



**NATIONAL MEDIATION BOARD**  
WASHINGTON, DC 20572

(202) 692-5000

In the Matter of the  
Application of the

INTERNATIONAL ASSOCIATION  
OF MACHINISTS AND  
AEROSPACE WORKERS, AFL-CIO  
AND THE TRANSPORT WORKERS  
UNION OF AMERICA, AFL-CIO

alleging a representation dispute  
pursuant to Section 2, Ninth, of  
the Railway Labor Act, as  
amended

involving employees of

US AIRWAYS/AMERICA WEST  
AIRLINES

33 NMB No. 35

CASE NO. R-7077

FINDINGS UPON  
INVESTIGATION-  
DETERMINATION OF  
CERTIFICATION

May 11, 2006

This determination addresses the representation consequences of the applications filed by the International Association of Machinists and Aerospace Workers, AFL-CIO (IAM) and the Transport Workers Union of America, AFL-CIO (TWU) for the craft or class of Fleet Service Employees, employees of US Airways, Inc.

The Board finds that the IAM is the certified representative of Fleet Service Employees in the single transportation system. Therefore, the Board extends the IAM's certification issued in NMB Case No. R-6248 to include all the Fleet Service Employees on the US Airways system and extinguishes the TWU's certification issued in NMB Case No. R-6636.

### PROCEDURAL BACKGROUND

On September 30, 2005, the IAM filed an application alleging a representation dispute involving the Fleet Service Employees. The IAM asserted that US Airways, Inc. (East) and, and America West Airlines, Inc. (West) (collectively the Carriers) are operating as a single transportation system known as US Airways. The application was assigned NMB File No. CR-6886.\*

On January 30, 2006, the Board determined that East and West operate as a single transportation system for representation purposes and docketed the IAM's application for Fleet Service Employees as NMB Case No. R-7077. *US Airways/America West Airlines*, 33 NMB 49 (2006). Pursuant to the Board's Representation Manual (Manual) Section 19.6, this investigation addresses the representation of the proper craft or class.

The Board's January 30, 2006, determination stated that the organizations "have 14 days from the date of this determination to file an application supported by a showing of interest of at least 35 percent of the single transportation system or to supplement the showing of interest in accordance with Manual Sections 19.601 and 19.603."

On February 13, 2006, the IAM submitted proof of representation of approximately 68 percent of the system in the form of a copy of the existing IAM-East collective bargaining agreement (CBA) for the Fleet Service Employees craft or class. On February 13, 2006, the TWU filed the following showing of interest information: the current West Fleet Service seniority roster, lists of furloughed West Fleet Service Employees and authorization cards from East Fleet Service Employees. On May 5, 2006, based upon its investigation, the Board authorized an election in this matter. On May 9, 2006 the TWU notified the Board that it was withdrawing its application.

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\* NMB File No. CR-6886 also included applications for the Mechanics and Related Employees craft or class and the Maintenance Training Specialists craft or class.

STATEMENTS OF FACT

At East, the Fleet Service Employees are represented by the IAM (R-6248). The Fleet Service Employees at West are represented by the TWU (R-6636). According to information provided by the Carriers, the TWU, and the IAM, the TWU represents approximately 32 percent of the Fleet Service Employees on the combined system and the IAM represents approximately 68 percent of the Fleet Service Employees on the combined system.

DISCUSSION

The Board has consistently extended an organization's certification to cover employees in the craft or class on the entire system when the numbers of employees on each part of the system are not comparable. For example, in *Continental Airlines/Continental Express*, 20 NMB 582 (1993), the Board extended the certification of an incumbent which represented 6,994 Flight Attendants to include 423 unrepresented Flight Attendants. See also *American Airlines, Inc./TWA Airlines, LLC*, 29 NMB 260 (2002); *Continental Airlines/Continental Express, above*, 20 NMB 580 (1993); *SAHSA/TAN*, 19 NMB 17 (1991); *Air Wisconsin, Inc./Aspen Airways, Inc.*, 18 NMB 336 (1991); *Alaska Airlines, Inc./Jet America, Inc.*, 15 NMB 42 (1987).

Although the TWU submitted sufficient showing of interest information for the Board to authorize an election, it has since withdrawn its application to represent these employees and no other organization or individual has sought to intervene in this matter. The Board finds that the number of IAM-represented Fleet Service Employees on East and TWU-represented Fleet Service Employees on West are not comparable. Therefore, the Board determines that the IAM is the certified representative of the craft or class of Fleet Service Employees on the single transportation system and extends its certification in NMB Case No. R-6248 to cover the entire system. The TWU's certification in NMB Case No. R-6636, which covered the West Fleet Service Employees, is terminated.

CONCLUSION

The Board finds that the IAM is the certified representative of the entire craft or class of Fleet Service Employees in the single transportations system. The IAM's certification in NMB Case No. R-6248 is extended to cover the entire craft or class of Fleet Service Employees on the combined US Airways system. The Board extinguishes the TWU's certification issued in NMB Case No. R-6636. Accordingly, NMB Case No. R-7077 is closed.

By direction of the NATIONAL MEDIATION BOARD.

A handwritten signature in cursive script that reads "Mary L. Johnson".

Mary L. Johnson  
General Counsel

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