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American Airlines Flight Attendants Appoint National Strike Administrators

Eules, TX – Preparing for the worst while expecting the best, two National Strike Administrators have been appointed by the Association of Professional Flight Attendants (APFA) as the union gears up for intensive contract talks scheduled for early January 2010.

APFA, which represents 18,000 Flight Attendants at American Airlines, chose veteran Flight Attendants and union activists Patrick Hancock and Judy Ladislaw as Strike Administrators. These appointments come after more than 19 months of unsuccessful contract negotiations with management.

Hancock, currently based out of Dallas Fort-Worth Airport, has held numerous elected and specialist positions during his APFA tenure. He was a member of the negotiating team in 1987 and in 1993, when APFA conducted its historic strike. An experienced representative, Hancock served as National Strike Administrator during APFA's last round of negotiations with management in 2001.

Ladislaw, a Flight Attendant since 1970, began her extensive union experience working as both Chairperson and Vice Chairperson at Washington Reagan Airport (DCA) before transferring to Chicago O'Hare Airport in 1985. She was first elected to an APFA national office in 1988 and served a two-year term as Secretary-Treasurer. In 1992, Ladislaw was elected to her first of two consecutive four-year terms as APFA Vice President—a position she held during the 1993 strike and through 2000.

“Patrick and Judy are very experienced leaders who bring great energy and valuable skills in our efforts to secure a contract,” said APFA President Laura Glading. “While we hope to reach an agreement through successful negotiations early next year, we must be prepared to do whatever is necessary to secure a fair and just contract. We are fortunate to have these accomplished Flight Attendants who are willing and prepared to lead those efforts.”

APFA and American have scheduled contract negotiations through January 2010 but, if no agreement is reached, the APFA may ask the National Mediation Board (NMB) to allow the APFA to move to a 30-day cooling off period—the final step before a strike.

Since helping to save American Airlines from financial trouble in 2003 by providing \$340 million annually in cost savings, Flight Attendants have seen their benefits and pay shrink by nearly 33 percent. In the same time frame, the airline's top five executives have taken multimillion-dollar bonuses and salary increases totaling more than 2500 times the gains of the Flight Attendants.

APFA is the nation's largest independent Flight Attendant union representing more than 18,000 American Flight Attendants. www.apfa.org