



TEAMSTERS AVIATION PROFESSIONAL

Newsletter of the Teamsters Aviation Mechanics Coalition

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The magic of the holidays never ends, and its greatest gifts are friends and family. Happy Holidays and Happy New Year from your friends at TAMC.

TAMC Continues Outreach to Promote Our Craft



Earlier this year, the TAMC began working in conjunction with the Teamsters Airline Division to reach out to students to promote our craft. International Representatives Bob Fisher and Chris Moore continued what was started at the April 2018 STEM Festival in Washington, D.C.

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Did you know that worldwide there are over 27,000 ramp accidents and 243,000 injuries per year, resulting in an estimated cost of \$10 billion? That's 73 accidents and 655 injuries per day. It sounds crazy, right? Well, it's not—and here's why.

When you take into consideration the sheer volume of flights in a given day, it's not surprising that there are so many ramp accidents. The third-busiest airport in the U.S. has an average of 2,400 aircraft movements per day. Considering that there aren't many flights between 11 p.m. and 5 a.m., the numbers break down to this: 126 flights per hour, or two per minute, and they all must go on time.

If you are a line mechanic, you most likely have an idea of the perils that exist once you step outside the ready-room door. If your job only requires you to be on the ramp occasionally, however, here are some things you want to think about.

First there's aircraft movement. Seems like a no-brainer: there's a big metal object, avoid getting in its path, don't go behind the engines while they're running and you'll be fine. Yet, people still break those rules. Customer service has to load the bags. Catering must make sure food and drinks are loaded, the fuelers must upload the exact amount of fuel, the lavatories have to be serviced, cleaners must board and clean the interior. All of this happens at once and every piece of this ballet requires some sort of vehicle movement on the ramp—in close quarters, in the blazing sun, in the pouring rain, in snow, in ice, in the dark of night... you get the picture.

All of the sudden, you just got a gate call...right in the middle of all of this.

The first part of your mission is to arrive at the gate in one piece. If you are on foot you must avoid all the above. You should assume that no one can see you and act accordingly. Remember your parents telling you to look twice before crossing the street? Adopt that practice and double it.

If you are in golf cart on a service road, you are sitting lower to the ground than most vehicles and are much harder to see. Follow company

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TEAMSTERS DISASTER RELIEF ONCE AGAIN ANSWERS THE CALL TO ACTION



Members Hit by Hurricane Michael Get Help

Last year's string of devastating hurricanes—Harvey, Irma then Maria—tested the strength and unity of Teamsters Disaster Relief like nothing in recent memory, but from these tragedies, they emerged stronger than ever.

Joint Council 13 Human Rights Coordinator Roy Gillespie led the disaster relief effort for the Teamsters following Hurricane Michael. Gillespie said that on one occasion, the disaster relief team was handing out cash cards to workers who had been affected by the disaster in Panama City, and they were so grateful for the help that they signed up

as members immediately.

“We’ve been working and people know that the labor movement is out here; people know that the labor movement cares,” Gillespie said. “We didn’t come out here to run a campaign to sign up new members, but we’re getting them because the workers out here are starting to see what we can do.”

David Renshaw is a Local 769 business agent who represents Teamsters in the airline industry. He also serves as the Southern Region Teamsters Disaster Relief Coordinator. Renshaw lives in South Florida, but he was in the panhandle for more than a week helping residents recover from the storm. After Hurricane Irma hit South Florida last year, Teamsters from around the country

assisted Local 769 with disaster relief, and Renshaw was happy to return the favor.

“I had paramedics from South Florida positioned in the panhandle before the storm hit,” he said. “What we have witnessed firsthand defies words. Cities like Mexico no longer exist. It’s not a matter of just restoring power and water...there’s nothing to restore and nothing to restore it to. The towns are gone. Just like a bomb had been dropped on them. Roads aren’t damaged, they no longer exist. Infrastructure is gone. Towns like Panama City, Blountstown and Port St. Joe also took a devastating hit as their sense of normalcy has been turned upside down, some with nothing but the clothes on their back and a few personal belongs they have. This is a long-term recovery.”

Kristal Ledger was a Teamster member who was affected by Hurricane Michael. After her husband lost his car and their home sustained damage, she was grateful for her union membership.

“The Teamsters have been a blessing,” Ledger said. “Missing work and going through all this, they have definitely been there to help out me and my husband in a time of despair. I appreciate the camaraderie.”



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Ramp Safety *continued from page 1*

and airport rules regarding safe golf cart use on the ramp and PLEASE keep your legs inside. You’re not on the golf course! Because of a golf cart’s size and agility, the temptation is to put these vehicles into dangerous situations such as darting around bag carts, belt loaders and any other moving vehicle in the gate area. Remember how you should assume that no one can see you? That applies here as well. In an accident with pretty much any of the aforementioned service vehicles, the golf cart comes up short. Finally, always turn off the ignition and don’t transport parts or tools on the seat. There is no feeling of dread quite like when you toss the part on the seat, it bounces, and you watch, in slow motion, as it lands on the accelerator. Your golf cart then becomes an autonomous vehicle without the advantage of all the technology that keeps them from running into

things. No matter what it hits, you will not be enjoying the rest of your shift.

If you are in a pick-up truck, lift truck, tug or any of the larger vehicles, you should be looking for the invisible people on the ramp. They dart out of seemingly nowhere as they are trying to get their assignments completed and be clear of the aircraft in the allotted time.

Second: fix your airplane and get back to the ready-room in one piece!

Although a somewhat lighthearted approach to the subject of ramp safety has been taken in this article, the ramp is a dangerous place and there are many variables that can’t be covered in a single newsletter story. Just remember to always keep your head on a swivel to protect yourself, your co-workers, the aircraft and the equipment.

TAMC Outreach

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Her co-worker Robbie Hodson agreed. “The Teamsters have always been there, they have always been very supportive of the communities,” Hodson said. “They are here for you from beginning to end because the union is the people that you work with. The body that is the union is us. It starts right here at home, and we get support all the way from the top down.”

Hurricane Florence



In addition to responding to the need for assistance in the panhandle, Teamsters also unified to help out in the Carolinas after Hurricane Florence. Roughly 300 Teamster members living on the coasts of the Carolinas saw their homes damaged by Hurricane Florence, and about 1,000 were out of work during the storm.

Local 391 Business Agent Keith McCorkle represents the Teamsters who were affected by Hurricane Florence, and he said that Teamsters and their employers sprang into action to help one another out in the aftermath of the disaster.

“We worked with Teamster companies to set up terminals all over the state for distribution,” McCorkle said. “We had a member whose husband owned a number of trailers, he was able to donate his trailers for the duration of the disaster relief mission. We had a member locate a warehouse that we were able to use temporarily. Members from all over the state were helping one another out by using their pick-up trucks to deliver supplies and move debris. It was a tremendous display of solidarity.”

California Wildfires

Last year, wildfires raged throughout Northern California, with a particularly hard-hitting

impact in Sonoma, Napa and Mendocino counties. Joint Council 7 rushed to disaster relief centers throughout the state to provide residents and fellow members with much needed supplies.

Unfortunately, things got worse. This year’s wildfire season was the most destructive on record in the history of California. More than 7,500 fires destroyed over 2,600 square miles of land—an area more than five times the size of Los Angeles. The entire town of Paradise, home to many Teamster members, was destroyed in the inferno.

Teamsters sprang into action to lend a hand to their members and fellow Californians who were enduring the inferno alongside them—rushing to provide disaster relief to the affected residents and membership just as they had the year before.

Joint Council 7 mobilized to bring drinking water to the firefighters at both the Carr Fire and the Mendocino Complex Fire, both in Northern California. Local 896 President and Business Agent Brian Indelicato and a team of Local 896 members arranged for the donation and its delivery. Local 893 member Ron Valdez and a team of his fellow members delivered the load to the firefighters.

“The volunteers were excited to see the Anheuser-Busch pallets, and were only momentarily disappointed to see that it was water instead of beer,” Local 853 Organizer Steve Bender said.

Thousands of Teamsters live in areas affected by the California wildfires, and there are hundreds who have lost their homes and been displaced. There are still Teamster members in North Carolina and the Florida Panhandle who are struggling to rebuild from this year’s hurricane season, and for many Teamsters throughout the country, the recovery process still won’t be complete for a few months.

Our members are in great need of donations to assist them through this difficult time. Any financial assistance that can be provided will go a long way toward getting our membership back to some level of normalcy following the trauma that they have endured. Donations can be made online to the Teamsters Disasters Relief Fund at <http://tdr.teamster.org/>.

TAMC Outreach

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Fisher has visited the Embry-Riddle Aeronautical University Campus in Daytona Beach, as well as the campus of the Pittsburgh Institute of Aeronautics (PIA) School for Aviation Maintenance in Hagerstown, Md. At Embry-Riddle, Fisher addressed a class of future airline management students and talked about the role of unions in the airline industry. At PIA, Fisher encouraged students to complete the course, take the test and enter the industry. Moore and Fisher also attended the ProJet Aviation Career Expo in Leesburg, Va., where they spoke with students about what it’s really like to work as an airline mechanic. The expo was attended by over 600 high school students who are interested in an aviation careers. Moore spoke at Vaughn College of Engineering and Aeronautics. There, he told students about how the pilot and mechanic shortage affects safety as well as the ways unions are working with airlines to overcome safety issues and attract talented young people to the industry.

Experts have been predicting a shortfall of mechanics and pilots due to retirements and industry expansion. The shortage has already had an effect in the regional airline and MRO sectors, resulting in cancelled flights and longer turnaround times for scheduled maintenance.

The increased competition for this skill set has resulted in jobs for A&P mechanics starting at nearly \$60,000 per year at the major airlines and \$110,000 at top out. Most of these jobs come with great benefits and retirement packages.

The Airline Division and the TAMC have committed to do even more next year to promote the industry. We challenge you to help us bring more young people into the profession by talking to friends and family about the great opportunities that exist.

NEGOTIATIONS ROUNDUP

Allegiant Air

Air The IBT International Negotiating Team – Chairman Clacy Griswold, Co-Chair Bob Fisher, International Representatives Paul Alves and Chris Moore, Business Agents Mike Moats of Local 964, Tom Esposito of Local 769, Gregg Vandagriff of Local 104, Dave Elmore of Local 986 and IBT Economist Kyle Schoembs – along with rank-and-file committee members Collin Coffman (IWA), Brad Yokie (SFB) and Tex Geuy (LAS) met at Local 769 in Florida on November 29 to continue the detailed work of putting together the articles that we will pass to the company when we begin direct bargaining. The meetings were extremely productive and the committee completed the remaining

articles: Article 5 (Hours of Service), Article 8 (Filling of Vacancies), Article 9 (Reduction of Force and Recall), Article 11 (Sick Leave), Article 14 (Vacation) and Article 15 (Holidays). Now that we have completed those articles, we will reach out to the company to schedule dates to begin direct negotiations in the near future. We are excited to be moving forward and we appreciate your continued support as we negotiate your first contract.

ExpressJet

We are encouraged by the acquisition of ExpressJet Airlines by a group headlined by United Airlines as a large minority stakeholder. This announcement, along with the news

that ExpressJet will receive 25 new United ERJ-175 aircraft beginning in 2019 suggests a positive future for the regional carrier.

The IBT Airline Division has a history of dealing with United Airlines, as it represents thousands of workers at the carrier. We know each other and we know how to achieve contracts that are both productive to the company and fair to the employees.

Hopefully we will be able to come to terms quickly on the open technicians' agreement that help to reduce the exit of experienced technicians seeking better wages, who are necessary to maintaining the high-quality product that ExpressJet is known for.

We will advise you as to the next negotiating dates as soon as they are set.

TAMC ONLINE

Check out previous issues of the *Teamster Aviation Professional* at www.teamsterair.org/tamc/newsletter.

You can also find us at aviationmechanics.org and <https://www.facebook.com/theaviationmechanicscoalition>.

To receive the newsletter via email, sign up at <http://ibt.io/tamc-nl>.

