



# 142 OBSERVER

Fall 2021

Official Publication of IAMAW District Lodge 142



**IAM leaders  
address airline  
violence**



**New carrier aha!  
offers new  
opportunities**



**Machinists critical  
to Afghanistan  
evacuation**



## 142 FIGHTING FOR YOU

**Contract improvements at Southwest  
Negotiations with Hawaiian under way  
Bridge agreement for mechanic and related workers**

More details in President's Report on page 3

**IAM Coronavirus  
Resource Center**



## COVID-19: Stay informed!

This issue of the **142 Observer** includes information that was current as we went to press. For up-to-the-minute information on the COVID-19 pandemic, visit [www.cdc.gov](http://www.cdc.gov). For current information on the IAM's response, visit [IAMDL142.org](http://IAMDL142.org).

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# Secretary-Treasurer's Report

By Ian Scott-Anderman

## Labor is having its 'moment' this fall

Since the start of the pandemic, workers have been in the national spotlight much more than they had been since the turn of the century.

Some jobs have changed shape, morphing from in-person to remote. The phrase "essential worker" entered popular culture, recognizing those who keep our society running before, during and after crises at all levels of intensity.

And workers everywhere — both long-term and those just entering the workforce — are giving voice to concerns over the quality of their jobs. They are becoming more frustrated by low wages and poor working conditions as the richest people in the world have seen their wealth grow by trillions.

This dissatisfaction is culminating in workers standing up for their rights and calling attention to their worth.

Tens of thousands of workers across

the country — from employees at John Deere and Kellogg's to nurses and distillery workers — are on strike or close to it. More than double the number of workplaces are experiencing work stoppages as compared to the same period last year.

"U.S. Labor Unions are Having a Moment" reads a recent *Time* magazine headline.

President Joe Biden described the John Deere strike as justified and "righteous." A recent Gallup poll found more than two-thirds of Americans have a positive view of unions, with even higher support among young people.

"Through the pandemic, the nation was reminded of the essentialness of labor," Faiz Shakir wrote in *The New Republic*. "Not the labor of Wall Street; rather, the labor that drives our hospitals, our groceries, our mail, our livelihoods."

Workers are standing up for their rights and calling attention to their worth.

### Hard to ignore

This surge of worker empowerment is being reported by the media, changing the dialogue surrounding a "labor shortage" into a more nuanced conversation about how companies should be treating their employees, from wages to worker safety and more.

"Essential workers are tired of being thanked one day and then treated as expendable the next day," Liz Shuler, president of the AFL-CIO, said recently. "The headline isn't that there's a shortage of people willing to return to work. Instead, it's a scarcity story. We

have a shortage of safe, good-paying, sustainable jobs."

"As it turns out, when enough voices join together, it's kind of hard to ignore them," Hayes Brown, an MSNBC columnist, wrote.

Fighting for workers is something our union has been doing every day for decades, but at this moment in history the struggle for fair treatment is capturing the nation's attention.

Our members continue to be active and unified. Together, we can capture the energy of this moment and channel it into building a better economy for all.



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**100% Union**



## EAP Report

By Paul Shultz, EAP Chair

## Drugs, alcohol and your job

Even though drug and alcohol testing in the transportation industry has been in effect for approximately 30 years, we still get a lot of questions about it.

Following are some general guidelines.

The Department of Transportation (DOT) requires the testing of all employees who do "Safety Sensitive" work. Most of us would fall under the FAA guidelines.

The DOT tests for marijuana (THC), cocaine, amphetamines, opioids, and phencyclidine (PCP) before employment, randomly, in response to probable cause, and post-accident. Your company may test for additional drugs as a non-DOT test, usually due

to probable cause and post-accident. Most of our members' issues arise from random and post-accident testing.

I strongly encourage you to read your company's policy on drugs and alcohol. The Employee Handbook found on the DOT website also is a useful resource.

We get a lot of questions about the use of prescription drugs.

Different companies have different policies concerning the use of prescription and over-the-counter (OTC) drugs.

Company policies concerning post-accident testing also vary widely. Know your employer's policy. If you are prescribed an opioid, usually for pain, let your doctor know that you are subject to drug and alcohol testing at work. Keep a copy of the prescription and keep the drug in its original packaging. Know how it will affect you before working while taking the drug.

The best practice is not to consume alcohol while taking any medication. Only take prescription medicine prescribed to you and use it only as prescribed (quantity and time intervals). Do not use prescriptions after their expiration dates.

This is a good time to talk about CBD and hemp products sold over the counter and online.

Most of our members' issues arise from random and post-accident testing.

You can obtain the DOT CBD Notice at [https://www.transportation.gov/sites/dot.gov/files/202002/ODAPC\\_CBD\\_Notice.pdf](https://www.transportation.gov/sites/dot.gov/files/202002/ODAPC_CBD_Notice.pdf).

My personal recommendation is not to use CBD or hemp products, as they are not regulated by the FDA and some have been found to contain enough THC to result in a positive drug test.

Many states have legalized medical and/or recreational marijuana. However, state laws are not recognized by the DOT. The bottom line is if you work in transportation, there is no legal use of marijuana for you.

We continue to have members around the system test positive for alcohol. Often our members are not aware of how long it takes for blood

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# President's Report

By Dave Supplee

## District 142 is active at several fronts

This has been a busy time within District 142.

Over the past two months, all of our General Chairs have been visiting the more than 100 stations and all seven reservation centers at Southwest Airlines to answer questions about the recently negotiated tentative agreement for the CSA, CS&S and SOS work groups.

This agreement addressed many of the issues that were raised by our members during contract proposals.

The number one issue raised involved quality-of-life concerns, and in response our negotiations committee made significant changes in "Article 7 – Overtime."

Job protection was enhanced for all work groups. Also, improved vacation language was added, the training per-diem and uniform allowance were increased, and remote-agent language was added.

As I write this, voting is drawing to an end, and we will be bringing active Southwest members from across the system to the District to count the ballots. The count will be held the week of Nov. 1. As soon as the tabulation is complete, a bulletin will be posted on the District website.

### Hawaiian & PSA

In addition to the tentative agreement at Southwest, we have been working on concluding negotiations with Hawaiian Airlines. We have held two meetings with the company, one in July and another in August. While significant progress was made on many of the outstanding issues, no agreements have been reached on the major issues of job security and contracting-out of covered work. At this time, no further sessions have been scheduled.

At PSA, we just opened negotiations with our



Mechanic and Related group. We have dates for November and December on the calendar. No proposals had been exchanged in our opening session; we anticipate that will occur in the November session. We encourage our members to sign up for email updates on our District website to stay informed on the progress of those talks.

### Customs & Border Patrol

In Homestead, Fla. we represent the Mechanic and Related workers who support the Customs and Border Patrol program and maintain their fleet of aircraft. They work under the Service Contract Agreement, which has a portability feature in their contracts. This means that if the company they work for loses the government contract and a new company takes over the contract, the workers stay employed and the contract remains in place until it is bridged to the new employer.

These members have been employed by PAE and recently a new company, DynCorp-Amentum, was awarded the government contract. We were able to meet with the new company and negotiate

a successful bridge agreement for these workers and that agreement was overwhelmingly ratified by the members.

### Agreements & Mandates

Pertaining to our ground-handling agreements, we have ratified agreements for several of our fueling groups and we are working on bringing talks with Allied Aviation closer to conclusion.

Across all of our companies, we are working on implementation of the vaccine mandate. This has been a fluid issue as cases are going to court.

While we strongly encourage our members to be vaccinated, we also understand many members have personal, medical or religious reasons for not doing so. We do not agree with the companies' position to terminate those who are unable to get vaccinated. As these cases go through the courts, those decisions will be precedent-setting for the industry.

If you are not able to be vaccinated, we encourage you to apply for exemptions. We will be following these cases with legal counsel and will take appropriate action as directed by counsel.



## More: EAP Report

Continued from page 2

alcohol content (BAC) levels to go to zero after drinking. The DOT cut-off levels are anything above .04 BAC is a violation. A .02-.04 BAC level is not a DOT-positive, but the employee must be removed from service for at least eight hours. Most companies treat any result above .02 BAC as a violation.

For most healthy adults, it takes approximately one hour per drink for alcohol to leave the body. A drink is defined as 12 oz. of 5% beer, 1.25 oz. of 80-proof liquor, or 5 oz. of light wine. There may be biological factors that change an individual's elimination rate, increasing the time from last drink to 0 BAC.

About 5-10% of alcohol in the system leaves through the breath and perspiration. This often gets our members in trouble; the alcohol comes out as the member is sweating while at work and co-workers smell the alcohol and think the member is drinking while at work.

Drinking while on duty may result in termination and a permanent bar of performing Safety Sensitive duties by the FAA.

It is worth repeating: Know your company's drug and alcohol policy as if your job depends on it. Because it does!

Please do not hesitate to call me at (704) 907-3563 or email pm.shultz@att.net with any questions concerns or comments.

# With aha!, ExpressJet rises from the ashes

It was reported in the *Observer* last year that United Airlines intended to end its contract with ExpressJet and transfer the carrier's operations to CommutAir, a fellow United Express affiliate.

CommutAir then became the sole operator of United Express' Embraer ERJ-145 fleet, and that was the end of ExpressJet.

Or so we thought, until... aha!

aha! Is a new leisure carrier operated by a reemergent ExpressJet Airlines. Its goal to provide travelers in smaller communities — many of whom have seen air service reduced over the past decade through airline mergers — with short nonstop flights to “high quality” destinations like the Reno-Lake Tahoe region.

aha! has launched eight nonstop flights from Reno-Tahoe International Airport to cities across the western United States and plans to expand to more than 20 cities in coming months.

In addition, aha! will soon partner with resorts, casinos and attractions to bundle value-priced vacation packages.

“With so many under-served communities and the allure of Reno-Tahoe, the aha! brand model practically leaped at us,” ExpressJet CEO Subodh Karnik observed.

“As ExpressJet began developing post-COVID flying opportunities that fit our history of serving



smaller communities with regional aircraft, we realized that the old adage of ‘getting there is half the fun’ has become ‘just getting there burns up half the vacation,’” Karnik added. “We aim to fix this.”

ExpressJet has operated reliable air service to hundreds of smaller cities in the United States for 35 years, flying mostly Embraer, Bombardier and ATR aircraft into airports in the U.S., Canada, Mexico and

the Caribbean.

ExpressJet is majority-owned by KAir Enterprises, with United Airlines holding a minority interest.

“ExpressJet has been through a lot over the years,” said IAM District 142 General Chair Sara Gonzales, who worked for ExpressJet for 15 years.

“It’s good to feel a new wind beneath its wings.”

# IAM leaders address airline violence

The Federal Aviation Administration is tapping the IAM and other labor unions for guidance on new measures to help combat the recent rise in passenger violence, an issue with growing public attention due in-part to a string of viral videos documenting the incidents.

The FAA recently held a roundtable discussion with the IAM and several other unions representing airline workers. The IAM, the largest airline union in North America, has been a staunch advocate for increased safety measures for the work force. The union successfully added language in the FAA's reauthorization bill to address assaults on customer service agents. This language now awaits full implementation by the FAA.

The union also has been part of other recent federal agency roundtable discussions relating to airline worker safety and praised U.S. House Transportation and Infrastructure Chair Peter DeFazio (D-Ore.) for urging the FAA to take swift actions, including civil enforcement and steep fines, to halt the growing number of assaults on airline employees.

DeFazio's correspondence to the FAA referenced the agency's own data showing steep increases in air rage incidents subject to enforcement this year. There were 628 such incidents in 2021 as of Aug. 6, nearly twice the previous peak of 310 in 2004.

The FAA's recent roundtable included IAM Transportation Coordinator Edison Fraser, who urged the agency to also focus on ground crews like customer service agents, often overlooked in comparison to flight crew members like pilots and flight attendants.

“These are workers like ticket agents who are the first contact for people who enter the airport,” Fraser said. “There's been a lot of focus on the flight crew, but the safety of the ground crew is equally important. These are hard-working men and women who deserve the same protections.”

## Enforcement and education

Enforcing mask mandates has spurred some of the violent incidents. The task of ensuring passengers comply with the mandate should not solely fall on the shoulders of customer service agents, but also



should be enforced by TSA agents, “which would be no different than when they enforce unattended bags,” Fraser said.

Fraser also urged the federal agency to remedy loopholes in jurisdictions between federal and local law enforcement, an issue that comes into play when pursuing and prosecuting individuals after they leave the airport grounds following a violent incident.

In addition, Fraser urged the FAA to do more to inform the public that assaulting airline workers is a federal crime.

The FAA roundtable marked just the latest outreach effort by the IAM's Transportation Division in recent months.

In July, Chief of Staff to the International President Richard Johnsen took part in an Aviation Labor Recovery Roundtable call with FAA Administrator Steve Dickson and U.S. Transportation Department Deputy Secretary Polly Trottenberg.

Johnsen urged participants on the call to share the union's urgency to address low staffing in order to increase safety and protection of workers.

## Workers demand safety

Johnsen and Fraser have been fielding questions and concerns about safety from members in recent months during site visits across the U.S.

The visits, part of a new IAM Transportation Department program, has been a key to gaining the first-hand concerns of members from coast to coast.

“These are hard-working men and women who have been on the frontlines since the COVID-19 pandemic started,” Johnsen said. “They work tirelessly to help ensure passengers get to their destination safely.”

“These workers deserve the upmost safety while doing their job,” he continued. “Our top priority is to keep fighting to make sure every member is safe on the job.”

“Our members deserve the right to work in an environment where they can focus on great customer service, not fear of being attacked by passengers,” IAM International President Robert Martinez Jr. added. “We are proud to be shaping policies that will ultimately help ensure our hard-working members are protected on the job.”

## Kaleb Rosa, new GC at Alaska Airlines, loves meeting people, solving problems

**T**oo many people without a union are terminated for unjust reasons, or no reason at all," said Kaleb Rosa, the new General Chair for District Lodge 142.

"What's more, at airlines without a union, shifts are handed down and even if someone's got 20 years with the airline, they get the last thing available. It's not fair."

"The union is a great equalizer," said Rosa, who is assigned to serve 30 stations at Alaska Airlines. "A union ensures we're all treated the same. It makes companies and managers follow a rulebook for the working person."

Rosa previously served as DL 142's Director of Organizing and, before that, as Human Rights Director. He was hired as a CSA with Alaska Airlines in 2002 and shortly after that he became Lead CSA and a Shop Steward in 2004.

"The pandemic put a big halt on things in regard to organizing," he said. "Everything just stopped."

"We must rebuild all our connections of people who want to organize and those we've been helping organize," he continued. "The wheels are starting to roll again as we get back to normalcy."

Based in Seattle, Rosa has served at Local Lodge 2202 in many capacities, including President, Trustee and as a member of the Executive Board.

"The airline was growing rapidly," he said.

"Folks in the union noticed my abilities and my enthusiasm and I was asked to come aboard."

"I like that the union is geared to help people," he added. "As a lead, I saw firsthand how the company and managers try to take advantage of those unable to speak for themselves."

### Making us stronger

He attended meetings and classes at the IAM's William W. Winpisinger Center and realized that many others share his mindset. "It was easy to get involved and fit right in," he said.

"The community service I've been involved in has meant so much to me. I never would have experienced it without being involved in the union," he added.

"From building houses in San Antonio with Habitat for Humanity to collecting donations for people suffering in Puerto Rico, there are so many different causes we get to be involved in within the union. It's amazing. Community service really cool!"

"The union is the best route available for working people," he said. "Collective bargaining with a group makes us stronger."

Rosa married his wife, Aubrey, in 2004. "We met on the job," he said. "Now she's a registered nurse, but still union!"

Before COVID hit, the couple did lots of international



traveling. "We would visit a new country every year, but then COVID put everything on hold," he said.

He's unsure if he'll get to travel again as much as he did. "Only time will tell," he said.

In the meantime, he's happy about traveling to the 30 stations he serves on behalf of District Lodge 142.

"Through my job I now know people all over the United States and the world becomes a lot smaller quickly," he said, "and that's cool."



## Organizer Dee Colbert is '100% excited' in new role

fairness," she added.

The 23-year union veteran already has experience working on the IAM's Delta and Jet Blue organizing campaigns. Now she is prepared to do more to make District Lodge 142 bigger and more powerful in negotiating strong contracts for its members.

She's also prepared to learn.

"I'm learning different aspects from different walks of life," she said.

"The IAM is not just aerospace workers. We are railroad workers as well as warehouse workers and factory workers. We all have common goals in the union, and we can lean on each other and get it done."

Organizing new members and bargaining units is the union's biggest challenge, Colbert said. "I help them understand they can have a voice at work, but only if they come together."

The union is also concerned about retaining members, she added. "With automation in today's economy, we're presented with greater challenges in keeping people employed. Outsourcing work to pay people a lower wage is another challenge."

"We need legislation to protect jobs," she said. "Companies are only worried about the bottom line. They are letting people go when we should be strengthening our workers and strengthening the economy."

Colbert said Customer Service Agents and

Flight Attendants are also fed up with abuse by airline passengers and have sought help from their union.

"The companies and law enforcement need to stand up for us when passengers are unruly and abusive," she said. "People need to understand that poor behavior won't be tolerated. We demand respect. We are here to serve but not to be used."

### At home and on the road

Dee has been married to George for 22 years. They have two adult boys and six grandchildren ages 1-12. Her oldest son retired from the military and his house is minutes from her house in McDonough.

George is a retired state trooper and now he's a court security officer for the federal government. "He couldn't stay still," Dee says. "He has to work."

Dee loves cooking and crafting at home, but on vacations they like to hit the road on their Harleys. Their favorite destinations are Panama City and Jacksonville, Fla.

She never stops being grateful to her union for making it all possible.

"I am 100% excited to be part of this union family," she said. "With the District Lodge, I'm part of something bigger. You have to work real hard to be part of this organization, but it's worthwhile."

**D**ee Colbert, District Lodge 142's new Organizer, has been a proud advocate of unions for decades.

The Baltimore native lives in McDonough, Georgia and works out of the Hartsfield-Jackson Atlanta International Airport (ATL) as a Customer Service Agent for Southwest Airlines.

"Having a union is crucial," Colbert said. "It means you have guarantees that you'll be treated fairly on several levels. Without a union to protect you, there is no fair treatment."

"As a female and an African American, I understand how much we need a union for



# Flight Safety Report

By John Hall, Flight Safety Director

## Thinking of Bill Theodore and FAA rules

**T**his past month we lost longtime Flight Safety Committee member William “Bill” Theodore from Tampa.

Bill started with USAir as a mechanic in 1984 and worked in BUF until the station closed. He went to Tampa in 2000 and jumped into the union role.

He was a member of the District Flight Safety Committee as well as a local grievance chair, and he was active on the Legislative Committee. He was Local 2319’s vice president and was vice president of the Florida State Council of Machinists.

Bill was an outgoing individual and was at almost every convention held. He will be missed by all who knew him.

### FAA changing attitude again

The FAA is no longer accepting Human Factors as a root cause for errors in companies’ self-disclosures. ASAP programs are a self-disclosure from the individual Technician, Stores Clerk or Flight Attendant.

This new FAA policy, I believe, will encourage QA or compliance auditors (company representatives) to look elsewhere for perceived errors and to shift blame to the individual reporters. Between the company, FAA and the individual, you are the low-hanging fruit.

### Increased FAA scrutiny

The FAA recently filed an emergency revocation against a mechanic for “failing to torque a line on an oxygen bottle.” That’s right, an oxygen bottle.

How did the FAA detect this error? Did they observe the mechanic not using a torque wrench? No. The FAA Inspector simply went to stores and asked to see the printout of tooling checked out by the mechanics for that shift.

This is not the first time that the FAA has caught mechanics not in compliance using this list. We’ve had a mechanic who was found using his own personal uncalibrated tire pressure gauge. There was a mechanic who was found to be using another mechanic’s personal megohmmeter for resistance checks and another who serviced a main landing gear with nitrogen without checking out the landing gear strut servicing tool.

Every time you are given a job assignment you MUST first print out the required documentation. When you have a copy of the maintenance manual, job card or engineering authorization in-hand, go to stores. You MUST check out every single tool and test equipment that is called out for on the paperwork. You MUST also get all parts, including

expendables, that are specified.

I cannot stress this enough. If you do not have everything called out in the documentation, DO NOT do the job. You should notify your Lead, Crew Chief or Foreman immediately that you will not be able to accomplish the task.

If management pressures you to do the job anyway and your Lead or Crew Chief fails to intervene, notify your Shop Steward. If ordered to do the job, do it, but immediately after completion file an ASAP. It is your AMT license that is at risk.

### Update your licenses

There have been a lot of personnel movements over the last few years. Stations have expanded and people have retired.

If you have moved, DO NOT forget to update your FAA licenses during the shuffle. It’s easy to do online. Go to [https://www.faa.gov/mechanics/records/change\\_license](https://www.faa.gov/mechanics/records/change_license) and choose whether to change your certificate online or by mail. This is a simple task that will take three to four minutes of your time and save you hours of distress if the FAA discovers the lapse in keeping your certificate current.



# Don't forget your vaccinations!

Preventable infections can worsen effects of COVID-19

**T**he Centers for Disease Control and Prevention (CDC) has found a troubling drop in routine childhood and adult vaccinations. At least some of the blame is assigned to disruptions caused by COVID-19.

While it is important for people to follow public health warnings about going out, an unfortunate result is that many of them are missing their routine vaccinations.

Routine vaccination is an essential preventive care service for children, adolescents and adults, including pregnant women. Vaccines should not be delayed because of COVID-19.

Now is an especially important time for you to work with your family’s medical providers to be sure your entire family is current on all the vaccines needed to stay healthy.

### Why are vaccinations important?

Some health conditions — such as diabetes and heart, lung and liver disease — can make it harder for people to fight off vaccine-preventable diseases like the flu. They also make it more likely you will have serious complications or die if you contract a disease like COVID-19. People managing ongoing

health issues need to pay close attention to their immunizations.

As we approach the peak flu season in the fall and winter, it is particularly important to get a current against vaccination against influenza viruses. It is also important, when warranted, to inoculate against the bacteria that cause pneumococcal disease. Both infections attack the lungs, which also are the prime target of the COVID-19 virus. Any combination of these diseases can be deadly to susceptible individuals.

### What vaccinations do my family and I need?

Every year, thousands of adults with chronic conditions get sick and even die from diseases that could be prevented by vaccines.

At right are some of the vaccines needed by children or adults, especially if they have chronic conditions.

Always check with your doctor for your specific needs, since additional vaccination needs vary and are determined by your individual factors such as age, job, lifestyle, travel habits and past vaccinations.

### Influenza vaccine

To protect against seasonal flu every year

### Pneumococcal vaccine

To protect against serious pneumonia and related diseases

### TDAP vaccine

To protect against tetanus, diphtheria and whooping cough

### HEP B vaccine

To protect against hepatitis B

### Shingles vaccine

To protect against shingles

### HPV vaccine series

To protect against human papillomavirus if you are a man or woman up to age 26

### Td vaccine

To protect against tetanus

# Ground Safety Report

By Brian Szolodko, Ground Safety Director



## Tips for staying safe at work and home

Sisters and Brothers, I'd like to start off with the vaccine mandates.

I know this is causing a lot of uncertainty and anxiety right now. As this is a quarterly publication, any information in this article could be obsolete by the time it arrives in your mailbox.

Any current information will be communicated by the District and the Grand Lodge. As there are many companies that employ our membership within our District with various policy language differences, this truly is the best way to get timely and relevant information affecting your job.

CDC.gov is still the most comprehensive source for information about COVID-19 vaccinations and recommendations. Remember also to consult your doctor and discuss your individual medical concerns.

We have come a long way during this pandemic and there is still some way to go. With all the focus on COVID-19, I don't want us to lose focus on all the other risks we face out there.

Amid all the news and the losses many of us have experienced, I know a lot of you are feeling some anxiety about what the future holds, not to mention the approaching holidays. All of this taken together can be the perfect storm for an accident.

It's important to take stock and look at what we are working for and focus on our safety. Take a moment before driving to think about safety, take a moment before accomplishing a complicated task, and take a moment before engaging with others. It could save a life, possibly your own.

During the holidays, please think about safety at home as well as at work to try to make this a truly happy season.

This October, I attended the National Safety Council Expo in my hometown of Orlando, Fla. Many safety equipment manufacturers were there and I was able to see some the emerging technology that is entering the safety world, from better gas sampling technology to new capabilities to get emergency help to incapacitated people, from new gloves to new eye and ear protection gear, and from new protective disposable coveralls to fall protection.

I discussed the needs of our members with many of these manufacturers to better cater to our needs. The quality of the PPE we use is important because of what it protects: our sight, our hearing, our lives. The better quality of PPE, the more likely someone is to use it.



In closing, please keep these safety tips in mind this holiday season:

### Electrical safety

Between 2011 and 2015, an average of 200 home fires started with Christmas trees each year, the National Fire Protection Association reports. Those fires resulted in six deaths, 16 injuries and \$14.8 million in property damage.

- Avoid electrical fires by purchasing lights from reputable retailers and only those approved by nationally recognized testing labs like US, Intertek or CSA.
- Inspect both indoor and outdoor lights for broken sockets, frayed wired and loose connections.
- Don't overload outlets with too many electrical devices — this could cause a fire.

### Holiday decorating tips

People falling is a serious concern this time of year. Annually, hospital emergency rooms treat about 5,800 people who are injured from falls involving holiday decorations. And about 4,000 people are treated for injuries that are associated with extension cords. These injuries include contusions, lacerations, fractures or sprains as a result of tripping over the cords.

Here are some tips to make your holiday decorating safer:

- Never use furniture as a ladder.
- Follow the 1-to-4 rule for extension ladders: for every four feet the ladder rises, move the base out one foot from the structure.
- Always keep three point of contact on the ladder: two hands and one foot, or two feet and one hand.

### A little fire safety can go a long way

Even with all those Christmas tree fires, cooking equipment is the leading cause of home fires and injuries. Most fires occur on Thanksgiving, followed by the day before Thanksgiving and then Christmas Day.

- Here are some holiday fire safety tips:
- Be careful with those Chanukah, Kwanzaa or other holiday candles, and if possible consider using battery-operated ones.
  - Mantels are beautiful when covered with decorations such as stockings and greenery. But these items are flammable. If you use your fireplace frequently, consider hanging these decorations somewhere else.
  - Be sure to check the Christmas tree. Make sure it's got plenty of water and it isn't near heat sources.
  - When cooking, pay close attention to what you're doing and your surroundings.
  - Keep a fire extinguisher close by.
  - Be sure you have smoke detectors at least 10 feet from your stove and test them monthly.

### Vaccines work then and now

15 diseases we've controlled thanks to vaccines

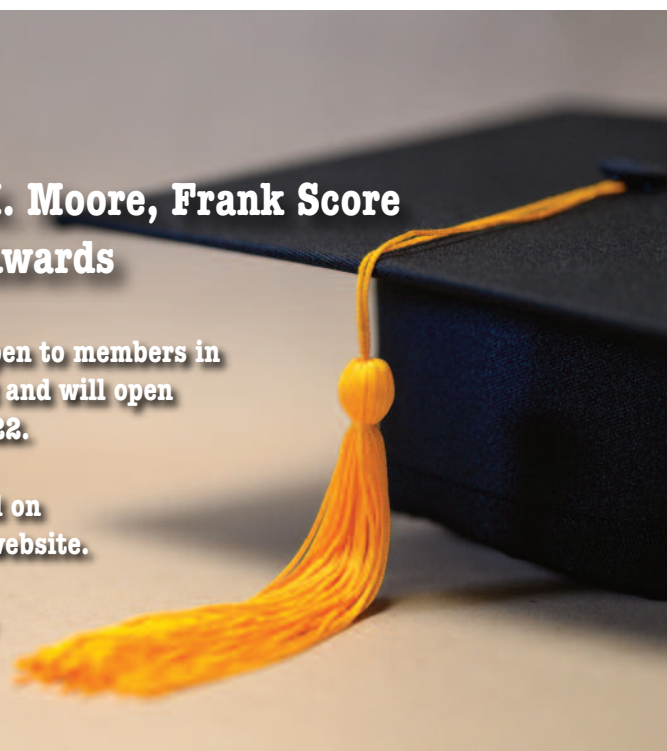
- |                         |                    |
|-------------------------|--------------------|
| 1. Tetanus              | 10. Rotavirus      |
| 2. The Flu (influenza)  | 11. Mumps          |
| 3. Hepatitis B          | 12. Chickenpox     |
| 4. Hepatitis A          | 13. Diphtheria     |
| 5. Rubella              | 14. Rabies         |
| 6. HIB (Meningitis)     | 15. HPV            |
| 7. Measles              |                    |
| 8. Whooping Cough       | <b>Let's add</b>   |
| 9. Pneumococcal Disease | <b>COVID-19 to</b> |
|                         | <b>that list!</b>  |

### Apply for the District Lodge 142 Louis L. Gray, Robert M. Moore, Frank Score Memorial Scholarship Awards

The Annual Essay Competition is open to members in good standing of District Lodge 142 and will open Feb. 1, 2022 and end March 31, 2022.

Rules and application will be posted on bulletin boards and on the DL 142 website.

Don't miss this opportunity to take advantage of a valuable benefit of your union membership!



# Flight Attendants Report

By Lisa Ferm, Grievance Rep, Recording Secretary LL2339N

## Confronting safety issues

**A**s Flight Attendants, we are still contending with our daily flight duties while also consistently dealing with unruly passengers. All of which is related to safety. After all, safety is our number-one priority.

The FAA has been handling an inordinate number of events related to passenger behavior on board. It is refreshing to see the stance it has taken and to have the FAA on board with us along with the IAM.

But we cannot leave behind our daily struggles as Flight Attendants. At CommutAir, our ASAP reports have increased exponentially with our growth. This is a good thing. The company is taking the ASAP/Fatigue and Incident Reporting and working with the FA Union to reduce and correct the issues.

The jet bridge and how it is positioned, including the premature pulling of it, has always resulted in a high number of reports, both ASAP and Incident.

Just recently, we had an incident in which the jet bridge was not aligned correctly for the passengers to deplane. CommutAir Flight Attendant Justin Chuckerel alerted the PIC after the main cabin door was opened to advise the ground personal there was a 6-to-8-inch gap between the plane and the jetway, which could result in a passengers' footing to slip through the gap.

Flight Attendant Chuckerel asked to have the jet bridge realigned and was met with a negative response. The ground personal looked at it and advised it was good to go.

As the passengers were deplaning, a child approximately 3 years of age exited quickly ahead of his parents and his foot slipped into the gap. Luckily, Justin was able to react in a quick manner and reach for the child, preventing further injury (see picture).

These incidents require quick action by the Flight Attendants and directly correlate as to why the FAA needs to sign the FAA Reauthorization Bill sooner than later.

This bill is important because it entitles Flight Attendants to a minimum of 10 hours rest on overnights. Currently, our rest is reducible to eight hours. This is not nearly enough rest, whether it is eight or 10 hours from block out to report — not sleep or what we often refer to as “behind closed doors.” So, a rest period reduced to eight hours is really only five or six hours of sleep.

All of this combined with no time-out requirement leads to poor decision making, slower reaction times and poor customer service.



Pictured: The jet bridge not properly aligned with the aircraft.

## IAM supports FAA's 10-hour rest rule for Flight Attendants

**T**he IAM, North America's largest airline union, stands in full support of the swift implementation of the 10-hour rest rule for Flight Attendants.

The rule to give Flight Attendants an extra hour of rest was mandated in the 2018 FAA Reauthorization Act, and was required to go into effect that year, but had been delayed by the previous administration.

On Oct. 21, after years of advocacy from the IAM and other airline unions, the FAA moved forward with a rule that would increase minimum Flight Attendant rest time from nine hours to 10.

“Our union is dedicated to ensuring the safety and well-being of all workers and this rule change will undoubtedly help provide much-needed relief for Flight Attendants,” said Richard Johnsen, chief of staff to the International President.

“Flight Attendants are on aviation's frontlines and must be given the proper rest in order to perform their jobs safely. It is of the utmost importance that the 10-hour rule is implemented as soon as possible.”

## How the Machinists Union was critical to Afghanistan evacuation

**T**he recent efforts to evacuate thousands of U.S. citizens and allies in Afghanistan were made possible by IAM members throughout the union.

Commercial and military aircraft used in the evacuation effort are built and maintained by IAM members. In addition, IAM members work side-by-side with the military on bases across the country that are housing Afghan refugees upon their arrival to the United States.

“Our union is proud to be a part of this important mission to safely return U.S. citizens back home and to keep our promises to Afghan allies,” said IAM International President Robert Martinez Jr., a U.S. Navy veteran.

Noting that the IAM is proud to be the largest aerospace, airline and defense labor union in North America, Martinez added:

“As a union with such a large percentage of military veterans, we are honored to once again play a vital role in supporting our men and women in uniform. I send my sincere thanks to every IAM member and our brave service members who make this effort possible.”

The IAM Veteran Services Department has compiled resources available to military veterans experiencing a wide range of emotions during and after the withdrawal from Afghanistan.

