

The REAL United Airlines Outsourcing Story

NO WORK WAS OUTSOURCED TO CHINA UNDER THE TEAMSTERS' WATCH

The TWU continues to spout lies about the record of the Teamsters at United Airlines. But Teamster mechanics at UAL tell a very different story. Was heavy maintenance for 747 and 777 aircraft outsourced to China? Yes. Was it the Teamsters who allowed that work to be outsourced? Nope!

Both the IAM and AMFA allowed thousands of mechanic jobs to be outsourced beginning in the late 1990s. In 2005, under AMFA, UAL signed the infamous deal with AMECO to perform maintenance on the B777 fleet at its hanger in Beijing – you know, the same China outsourcing that the TWU likes to pin on the Teamsters. Since voting in the Teamsters, UAL mechanics have seen work that was outsourced under the two previous unions steadily being brought back in house.

A timeline of events below tells the real story of outsourcing at UAL. But don't take our word for it!



All of the outsourcing to China that I've seen at United was negotiated on AMFA's watch. We watched the IAM open the door to outsourcing heavy maintenance and in 2005 AMFA let the company move 747 and 777 maintenance to China and Korea. With our current Teamster scope language, jobs are protected and work is coming back.

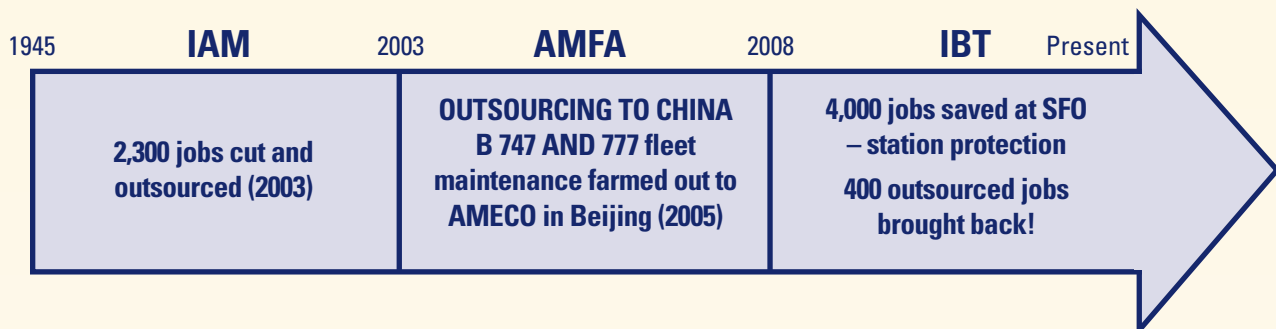
–Mark Gabriel, UAL Mechanic, SFO



The TWU brags about its record in keeping jobs in house, but all of that's history now. Our contract puts thousands of our jobs in the crosshairs of outsourcing. Last year, 1,000 jobs went to Haeco, a vendor in Hong Kong now doing 777 maintenance work. Enough is enough!

– Joe Moberly, AA Mechanic, Tulsa

UNION REPRESENTATION AT UNITED AIRLINES



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LATE 1990s

IAM allows UAL to change its outsourcing formula – more mechanic work is farmed out. There were a total of 16,000 mechanics with 15% of mechanic work outsourced.

2003

IAM agreement allows unrestricted outsourcing of heavy maintenance and reduces furlough protections. 900 mechanics in Oakland and 1,400 at Indianapolis are laid off when UAL shuts both stations.

2005

2005-2009 AMFA agreement weakens scope, allowing all computer technician, fueler and utility maintenance work to be outsourced. UAL is freed to outsource heavy maintenance for B 747 fleet to China and 777 fleet to Korea. The mechanic headcount dropped from 6,600 to 5,500 in one year. Meanwhile, UAL inked a 5-year agreement with AMECO (renewed in 2010) to perform maintenance for the entire B 777 fleet at its hanger in Beijing.

2008

The total number of mechanics fell to 5,000 with more than 45% of mechanic work outsourced. UAL parked its B 737 fleet and other aircraft due to financial crisis – 700 mechanics laid off. UAL mechanics vote in Teamsters.

2012

2012 IBT contract prohibits outsourcing that would result in layoffs and grants station protection for thousands of technicians at SFO. Article 1. B. 7. recaptures line mechanic and GSE work done by outside vendors. LOAs reopen line maintenance at EWR, BWI and PHL, and staff GSE/facilities at BOS, HNL, PHX and LAS. The contract also provides no-furlough protection. Meanwhile, all technicians (with the exception of some in New York and Indianapolis) have been offered recall, including 400 at SFO and OAK.

2013

Teamsters enhance existing scope protections for the duration of the amalgamated talks (UAL-CAL-CMI merger), including station protection for ALL stations – no technicians can be laid off regardless of equipment changes. In contrast, at AA the TWU has opened the floodgates for outsourcing to places like China. One thousand 777 Main Base Visit and Nose Gear Steering modification jobs went to Hong Kong in 2012.



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