



**ATTEND YOUR LOCAL 905 UNION MEETING**

Monday, March 9th, 4:15 PM

At the Ajax Legion Hall \* 111 Hunt St. Ajax, ON

**LOCAL 905 EXECUTIVE**

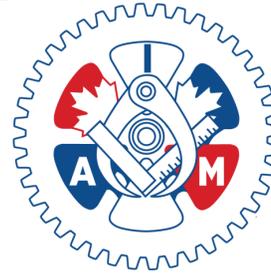
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**IAM UNION  
NEWS**

[WWW.IAMAW905.CA](http://WWW.IAMAW905.CA) FEB - 2026

**JUSTICE ON THE JOB,  
SECURITY FOR THE FAMILY, AND  
SERVICE TO THE COMMUNITY**

**LOCAL 905 KICKS OFF 2026 WITH  
NEW LEADERSHIP**



Members gathered for the first monthly meeting of the year as we officially welcomed Aaron Moreau as President of IAM Local 905. With a full room, strong engagement, and a renewed sense of purpose, our Local is ready to take on 2026 with unity, determination, and pride in the work we do together.

Here's to supporting one another in the year ahead.

## LABOUR LEADERS UNITE IN OTTAWA TO CALL FOR WORKER-CENTRED TRADE POLICY

**(IAMAW.CA) FEB 5, 2026**

Labour leaders from across Canada gathered in Ottawa this week to urge the federal government to overhaul its trade strategy and place workers at the centre of economic decision-making. Representatives from the IAM Union, the Canadian Labour Congress, Unifor, CUPE, the United Steelworkers, and the Public Service Alliance of Canada highlighted how decades of closed-door trade negotiations have contributed to job losses, weakened industries, and strained public services.

IAM Canadian General Vice-President David Chartrand warned that Canada is being forced into a false choice between chaotic tariff wars and trade relationships with countries that exploit workers through forced labour and state-subsidized overproduction. He emphasized that key sectors such as aerospace, manufacturing, energy, and public services must be protected as strategic national assets.

Canadian Labour Congress President Bea Bruske echoed these concerns, noting that past trade agreements often failed to deliver benefits for workers—resulting instead in plant closures, precarious employment, and hollowed-out communities. She stressed the need for enforceable job guarantees and for unions to be involved from the start of any trade talks.

Across the discussion, leaders called for transparency, stronger labour standards in trade agreements, and public investments tied to real job protections. They argued that trade policy should serve to rebuild Canadian industry and strengthen public services—putting workers, not corporations, at the centre of Canada’s economic future.



**SCAN THE QR CODE TO READ THE FULL ARTICLE**

## SUDOKU!



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**HAVE A GAME OR PUZZLE YOU WOULD LIKE TOO SEE IN THE NEWSLETTER? SEND YOUR SUGGESTIONS OR REQUESTS TO, IAM.KEVIN.GALLANT@GMAIL.COM**

**CONGRATULATIONS TO THOSE CELEBRATING  
YEARS OF SERVICE IN LOCAL 905  
DURING THE MONTH OF FEBRUARY**

31 Years Jaswinder Sidhu	4 years Kaevon Baratifar
30 Years Esteban Fernandez	4 Years Vithusan Alagaiah
21 Years Ivan Kralj	4 Years Jessica Gilbey
21 Years Trevor Lomax	4 Years Mike Fitzsimmons
19 Years Robert Gammage	4 Years Matthew McGurgin
19 Years John Tapp	3 Years Jennifer Hebor
11 Years Angela Jenkins	3 Years Chantal St. Jean
9 Years James Reid	3 Years Brad Swann
9 Years Timothy Wolsey	3 Years Miki Hasanoski
9 Years Hong Tao Jiang	3 Years Shahzad Rahim
7 Years Ryan Fox	2 Years James Phanthirath
7 Years Vishwanauth Lautan	2 Years Dylan Wilson Conners
7 Years Lance Wheeler	2 Years Brooke St. Pierre
6 Years Andrew Beaudoin	2 Years Porter Thomas
6 Years Chad Pakenham	1 Year Gemson Chavez
5 Years David Duggan	1 Year Bhavin Kolge
5 Years Cory Mason	

**I would like to apologize if there are any errors. It appears our lists are out of date. We are working on correcting this issue. If you see an error or you were missed please contact myself Kevin Gallant via email @ iam.kevin.gallant@gmail.com**



**THE IAM FILES A NOTICE TO  
BARGAIN WITH AIR CANADA**

**(IAMAW.CA) FEB 3, 2026**

Today, the IAM officially filed a Notice to Bargain with Air Canada.

This round of collective bargaining is one of the most important in our history. As we enter negotiations for a new contract for our members, it's more important than ever to make our voices heard.

IAM is Done Waiting. Enough Sacrifices. It's Our Time!

Together, we will fight for fair treatment, respect, and the recognition our members deserve.

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THIS ARTICLE AT IAMAW.CA**



**SCAN THIS QR CODE TO WATCH FULL  
UPDATE VIDEO FROM IAM UNION  
CANADA GENERAL VICE-PRESIDENT,  
DAVID CHARTRAND.**



## **IAM URGES PM CARNEY TO ACT AS U.S. THREATENS CANADIAN AIRCRAFT CERTIFICATION**

**(IAMAW.CA) JAN 30, 2026**

The IAM Union Canada has expressed serious concern over U.S. President Donald Trump's threats to decertify Canadian-made aircraft, including Bombardier's Global Express, and impose a 50% tariff on exports to the U.S.

In a letter to PM Mark Carney, the IAM warns these actions would harm aerospace workers, manufacturers, airlines, and passengers on both sides of the border. Canada and the U.S. share deeply integrated aerospace industries, with cross-border production, supply chains, and certification systems. Bombardier alone employs 3,000 U.S. workers and works with nearly 2,800 American suppliers.

The union stresses that aircraft certification is based on safety, not politics. Revoking certifications without a safety basis would cause legal challenges, industry disruption, and operational chaos. Over 2,100 Canadian-built Bombardier aircraft operate in the U.S., supporting regional airlines and daily travel, meaning disruptions could lead to grounded planes, flight cancellations, and higher costs for passengers.

The IAM urges Canada to defend certification integrity, protect workers, engage U.S. officials, and prepare all necessary legal and diplomatic responses. Canada's aerospace sector is a strategic national asset, and safety must never be used as a political tool.



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**SCAN THIS QR CODE TO READ THE FULL IAM UNION CANADA LETTER TO PM MARK CARNEY.**



*Honouring the past while strengthening the future of aerospace manufacturing*

Canada's aerospace industry has long been a source of national pride — not just for the aircraft that rolled out of our factories, but for the skilled workers whose hands, knowledge, and solidarity made it all possible. From the early days of bush planes to today's advanced commercial, military, and space technologies, unionized aerospace workers have been at the heart of every milestone.

The roots of Canadian aerospace manufacturing stretch back to the 1930s and 40s, when companies like de Havilland Canada and Avro Canada began producing aircraft that would define an era. These factories quickly became hubs of innovation, but they also became hubs of labour strength. As production ramped up during and after the Second World War, machinists, assemblers, toolmakers, and technicians organized to secure fair wages, safer workplaces, and a voice in shaping the industry's future.

Ontario and Quebec emerged as the country's aerospace powerhouses, with thousands of unionized workers building aircraft that earned global respect. The legendary Avro Arrow program showcased the heights of Canadian engineering talent, while de Havilland's iconic bush planes helped open the North and connect remote communities. Later, companies like Bombardier expanded Canada's global footprint with regional jets and business aircraft that remain industry leaders.

Through every decade, one constant remained: the strength of the workforce. Technological breakthroughs — from composite materials to advanced avionics — were only possible because skilled tradespeople adapted, learned, and pushed the industry forward. Unions like the IAM ensured that workers had access to training, job security, and the protections needed to thrive in a rapidly evolving sector.

Today, Canada's aerospace industry continues to be a major economic driver, supporting tens of thousands of high-skill, high-value jobs. And while global competition and technological change present new challenges, the foundation built by generations of unionized workers remains strong. Locals like IAM 905 carry that legacy forward, ensuring that the next chapter of Canadian aerospace is shaped by the same values that built the industry: craftsmanship, solidarity, and pride in the work we do.

As we look ahead, it's worth remembering that Canada's aerospace story isn't just about aircraft — it's about people. It's about the workers who turned factories into communities, challenges into victories, and blueprints into world-class machines. That legacy continues every time a member steps onto the shop floor

## AEROSPACE MANUFACTURING FACES TIGHT LABOR CONDITIONS AS 2026 PRODUCTION RAMPS UP

Canada's aerospace sector is entering 2026 with **rising production demands and tightening labor availability**, creating pressure points for both employers and unions. According to industry analysts, order backlogs for commercial aircraft and engines remain historically high, driven by global fleet renewal and increased demand for fuel-efficient platforms.

In Quebec and Ontario—Canada's two largest aerospace hubs—manufacturers report difficulty filling **skilled machining, CNC, and precision-assembly roles**. Many companies are turning to overtime and temporary staffing to meet delivery schedules, a trend that unions warn is unsustainable.

A key factor is demographics: a wave of retirements among senior machinists and toolmakers is colliding with a shortage of new apprentices entering the trades. Training programs are expanding, but not fast enough to meet industry needs.

For unions, this environment strengthens bargaining leverage. With production schedules depending on highly skilled labor, workers are pushing for:

- **Higher wage floors** to reflect the scarcity of certified machinists
- **Improved apprenticeship pathways** to rebuild the talent pipeline
- **Stronger fatigue protections**, especially in facilities relying heavily on overtime

Industry observers expect 2026 to be a pivotal year as aerospace employers attempt to scale up output while navigating a workforce that is both aging and in high demand.

## FIRST COLLECTIVE AGREEMENT FOR GARDA WORLD BARGAINING UNIT

**(IAMAW.CA) JAN 26, 2026**

Working as industrial firefighters at the Airbus Canada facility in Mirabel, the 21 members of the Garda World bargaining unit, Local 712 of the IAM union, have accepted a first three-year collective agreement, with a 17% pay increase over the term of the contract.

The contract also provides the following improvements to working conditions:

- **Improved vacation benefits:** Introduction of a fourth week of vacation after 10 years of service, paid at 8% of eligible earnings.
- **Strengthened union protection:** Incorporation of clauses concerning the recognition and protection of union work (non-discrimination, time off, representation) and outlining the role of management in grievance and arbitration procedure.
- **Shift swapping:** Members can swap shifts over a period of four weeks without affecting their 40-hour weekly pay.
- **Seniority and wage rates:** Establishment of the principle of seniority and recognition of continuous service within the company in the new wage scale. Thanks to this measure, an increase of up to 15.5% will apply to the workers concerned as soon as the contract comes into effect in January 2026.

Addition of a clear distinction regarding seniority:

**Site seniority (Airbus Canada)** for the choice of vacation schedule, when posting positions and layoffs.

**General seniority (Garda World)** for vacation recognition and starting salaries.

- **Premiums:** Addition of a \$1.50 per hour bonus for the team lead and a team lead substitute (when they have to replace)

**A negotiation marked by the perseverance and determination of the members**

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IAMAW.CA**



## 2026 WILL BE FULL OF CANADIAN STRIKES

(RABBLE.CA) FEB 5, 2026

Workers across Canada are heading into a turbulent 2026, with labour disputes rising in almost every sector. As one conflict is resolved, new ones emerge, creating what feels like a game of “whack-a-mole” for employers. This year’s strike activity is unfolding against a backdrop of global instability — from U.S. tariff pressures and geopolitical tensions to humanitarian crises affecting over 239 million people worldwide. These conditions are exacerbated by racist, anti-immigrant political movements attempting to pit workers against each other instead of confronting employer-driven crises.

Across Canada, major labour battles are either underway or looming. Air Canada faces multiple expiring contracts representing thousands of workers in customer service, mechanics, finance, and administration, with intense bargaining expected through the spring. Transit workers in B.C. and Ontario, as well as workers in Regina’s agribusiness sector, also face potential strike action as their agreements approach expiration. In Newfoundland and Labrador, several large public-sector unions are negotiating new contracts covering healthcare and public administration employees throughout the spring and summer.

Workers’ concerns are heightened by a long history of government interference in labour disputes. Since 1972, most major disputes in the shipping sector alone have seen government intervention, and the federal government’s increasing reliance on Section 107 of the Canada Labour Code has allowed strikes to be unilaterally halted and forced into binding arbitration. Back-to-work legislation — once rare — has become a frequent tool used to restrict strike action since the 1960s, reaching a peak in the early 1980s when 1.5 million workers were subjected to such measures in just over a year.



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## CANADIAN LABOUR MARKET OUTLOOK FOR 2026: STABILITY, NOT STRENGTH

(HCAMAG.COM) DEC 19, 2025

**Labour Market Outlook: Slow and Steady in 2026**

Canada’s labour market is expected to remain steady but sluggish through 2026, according to a new report from Indeed Hiring Lab. While the economy has gone through a rocky period, employers have generally avoided major layoffs, creating what analysts call a “low-hire, low-fire” environment.

Unemployment sits around 6.5%, slightly improved from earlier in the year but still higher than the lows seen after the pandemic. At the same time, hiring remains weak, showing that many employers are cautious about adding new staff.

**Key Trends for Workers**

- **Stagnant job movement:** With fewer layoffs and fewer hires, workers are staying put, making it harder for jobseekers to find new opportunities. Internal mobility and training are becoming more important as a result.
- **Shifting sector growth:** Jobs are declining in auto-parts manufacturing and community colleges, while social-assistance roles — including childcare — continue to grow quickly. Health- and care-related jobs are seeing some of the strongest posting momentum.
- **Population changes:** Canada’s recent rapid population growth is expected to slow in 2026 as fewer non-permanent residents remain in the country. This could affect labour supply, especially in industries that rely on international recruitment.

**What This Means for Unions**

The labour market remains tight but not dynamic. Employers are cautious, posting fewer positions and delaying major decisions. This slow environment puts pressure on workers hoping to move up or change jobs, while certain sectors — especially care and social services — continue to face staffing shortages.

For 2026, the report suggests modest improvement rather than a major rebound. Employers who invested in training and workforce planning may be better positioned if demand increases. Those that delayed action may struggle to adjust quickly.



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