American Airlines Taking Off in 2014 – Our Campaign for a Voice

- **2014**: American Airlines and US Airways agents build unity and prepare to win an election and a real voice.
- **2013**: January, 7,792 remaining PSAs finally have the chance to vote for CWA representation, lose election by 150 votes.
- **2012**: February, American Airlines and US Airways announce merger, PSAs at both carriers begin working together to achieve a combined voice.
- **2011**: Management does everything possible to deny PSAs their election, pads election list, refuses to cooperate with federal agency in charge of elections, uses court injunction to delay and begins massive outsourcing of jobs until US Court of Appeals rules election should proceed.
- **2010**: November, American Airlines files for bankruptcy.
- **2009**: November, American Airlines PSAs file for CWA representation election, company begins delay tactics. 9,800 in workgroup.
- **2008**: December, American Airlines PSAs advocate for change in NMB election rules.
- **2007**: American Airlines agents refuse to stay seated in the back of the plane. We’re moving forward and making our voices heard.
- **2006**: September 11, industry is reeling, widespread furloughs and cuts.
- **2005**: March, American Airlines purchases TWA, TWA agents are stapled to bottom of seniority list. 21,000 in workgroup.
- **2004**: PSAs have their first election, but due to management interference receive 44% of eligible votes, falling short of required majority of all eligible voters.
- **2003**: American Airlines PSAs create membership organization, APSA, with CWA to advocate for change on the job, create a local structure and train stewards.
- **2002**: American Airlines PSAs begin organizing for representation with CWA after seeing successful US Airways campaign. 17,000 in workgroup.
- **2001**: NMB election rules changed, now requires majority of those voting to win.
- **2000**: APSA/CWA advocate for change in NMB election rules.
- **1999**: June, PSAs begin organizing card collection amid rumors of coming bankruptcy, company denies rumors.
- **1998**: DOJ announces final approval of merger.
- **1997**: American Airlines agents refuse to stay seated in the back of the plane. We’re moving forward and making our voices heard.
- **1996**: American Airlines agents create membership organization, APSA, with CWA to advocate for change on the job, create a local structure and train stewards.
- **1995**: American Airlines PSAs begin organizing for representation with CWA after seeing successful US Airways campaign. 17,000 in workgroup.
- **1994**: PSAs have their first election, but due to management interference receive 44% of eligible votes, falling short of required majority of all eligible voters.
- **1993**: Management does everything possible to deny PSAs their election, pads election list, refuses to cooperate with federal agency in charge of elections, uses court injunction to delay and begins massive outsourcing of jobs until US Court of Appeals rules election should proceed.
- **1992**: January, 7,792 remaining PSAs finally have the chance to vote for CWA representation, lose election by 150 votes.
- **1991**: February, American Airlines and US Airways announce merger, PSAs at both carriers begin working together to achieve a combined voice.
- **1990**: November, American Airlines files for bankruptcy.
- **1989**: November, American Airlines PSAs file for CWA representation election, company begins delay tactics. 9,800 in workgroup.
- **1988**: December, American Airlines PSAs advocate for change in NMB election rules.
- **1987**: American Airlines agents refuse to stay seated in the back of the plane. We’re moving forward and making our voices heard.
- **1986**: September 11, industry is reeling, widespread furloughs and cuts.
- **1985**: March, American Airlines purchases TWA, TWA agents are stapled to bottom of seniority list. 21,000 in workgroup.
- **1984**: PSAs have their first election, but due to management interference receive 44% of eligible votes, falling short of required majority of all eligible voters.
- **1983**: American Airlines agents create membership organization, APSA, with CWA to advocate for change on the job, create a local structure and train stewards.
- **1982**: American Airlines PSAs begin organizing for representation with CWA after seeing successful US Airways campaign. 17,000 in workgroup.
- **1981**: November, American Airlines files for bankruptcy.
- **1980**: November, American Airlines PSAs file for CWA representation election, company begins delay tactics. 9,800 in workgroup.
- **1979**: December, American Airlines PSAs advocate for change in NMB election rules.
- **1978**: American Airlines agents refuse to stay seated in the back of the plane. We’re moving forward and making our voices heard.
- **1977**: September 11, industry is reeling, widespread furloughs and cuts.
- **1976**: March, American Airlines purchases TWA, TWA agents are stapled to bottom of seniority list. 21,000 in workgroup.
- **1975**: PSAs have their first election, but due to management interference receive 44% of eligible votes, falling short of required majority of all eligible voters.
- **1974**: American Airlines agents create membership organization, APSA, with CWA to advocate for change on the job, create a local structure and train stewards.
- **1973**: American Airlines PSAs begin organizing for representation with CWA after seeing successful US Airways campaign. 17,000 in workgroup.
- **1972**: November, American Airlines files for bankruptcy.
- **1971**: November, American Airlines PSAs file for CWA representation election, company begins delay tactics. 9,800 in workgroup.
- **1970**: December, American Airlines PSAs advocate for change in NMB election rules.
- **1969**: American Airlines agents refuse to stay seated in the back of the plane. We’re moving forward and making our voices heard.
- **1968**: September 11, industry is reeling, widespread furloughs and cuts.
- **1967**: March, American Airlines purchases TWA, TWA agents are stapled to bottom of seniority list. 21,000 in workgroup.
- **1966**: PSAs have their first election, but due to management interference receive 44% of eligible votes, falling short of required majority of all eligible voters.
- **1965**: American Airlines agents create membership organization, APSA, with CWA to advocate for change on the job, create a local structure and train stewards.
- **1964**: American Airlines PSAs begin organizing for representation with CWA after seeing successful US Airways campaign. 17,000 in workgroup.
- **1963**: November, American Airlines files for bankruptcy.
- **1962**: November, American Airlines PSAs file for CWA representation election, company begins delay tactics. 9,800 in workgroup.
- **1961**: December, American Airlines PSAs advocate for change in NMB election rules.
- **1960**: American Airlines agents refuse to stay seated in the back of the plane. We’re moving forward and making our voices heard.
- **1959**: September 11, industry is reeling, widespread furloughs and cuts.
- **1958**: March, American Airlines purchases TWA, TWA agents are stapled to bottom of seniority list. 21,000 in workgroup.
- **1957**: PSAs have their first election, but due to management interference receive 44% of eligible votes, falling short of required majority of all eligible voters.