

# THE SNAG SHEET

MONTHLY NEWSLETTER OF  
CANADIAN AIRWAYS LODGE 764

Jan 2008



International Association  
of Machinists and  
Aerospace Workers  
Representing Air Transport  
Workers in  
British Columbia and the  
Yukon

Total Overtime Worked YVR Ramp/Baggage in 2007  
65,355 Hours.

### Goodbye Airbus

The history of aircraft manufacture is littered with great successes (the B737 and the A320) and monumental failures (the Convair Coronado 990 and the supersonic Concorde).

We have seen a lot of changes in aircraft design since the initial Airbus order by Air Canada in 1985. Now we hear and see and read about a new vision of the air transport future, as prophesied by both AeroSpataile and Boeing. New aircraft orders can lock in that air transport future, so governmental influence is never far behind.

AeroSpataile thinks bigger is better. Their vision sees larger more luxurious major hub aircraft (A380) connecting to more fuel efficient long haul aircraft (A350XWB), or Airbus narrow bodies (A318,319,320 and 321) or regional jets. The Asian market has been fertile ground for this concept.

Air Canada has not ordered the A380, but the Vancouver Airport Operating Authority (YVRAA) has already built two A380 operational gates and the necessary infrastructure in anticipation of Asian acceptance.

Boeing thinks smaller is smarter. Their concept is a more fuel efficient, lighter two engined transport (B777 and 787) designed for medium and non-stop long haul routes. Airlines would have more frequent departures, and that also means buying more Boeing aircraft, which is good for

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Boeing. Aircraft sales have been largely to North American carriers.

Airports would have two options. Airports could expand their slot times by allowing 24 hour operation (not a problem for quieter Stage III aircraft design but often resisted by the community), or build more terminals and gates. For many major airports, the expansion option has been squeezed out by urban growth.

I remember the Air Canada employee introduction to the A340 in 1995 when this aircraft joined the fleet. Employees were seduced with an ad campaign that suggested that the A340 was "the perfect plane, at the perfect time, at the perfect price." The A340 was supposed to give Air Canada the competitive edge to Asia, being the fuel economy and distance champ of the day.

Air Canada acquired two A340 aircraft in 1995 from Aero-Spatiale (fins 981 – 982), these aircraft not taken up by the then cash-strapped Iberia. Not long after operations began on the Vancouver – Seoul route, the seductive claims became cold reality when Air Canada and the A340 became embroiled in a public relations disaster.

During the summer of introduction, an A340 Seoul flight was repeatedly delayed at Vancouver. The repair was lengthy because all the parts for this aircraft were stocked in Montreal. It was high season for hotel space in Vancouver, and the waiting Korean passengers ended up being billeted in the University of BC student dormitories as the only available space.

The Air Canada District Manager had to summon the Korean Government Attache in Vancouver to calm the outraged passengers, when, after 48 hours, there was another flight deferral announcement.

Operational experience arising from the 1997 and later deliveries (fins 901-910) generated grumbles throughout the corporation that the A340 operating economics were long on Airbus hyperbole and short on bottom line cost savings.

Some of the muttering stopped when fins 907 and 908 went to Air Jamaica and fin 982 went to BWIA (now Caribbean Air).

Four long range A340-500's were ordered in the 1990's. These aircraft were supposed to be the answer to the "long-thin route" problem for airline operation. For Air Canada, this was Toronto – Hong Kong or Delhi, and Vancouver – Sydney, Australia. Smaller revenue from passenger loads was supposed to be offset by increased profit from high value cargo carriage. The Toronto - Asia profits were never realized, when negotiations for a shorter flight route over Siberia with the Russians collapsed.

Two A340-500 aircraft were built for Air Canada. The delivery was deferred twice, and the two additional orders were cancelled. The two completed aircraft were used for pilot training in Toulouse until finally accepted in June and July of 2004. The aircraft operated Toronto-Asia until the Boeing 777 was delivered in 2007. Fins 951 and 952 were quickly sold to TAM of Brazil and are now operating on TAM's Brazil – Frankfurt service in a codeshare agreement with Lufthansa.

Two of the A340-313's have also been shipped out – fin 901 is now owned by Swiss International, and fin 903 by LAN of South America.

There were also three A321's that were deferred delivery by Air Canada. Fins 465 – 467 were ordered in 1997 and built, but operated by Air France for five years. Air Canada finally accepted the aircraft in 2002. After limited use, two were sold to Czech Airlines, and one to Royal Jordanian in 2005.

Used A320's have been identified as aircraft with a strong aftermarket sales potential to smaller airlines and charter carriers. As the A320 reaches its maturity or replacement within Air Canada, several have been returned to the lessor or sold to other airlines.

Fins 406, 407 and 410, former CAIL A320 aircraft, were

disposed of after 2005 and now fly for charter carriers Eir-Jet, Freebird, and BH Air. In 2007, fins 223 and 224 left the fleet and now operate with LatCharter Airlines. Fins 227 and 233 now operate with Israir Airlines, fins 229 and 234 with Air Comet of Spain, and fin 230 with Etihad of the United Arab Emirates.

Frankly, I won't miss seat 11C on the A320 (the seat in the forward economy cabin next to the emergency exit window with no left armrest). I cringed every time that seat number came up on my boarding pass, and it came up often.

The last of the Air Canada A319 orders in 2003 were leased aircraft, and some have moved on. In 2006, fins 289 and 291 went to Indian Airlines, and fin 297 went to SkyService. In 2007, fin 295 began operations with Mexicana.

Air Canada has now begun a migration back to Boeing aircraft for its mainline fleet, with Embraer and Bombardier filling in the short haul and regional needs. Airbus has served Air Canada well, but it was sad to witness the selection process tainted with political scandal.

The Canadian Government has a long and sordid history when it comes to involvement in major acquisitions and transport policy for aircraft in this country, both civilian and military.

A major chapter began with Liberal Transport Minister C.D.Howe in 1946, and his decision to construct the DC4-M1 (the North Star) for TCA, CPA, and the RCAF at Canadair Montreal. Federal government interference in air transport acquisition decisions has never stopped and persists to this day. No one will ever forget the allegations made against former Prime Minister Brian Mulroney and agent KarlHeinz Schreiber, about the Airbus contract in Canada.

Although we can assign an aircraft to desert storage when its usefulness is exhausted, we cannot do the same with politicians. If we could, I would want the brilliant desert sun to relentlessly bleach away that ugly stain that still clings to

the Airbus legacy in Canada. That legacy could use a lot of sunshine.

Aircraft manufacturers and airport authorities have bet billions of dollars on the air transport future. Only ticket sales, passenger preference, airport efficiency, and time will determine whether AeroSpatale or Boeing has the better vision for the next generation of commercial aircraft.

May this sunshine bright and exciting New Year be filled with warm feelings, hope, and prosperity for all of you, and thank you for taking the time to read and enjoy the Snag-sheet.

David Varnes, ST LL764



## Tech Ops Shop Committee Report

### Information Issues:

**Shop Steward's Nominations and Elections:** The 2008 Shop Steward Nomination process has closed. The Shop Committee welcomes all returning and new Shop Stewards and would like to thank these individuals for accepting the position of Shop Steward.

**Shop Steward Packages:** Shop Steward Packages will be sent out this week to all 2008 Shop Stewards. All Shop Stewards are reminded to return the Approval and Questionnaire Forms to the Shop Committee Office by January 24<sup>th</sup>, 2008.

**Shop Steward Training:** Once the Shop Committee has received the Shop Steward Approval and Questionnaire Forms, the Shop Committee will begin the process of scheduling Basic Shop Steward Training for all new Shop Stewards.

**YVR Heavy Maintenance Temporary Recalls:** The Shop Committee has been informed that the Company intends to temporarily recall fifty-three (53) additional Members to the YVR Base to perform Extreme Makeover (XM) Retro Modifications to Airbus A319 and A320 aircraft. This temporary recall will affect Members from Categories 1, 13, 19, 38 and Licensed Planner. Any Member requiring information on the recall process is requested to contact the Tech Ops Shop Committee Office at 604-273-8135 or 604-270-5600.

**Line Maintenance 2008 Vacations:** The Shop Committee and Local Line Maintenance Management are currently in discussions regarding 2008 vacations. As more information becomes available it will be communicated to the Membership.

In Solidarity,

Joe Toth, L/L 764, Tech Ops Chair  
Glenn Cooper, L/L 764, Tech Ops Member  
Glenn Girard, L/L 764, Tech Ops Member

## Airports/Cargo Shop Committee

January 09, 2008

Election date for Shop Committee Chair position is February 13, 2008. The candidates are Kevin Cox and Terry Grunerud. Until this process is complete Craig Chard will be the acting chair and Cam McDonald will be the acting Member.

Vacation 2008 bid process has been completed for all departments. A reminder that any prime vacation spots that become available during the year will be posted on bulletin boards. If interested please submit memo to manpower planners with a copy to shop committee office.

Vacant shifts, as they become available for the Ramp, are being posted on the board. Members advised to keep themselves aware of these, if wanting a different shift please submit a memo to manpower planners with a copy to the shop committee office.

Total overtime hours worked on the Ramp & Baggage in 2007 was 65,355 hours.

We have received numerous complaints over the past couple of weeks in regards to Management doing scope duties subsequently a letter has been posted on the Union bulletin board at C30 please take the time to read.

Shop Steward nominations are now closed. We are in the process of scheduling training for all our new stewards. Once dates have been confirmed we will be contacting each steward with details.

I would like to say a word of thanks to Brother Haverstock, for his assistance and guidance during this transition period of the office.

Craig Chard, Shop Committee Member /Airports/Cargo

## Senior Steward's Report MTU-C

January 09, 2008

### **GRIEVANCE STATUS**

#### **Policy Complaints**

Article 5 – Mandatory O/T

Article 2 – CIP (In Progress)

Article 4 – Stat Entitlement (DL 140)

Article 10 – Perf. Assessments (DL 140)

#### **Personal/Group Grievances**

3 O/T denial (step one)

Termination (Arb. decision pending)

Discipline. (forced O/T Step 3)

Borescope blending (step one)

The following individuals are your Shop Stewards for 2008.

Bro. Prevez Akhtar, Bro. Peter Bardaro, Bro. Joe Di Fabio,

Bro. John Field,

Sis. Mary Patrick, Bro. Rob Pilch, Bro. Kyle Skuce, Bro.

Ray Stec and Bro. Ken Wallis.

MTU Canada is currently hiring for the position of Component Mechanic. All shop Committee Chairs, Senior Steward UAL and Senior Steward Clerical have been given copies of the job advertisement. If any further information is required please contact Brother Neil Carter.

There has been change in the reporting structure within the upper management group. Jerry Jureidin and Michel Carrier will step down from their positions and will be replaced by Mathias Voss and Helmut Neuper.

The employer is continuing to conduct performance evaluations for the positions of Lead and lately for Line Inspectors. There is currently an outstanding grievance regarding this currently with DL 140. Members are advised, if they are requested to attend these meetings they should request a Shop Steward to be present. Furthermore members are

discouraged from signing anything pertaining to this process.

Please join me in welcoming the newest employee to MTU Canada. Tyler Mytennor has been hired to the position of Document Controller.

In solidarity,

Neil Carter

Senior Steward

## United Airlines Report

One outstanding Grievance at Step Two.

January 13/08 – new shift bid. As a means of increasing our 'productivity', Management, under Ken Brown of SMF, has reduced our full-time number by four, while refusing to reduce the part-time count. This resulted in the downgrade of three agents to part-time, and one agent opted to furlough to the street.

With Nigel Newsome's leave extended, Ken Brown will continue to act as YVR Station Manager together with his duties in SMF.

The Company is still refusing to consider reinstating the 4 and 3 day off patterns they cancelled as of December 1, 2007.

With our current contract expiring in April, we will soon be holding elections for a new Negotiating Committee.

In Solidarity,

Janet Andrews

Senior Steward, UAL

## Jan 2008 Pension Report

The last 6 months of 2007 saw a large number of our members retire from Air Canada. I expect that an even larger number will be retiring in 2008 with the uncertainty surrounding the completion of the sale of ACTS. If you are considering retiring at some time this year, there are a few things you should do first.

Everything that you need to plan and initiate your retirement can be found on the Aeronet portal under the "My Life" tab in the "My Pension" section. You should run a detailed report on the Pension Calculator to verify the accuracy of your personal information and to see the value of your monthly benefit. If you find any errors or have any questions about the information in the detailed report, you should contact the Company and request a correction or clarification.

The Company requests three (3) months notice of retirement. This is not strictly necessary as you can retire with just a few days notice; however it is in your own interest to adhere to the guidelines. The three (3) months is to allow the Company to process your request and send out the benefit selection packages for you to complete and return. By giving the Company less than three (3) months notice, it simply means that you will be retired and waiting longer to receive your first cheque.

Because you can change your mind and rescind your election to retire up until the date requested, the Company will not send out the first benefit selection package until the beginning of your last month of work. This package contains a number of forms and two (2) pages of instructions on how to complete them. This package will explain all of the options available to you with respect to how you wish to receive your money.

Once it is completed you must return it to the Company along with photocopies of your Birth Certificate AND your spouse's Birth Certificate if you are married. If either of you

does not have a Birth Certificate, the Company will accept a copy of a valid driver's license or passport. This is to verify your age prior to them calculating your pension benefit.

If you do not complete the forms correctly or if your documentation is missing, the Company will return the package for completion. The #1 reason for the Company returning the selection package to employee is their failure to include BOTH Birth Certificates.

You will be entitled to a pension cheque payable on the first day of the month you selected to retire. You will not get it. It will take about six (6) weeks for the Company to finalize your regular pay, time bank, vacation owed etc, calculate your final pension benefit and send out your first two (2) cheques. Your first couple of cheques will be estimates until they complete an absolute final value for your pension benefit.

Email is the most effective way to reach me. I may be contacted at [pres764@telus.net](mailto:pres764@telus.net) with any questions or concerns that you may have.

Respectfully Submitted,

Christopher Hiscock  
Chairman, LL764 Pension Committee

## Election Notice Lodge 764

### NOMINEES:

Shop Committee Airports/Cargo, Chair (1) (A/C)

- - Brother Kevin Cox
- - Brother Terry Grunerud

POLLS OPEN: Feb. 13/08 at 6:00 am and close at 6:00 pm

LOCATION: Lodge 764 Offices, 7980 River Road, Richmond, BC

Term of office begins January 2008 for three years terminating December 31, 2010.

I.A.M. & A.W. CONSTITUTION

### ARTICLE II – SECTION 3 – ABSENTEE BALLOTS

**Members who reside in outlying Districts more than 25 miles from the designated balloting place, members who are either confined because of a verified illness or on leave qualifying under U.S. and Canadian family leave laws, or on vacation, or on official I.A.M. business approved by the Local Lodge or District Lodge or Grand Lodge, or on an employer travel assignment, or reserve military leave, as the case may be, shall be furnished absentee ballots. Members applying for an absentee ballot on the basis of residing in an outlying district more than 25 miles from the designated balloting place, shall have their eligibility to vote by absentee ballot determined by the Recording Secretary and the Secretary Treasurer before the ballot is mailed. Members found not to be eligible to vote by absentee ballot will be so notified within 10 days of the receipt of their application.**

Please fill out the attached form and mail by Canada Post or Hand Deliver to the Recording Secretary of Lodge 764 no later than JANUARY 14, 2008. More forms may be obtained from Shop Committee members/Senior Steward/Lodge office.

In Solidarity,  
Laura Sharpe, Recording Secretary

## Chief Shop Steward– Clerical

Have had many questions to do with the memo regarding the Pension Adjustments; the money that has to be paid into the Plan and how/when it will be paid.

Many questions about negotiations – when they will end. The Negotiations Team will be meeting with M. Teplitsky this month to get language clarification.

Forwarded two (2) grievances to District Lodge 140 offices.

Follow-up on questions concerning one grievance.

In Solidarity,

Ron McKelvie  
Chief Shop Steward, 764 Clerical Union

# Next General Meeting

Feb 13, 2007

5 PM

7980 River Road  
Richmond, B.C.



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WE'RE ON THE WEB!  
[www.iam764.ca](http://www.iam764.ca)

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## Local 764 Executive Board

Chris Hiscock – President

Mike Sanghera – Vice-President

David Varnes – Secretary Treasurer

Laura Sharpe -Recording Secretary

Steve Daechsel -Trustee

Wes Sim – Trustee, Educator

Cam McDonald -Trustee

Neil Carter – Senior Steward MTU

Dan Cooke – Conductor/Sentinel

Janet Andrews – Senior Steward UAL

Ron McKelvie – Clerical

Gordon Taylor – Communicator

## IN MEMORIAM

THANKFULLY NONE

The Snag Sheet is published 10 times per year :

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