

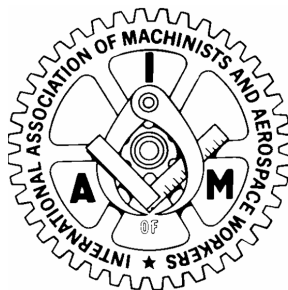


### ATTEND YOUR LL905 UNION MEETING

Monday, February 10th, 4:15 PM  
At the Ajax Legion Hall \* 111 Hunt St. Ajax, ON

#### LOCAL 905 EXECUTIVE

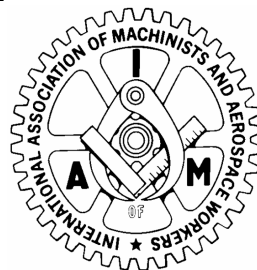
President	Dave Thompson
Vise President	Shane Kingston
Recording Secretary	Gerry Kyle
Secretary-Treasurer	Aaron Moreau
Conductor-Sentinel	Alan Brown
Trustees	Dean O'Reilly Francis Willemsen Leigh Philip
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Chief Stewards	Shane Kingston Alphonso Pineda Kimberly McArthur John Violette
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IAM Union News

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## IAM THE UNION NEWS

JAN - 2025

**JUSTICE ON THE JOB,  
SECURITY FOR THE FAMILY**

**Jesse Howard giving Gary Nemisz a well earned  
union retirement cheque. Gary has been a  
Local 905 member since January 1996.  
Congratulations Gary!**



## UNIFOR MEMBERS RATIFY AGREEMENT WITH CN

**Dec. 22, 2024 (CNW)**

Members of Unifor Council 4000 and Local 100 have ratified a new collective agreement with CN, concluding a challenging round of bargaining.

"This agreement secures important gains that reflect the critical contributions of Unifor members to CN's operations," said Unifor National President Lana Payne. "We are proud to deliver improvements that address pension security, work ownership and working conditions, which were top priorities for members."

The ratified agreement, which spans four years, includes meaningful improvements to wages, benefits, and job protections for more than 3,000 members working in CN terminals and headquarters across Canada, including rail car technicians, heavy-duty mechanics, excavator and top-lift operators, diesel engine mechanics, crane operators, machinists and electricians, as well as clerical and administration, customer support and fleet mechanics among others.

"The strength of the Unifor membership was evident throughout this process. Their solidarity, engagement and determination made this agreement possible. We thank every member who cast their vote and reaffirm our commitment to building better workplaces and securing opportunities for all Unifor members," said Unifor Quebec Director Daniel Cloutier.

The ratification of this agreement lays the groundwork for continued efforts to strengthen workplace rights and protections across the industry.



Unifor is Canada's largest union in the private sector, representing 320,000 workers in every major area of the economy. The union advocates for all working people and their rights, fights for equality and social justice in Canada and abroad, and strives to create progressive change for a better future.

## SUDOKU

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6		7		1		5		8

## CELEBRATING YEARS OF SERVICE IN LL905 DURING THE MONTH OF JANUARY

39 Years David Mette	7 Years Dmitry Chernik
37 Years Ross Walmsley	6 Years Harry Orvis
29 Years Gary Nemisz	6 Years Daryl Wideman
28 Years Kevin Ferguson	6 Years Sujeevan Ratnathansan
28 Years Shawn Ferguson	6 Years Pawel Zielinski
19 Years Glenn Gaffney	6 Years David Wilkins
18 Years Ken Ngai	5 Years Alfonso Pineda
17 Years Vishnu Tiwary	4 Years Dawn Strutt
12 Years Scott Moore	4 Years Chris Valle
12 Years Andy Doucette	3 Years Lisa Thomas
11 Years Peter Flick	3 Years Deandre Kelly
8 Years Jae-Kwen Her	2 Years Antan Amirthanayagam
8 Years Vatche Saraydarian	2 Years Jinwoo Lee
8 Years Andrew Rich	2 Years Mykola Putko
8 Years Raymond Whittaker	2 Years Anton Putko
8 Years Graeme Atherton	2 Years Yuliia Putko
7 Years Barry Gouldburn	1 Year Chris Papachristu
	1 Year Tyler Scott
	1 Year Allister Williams



**Happy Anniversary**

## TENTATIVE AGREEMENT REACHED BETWEEN UCCO-SACC-CSN, THE TREASURY BOARD AND CORRECTIONAL SERVICES CANADA

**Dec. 21, 2024 (CNW)**

The Union of Canadian Correctional Officers' (UCCO-SACC-CSN) bargaining committee has reached a tentative agreement with the Treasury Board for our Collective agreement, and another one with Correctional Service of Canada for our Global agreement. These agreements represent a significant improvement in our compensation and working conditions.

### Significant Gains.

After a long and arduous bargaining round that has lasted for just over 2 years, the UCCO-SACC-CSN bargaining committee has managed to register some significant gains for the members it represents. Salary wise, the members of UCCO-SACC-CSN will receive a 15,73% over 4 years. Additionally, our members will be receiving a pensionable 6365\$ yearly allowance beginning June 1st, 2025, and a prorated 6240\$ allowance on the date of signature. The total monetary package represents approximately a 23% monetary increase for our members working within the institution. An annual pensionable allowance of 1000\$ was also negotiated for our staff trainers across the country. Furthermore, members will also receive a one-time 2500\$ pensionable allowance upon signing of their new collective bargaining agreement.

"While this tentative agreement puts some significant financial gains on the table, it is important to underline that we have made other gains that will improve the working conditions of our members" affirms Jeffrey Wilkins, National President of UCCO-SACC-CSN. "For example, we have negotiated improved bereavement leave provisions, as well as leave for members to deal with domestic violence situations. We have also negotiated increases to different allowances such as our clothing allowance, responsibility allowance, and have managed to increase shift and weekend premiums as well. Overall, significant improvements to the working conditions of our members have been negotiated."

### It is up to our members now.

Now that this work has been done, and our bargaining committee has received the mandate from our local presidents, we will begin a series of general assemblies to present these agreements to the membership for a ratification vote beginning January 2nd, 2025. The two agreements are now available online, on our website, for our members to consult them.

"It is now up to our members to read thoroughly the tentative agreements and vote on it in their respective assemblies. This is the democratic process by which our union operates to ensure that each one of our members gets a chance to speak their mind and vote on the tentative agreement, and it is important that all members participate in this process." concludes Jeffrey Wilkins.

### About.

The Union of Canadian Correctional Officers (UCCO-SACC-CSN) represents more than 7,500 members, working in federal institutions across Canada.



## IAM UNION LEADERS VISIT WITH LOCAL 712 MEMBERS IN MONTREAL

Dec. 20, 2024 (IAMAW.CA)

IAM Union International President Brian Bryant and IAM Union Canadian Territory General Vice President David Chartrand recently visited members of IAM Local 712 at the Airbus and Bombardier facilities in Montreal, Canada.

The visit celebrated the exceptional skills and dedication of IAM Union Local 712 members, whose hard work continues to make IAM the largest and most powerful aerospace union in North America. IAM Union Local 712 members are vital to the assembly of world-class aircraft and contribute significantly to the strength of the aerospace industry in Canada and beyond.

*"It is always inspiring to witness their incredible skills and dedication," said IAM Union Canadian Territory General Vice President David Chartrand. "We are proud to be the largest aerospace union in North America, standing strong with IAM Local 712 members at Airbus and Bombardier in Montreal, Canada. We play a huge role in an industry that requires skill, precision, and innovation, and we are even prouder to represent the people who make it all possible."*

The visit highlighted the IAM's ongoing commitment to advocating for aerospace workers in the U.S. and Canada.

*"Our members' commitment to excellence helps keep the aerospace industry strong," said IAM Union International President Bryant. "It's an honor to see their work firsthand. IAM Union Local 712 members set the standard for innovation and craftsmanship."*



The IAM represents thousands of aerospace workers across North America and continues to lead efforts to protect jobs and strengthen the industry through collaboration with workers and employers.

## POST-STRIKE, BOEING SHIFTS FOCUS TO PRODUCTION OUTPUT

Dec. 18, 2024 (AVIATIONWEEK.COM)

New fuselages moving into the first Boeing 737 MAX final assembly line positions Dec. 6 signaled day-to-day work on the company's most important product was back underway following the end of the machinists strike in early November. Boeing's new priority is ramping up production and factory capacity across its commercial programs while staying true to its pledge to maintain quality.

Like the post-strike restart, the ramp-ups will be slow. The official 737 production restart, signified by Spirit AeroSystems-built fuselages moving into Flow Day 1, the first 737 final assembly station, on the three active 737 MAX lines at Boeing's production facility in Renton, Washington, came exactly one month after International Association of Machinists and Aerospace Workers (IAM) members began returning to work following a 53-day strike (AW&ST Nov. 11-24, 2024). The walkout also halted Boeing 767 and 777 lines in Everett, Washington, as well as other facilities in the Puget Sound region. Production since has resumed in Everett.

*"Our team has worked methodically to restart factory operations in the Pacific Northwest," the company says.*

Boeing's restart processes included using its safety management system to develop risk-based plans for each aircraft program to ensure the correct parts and tooling were in place and ready for the workforce, the company says. Workers also received training designed to support a trouble-free ramp-up.

Boeing is offering little information about the pace of its planned production ramp-up. Just before the strike, its 737 lines were combining to roll out 25-30 aircraft per month—a figure that was climbing slowly after a dip into the low 20s in the aftermath of the Alaska Airlines 737-9 door-plug blowout on Jan. 5, 2024.

The 737 program remains under an FAA-imposed production limit of 38 per month—a ramification of the Alaska incident. A recent RBC Capital Markets survey showed most 737 MAX suppliers do not expect the monthly production rate to reach 38 until 2026.

The latest projection of the Aviation Week Network Fleet Discovery database shows a similar ramp-up pace. This monthly 737 MAX rollout rate—as opposed to Boeing's definition, which is the supply chain's shipping pace. Fleet Discovery projects the rate will reach the mid-20s pace around the end of the first quarter of 2025, climb to 30 in the third quarter and end the year at 32. The figures exclude a handful of military variants that will be produced on a dedicated production line.



Boeing has about 30 787s left from its pre-2023 production line inventory of 120 that required targeted inspections and repairs. Before the strike, Boeing was averaging four 787 deliveries per month in 2024, including one or two from the pre-2023 inventory, Aviation Week Network data shows. Since August, the company has handed over 10—or a little more than three per month.

## VICTORY FOR WORKERS: BILL 118 DECLARES JUNE 1 AS INJURED WORKERS DAY IN ONTARIO

**Dec. 13, 2024 (OFL.CA)**

Congratulations to Ontario NDP MPP and Labour Critic Jamie West on this important win for workers with the passing of Bill 118 to officially recognize June 1 as Injured Workers Day in Ontario!

This week, the OFL joined affiliated unions, community groups, and ONDP MPPs Jamie West and Lise Vaugois at the annual Injured Workers' rally to call out Doug Ford's decision to hand the workers' compensation surplus to employers. Workers' compensation is funded by workers' labour and wages—there's no surplus until injured workers are fully compensated.

Recognition of Injured Workers Day is just the beginning, we will continue our fight until the rights as outlined in the OFL Injured Workers' Bill of Rights: <https://ofl.ca/action/injured-workers-bill-of-rights/> are realized.



<Link to article is on the left

Workers Bill of rights is on the right>



## IAM UNION'S RECENT CONTRACT RATIFICATION AT BOEING HELPS BOOST PAY AND BENEFITS FOR BOEING SOUTH CAROLINA WORKERS

**Dec. 13, 2024 (GOIAM.ORG)**

In a recent victory for workers, 33,000 International Association of Machinists and Aerospace Workers (IAM) District 751 and W24 members working at Boeing in Washington state, Oregon, and California recently ratified an industry-leading contract. The agreement, reached after a nearly two-month strike, not only secures historic wage and benefit gains for IAM members but has also set a new benchmark for aerospace workers nationwide, including non-union workers.

In Boeing South Carolina, non-union employees have benefitted from this ratified agreement by receiving a 9% standard wage increase and a \$12,000 retention bonus. This recent pay increase and retention bonus payout demonstrates how union contracts are a rising tide that uplifts all workers in an industry, whether unionized or not.

"This agreement is more than a contract—it's a statement about the value of labor and the role unions play in securing economic fairness for all aerospace workers," said IAM International President Brian Bryant. "Our members fought courageously for what they deserve, and this victory proves the power of collective bargaining. IAM Boeing workers will help make the case to Boeing South Carolina workers on how we helped raise their wages and benefits at Boeing and the entire industry. We look forward to the conversations on the ground in Charleston about how the IAM can make their workplace stronger."

The ratified contract IAM Union District 751 and W24 members secured helped deliver a 43.65% compounded wage increase—38% before compounding—over its four-year term and a \$12,000 ratification bonus. The deal also included significant improvements, such as enhanced retirement security and increased paid leave, while protecting healthcare benefits.

### Highlights of the contract include:

- 38% general wage increase over four years – 13%, 9%, 9%, 7%, which compounds to 43.65% over the life of the agreement
- \$12,000 Ratification Bonus: The ratification bonus combines the previous \$7,000 ratification bonus and the \$5,000 lump sum into the 401(k). Now, union members can choose how this total amount is received – in their paycheck, contribution to 401(k), or a combination of both.
- AMPP incentive plan is reinstated, with a guaranteed minimum annual payout of 4%, including a 2024 payout in February 2025
- 401(k) employer match of 100% up to 8%
- Special company retirement contribution of 4% into 401(k) maintained
- \$105 pension multiplier per year for those vested in the pension plan
- Call-in language back to the current contract
- New long-term disability plan and big improvement to the short-term disability plan
- Healthcare cost containment
- Improved overtime rules
- Key job security provisions
- Increased Minimum Rates that now increase with COLA increases.

**Further details of the negotiated resolution can be found at [iam751.org/2024StrikeProposal](https://iam751.org/2024StrikeProposal).**

"Workers at other Boeing facilities deserve the same opportunity to improve their lives that the IAM Union has brought us," said IAM District 751 President and Directing Business Representative Jon Holden. "Imagine the powerful changes we can achieve together: strengthening our work lives, ensuring fair treatment, and making Boeing successful by upholding the highest quality and safety standards. Joining the IAM Union means joining a united voice that fights for a better future for everyone. A future where every Boeing worker is treated with dignity and respect."

The strike and eventual agreement received international attention, underscoring IAM Union members' critical role in the aerospace industry. The groundbreaking contract is expected to have lasting positive effects not only on Boeing workers but on the entire aerospace industry, union and non-union alike.





## A CROSSROADS FOR THE ENTIRE LABOUR MOVEMENT': UNIONS PREPARE TO FACE DOWN FORD GOVERNMENT

**Nov. 2, 2024 (GLOBALNEWS.CA)**

From the back of a pickup truck parked in front of Queen's Park, a megaphone posed a loud question to the crowd: "If we don't get it?" "Shut it down," came the response from hundreds of union members protesting on the lawns of Ontario's legislature.

The protest — a sign of growing union unrest with the Ford government — was the result of an emergency rally called by the Ontario Federation of Labour on Tuesday to stand in solidarity with education workers preparing to strike on Friday.

Members of Ontario's teaching unions, paramedics and nurses marched from the Ministry of Labour's offices in downtown Toronto to the provincial legislature.

The demonstration came as education workers represented by the Canadian Union of Public Employees (CUPE) prepare to strike after stalled contract negotiations with the province.

Legislation introduced by the Ford government will outlaw Friday's strike and impose a contract on CUPE members if it is passed. It includes use of the notwithstanding clause to avoid a court challenge.

The notwithstanding clause — or Section 33 of the Charter of Rights and Freedoms — gives provincial legislatures or Parliament the ability, through the passage of a law, to override certain portions of the charter for a five-year term.

Unions say the legislation effectively take away their right to bargain — and labour groups in Ontario are digging in for a long and painful standoff with the government.

*"As a result of the actions of the government with this legislation, (we are) at a crossroads for the entire labour movement in terms of workers' rights — not just in Ontario, but I would say across the country,"* Fred Hahn, president of CUPE, told Global News.

While CUPE's education workers — which include librarians, custodians and early childhood educators — face the most immediate hurdle, other unions fear they will be next.

Karen Littlewood, president of the Ontario Secondary School Teachers' Federation (OSSTF), said the new legislation made negotiations "very challenging."

Although secondary school teachers will be working on Friday as CUPE members walk out of classrooms, Littlewood said many would join picket lines before and after work in solidarity.



*"It's going to be a long, hard struggle because the government has a massive majority, they feel very empowered,"* she told Global News. *"Obviously, they have no problem using the notwithstanding clause."*

## US NAVAL AIR SYSTEMS COMMAND GROUNDS V-22 OSPREYS AFTER NEW INCIDENT

**Dec. 10, 2024 (AEROTIME.AERO)**

The US Naval Air Systems Command (NAVAIR) has issued an operational pause for all Bell-Boeing V-22 Osprey tiltrotor aircraft flights across the US Navy, Marine Corps, and Air Force as of December 6, 2024.

The decision, first reported by AP, follows a precautionary landing of a US Air Force Special Operations Command (AFSOC) CV-22 Osprey on November 20, 2024, at Cannon Air Force Base, New Mexico, likely due to a material failure.

*"Out of an abundance of caution, NAVAIR recommended an operational pause for all V-22 Osprey variants [December] 6, 2024,"* NAVAIR spokesperson Neil Lobeda said in a statement. *"This decision comes following a recent precautionary landing of a CV-22. There were no injuries to the crew."*

### Suspected material failure

The November 2024 incident, which involved a crew of four, resulted in no injuries. However, it bore concerning similarities to a deadly crash on November 29, 2023, off the coast of Japan. That crash, which claimed the lives of eight service members, was attributed to inclusions, weakened spots in the metal used for critical gears inside the Osprey's transmission.

US Air Force findings show Japan Osprey crash caused by gear cracks, pilot error

According to the results of an investigation released on August 1, 2024, by the AFSOC, the Japan crash was caused by a catastrophic failure in the left-hand prop rotor gearbox. The failure led to a cascading breakdown of the aircraft's drive system, creating an unrecoverable instantaneous asymmetric lift condition.

During the recent incident at Cannon Air Force Base, the crew identified the failure in time to perform a safe emergency landing.

### The V-22 Osprey under scrutiny

The operational pause underscores ongoing concerns about the V-22 Osprey's mechanical reliability and safety, which have been subjects of scrutiny for years. The tiltrotor aircraft, capable of vertical takeoff and landing, has faced criticism for its complex design and history of safety issues.

NAVAIR has not indicated how long the operational pause will last. It affects not only military operations but also training schedules.

The V-22 Osprey program has faced heightened scrutiny following two deadly accidents in 2023, which led to a global grounding of tiltrotor aircraft in early December of that year. NAVAIR formally ended the grounding on March 8, 2024. However, the V-22 fleet has since operated under a restricted flight envelope that limits its mission capabilities.

*"NAVAIR is establishing criteria for return to full unrestricted flight through engineering testing and analysis,"* Vice Admiral Chebi, overseeing the program's recovery, explained. *"To reduce risk to the fleet, current flight restrictions will remain in place until these criteria are met. A return to full mission capability is not expected to occur before mid-2025."*

V-22 Osprey won't return to full flight operations until mid-2025, NAVAIR says

The Japanese Ground Self-Defense Force (JGSDF), which operates several MV-22 aircraft, also briefly suspended flights in July 2023. This decision followed the release of a report by the US Marine Corps, which identified the cause of a fatal Osprey crash in California in June 2022 as an unexpected mechanical failure known as hard clutch engagement.

