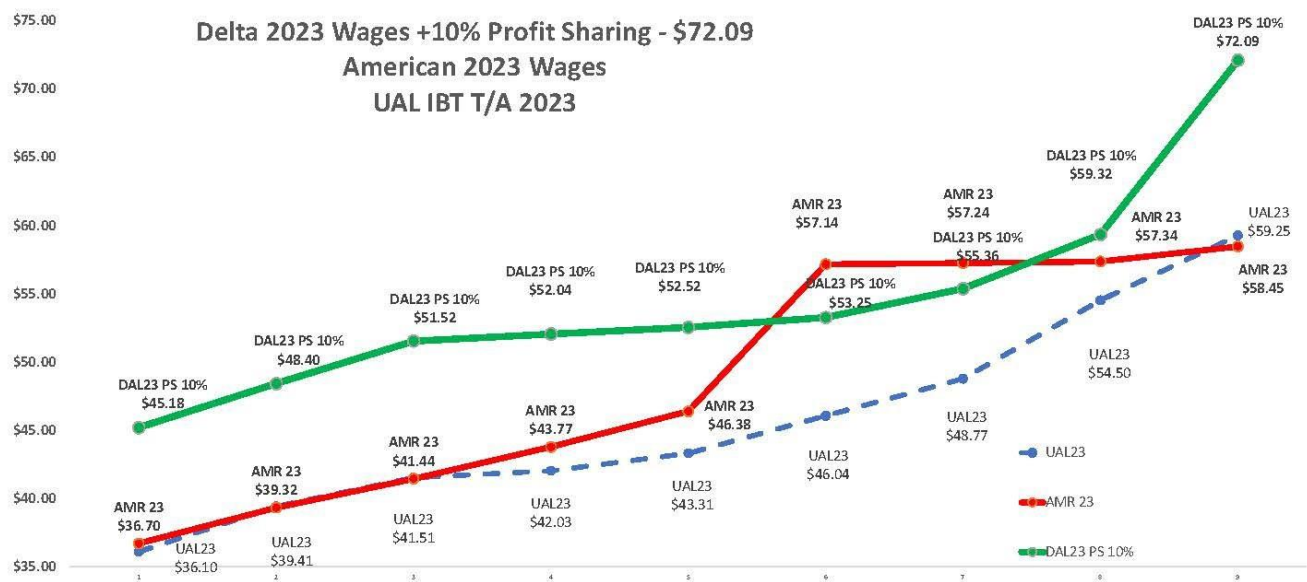
Delta Reports record profits in October with stronger projections in December to eclipse 2019 Profit Sharing that paid out 16.7% in 2020.

Below is what Delta Tech compensation will look like in early 2023 based on a 10% raise with 10% 15% and 20% Profit Sharing.

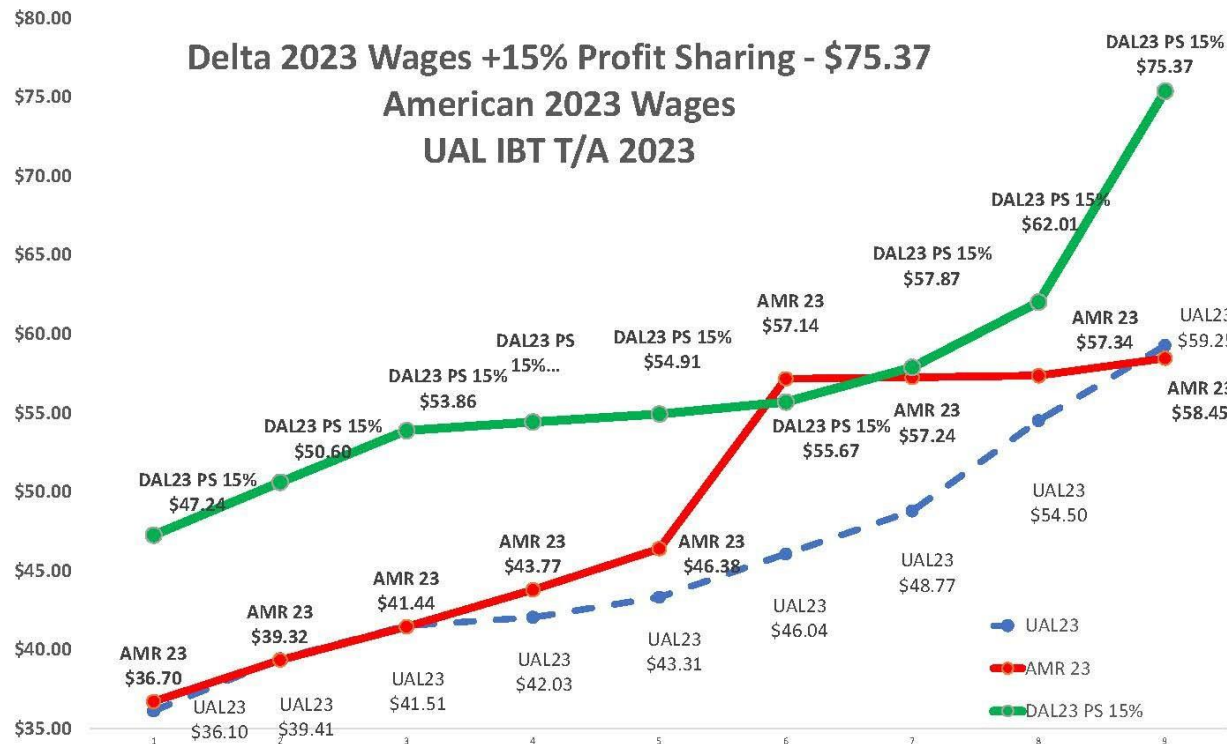
DELTA Technicians 2023 (includes 10% raise in early 2023)



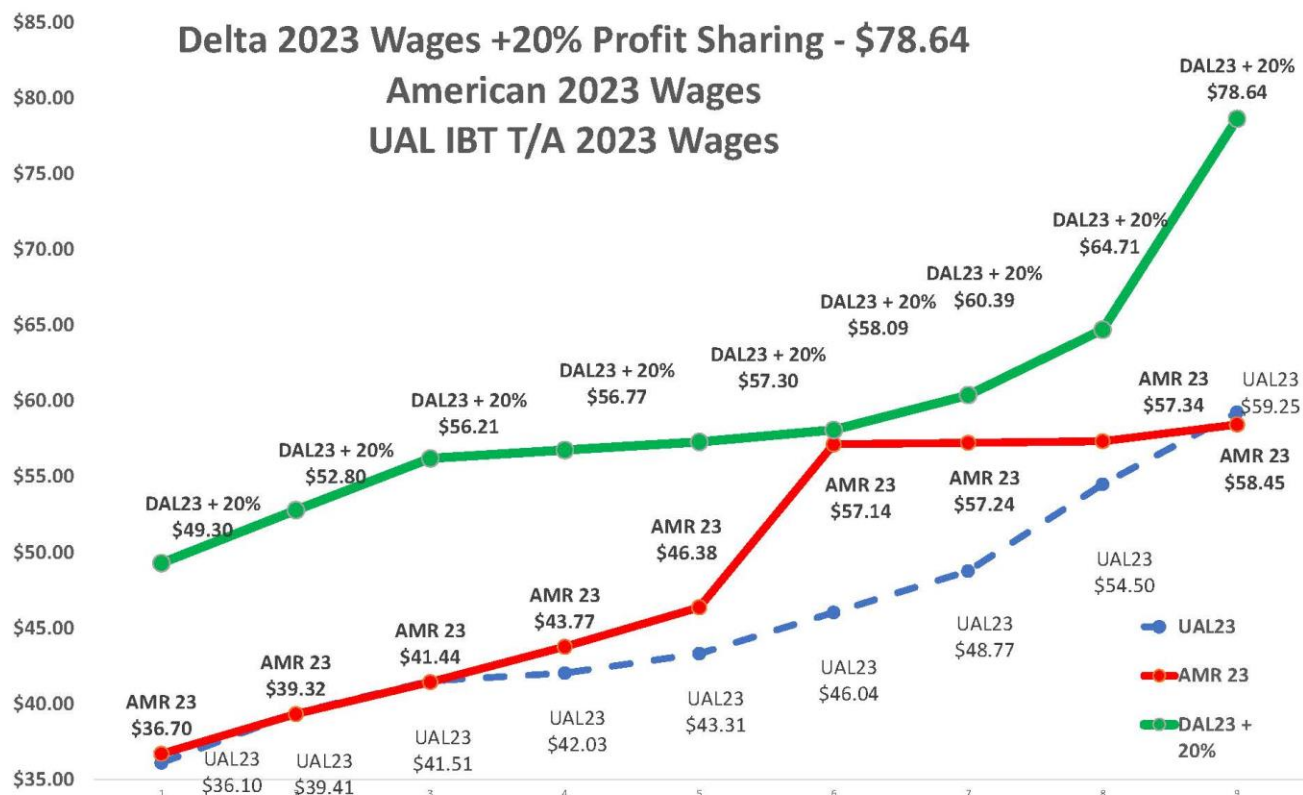
DELTA Technician 2023 raises plus 10% Profit Sharing



DELTA Technician 2023 raises plus 15% Profit Sharing



DELTA Technician 2023 raises plus 20% Profit Sharing



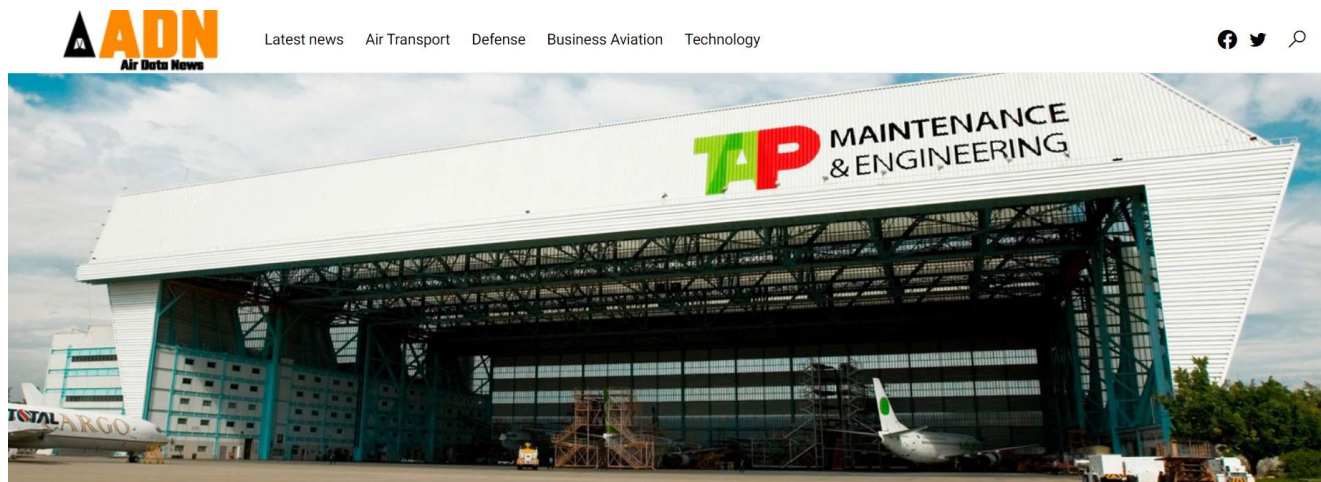
Amid record profits for Delta and United Airlines purchase of new aircraft, these "Teamsters negotiators" accepted an 11% raise, that will put us back into 6 more years negotiations before any meaningful raises may be negotiated.

They have started out so poorly in 2022, why would we give them another six years to negotiate a real contract.

While our work is outsourced and our pensions and wages remain stagnate with inflation, these negotiators will waste 6 more years in negotiations with no retro.

The 2022 IBT T/A removes all remaining outsource protections and settles for 11% raise while inflation in the United States has already outpaced what they are offering to outsource your work to Brazil at their newly acquired MRO maintenance facility.

[2022-6-27 United Airlines takes over South American MRO](#)



AIR TRANSPORT · 8 shares · 1 minute read

United Airlines to take over TAP's MRO in Brazil

Recent posts

New Chinese jetliner CS19 expected to enter service from April 2023

How many United Airlines narrowbody aircraft can fit in this hangar?

How many back shops?

The Teamsters will continue to outsource your work and future, and keep your wages low for another 6 years to keep your CARP retirement benefits low.

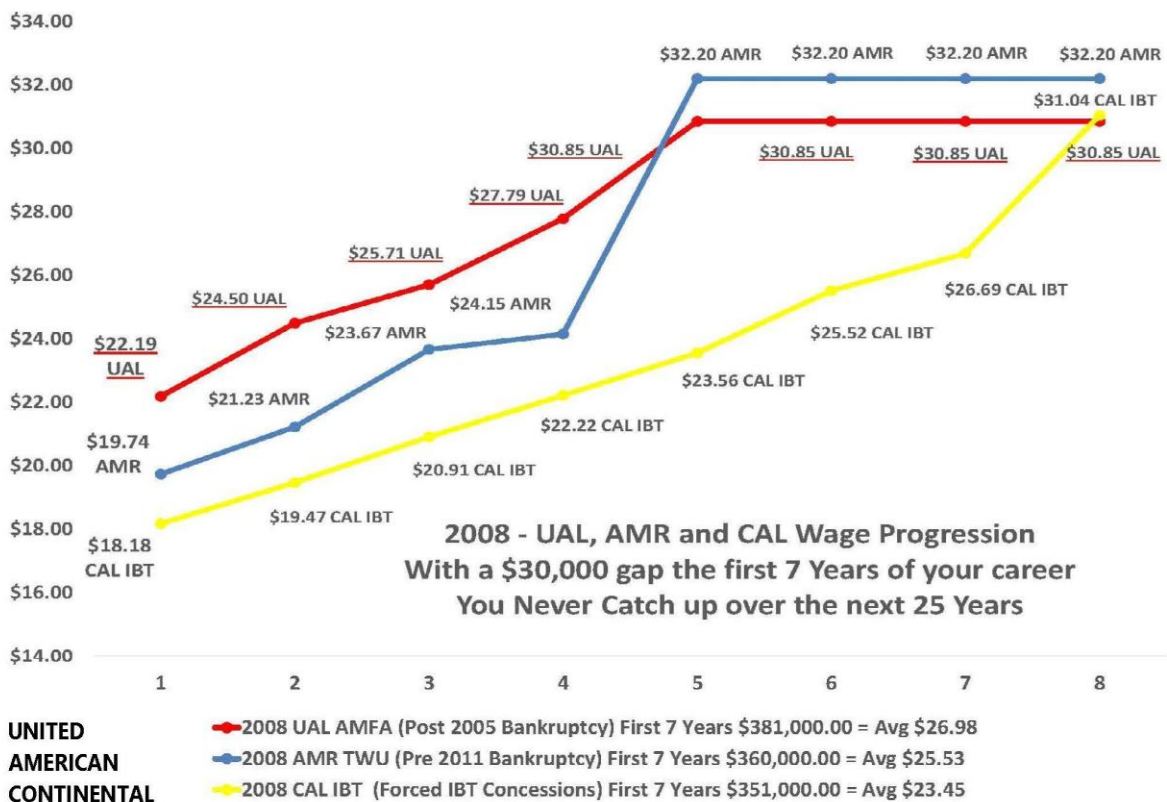
This will keep the pension costs to the Corporation lower for Senior United Technicians who are ready to retire now or in the next 6 years.

The Company approved T/A will at the same time keep our new United Technicians at the bottom of the Industry for another 6 years.

For all you Senior Technicians who are thinking of voting Yes just to get a 11% raise in your pocket now, you are being short sighted. Inflation is 8% plus. You will be at \$60 for the next 6 years and that wont be good for any CARP retirement you may have been planning. Try multiplying your CARP benefits based on a \$74 per hour wage instead of the \$60 dollars they owed you in 2020 . That is a 40% raise and a historical norm for United Technicians based on the 6 years of industry lagging raises we have endured because of the Teamsters Union. **In 2008 United Technicians were the highest paid in the industry, prior to the Teamsters failed representation.**



In 2008 United Technicians earned more than American and IBT CAL Technicians with a 5 Year Progression and higher Starting Pay



Building a Professional Craft Union for Technicians

United Pilots have been at the top of their industry for the last 6 years and they are negotiating over Delta's 34% offer, so in all fairness 40% for United Technicians is more than reasonable.

The professional United Technicians need to stand together at each hub and maintenance station to get the contract we deserve. We have done it before and can do it again.

Skilled and professional United Technicians know they deserve at least a 40% increase in wages and retirement after 6 years of the IBT/UAL Industry Reset that kept their wages at the bottom of the industry.

United technicians should ignore those uninformed technicians who still support the dishonest Teamsters company controlled union.

The IBT negotiators and their supporters try to control the United membership through continual fearmongering. That is an old line that has been played out, too many times by the Teamsters. You are hearing it again today, take the 11% and outsource more work, ***we will get them next time.***

Based on their negotiation track record at United the "next time" will be in six years.

The good United technicians need to work together, and ignore the breakroom chatter of the remaining delusional Teamsters supporters at United Airlines. After 14 years these IBT supporters still can't see that they are being lied to. Like my friend Bill once said "you can't fix stupid".

Sign an AMFA Card today, lets open up negotiations to the membership again with a Professional Union that has a proven track record of success at United Airlines.

With AMFA as our Union in 2008 United Technicians were the highest paid technicians in the Industry with the [best Scope language and Benefits in the Industry.](#) Freedom of choice and professional union representation is just a signature away.

Jim Seitz Certified Airman 32 year United Technician

Happy New Year to all my fellow lodge brothers and remember the good guys always win in the end.

Sign an AMFA Authorization Card Today
