



AIR TRANSPORT



DISTRICT LODGE 142

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IAM/COMAIR AIRLINES – SEPTEMBER 2010 2011 & 2012 FLEET REDUCTIONS

With this mornings unexpected announcement concerning fleet reductions, I know most if not all of you are trying to figure out what is going on with Comair. There is a lot of detailed information in the release that everyone should take the time to read. The rumor mill has been hyper-active over the past few weeks and a number of you have reached out to me in an effort to confirm or dispel these rumors. What I would continue to ask of you is to not perpetuate these rumors as they often do more harm and no good. While our ranks are filled with new hires to seasoned 30+ year employees, announcements such as these leaves those of us who chose to make this a career asking “What is next?” Yesterday I had occasion to speak with the Company about the immediate impacts this change would have on our membership. After analyzing the contents of the Company’s announcement, it is inevitable that we will eventually be affected by fleet reductions.

It is no secret that Comair’s aging 50-seat fleet has rapidly become high cost antiques. The cost savings alone in foregoing the “C” checks and engine overhauls most likely equals half of the value of the departing aircraft on the open market. In other words, there would be little or no return on that investment down the road. The bigger component in this announcement is centered on our block hour costs being 20 percent higher than our peers. Actions such as these fleet reductions and associated furloughs of junior employees among our brothers and sisters in the IAM, ALPA and IBT only perpetuate this higher cost trend. Put simply you have less low paid positions on the seniority list which drives the average cost per hour per employee significantly higher every time a group hits the street.

Our IAM members have endured through bankruptcy and remain competitive with a cost structure that has allowed us to achieve something found at no other regional airline in the US. The third party contracts have allowed Comair to enjoy a couple of years of a significant secondary revenue stream as the result of your work. With negotiations starting next week, do not let this announcement damper your spirit and resolve and know that your negotiating committee will be at the table looking out for everyone’s interest. I will be out in the operation over the coming weeks at all locations on all shifts to talk about these developments and the future. Please do not hesitate to call with any questions.

Sincerely and fraternally,

James M. Samuel
GENERAL CHAIRPERSON

JMS/slb

cc: R. Roach, Jr.
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PLEASE POST ON ALL IAM BULLETIN BOARDS