

HERE IS WHAT WE ARE MISSING...

FOR THE SAME WORK, THIS IS WHAT THE TOP SCALE RAMP WORKER WOULD EARN UNDER THE SAME SCENARIO AT THE THREE MAJOR AIRLINES:

	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00
									1430	1436	
DELTA AIR LINES \$30.13 PER HOUR	RAMP IN	RAMP OUT	\$0 LUNCH	RAMP IN	RAMP OUT	RAMP IN	RAMP OUT		OUT LOADER		
											Additional 6 minutes of OT (\$4.52)—\$245.56
UNITED AIRLINES \$30.47 PER HOUR	RAMP IN	RAMP OUT	Additional 0.5 hours LUNCH	RAMP IN	RAMP OUT	RAMP IN	RAMP OUT		OUT LOADER		
											Additional 1 hour of OT (\$45.70)—\$304.69
AMERICAN AIRLINES \$30.81 PER HOUR	RAMP IN	RAMP OUT	Additional 0.5 hours LUNCH	RAMP IN	RAMP OUT	RAMP IN	RAMP OUT		OUT LOADER		
											Additional 1 hour of OT (\$46.21)—\$308.09

At the union carriers, if your lunch doesn't fall between your 4th and your 6th hour over an 8 hour shift, you're compensated a half hour straight pay. If you end up getting no lunch, you're compensated a half hour at the overtime rate. A Short Hour occurs when your work duties require you to stay as little as one minute beyond your shift at United and American. For this, those workers are compensated a full hour of overtime pay for an 8 hours shift. How often has this happened to you?

In an effort to serve the customer, we understand that there are times when we won't get a lunch during our normal time, nor will we be always able to leave exactly when our shift ends. But wouldn't it be nice to be compensated when those instances occur? (Or require management to have proper staffing so that these scheduling issues don't occur).



DELTA WORKERS UNITE
OUR VOICE OUR CHOICE

THE DELTA AIR LINES RAMP ORGANIZING COMMITTEE

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