



ASSOCIATION OF FLIGHT ATTENDANTS - CWA, AFL-CIO
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January 6, 2010

Mr. Doug McKeen, Senior Vice President
Labor Relations
United Airlines – HDQPO
77 West Wacker Drive
Chicago, IL 60601

VIA Email & US Mail

Dear Doug:

On January 7, 2010 it will be 7 years and 8 days since United Flight Attendants incurred the first concessions associated with United's bankruptcy. The largest, longest and most expensive bankruptcy in aviation history began on December 9, 2002 and our compensation was cut by 9% on December 31, 2002. Subsequent to that date we endured additional, dramatic cuts to our pay, benefits and working conditions.

Management refused for years to begin Section 6 negotiations earlier than defined in Section 35 of our 2005 – 2010 Collective Agreement. Therefore, the opportunity to address the issues identified by our Members formally began on April 6, 2009, a full 9 months ago when we began Section 6 negotiations.

Since that time there has been little measurable progress. Management has chosen a path to keep Flight Attendant labor costs flat through 2010. It's clear that the strategy of delay, delay, delay is the manner in which management wishes to continue to operate during these negotiations. We are left to conclude that United Airlines fails to recognize the needs of our Members and the consequences of a workforce stretched to its breaking point.

Recognizing the fact that these negotiations should have been concluded by now and as a matter of fundamental fairness, Flight Attendants now demand, that all economic provisions of a new Collective Bargaining Agreement ratified by United Flight Attendants shall apply retroactively to the amendable date. Every day past our amendable date, a new Collective Bargaining Agreement becomes more expensive.

We again encourage you to abandon the delay tactics and get down to the business of negotiating a new Flight Attendant Contract.

Sincerely,


Greg Davidowitch, President
United Master Executive Council

INFLIGHT SAFETY PROFESSIONALS