



Local 2323

CONTACT

International Association of Machinists and Aerospace Workers

April 2017

iamaw2323.ca

Solidarity Takes Centre Stage at IAM Transportation Conference

page 6 & 7



*Canadian General Vice President
Stan Pickthall at the podium*

Next Membership Meeting

Tuesday May 2, 2017

19:00 hrs.

2580 Drew Road, Mississauga, ON

Bring your union card

PRESIDENT'S MESSAGE

DAVE FLOWERS

PHONE: 905-678-0010

Sisters & Brothers,

Since our last Contact Newsletter, big steps have taken place in our Local. We have held a tough and complicated election that I am proud to say went very well. We ran 2 separate Shop Committee Elections in which we would like to congratulate James Oprea who won his race for Shop Committee Chairperson in Tech-Ops and Mike Cooke who won for Shop Committee Airports. These terms of office will run until December of 2020.

We also ran the election of Delegates for the 2017 District 140 Convention being hosted this year in Toronto. We would like to take this time to thank and congratulate all the candidates for a positive campaign. This is a sign of good things to come.

As host city for the convention, we have been working along side of our Brothers and Sisters in Local Lodges 2921 and 2413 to make this a convention one to remember. This is a tough task to plan and I am proud to see how hard all involved are working in preparation. Additionally, we have been taking part in meeting with District 78 as well as the Locals mentioned already to plan the Labour Day parade.

This is a big year for the IAM in the parade as we are leading the charge. **We will be in the first position for the first time in well over a decade!** We have made plans and bookings to make this the best Labour Day Parade yet. We hope that all can attend along with your families to join us on this special day. More details will follow soon.

Our Executive Board and Membership has approved increasing the budget for the Education Committee here at 2323. This is a big step in the right direction. A great deal of our problems stem from communication issues to lack of proper representation. We have had surveys for some time now asking what we can do to improve our Shop Steward training. The answer was quite overwhelming.

They need more prudent information to bring to the job site, more training time, more meeting sessions. So we are proud to say we have listened. We will be creating our first Education Committee to

start to improve the curriculum. We will be increasing the original Steward training by over 33% as well as creating a Level 2 program to work on more advanced training. By doing this, we will work on better, more available representation as well as fixing the communication issues that currently exist.

We have taken steps to opening a store, selling merchandise here at the Local to better push our brand. We hope to have this open in the near future. We are very excited about this, so please stay tuned for details.

The Local Lodge approved sending 5-Members to the Transportation Conference recently held in April. This was a very informative and productive Conference. There is a more detailed report for your approval in this Contact, but also to be read out at this month's monthly meeting being held on May 2nd, 2017. We thank you for allowing us to go and represent our interests on your behalf.

We are enthusiastic of the future ahead. This Executive Board is working hard to win back the trust of this Membership and I am very proud to be a part of this positive change.

Thank you to all our Stewards and Staff for their continued hard work and support. We could not do this without your dedication. Also, we would like to thank the Membership in standing by us and supporting the goals we wish to achieve for you.

In solidarity,

Dave Flowers



AIRPORT & CARGO SHOP COMMITTEE

MIKE COOKE, MARK PACILLA, EVANGELINE PALAD & JASON BARLOW PHONE: 905-676-2484

Greetings sisters and brothers!

Once again, we are pleased to be able to reach you through this great medium, the Contact newsletter. For this edition, we have decided to speak about the duties and responsibilities of our Shop Stewards. We chose this topic as we seem to be losing our interest or contact with our members. As Shop Stewards, you are the first point of contact and without you, there is no US. This is not to say you have all fallen by the wayside as some of you do excellent jobs and for that we are thankful but some must admit they have almost fallen silent. Remember why we took the job, it's about the membership and whether who you help is wrong or right we are here for the members. Our Educator John Hill was helpful in providing me some info from which I will share some key points.

So let's begin. Shop Stewards are the foundation of the Union. You are elected representatives of Union membership in the workplace. As Stewards you are accountable to the members who elected you and your Union as a whole. You must report back to your members and the Union structures. The Shop Steward is an organizer in his/her workplace. Stewards need to be committed, hardworking, disciplined, progressive and literate.

You should be able to listen to workers. Listen to their grievances and opinions. Give members guidance and direction, but don't think you need to control workers. Discourage division don't take sides when sorting out differences of opinion between workers. Work as a collective no Shop Steward can do everything alone. Members often judge the Union by their Stewards. If the Steward is fair, and looks out for their interest, they respect and support the Union. The Steward is the link between members, Union and management. The Steward represents and speaks for members with management. The Steward keeps the members and Union officers informed about management's attitude in the shop. Stewards should build a spirit of corporation and teamwork among our members we represent and encourage all the members to come to meetings.

As a Shop Steward, you should never go to management behind the backs of workers or without a mandate. You should not caucus with members against other Shop Stewards or act as an individual without fully consulting with other Shop Stewards in your workplace or represent a member without that member being present, or act as a supervisor on behalf of management. You should take responsibility as a leader and give fellow Shop Stewards the correct information no matter how painful it is.

If a Steward is not sure of the information requested by a member, do not be afraid to say give me some time and I will find out and get back to you. It is better to get the facts than to give out information that is false and create an even bigger issue that could have been resolved with the proper information. We ask that our Stewards come into the office more often and encourage our members to do the same. We also ask new members to get involved it is through all that knowledge and experience is gained.

In closing, we thank our members for all their continued support.

As is customary, we will leave you with an article from our CBA which is for all but more geared to our Shop Stewards. It's **Article 19.15.02:**

19.15.02

The parties acknowledge it is in their mutual best interest that interviews between the Company and employees will be conducted in a fair, dignified and mutually respectful manner.

The purpose of the interview is to gather facts prior to a decision on corrective action being reached, providing an opportunity for each party to fully ask questions and make comments in an orderly structured manner

In solidarity,

Mike, Mark, Evangeline & Jason

Brothers Sisters, Friends, and Colleagues,

This article I am writing to you is my first as the official Shop Committee Chairperson and I would like to take this opportunity to thank you the members for your overwhelming support. Since I stepped into this office before Christmas of last year, it has been a whirlwind of change in my life and especially my career. I could never have imagined that I would be in this position, a representative of such a vast dynamic group with an insurmountable responsibility inherent to this profession. To be quite honest, I was a little apprehensive initially as this was my first ever political campaign and I really didn't have much knowledge and experience in this field. But common sense dictates that the first thing you need to do is to get out in the public eye and make your presence known to potential voters, you might say that you need to sell yourself. So the question is "what exactly am I selling?" Well without employing the usual adjectives or buzz words that are synonymous under these circumstances, I needed to reflect and in that reflection I saw a "big punk", but no less a "punk with a purpose". The motivation being, taking into consideration years of service in this industry coupled with a long tenure as a Steward. I was entrenched with the membership in the front lines, making sure that management is engaged at every turn whenever necessary.

This undoubtedly inspired me with the necessary ingredients to pursue this opportunity, and as a result my assurance to you is that "I will endeavour to deliver". Now that's enough self-indulgence, it's time to get down to business.

First off, you might have noticed a lot of fresh new faces in the workplace lately. Well, we are happy to announce that these individuals are the new up and comings and they encompass many categories across our locale and with any new/probationary employees our recommendation to them is to conduct themselves accordingly during this period, as well as being conscious of their time and attendance. We would like to officially welcome them to our team and thus we are looking forward to a long bright future ahead.

This month the company made an announcement to my new friends in ASE that their operation will transition towards 24/7 coverage. It was indicated to us that the

rationale for this was providing support to the maintenance personnel in the event there are any issues related to aircraft tooling during the midnight shift operation. There were many questions and concerns regarding this transition, so it was decided that we needed to form a shift committee to directly deal with the tasks at hand. Who better to design a shift than the "experts in their Field" and kickoff to negotiations will commence towards the end of April.

Speaking of new friends, I have had the opportunity for an introduction during shift discussions to the GSE group. Honestly, last time I was over in that region was when I dropped off my truck for repair during the ramp phase of my career approximately 12 years ago and I was quite curious as to what has, or if any changes have taken place. To be blunt, there were a many issues that were brought before us, as well as some on-going workplace "environmental concerns" that are personal in nature. During some recent visits, I have touched base with some of the Stewards and have gathered some feedback in relation to these items and will now attempt to keep an open dialog with them in order to commit towards positive resolutions. We will remain engaged as required until these goals are attained.

It seems that as a result of our bolstered growth, logistics and supply has been feeling the effects of expansion. We are pleased to announce that there are some augmentations worthy of explanation. The Tool Crib has now been amalgamated with the Stores group and is currently undergoing inventory reorganization, in which all tooling is being removed, evaluated and re-stocked to verify serviceability. Also, terminal stores located in the garage area at gate 41 is close to its inaugural launch. But sometimes with growth, so appears the associated pain.

Earlier in the year, the company announced that the duty managers would be removed from the nightshift operation. There were many concerns brought to our attention, in particular how the Leads would absorb these responsibilities and as such, what would be the compensation? We entered into negotiations with the premise that the Leads would receive "Senior Lead Salary" as per the Collective Agreement. Unfortunately, an impasse deterred discussions and the recourse was through the grievance procedure.

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The CO-OP Program

We want provide you with an update in the development of this newly founded program. When it was initially presented to us earlier in the year, we decided that it would be crucial to have a national committee comprised of well engaged, active Union members, that best represent the needs of all effected as well as the various locations system wide for where the program will be implemented. We are now passing the preliminary stages of this program, are steadily propelling towards the “nitty gritty” of discussions. The company has painstakingly outlined the curriculum which entails the students from various colleges being involved in entry level maintenance tasks on aircraft.

Our main concern is how these individuals will be integrated into our workforce, any potential effects on our ACM membership and the aircraft maintenance industry as a whole. The first phase will have a primary focus on elementary work and then subsequently will be broken down into mechanical and avionics tasks related to those systems. So my question is, “why are they in the interior?” Well, the short answer is the company wanted an introduction that encompassed all areas to gain a general familiarization of the aircraft with a preface of exposure to non-licensed functions and has tailored this program with this specific focus. Truth be known, I have expressed my apprehension to this committee and the company and have incited the potential for “cheap labour”. These concerns have been validated and assurances given that the intention of this undertaking is for students to attain exposure to this industry, in the form of integrated learning. Nonetheless, there is an identified issue here and feel that this program needs to be closely monitored during its implementation and through its fruition.

License Requirements, Endorsement Courses and Product Line: In maintenance we can refer to these as the “issues of the month”. Many members have frequented the office with questions related to these topics and there has been some confusion that we feel requires clarification.

License Requirements: Applicable ACA holders are being displaced more often than not from their work locations for “operational requirements”, so we have coined the phrase “being disadvantaged for your license”. It is becoming increasingly frustrating being in this “state of flux”, so it we took this predicament to management. They basically acknowledged the circumstance, but the only

solution available being in the hands our new employees potentially filling the licence gaps as they advance in their career developments, “Short term pain for long term gain” seems to be the correct analogy.

Endorsement Courses and Product Line: Many have asked how exactly this process works. LOU#9 states that 20% will be posted as a course vacancy notice based on allocated seats. For example, if 10 seats are allotted, 2 would be open for BIDDING ON ALL PRODUCT LINES. When canvassed, it is by the PRODUCT LINE for the fleet type of the course offered. Now the hard part, what happens when seats remain vacant? Our position is that limiting a canvass by product line reduces the amount of eligible candidates directly resulting in a subjection of being forced. Many from the wide body product lines have expressed an appetite when narrow body courses are offered, in particular the new B737. Once again, another disadvantage due to a license requirement, so our response was to file a grievance that outlined these details in addition to adherence of the percentage when calculating allotments and are optimistic for a conclusive outcome.

It seems that we have only scratched the surface in discussions of the matters mentioned in this months article, there are many outstanding items such as sick time, sub-contracting, HR, GWL, OT, and Cabin Maintenance just to name a few, but they will have to be addressed in the upcoming issues of Contact. But until then, please feel free to come by the office with questions and we will do our best to provide answers in a timely manner. The Shop Committee is a safe place for all to stop by, have a chat, share a laugh, and enjoy a hot or cold bevy. There are plenty of sweet treats about just in case the news is a little briny.

Stay Salty My Friends,
Solidarity Forever,

Joe Veltri, James Oprea c/o Dave Freeman.

AKA: The Three Amigos!

IAMAW TRANSPORTATION CONFERENCE -2017

DAVE FLOWERS

April 9-13 2017 Canadian Report

Local Lodge 2323 recently sent 5 Delegates to the by-annual Transportation Conference held in Las Vegas, Nevada. The Delegates and Staff were sent to represent our Local Lodge along with the Delegates from other Locals from across the country whom were there to represent the Canadian IAM with our Brothers and Sisters from the USA.

We heard from a number of speakers on American and Canadian politics as well as key Leaders within the IAM speaking on ways to increase Union density and improve relations within our own Membership.

During the conference, there was a lot of focus on organizing. Thinking of ways to build a larger organization and strengthen the Membership we currently have.

The Conference was very informative and also very productive. Under the guidance and supervision of the Officers and Staff of the Canadian IAM&AW office, 33 Delegates and 12 Staff Members took part in 2 workshop sessions on Tuesday April 11th, 2017. One being a strategy session on "Building a stronger IAM", the other being a training session on "Political Action Lobbying". Our Delegates were split into 2 groups both doing one, then the other workshop.

Building a Stronger IAM

We face a number of issues that present challenges both now and in the near future. As everywhere, internal and external organizing is a real problem. Union density is dropping but it doesn't stop there, continual contract flipping has our Members struggling to keep seniority, benefits and salary. We lobby for language similar to the Airport Screeners, which protects these and others workers from having these necessities effected by a new Company take over.

Now the majority Liberal Government has introduced a plan that might see the major Canadian airports privatized. This was never discussed during their campaign, however now seems to be moving full steam ahead. The IAM strongly opposes this. This could potentially put our Members jobs at risk due to corporate-driven agendas, not to mention rising costs to the public. The non-profit model currently in place should be maintained as opposed to a pro-business model being proposed. Even the major carriers (Air Canada, West Jet, Air Transat and some American airlines) are opposed to this.

Our Delegates came up with a list that we see as the best path to building a stronger IAM.

- 1.) Educate our Stewards. 2.) Organize the organized.
- 3.) Better communication. 4.) Hold social events. 5.) Have info sessions at the Local's to educate the Membership. 6.) Have our senior Stewards mentor the new Stewards. 7.) Hold frequent Steward meetings. 8.) Take the feedback from those meetings and apply. 9.) Have the Grand Lodge/District and Local Lodges create action plans. 10.) Have Local Lodges create mobilizing committees. 11.) Listen to the Membership. The answers lie with them. 12.) Get Stewards to give updated reports of Membership's feedback. 13.) Be persistent. Don't just tell them once, continue pushing. 14.) Find a confidential way of broadcasting our wins. To much negative. 15.) Online training videos for further education and cost savings. 16.) Have well funded Local's, support Local's that have financial issues. 17.) Run more fundraisers. 18.) Finally, create achievable goals and continue reaching for more achievable goals.

Though our Delegates deliberated at length on all of these, we picked what we thought to be the highest priority for the purpose of the report read to the delegation. We agreed that training at the Local levels of our Stewards was a root problem that could help solve some of our issues. We need to better utilize the tools we already have. We found that we give our Steward body limited training and virtually no information to pass on to the Members. We are setting not only them but our entire Organization up to fail. If we want our Members to believe in us, the right "consistent" message and strong representation is a must. We always hear that we are not in the workplace enough and yet we have Stewards in the workplace 24 hours a day 7 days a week if required.

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IAMAW TRANSPORTATION CONFERENCE -2017

DAVE FLOWERS

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The Stewards are an extension of the Locals; the Locals are an extension of the Districts; and the Districts are an extension of the Grand Lodge. We all need to work together, and on the same team. Our Stewards should have the same level of training and education that our Officers receive. We talk about communication issues and organizing the organized, however we don't use our best tools available to us ... " OUR ARMY".

If we train our "Steward Army" and give them the tools needed, then they can be our best source for organizing the already organized. Once we have that foundation, our Delegates recommended that action plans be created by both Grand Lodge and the Local Lodges' depending on the issues at the time. This way, we get one clear message out instead of the inconsistencies we show now. We also recommend holding more Steward and Staff meetings to inform them of the action plans that have been created, so that they may take this information back to the job site. To use a sports metaphor, if we consider ourselves the big leagues, then they're our farm team. As any team knows, if you don't invest in your farm team, you will not have a strong future.

Political Action Lobbying

We also face issues on the political front. The second workshop our Delegates participated in was "Political Action Lobbying". Here we learned strategies and practiced lobbying and the importance of it. We were taught to be teamed up in groups of 4-5 people. Within those teams, we should pick a spokesperson to speak on behalf of the group. Also to pick a scribe (reporter) to document what happened at the meeting. As a group, research the politician you plan to speak with. Set up an appointment on a suitable day, then get together with the group before the meeting to strategize how you will proceed. We knew that we had to make sure we focus on the objectives of the current campaign we are working on. At the conclusion of the meeting, leave any prudent information he or she might read or pass on, then thank the MP for taking the time to meet. Take a group picture that includes the MP and exchange contact information. Finish with sending a follow up email. After being taught, we then practiced these strategies as Delegates. We now understand the importance lobbying has. The purpose of lobbying is to influence the decision makers and in some cases educate them on the issues they will be voting on. Most times, we are more educated on the topics then they are.

In Canada, we face a resurgence of a very right wing Conservative Government. In May 2017, we will find out whom will lead this group. If recent polls are correct, we will have our own northern version of Donald Trump in a candidate by the name of Kevin O'Leary. A reality television

star/corporate millionaire whom has publicly said that Unions should be illegal and Union Leaders should be thrown in jail. Also, as our Brothers and Sister to the South, we push on issues such as NAFTA. Now more then ever, we need to become politically active.

In February of 2017, the IAM&AW took part in the largest lobbying day organized by the Canadian Labour Congress (CLC) in Canadian history. 265 Members of various Unions, all joined on Parliament Hill in Ottawa to speak on issues such as the Pension Reform Act and National Medicare to name a few. Though not the biggest Union in Canada, we the IAM had the largest group sent to take part in this. This was something to be proud of however, we will not stop. The IAM is proud to be leading the labour movement and lobbying will play big role in our success.

We the Canadian Delegation would like to thank Grand Lodge and all its staff for a well run Conference. More importantly though, we would like to thank the Canadian Officers and staff for their continued support, guidance and hard work in these workshops. GVP Stan Pickthall, COS Gord Falconer, Air Transport Coordinator Carlos DaCosta, Grand Lodge Rep Ron Fontaine, Director of Canadian Research Aurelie Sarrabezolles.

We also would like to thank the Membership for the opportunity to attend on your behalf.



HEALTH & SAFETY

ROB PENYK - CO-CHAIR H&S COMMITTEE

905-676-4295

In March we participated in a Ground Safety Summit in YVR. This was a joint meeting hosted by Chris Cheung, IAM District 140 H&S Coordinator, and Andrew Abbona Corporate Safety Director. The purpose was to bring all of the H&S Co-Chairpersons across the system to meet and brainstorm. This was a great meeting, everybody speaking quite frankly about the situations that we have - as well as possible resolves. There was a discussion to streamline certain SOP's - cones for example (fewer but where necessary). Overall, we have so many SOP's (standard operating procedure) that change as well that we cannot keep up all of them as workers. We also expressed what we expected of the company and there was a real sense that everyone wanted the best for our workplace and livelihood.

I wish to welcome Brother Mike Steenson to the full-time position of H&S. He is from the CEQ department and has been trained on the ramp and in baggage as well. Please assist him in his duties and we wish to have CEQ concerns better represented. Mike will be a major asset in doing this.

Driving -There has been a notable increase in the GTAA stopping our members for driving infractions. They too are responsible for ensuring the aerodrome is safe. Protect your AVOP - no matter what the rush is, you need to follow the rules of driving on the ramp. Do not cut through gates, do not speed, make sure the load you are towing is secure. Come to a complete stop at stop signs. You do not need the hassle of attempting an appeal with GTAA after a ticket. You are paid by the hour. Also, another profoundly dangerous habit out there comes with iPod and cell phones. Too often, you see people driving around looking down at their cell phones. Eyes on task, mind on task.

iRamp -Ahhh yes, lovely iRamp. It really seems like our competitors had this installed to hamper our operation. Anyway, someone somewhere likes it.

Take the inspection process of it seriously for your own liability. If something is unserviceable, particularly something critical like brakes, parking brakes or steering - it must be tagged and taken out of service. If you have an accident with it, you will be disciplined. Also, iRamp can track the last user. Think about it.

Lightning -The season for thunderstorms is here. We have a lot of new people who are probably unknowledgeable about the process. If the building white strobes go off, there is an imminent danger of getting hit by lightning. Too often, people stay out to finish a task. We don't need another tragedy. It is up to the airport tenants to get their own people off the ramp, not the Airport Authority. So yes, you will see other airlines out working. Foolish. Take cover

immediately and do not stand by an open door. A concern of ours also is the summertime working of aircraft off-gate, particularly in the Hotel (H) gates and Cargo Infield. We had a strobe installed at the H gates. If you must take cover and there is nothing around, then go inside the aircraft until the hazard passes. We are trying to get some sort of shelter off-gates.

If you are injured, make sure you report it immediately to a manager and get it recorded. Too often, people hurt themselves, shrug it off, do not report and the next day have a problem. If it is not reported, it will be challenged. Also, ask for a copy of your injury report, you are entitled to it.

Finally, April 28 is the designated **Day of Mourning** for workers who are killed or injured on the job. Some of us live this every day. We see the rates of cancers increasing and the nature of our work gives us a multitude of musculoskeletal injuries. Take care of yourself and your co-workers. Your family also depends on you coming home alive and in one piece.

In solidarity,
Rob Penyk



EMPLOYEE ASSISTANCE COMMITTEE

DERRICK BASHFORD

Thank you!

It doesn't seem like it, but it has been six and a half years since I started as your Regional Coordinator for the Employee Assistance Program (EAP) at Local 2323. During this time, I have been witness to many positive changes in how we operate our EAP. While it has been my honour and privilege to serve our membership in this capacity, I am now moving on to the National Coordinator's position. Rest assured, your EAP Committee will be left in good hands, of this I have no doubt.

Richard Gobeil, (Cat 1) a member of our committee since 2002, will assume the position of Regional Coordinator for Local 2323. I wish Richard all the best in his new role and extend all my assistance should he require it.

'I ask that if you see Ron before he leaves, you wish him well, and thank him for his service to the EAP and our membership'

Due to his retirement, the current National Coordinator, **Ron Rawding**, will be stepping down as of April 28. I ask that if you see Ron before he leaves, you wish him well, and thank him for his service to the EAP and our membership. I look forward to trying to build on his work in the future.

As I begin my new role, I believe our program is underutilized and that our Membership, Union and company management can help to increase the amount of people we reach. I would like to see a proactive approach to dealing with the membership's concerns. By this, I mean having an EAP representative available at Step 1 or 2 disciplinary hearings. The EAP doesn't have to be in the meeting, but close by, in

case the member feels a need to speak with someone. If the member is experiencing difficulties with marriage, family, mental health, insomnia etc. Maybe the EAP can help the member to seek medical or counselling guidance. This may prevent a step 2 letter from becoming a step 3, 4 or worse. I will try and meet with Management and Union alike across the system, about getting both our Regional Coordinators and EAP reps more involved in these situations.

My new role will not be without misgivings. I lose a big part of why I have enjoyed the Regional position. Face to face meetings with members and grassroots EAP work will be far less in the National position. I will surely miss those conversations in coffee shops all over the airport and the GTA.

I would like to take this opportunity to thank the Membership of Local Lodge 2323. I have thoroughly enjoyed representing our Local as your Employee Assistance Coordinator as always, my door is always open.

Also, I would like to thank the EAP Committee for your support in this role, your caring and effort to help your fellow employees has always been second to none. This has made my job much easier having you on the floor 'carrying the flag' of EAP.

Be well,
Derrick Bashford

Local 2323 Executive Board

Dave Flowers
-President

Dan Janssen
-Vice President

John Smiley
-Secretary Treasurer

Sal Amin
-Recording Secretary

Wayne Burey
-Trustee

Paul Hicks
-Trustee

Frank Angilletta
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Glenn Milmine
-Trustee & Ottawa
Board Member

Linda Mastromattei
Clerical
Board Member

Dan Adams
Maintenance
Board Member

Xavier Dias
Maintenance
Board Member

Rob Piercy
-Communicator

John Hill
-Educator

LOCAL 2323 WOMEN'S COMMITTEE

WOMENAWORK@IAMAW2323.CA

International Women's Day was held on

March 8th this year. The campaign theme for 2017 was asking you to **#BeBoldForChange**. A call on the masses or call on yourself to help forge a better working world – a more gender inclusive world.

Sister **Cheryl English**, representing the Women's Committee, attended the International Women's Day Celebration Brunch presented by the Canadian Labour Congress and was impressed and inspired by the messages shared and the fellowship and power found in a room full of powerful women. Way to go!!

IAMAW Women at Work Gallery:



Power Crew, YYZ March 8th, 2017



Francine MacNeil, YYZ April 17th, 2017

Do you have any pictures of LL 2323 women at work that you would like to share? Please forward them to womenatwork@iamaw2323.ca You may see yourself in future editions of Contact!

The IAMAW Grand Lodge - Sisters Summit 2017.

Women Machinists from all over the United States traveled to New York City for the first IAM Sisters Summit, which coincided with the United Nations Commission on the Status of Women. Delegates attended parallel meetings near the U.N. to learn about women's empowerment issues at work and at home.

IAM members attended parallel meetings and workshops nearby on issues ranging from women and men working in partnership, to inspiring the next generation of leaders.

The summit was a resounding success! Congratulations to the organizers and participants of this event!

A REMINDER...

50/50 Draws are held during monthly Local Lodge meetings.

For a little, you could WIN a lot!!

IAMAW Local 2323 Women's Committee.

Contact us at: womenatwork@iamaw2323.ca

POLITICAL ACTION

BRYAN WILSON

Theres a lot happening that everyone should be keeping up to date and educated on.

One of the biggest changes that will affect us at the airport is the Liberals drive to privatize Canada's airports. They are looking to make a one time cash pay out in order to balance the next budget and make themselves look better before the next election. Instead of looking to the future and seeing whats best for the country and its people on the long term.

The airports in Canada right now are run by not for profit airport authorities. And selling off these assets will only increase costs that will be passed on to consumers.

Not surprisingly, this deal is being led by Transport Minister Marc Garneau, the same person who spearheaded Bill C-10. That was the bill that allowed Air Canada to outsource its maintenance to other countries. Even after the courts found it illegal. Well here we are again.

The sell-off of the airports are only going to make costs rise for everyone. When a private corporation takes over the only point of focus is higher profits. And once those profits are reached they look to ways to increase those profits.

Think of the 407 ETR model except for airports. Whose to say it wont be sold off to other

countries or ownership? And once thats done, the new owners are fit to run it how they see fit.

Raise rents, gate charges, desk charges, charge airlines for using baggage carousels, the list goes on and on. You would also see a rise in contract flipping, and in an extreme case you could see the entire airport ground crew become contracted out for all airlines.

I really don't see any good coming from this deal at all.

We will keep you informed as more information comes about and as the whole thing evolves.

Upcoming events include (Canadian Labour Congress (CLC) Convention in May and the IAMAW Family BBQ this summer.

And in almost one years' time, we will be in the middle of an Ontario election. An opportunity to elect an NDP government!



Please visit the 2323 website and sign the IAMAW petition OPPOSING privatizing Canadian airports.

Upcoming Events:

April 28, 2017

-National Day of Mourning (to commemorate workers killed, injured or have suffered illness at work)

May 1, 2017

-International Worker's Day Street Festival- T1 YYZ
Time is: 13:00 -14:30 hrs.

Departures Level (at the Inukshuks)

May 2, 2017

-Monthly Membership Meeting
19:00 hrs.

Union Hall -2580 Drew Road

May 15, 2017

-Retiree's Get Together
13:00 hrs.

Union Hall -2580 Drew Road

June 6, 2017

-Monthly Membership Meeting
19:00 hrs.

Union Hall -2580 Drew Road

July 4, 2017

-Monthly Membership Meeting
19:00 hrs.

Union Hall -2580 Drew Road

In Memoriam

We would like to offer our sincere condolences to the family and friends of the following members who have passed away.

Ray Bennett

Retired Lead Station Attendant
-YYZ

Ronald Clarke

Retired Lead Station Attendant
-YYZ

John Connolly

CSCA
-YYZ

Noel Esguerra

Retired Station Attendant
-YYZ

Dick Godbehere

CAT 1 -YYZ

Ron Houston

Retired Station Attendant
-YYZ

Robert Hutchison

Retired Commissary Agent
-YYZ

Mike Korbey

Retired Member
-YYZ

Keith Samarillo

Retired Station Attendant
-YYZ



Labour Day Parade 2017

Mark the date in your calendar!

September 4, 2017



SOCIAL MEDIA:



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