

PUSHBACK

VOICE OF THE RAMP, CARGO, AND TOWER

WELCOME TO THE NEW PUSHBACK

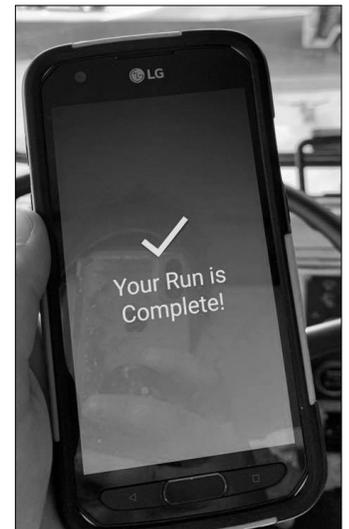
You'll be seeing a new issue of Pushback newsletter twice a month. Please read it and pass it on to a coworker. You have the right to do both in the break room, lunchroom, in the parking lot or the terminal. It's federal law.

Please also note that Pushback is written, produced and distributed by Delta ramp, cargo and tower workers. Contrary to the untruth that Delta repeats regularly, our union campaign and this newsletter are planned and powered by Delta workers. We want your input and contributions so that Pushback is a true voice of the people. Those can be sent to dlramporganizingcommittee@gmail.com

SPRINGSHOT MEANS NO REST FOR THE WEARY

Springshot is the electronic mapping and GPS tracking of our work assignments being implemented throughout the system. This program can be convenient as it gives us a lot of information at our fingertips while outside working flights. For Delta, Springshot has been designed as a useful tool to ratchet up the rate of work and eliminate down time where our bodies recover between flights.

We understand our role is to be the muscle in laboring profits. But we also understand that if we want longevity in this career, we're going to need to define some commonsense work rules such as lunches at a respectable hour, sufficient staffing, breaks from inclement weather etc. Unionized workers in our industry have done things to push forward worker rights that go above and beyond the legal federal bare minimums. Productivity programs such as Springshot need a counterbalance to acknowledge and address the human element of physical labor.



DTW PRIDE



Everyday DTW is short staffed not counting call offs. The work ethic here is amazing, we get it done regardless. Unfortunately, our hard work ethic to get flights out on time with inadequate staffing is creating a danger to immediate injuries and long-term wear and tear on our bodies causing extreme pain and limited mobility in later life. The company knows this and takes advantage of our over-the-top work ethic. Upper management has even said they know the station is short, but workers get it done anyway so there's no need to add proper staffing.

This falls right into management's grand plan of getting rid of senior topped out employees, as they get injured, and replacing them with new Ready Reserves and seasonal Ready Reserves. If we want to change this, we need to stop being Ramp Superheroes. Delta says they don't want people power loading and taking short cuts, so don't do it. We all agree that we want our company to be successful. That said, the company needs to provide us with adequate staffing. In the eyes of this worker it is so obvious they care more about the bottom line than you and your health. You have a purpose and it's not to be just a number for a corporation that always puts investors first!

MKE RAMPERS CONTEND WITH HAZARDS



While MKE management furrows their brows over such serious safety issues as hats and boots stored on the tops of lockers, MKE rampers contend with the trivial hazards of tugs that do wheelies on start-up, belt loaders that lurch when shifted into park, and consistent short staffing. ALAs are asked to turn planes quickly, but are provided with scanners that frequently freeze, crash, or simply fail to connect. Workers are frequently frustrated by the company's reluctance to invest in even the most basic tools required to do our jobs, such as a sufficient number of bag carts or radios.

SENIORITY?

Meanwhile in SEA, management is mostly ignoring seniority when it comes to full time upgrades. Delta is awarding full time to some Ready Reserves that didn't put in for it and bypassing others that are not in a manager's favor. Favoritism seems to play an important role. BWI is experiencing some of the same problems, with Ready Reserves wondering why they don't have full time positions.

GONE BUT NOT FORGOTTEN



Jay Robinson, an important leader of the Delta union movement, died suddenly and unexpectedly on September 6. He died of natural causes. Jay was a native New Yorker, growing up and living in Harlem and working first at LGA and then for years at JFK.

He was a founder of our rank and file movement for unionization starting in 2011. He was known in JFK as a kind and considerate coworker and a patient and articulate explainer of all things union. His friends and fellow organizers are heart broken. We will miss you, Jay. If he was here today, you know he would say, "Don't mourn, organize."

G2 RAMPER KILLED IN ATL

An ATL ramp worker, employed by airport contractor G2 Secure Staff, was killed on September 25 when he was crushed between an aircraft and a belt loader. Our hearts go out to the family of the worker.

As we know all too well, working on the ramp is a dangerous job under the best of circumstances.

The American Association of Airport Executives at a 2018 workshop said, "Ramp safety is a significant concern in the aviation industry".

The U.S. Government Accountability Office (GAO) 2007 study of ramp safety found that there is a connection between ramp accidents and airline



management's demand to keep flights departing on time with quick turnarounds. They also noted that inadequate training and high turnover are contributing factors in ramp accidents.

Every ramper reading this knows there is relentless pressure for on-time-performance and less than adequate staffing. Safety can be the casualty. We also know that high turnover employment makes the ramp more dangerous and that poor equipment is an issue. While accidents happen at unionized carriers, having a union gives ramp agents a real voice in maintaining safety. Imagine having a union ramp safety committee with real authority.

THE DELTA EMPLOYEE UNION ORGANIZING COMMITTEE
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