



CONTACT

International Association of Machinists and Aerospace Workers

May 2018

50 Years 1968-2018

iamaw2323.ca

Vote on June 7

Ontario Provincial Elections

see page 7

**BAD
POLITICIANS**



ARE ELECTED BY
GOOD PEOPLE
WHO DON'T
VOTE



Next Membership Meeting

Tuesday June 5, 2018

19:00 hrs.

2580 Drew Road, Mississauga, ON
Bring your Union card

PRESIDENT'S MESSAGE

-DAVE FLOWERS

PRESIDENT@IAMAW2323.CA

Sisters & Brothers,

The business of 2018 and the plan we set forth with, has started to take shape. When our administration took office, we created a one-year, three-year & a five-year plan to follow. To get each years plans moving however, we need the Memberships approval to allocate the funds. This process takes place in the form of a budget reading and subsequent vote, with approval from said Membership before we are permitted to proceed. This all being said, our budget meeting took place at the March 6th 2018 meeting. The Membership supported our plan and unanimously passed the budget proposal so this year's work could begin.

As stated in last years' budget, and most likely again in next years' budget. Our Local Lodge is in desperate need of renovation work. There were holes in walls, electrical issues, faded paint, old mouldy carpeting, our signage in the front of the building is faded and hasn't lit up in some time and we have most recently discovered the holes in our roof leaking into the office space. All of this work would be large to absorb in one year's budget, so this work has been spaced out to keep it balanced. Now that we have the approval passed in March, this year's portion is under way.

We have a milestone celebration of our own for Local Lodge 2323 this year too. February 23rd, 2018 marked our 50th Anniversary. As such, we formed an Anniversary Committee challenged to create some fun events for Members and their families to honour the special occasion. These are to be held at points throughout the year. This Committee answered the task and has booked a family picnic for both our Ottawa and Toronto Members with fun activities planned to take place at each. Also, we have planned a (19+) boat cruise, that we expect will be an entertaining day as well. We hope everyone will find time to come and share in the celebrations. For information on these events, please contact the Local Lodge.

Our annual proposed By-Law Amendments had a cut-off date of April 2nd 2018 to be submitted. The first reading took place the following day at the Membership meeting. These are now posted and will be voted on at the May 1st 2018 meeting. This is an opportunity to correct errors and add more modern language in the By-Laws that govern us. This is the

only opportunity in the year that any modifications can be made.

We have a number of elections and votes that will occur as the year continues. Some of which have already taken place. Though we are not responsible for hosting the District 140 Convention this year as we were last year, we still had to run the election for the Delegates to attend on our behalf. This election took place on April 3rd 2018, and the Membership has selected its Representatives. We will also have a Health and Safety, Shop Committee YYZ/YOW, Chief Steward TBH, and Negotiations elections left to come. We will handle every election with the proper care and dedication they deserve. We would like to see goals in this area improved. We encourage everyone to take part and have a say. Remember to vote. Information on these elections and votes will be made available in the near future.

Among many other duties and roles, we are committed to keeping on task and hopefully winning the faith and trust of the Membership back. We will continue to work hard to ensure we are successful in this. This above all is our main goal.

In solidarity,

Dave Flowers

LOCAL 2323

— FIFTY YEARS —

1968 - 2018



HEALTH & SAFETY

-ROB PENYK - CO-CHAIR H&S COMMITTEE

PHONE: 905-676-4295

Well we are wondering if winter will ever end. Hopefully soon we can complain about the heat....

Locks and Restraint Nettings - There have been several concerns raised about aircraft nettings missing clips. Many are asking their managers and maintenance for an assessment whether it is safe or not. The only one who can authorize a missing or u/s (unserviceable) netting is Load. They have the final call. Also discuss with the pilot. Check and double check your locks.

Unserviceable Equipment - We encourage anyone who finds a piece of equipment not working to report it immediately. Call a H&S rep or manager for a u/s tag or tape. Alarmingly, there have been cases of people ripping the u/s tags off and using the equipment regardless - management says that they will discipline anyone caught doing so - protect your job and yourself.

Stress and Fatigue - There are many cases, especially lately that our people are getting entirely stressed out. This is a safety issue. We deal with extreme weather, massive work loads, inexperience workers, staffing issues and particularly being forced when exhausted. We are looking at these various issues and there are higher level meetings taking place to try to mitigate some of these stress causing issues.

B737 - These aircraft hold a huge amount of load, the C3 compartment is like a cathedral. There are issues

with using three person crews on these aircraft which is brutal with only two people in the rear hold. We encourage the company to purchase more of the 'power stow' belts to help with the loading, as well as increasing the manpower. Remember, do not hurt yourself, turn times are only a basic guideline, the key is to not injure anyone and not have a smoking hole at the end of the runway. Ask for help.

Injuries - we are seeing injuries escalate rapidly, in every department. We are naturally going to see a rise in injuries when we are getting rid of the containerized aircraft and increase in purchase of the bulk loaded aircraft. Also in baggage, our injuries are rising. If you need help lifting bags, ask. If you get hurt you are blamed that you did not follow 'Pristine Training Guidelines' - this does not take into account repetitive strain injuries. Even machines break down. We are looking at ways to reduce the injuries.

Accidents - if there is an accident, ensure that you report it. Also, unless someone is in danger, do not move the scene. And ensure that a H&S rep is called (ramp Transborder radio), and you have representation with a Shop Steward.

NAOSH - The North American Occupation Safety and Health Day is coming up on May 9th - there will be booths to peruse in Terminal One near Goodlife. Please come and have a look.



Shop Steward Training

The Local 2323 Education Committee has developed a new 3-day training program for our new Shop Stewards. Since December 2017, the Committee has successfully trained 25 new Stewards from various work areas. Training will continue through 2018. Local 2323 welcomes these new Stewards!

Left to Right: **Roan Perry**, Fred Soares*, Brad Gomes*, **Tammy Wyville**, **Gagandeep Mann**, **Caleb Reid**, John Hill*.

(* instructor)

Brothers and Sisters,

I'm sure everyone knows the meaning of T & A right? Normally, this acronym depicts particular sections of the human anatomy, but additional descriptions (courtesy of Mr. Google) range from Travel and Accommodation, Tonsillectomy and Adenoidectomy, too Test and Adjust. But there is one that comes to mind, point in question customary of many work environments including ours; Time and Attendance, the focus of this month's article.

So what is it? And what are the potential cause and effects? The scope being lateness, illness, family emergencies, or any other extenuating circumstances that may obstruct one's ability to enter into the workplace. From the organizational perspective, the expectation is that all employee's report to their work location in a timely fashion, on a day to day basis to meet the needs for the operation. Suffice to say, somewhat of a contractual obligation of an exchange of labour for wages. This terminology is self-explanatory, any repercussions thereafter, not so. The potential effects are layered, dependent upon the type of absence. With occasional tardiness, sickness, and early departures for the most part are not met with intervention, but do not equate this to "Hear no evil, see no Evil". On the contrary, we can safely assume that this information or data is regularly tracked further processed and patternized for future reference, hence the phrase "Pattern Absenteeism".

At some point in your career, you may inadvertently trip on this crevasse or fall into the chasm, to which may require your friendly neighbourhood Shop Steward to apply a little first aid, or the Shop Committee/District Representatives to perform a type of rescue; the metaphor characterized as discipline. We know that the "D" word can be rather intimidating, and maybe of the opinion best forgotten. Truth is that not every circumstance will warrant this action and as such we should be cognizant of consequence. The company has taken a structured approach should a circumstance arise for an employee to be absent for duty. Procedure dictates that reporting is the first step, the onus on the individual to be carried out in a timely manner affording the company opportunity to re-assess manpower requirements and back-fill accordingly. Notification is paramount and may result in loss of pay for non-compliance. The absence is further delineated into Culpable and Non-Culpable, Culpable being invalidated, unauthorized, or deemed fraudulent. Non-Culpable in

description not blameworthy; out of one's control such as illness or injury. Regardless of phraseology, the company has adopted a system from similar corporate initiatives slated to manage these behaviours; the Attendance Management Program (or AMP), the focal point directed toward disruptive forms of absenteeism. I made this lurid discovery during an attendance discussion with our members in Ground Support Equipment. In all honestly, I had no inkling of, nor was I prepared for this exposé since its origins are from the Airports business unit. (T&A administered by them for this group). Needless to say, my excitement level elevated consequent to this introduction; {The Innocent Absenteeism program} italic underline, a derivative from AMP. The foundation granting an individual ability to substantiate elevated sick or similar absences to alleviate punitive recourse. It's essentially a fostering program that establishes reasonable expectations allowing corrective actions through dialogue and counselling if required through the Employee Assistance Program.

Entry into IAP is based upon sick related absences above the corporate standard of 2.5% consisting of various stages or phases (1 through 4) to which the member will be issued a letter outlining absenteeism concerns. These letters are technically non-disciplinary, but the content further reiterates to the effected, for an opportunity to provide clarification from a treating physician explanation of any underlying medical conditions that may prevent regular or predictable attendance. Of course, this is not mandatory, but continued (unsubstantiated) absences could trigger entry into the next phase and possibly lead to progressive discipline. Although the optics may seem discouraging, this may very well be a saving grace for those with chronic medical conditions. For others, the caveat being culpability. Fear not, there is a light at the end of the tunnel, an exit strategy; bringing absences to an acceptable level, or perhaps attempting a year of perfect attendance. There is difficulty establishing these criteria for egress since there are many variables at play, but nonetheless, the capability does exist.

To date, the Innocent Absenteeism Program (IAP) is not a practice adopted throughout Maintenance. Its intent however it's perceived is to monitor reliability. In actual fact, offering assistance for those with re-occurring ailments, to identifying employee's demonstrating prolonged rates of absence. Deemed innocent or not, you be the judge!

TRUE DEMOCRACY

Democracy is defined as “government by the people; a form of government in which the supreme power is vested in the people and exercised directly by them or by their elected agents under a free electoral system.” Our Union is formed through this process, hence there are Elected Officers by you, the members. We live in a Country where there is a right to free speech and representation and have the right to partake in any decision making, whose outcome is granted to the majority. Each individual has the right to select a representative whether it be through capability of the position or popularity.

On April 4, 2018, there was an election for members for the District 140 Convention, which is one of your governing bodies for bylaws of the IAMAW in Canada. We were surprised at the number of members who came out to vote for this important election. In a matter that is detrimental in the functionality of this Union, the turnout was to say at best another fail in progressing our wants, needs and concerns. When there is a lack of desire among our membership to vote, it does not shine great light on the confidence level within our Union. In a democratic society every vote counts, your reasons may be of your own, but it is your democratic right to vote to be heard. We consistently hear the negatives that pierce throughout our Membership, yet collectively, the divide is striving ahead of the cause.

Of the approximately 4,000 active members who make up Toronto and Ottawa, just over 100 members showed any interest to vote. Once again, the majority did not exercise their given right in a matter that so greatly affects each and every one of us.

Coming up on the agenda is the election of the Negotiation Representatives, which highly affects each and every member and their families for the future. This is important because the CBA (Collective Bargaining Agreement) is open for language in 2019. Although wage is not open for debate, language can have a cost attached to it (gain v. loss – union v. company). Now, based on past practice of lack of interest in voting on important matters, is it safe to assume that there will

be a lack of turnout again? The thing is, when you don't vote, you aren't representing yourself fairly and definitely not looking out for your fellow brother's and sister's. We can all collectively complain, but there are notice boards, union meetings, contact magazines and many outlets in which to receive and decide on your position on any matter to vote on.

On June 7, 2018 the 42nd Ontario General Election is taking place. We all have different views, opinions, voices, experiences, needs, circumstances, and goals. When voting, we all should select a member and party to represent your best interest. Take the time to prioritize your personal situation and make the best decision. Just as how this is a monumental time in our provincial representation, take the time to feel the same about your IAMAW voting. This is your life, which directly affects the 4 walls of your home. As we write this article one of our very own brother's (Dan Janssen) is seeking his nomination to run in his Electoral District that supports labour. We would hope that members that are able to vote in this riding with the same values vote for our own.

In closing, we wish to reiterate the importance of making decisions that affects the future of our brother's and sister's and our families.

In solidarity,

Mike, Mark, Evangeline and Paul

When You Don't Vote, Others Vote For You!

Airports & Cargo Shop Committee email addresses

Mike Cooke	mcooke@iamaw2323.ca
Mark Pacilla	mpacilla@iamaw2323.ca
Evangeline Palad	epalad@iamaw2323.ca
Paul Kisby	pkisby@iamaw2323.ca

GENERAL CHAIRPERSON'S REPORT

-PAUL LEFEBVRE, DISTRICT 140

PHONE: 905-671-3192

Union Investigation of Assigned Overtime and Reassignment Airports YYZ

In the past year, your Union has made representations to high level Operations and Safety management regarding the abuse of assigned overtime and constant reassignment as experienced exclusively in Ramp/Baggage Operations at YYZ. On January 03, 2018 your Union again met senior management and proposed steps that we believe would all but eliminate both practices. We had been experiencing frigid weather, coupled with unrealistic flight volumes for the staff available to work Ramp operations. In our opinion, the frequency and manner in which assigned overtime has been applied constitutes a safety hazard, not simply an ongoing irritant for all concerned.

To be clear, the safety hazard that we refer to is due to fatigue. We cannot know if someone was up all night with a sick family member or child. They come to work pushing through their shift with the thought of dropping to sleep as soon as they punch and go home. Not so fast they tell you. You are being forced. Now we have a worker who is impaired due sleep deprivation and is told to "stay or else", by some less than understanding managers. We also must take into account those exhausted from repeatedly being assigned involuntary overtime (OT). All point to the potential for serious consequences that no one wants.

Add in the environmental factors. Heat stress in the busy summer periods. The December to January Christmas rush exacerbated by cold, wind, ice and equipment that doesn't perform well in these conditions. Bangs and bruises from slips and falls due ice and snow. We have a serious problem and it must be fixed.

In order to mitigate these issues, it was agreed at the January meeting to conduct research into the

amounts of involuntary OT hours being assigned, and the real reasons driving the need. From our side, we point to staffing numbers as inadequate to cover off the work, even in non-holiday peaks. The Hub never sleeps. There are other factors that drive this process, however.

We related that the contractual requirement for canvassing isn't followed. That point was not disputed. It was apparent that the decision to assign OT was not made far enough in advance to allow the administration of calling hundreds of workers to look for volunteers. Let's face it, in 2018 we have the ability see a winter storm coming for days. Why not plan ahead?

Local President Dave Flowers advised how Ford Motor Company utilized a method where workers could utilize a sign-up sheet to choose days that they knew they'd be available well in advance of projected peaks. It worked well and was 100% voluntary. We suggested that booking as much as a month in advance of times like the Christmas rush, would see less grief for all concerned. Moving to double-time OT for these periods would incent participation and be cost effective when all factors are considered. Safety concerns are reduced when rested volunteers staff the operation. Productivity also improves. We believe the proposal can be a win/win for a problem that is unique to YYZ.

We also spoke of training, or the lack thereof. This not only drives reassignment, workers not trained for Ramp duties cause extra need for those who are. We reiterated

that many of us have wear and tear as we experience 20 or more years of Ramp work. For example, we use our seniority privileges to bid inside the baggage rooms in winter. Then due lack of properly trained staff, we are pushed outside into assignments that our bodies can no longer deal with. Workers suffering from ailments such as arthritis should not be threatened.

"Add in the environmental factors. Heat stress in the busy summer periods. The December to January Christmas rush exacerbated by cold, wind, ice and equipment that doesn't perform well in these conditions. Bangs and bruises from slips and falls due ice and snow. We have a serious problem and it must be fixed."

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Provincial Election June 7th!

With the election upon us, it's important to take a look at what all the parties are promoting to put in place to help spur growth in our Province and to help those who work and live in this Province.

By now, we have all heard the Liberals promise of raising the minimum wage (not a promise but actual legislation has passed), as well as to introduce a pharmacare program for everyone under the age of 25.

But added onto those promises now are the promise of a daycare program that sees the full cost of daycare provided for children enrolled in pre-school, until they start full-time kindergarten.

So one to two years of help, after you've paid for full-day daycare at full price. Average price per child in the GTA for daycare. \$1676 dollars a month. Basically, the same price as a mortgage.

The NDP just released their platform and it's a welcome return to its roots of helping the working class citizens in this Province with an actual daycare plan that sees daycare costs covered for households that make less than forty thousand dollars a year and then based on income a daily rate average of 12 dollars a day daycare. A welcome sight to thousands of parents across the Country struggling to find yet alone pay for childcare costs. Not to mention, a true universal healthcare program where basic dental costs and pharmacare are all covered, so that nobody falls behind on taking care of themselves.

They have also promised increased spending on healthcare and social programs with running deficits until 2023. All smaller deficits than what the Liberals have shown and promised as well as showing a way to pay for them by increasing taxes on corporations and the wealthy.

All of this budget has the approval of Kevin Page. An economist who became the first ever Parliamentary Budget Officer for Canada, and now teaches at the University of Ottawa.

Then there's Doug Ford.

Doug Ford says he'll give minimum-wage workers a tax credit to reimburse their Provincial income tax. He claims this will save people \$818 a year. But two-thirds of minimum wage workers already pay no income tax and the other one-third pay an average of \$485, so the savings will be minimal. This is supposed to replace the extra \$1950 before tax or \$1850 after tax that minimum wage workers will receive when the wage increases to \$15/hr.

Doug Ford is a multi-millionaire elite who plans to give big tax cuts to other multi-millionaire elites. He only plays an anti-elitist on TV.

There are also multiple ridings without Conservative candidates as they are caught up in RCMP investigations for alleged election law fraud. They legally can't be nominated until these investigations are done.

These are all important to note before election day comes. Keep this in mind when casting your ballot.



- e-Registration
- How to Vote
- ID Requirements for Voting
- Electoral District Maps and Information
- Voting When You're Away From Home
- Voter Information Service
- Accessible Voting
- Frequently Asked Questions

www.elections.on.ca

LOCAL 2323 WOMEN'S COMMITTEE

-KARRI -LYN AIRHART

WOMENATWORK@IAMAW2323.CA

HOME SAFE HOME

With spring here and the warm weather HOPEFULLY on it's way, the committee hopes that you will use the following guide as a checklist of for safety around around your home.

The purpose of the guide is to encourage individuals to implement simple measures to reduce common home hazards.

-Check storm drain lines to make sure they are clear of debris, roots, etc.

-Grade the property around your home to drain water away from it.

-Install gutters and make sure downspouts are extended away from the foundation in order to carry water away from the basement walls.

-Use shelving or store items several inches above the potential water level in order to prevent loss.

-Fix leaks in faucets, toilets, or pipes immediately. Continued small leaks can result in mold, dry rot, and pest infestation as well.

-Check the water hoses on your washing machine, refrigerator icemaker, and dishwasher for signs of wear. Check your water heater for leaks. Partially drain the heater every 6 months to stop sediment from building up on the bottom.

-Electrical system components, including service panels (fuse and circuit breaker boxes), meters, switches, and outlets, are easily damaged by floodwater. If the electrical system components are inundated, they probably will have to be replaced. Short circuits from flooded systems also cause fires.

-Raising electrical system components helps you avoid damage. All components of the electrical system, including the wiring, should be raised at least 1 foot above the base flood level for your location.

-Protecting Washers and Dryers

-Elevate them on masonry or pressure-treated lumber at least 1 foot above the projected flood level.

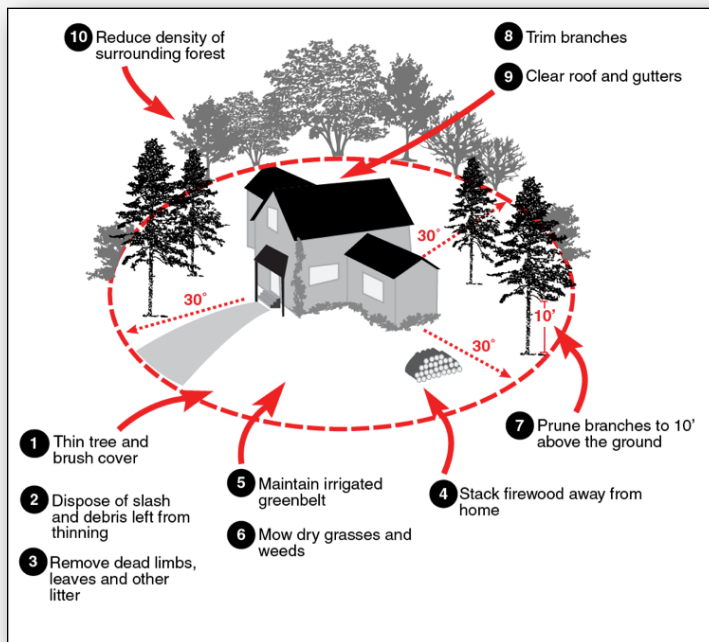
-Preventing Wind Damage: Simple No-Cost/Low-Cost Measures

-Strong winds from severe weather such as thunderstorms, tornadoes, and tropical storms can turn patio furniture, grills, and tree branches into destructive missiles.

-Make sure that the street number is clear and legible from the street. This will ensure that emergency vehicles do not have trouble locating your home in an emergency.

-Maintain the yard. Unkempt brush and dry lawns can catch fire; so can sheds and woodpiles. Overhanging tree limbs, and entire diseased trees, can fall through a roof.

-Position trees at least 10 feet apart and at least 100 feet away from the house.



-Remove any dead trees or trees that pose a threat of falling on your home.

-Clean pine needles, leaves, and other debris from roofs and gutters often.

-Enclose the undersides of aboveground decks with non-combustible materials, such as wire mesh, in order to prevent the buildup of leaves and other debris.

-Plant native, fire-resistant vegetation, and avoid vines or climbing plants that may serve as a link between grass and treetops or roofs during a fire.

-Ensure all cords used outside, such as for electric lawn mowers and other lawn tools, are rated for outdoor use and have the correct amp rating (15-20 amps is usually okay, 20 amp rating for larger motors like lawn mowers).

-Do not use power tools or lawn equipment when it is raining, or use an electric lawnmower on wet grass. Check all cords for damage before and after use.

-Store all yard and gardening equipment safely, making sure to keep all chemicals out of reach.

EMPLOYEE ASSISTANCE PROGRAM

-RICHARD GOBEIL - CENTRAL REGION COORDINATOR

PHONE: 905-678-1079

I was all prepared for my EAP May's article, I had my ideas I had my supportive documentation, I knew what I wanted to communicate to you and ... Like in real life ... Things happen! An incredible tragedy occurred. Just like you, I was struck by the terrible bus accident transporting the Broncos hockey team from Humboldt Saskatchewan.

Even though I didn't know anyone from the team I couldn't stop thinking of all the parents, the family members, the friends, the injured players at the hospital and the community surrounding them. The closer I ended up to this tragedy, was through a good friend of mine, a hockey fan, very involved in my community who knew the head coach.

When we get exposed to such of a tragic catastrophe, we all get shaken one way or the other. We are thankful that it didn't happened to any of our loved ones! Then we start thinking "the what if". What if it would happen to someone I know during their last travelling time. What if?

We are never, never prepared for a situation like this.

Dozen and dozens of lives will be affected and many of those lives will have drastic change in their journeys. A grieving process has already started, and grief is ... a very sensitive and complicated topic.

We all have our own way to express our sadness and pain when we lose a loved one. There are multiple reasons to grieve. Loss which may not be as drastic than losing someone, but still affecting us deeply. Having to move away, getting a bad health report, losing a pet or a job could have the same effect. In everyone of those situations we must understand that grief is a normal process and must go on. We should give our self the permission to mourn, to cry or to scream if we have to! Allow yourself enough time to

grieve. We may need to be alone for a while, but we have to remember to re-connect with our loved one which plays an important role for a healthy healing process.

During that time, make sure to avoid making important decision impacting drastically your situation or the situation of others.

The temptation to "numb" our feelings using different substances would not be the proper way to manage our return to our normal self. Experts agree that alcohol and drugs will keep you in a depressed state. Please don't hesitate to consult your family doctor.

If guilt is associated with the situation you may be neglecting yourselves. The same way we allow ourselves to be sad and angry, we need to realize that eating well, exercising and doing activities that we usually appreciate will be a sign of positive healing and will help us to get better quicker.

No one can tell you "How to Grieve" or "How long to Grieve". However, I encourage you to seek professional counselling who could walk with you if you feel you are getting into a negative or destructive thinking pattern.

Don't wait to give your EAP a call, we are there to connect you with counsellors who can assist you in your walk back to good mental health!

Take care,

Richard



**Employee
Assistance
Program**

GENERAL CHAIRPERSON'S REPORT -CONT'D

-PAUL LEFEBVRE

Continued from page 6...

We all have a vested interest in working together to eliminate the reasons for these unnecessary conflicts.

The research we reviewed at a follow-up meeting this past week showed 6 periods of heavy reliance on overtime conversant to holiday flight/load volumes. It also validated our concerns regarding reduced amounts of training. Too many workers assigned to YYZ Airports are not Ramp trained. In fact, a large chunk of the relief pool was unable to work Ramp functions! Those that were qualified suffered the consequences of this policy. This can be fixed in real time, however.

The company agreed to commit to training these workers for Ramp duties. This should help to ease the necessity. If

we can also come to agreement on our pre-booked OT proposal, these two factors should see little or no need to coerce members to stay involuntarily, nor the need to reassign. We will keep you informed of further progress as it is known.

On my part, I'd like to thank Local Lodge President Dave Flowers, your Shop Committee led by Chair Mike Cooke and your Safety Committee led by Co-Chair Rob Penyk. Their continued leadership, input and support will be crucial in concluding a resolution to a problem that has plagued us for too long.



70-200mm
ULTRASONIC

INTERNATIONAL ASSOCIATION OF MACHINISTS AND AEROSPACE WORKERS

IMA W

IMA W PHOTO CONTEST

Details of the contest are on our website:
<http://iamaw2323.ca>
Deadline is June 1, 2018

LOCAL 2323

IMA W Photo Contest

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
-Conductor Sentinel

Glenn Milmine
-Trustee & Ottawa Board Member

Dan Adams
Maintenance

Xavier Dias
Maintenance

Monica Torsan
Clerical

Laila Hakimi
TBH

Rob Piercy
-Communicator

John Hill
-Educator

50TH ANNIVERSARY -BOAT CRUISE JUNE 24, 2018

COME JOIN US!

IAMAW Active Members & Retirees!

- Toronto Harbourfront
 - 12:00 - 4:00 pm
 - Adults Only/Cash Bar
 - Includes Lunch Buffet
- RSVP/more info at: <http://iamaw2323.ca>**

TICKET INFO:

***Adults only event, 19 years of age or over!**
Tickets are \$10.00 p.p. and available at the Local 2323 Admin Office at 2580 Drew Rd, Mississauga. Airports & Cargo Shop Committee Office (T1), Tech Ops & Logistics Shop Committee Office, Paul Hicks (Ramp), Rob Piercy (Cabins), Monica Torsan (Clerical), Glenn Milmine (YOW).
(Members may purchase tickets for up to 3 guests)



In Memoriam

We would like to offer our sincere condolences to the family and friends of the following member who has recently passed away.

Mykhaylo Karpenko
CAT 38 Avionics Technician
-YYZ

ACSOS

(air canada save our seniority)

www.facebook.com/freeandreducedtravel

<https://aircanada-sos.com>
seniority matters

CONTACT

is published by the

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Machinists & Aerospace Workers

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Editors & Publishers:
Dave Flowers & Rob Piercy

Upcoming Events:

May 1, 2018 13:00-14:30 hrs.

**-International Workers' Day
"Street Festival"**

Terminal 1 -Departures
Speakers, ice cream & churros

May 1, 2018 (YYZ) 19:00 hrs.

-Monthly Membership Meeting
2323 Union Hall -2580 Drew Road

May 16 & 17, 2018 (YYZ)

**-YYZ Pension Seminars 09:00 &
16:00 (both days)**

-Emotional Retirement Workshop

13:00 - 15:00 (both days)
2323 Union Hall -2580 Drew Road

May 30, 2018 (YOW)

-Ottawa Line Station Meeting
10:00-12:00 pm & 14:00-16:00 hrs.

Days Inn (MacDonald Room)
366 Hunt Club Road, Ottawa

May 31, 2018 (YOW)

-YOW Pension Seminar 11:00-15:00
Days Inn (MacDonald Room)
366 Hunt Club Road, Ottawa



SOCIAL MEDIA:



@IAMAW2323



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THIS ISSUE OF
CONTACT
IS ALSO ONLINE

Shop Committee Numbers

Airport & Cargo
Operations

905-676-2484

Cargo Sub-Office

905-694-5322

Tech Ops
Logistics & Supply

905-676-2243

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Shop Committee
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