

THE SNAG SHEET

MONTHLY NEWSLETTER OF CANADIAN
AIRWAYS LODGE 764

May 2009



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



May Pension Report

The *Pension Committee for Air Canada IAM&AW Employees Formerly Employed by CAIL*, as we are formally titled, met with the company in YUL on April 23rd for our semi-annual meeting. As you might expect, the financial news is dismal but nothing new. The latest results are for Q4, 2009 and reflect a decline in assets in the CAIL plan to \$671.5 M on 31 December 2008 from \$786.6M as at 31 December 2007.

There were a couple of items of note and importance for all of the plan members that emerged from this meeting. The first is that OSFI sent a letter to Air Canada on April 6th, 2009 and stated that all lump sum commuted value transfers from the plan would be paid out at 75% effective that date and not at the 88% funding level established by the 2007 funding level. This was being done to protect the funding level of the plan in anticipation that the 2008 solvency funding will decline to approximate that amount. The 75% payout ratio will remain in effect until the 2008 actuarial valuation is published in June. The funding ratio for payments made after June will be in accordance with the solvency funding level established by the 2008 valuation.

The plan has been underfunded since before CCAA and anyone who has terminated from Air Canada since 2004 and opted to take a lump sum transfer of their commuted value has had a percentage of it held back for 5 years as per the *PBSA*. The first of those hold back amounts will be processed and paid out starting at the end of 2009. Commencing in January 2010, these payouts will be completed on a monthly basis as the 5 year holdback periods expire.

Inside this issue:

Pension Report	1-2
Grant McConachie	2-5
Airports/Cargo Report	6
Communications Report	7
United Airlines	7-8
MTU-C Report	8-9
Clerical Report	9-10
Tech-Ops Report	10-11
YVR Airport Report	11

The second issue has to do with the current solvency funding payments and schedule for 2009. As you are aware (through my incessant ramblings and the Company's direct mailout) the Company has petitioned the federal government for permanent changes to the *PBSA* to lessen the amount of their annual pension payments. The consultation process that is currently underway is designed to address this issue but its report will not be released until this summer and legislation will be enacted before the end of 2009 but it will not take effect until 2010.

Air Canada needs temporary relief for its 2009 pension payments. They have been given the ability to amortize the payments over 10 years instead of 5 years but it must be done under the existing *PBSA* rules. This means that Air Canada must have the agreement and consent of the Unions before they can avail of this funding extension. If these agreements are not finalized by the end of June when the actuarial valuation is complete, then they will have to file their payment schedule based on the existing 5 year method until such time as the Union's consent is obtained. At that time they can re-file and adjust the payment amounts accordingly.

Air Canada met with representatives from all 5 of its unions on April 15th and presented a wish list of amendments and give backs that they felt entitled to demand we agree to. All of this, including every employee being asked to give up credit for a full year of pensionable service yet still pay for it was laughable. This proposal would have more appropriately been tabled on April 1st. The IAM&AW DL140 representatives, our 3 negotiations committees and Dave Ritchie, GVP Canada all met in YVR on April 28th and unanimously rejected Air Canada's position. The IAM&AW has but one position; we will not endorse any lessening of our pension benefits to further enrich our executives and shareholders at our expense. They did it once but we will not let them do it again.

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

Respectfully Submitted,

Christopher Hiscock, Chairman, LL764 Pension Committee

Grant McConachie

Many of us alive today have no idea how the airlines in Canada evolved. Most of us assume that the organization and structure that we see, and where we presently work, must have been like that when the airline industry began. History tells us otherwise.

The "new Air Canada" is really an amalgam of most of the great names and companies in Canadian air transport over the past eighty years. That mixture included CPAir, PWA, Nordair, EPA, Wardair, and TransAir for mainline and charter service, and AirBC, Air Ontario, and Air Nova for regional activity, and I am only highlighting the more dominant carriers. There are many small bush pilot businesses, and legendary bush pilots, whose companies have slipped into aviation history, and who are not included in this short list.

This would become far too long an article if I chose to chronicle the achievements of all the smaller bush operations in Canada, and the pioneers who built them. So, for brevity's sake, allow me to narrow my focus to early aviation development in Western Canada, bush pilot contributions, and one unique individual who did his part towards advancing air transport. His name was Grant McConachie.



Grant McConachie was a bush pilot who pioneered the beginnings of commercial aviation in Western Canada – "seat-of-the-pants", hard-scrabble, individualistic, dare-devil, bullshitting entrepreneurs who gambled their "blood, sweat, toil, and tears", and that of their employees, (and the money from their investors) on a winged future - hopefully filled with fame, fortune, and economic opportunity created by man's newest invention - the airplane.

Six names emerge prominently from the tough and tumble history of Western Canadian aviation development from 1930

onwards – “Punch” Dickens, Donald Watson, “Wop” May, Russ Baker, Max Ward, and Grant McConachie. Grant fought harder than the rest for his place in aviation history.

Grant McConachie was born in Hamilton, Ontario in 1909 but grew up in Calder, Alberta. At a very early age, he developed a love and a fascination with airplanes, so much so, that he worked for nothing at the Edmonton Flying Club, in exchange for flying instruction and air time on their aircraft, so as to secure his pilot's license.

McConachie began his career in aviation in 1929 at age twenty with barnstorming shows around the Canadian prairies. In 1932, he persuaded his uncle to finance a used Fokker Universal aircraft for his bush pilot business. His principal business revenue came from cargoes of northern lake whitefish which he flew out from remote areas and brought to Edmonton, for rail transport to Chicago. His businesses rarely made a profit but “good luck” always seemed to be on Grant McConachie's side and he survived when others did not.

McConachie scraped along for many years through several companies and partnerships - first with Independent Airways, then United Air Transport, and after that its eventual successor - Yukon Southern Air Transport. The “good luck” component in Grant's life always seemed to save him when bankruptcy loomed.

First it was a European princess who invested in Grant's company and happened to own two airplanes, which became an invaluable contribution to the enterprise. Then it was Grant's ability to persuade Imperial Oil (later Esso) to extend a huge credit to his fledgling company for aviation gasoline during tough economic times. Later, it was his salesman-like persuasion directed at the Canadian Car Company Board of Directors (they made railroad cars) to lease a number of Barkley-Grow aircraft, taken in trade by them, to his struggling business for next to nothing. And after that, it was an insurance claim payout, and a legal damage windfall against

the Federal Government, for destruction of his old Ford Tri-Motor aircraft parked at Vancouver Airport, by a federal government pilot-in-training on flight taxi. The settlement provided hugely needed cash to keep his business alive. He also sold the damaged aircraft.

McConachie (and others) in the northern bush pilot air transport business were finally bought up by the grain tycoon James Richardson of Winnipeg during the 1930's. Richardson established Western Canadian Airways in 1926 to capitalize on the Red Lake Gold Rush. Richardson was convinced he could amalgamate the bush industry under his company, later renamed Canadian Airways, and then sell it at a profit to the Canadian Pacific Corporation, who wanted to get into the airline business. Richardson was right, but died before he saw the money. Canadian Pacific bought the assets of Canadian Airways from Richardson's widow in 1941. The assets included Grant McConachie.

It is matter of historical fact that Trans-Canada Airlines (later Air Canada in 1964) and CPAir (later Canadian in 1986) were the children of the two great railroads of this nation. What is less known was the ability of Grant McConachie to charm the Western Region vice-president of the Canadian Pacific Railroad (A.R. Neil) with his expansionist visions for the airline after 1941 (and thus be made Western Regional Manager), and then, to wield that same charm on the Board of Directors of the Canadian Pacific Corporation for financing the dream.

By 1946, the CPR Board had renamed the polyglot Canadian Airways (ten different airlines and seventy-seven (77) aircraft of all kinds) to Canadian Pacific Airlines, and appointed the brash Grant McConachie as General Manager, over the more experienced “Wop” May and the more senior “Punch” Dickens.

Quickly, McConachie, when he became CPA President in 1947, with his bush pilot experience, placed his stamp upon the company, by demanding that CPA air engineers exercise

every ounce of their skill to ensure maximum mechanical and structural airworthiness on the company's huge assortment of aircraft. The air engineers did legendary work.

Even more unbelievable was McConachie's ability to persuade the CPR Board to invest millions of CP corporate dollars in new aircraft and costly infrastructure to further his expansionist dreams of a CPA with Asian, South American, Australian, and European ambitions, against the formidable TCA monopoly. New aircraft and routes became a steady diet at CPA.

Many long-serving Canadian Pacific Airlines employees had complained that the Canadian Federal Government was biased in its policies towards CPA and its development. Only recently has there been historical investigation and proof that this assertion was true.

The Liberal Federal Government in general, and Clarence Decatur (C.D.) Howe, the "Minister of Everything" until 1957, in concert with General Andrew McNaughton, who was Minister of National Defense after 1944, worked to thwart the expansion efforts of Canadian Airways (later Canadian Pacific Airlines) from its very beginnings.¹ They failed to take into account the tenacity of Grant McConachie and his vision for an ever-expanding CPA.

McConachie's vision of what "the great circle route" (polar navigation) would do for international aviation and for Canadian Pacific Airlines, led to his constant lobbying to the CPR Board to buy better aircraft with longer range. With longer range aircraft secured, the legendary luck and charm of McConachie resulted in the securing of landing rights for CPA to China, Japan, Hong Kong, Australia, New Zealand, Mexico City, and South America. Soon to follow were rights to Amsterdam, Lisbon and Rome. Most of these rights were obtained because the national airline (TCA) had no interest in flying there, or saw no chance to make a profit. Grant McConachie thought otherwise.

McConachie quickly put together an amazing fleet of aircraft. Short haul service used the venerable DC3, while long haul service started with four Canadair North Stars (soon replaced by longer range, quieter Douglas DC6-B's), then turboprop Bristol Britannias, followed by an ill-fated order for two DeHavilland Comet jetliners (the first which crashed in Karachi, Pakistan on its delivery flight, the second which was sold before delivery and avoided the "metal fatigue problem" found on this design), then ushered in the jet age for CPA with an order for five DC8-43 aircraft in 1959.

McConachie lobbied hard to the 1957 Diefenbaker Conservative Federal Government, who had replaced the long term Liberals, and the Federal Transport Board, for the right to compete directly against Trans-Canada Airlines on transcontinental service. His charm failed him before the Board, and it was left to CPR legal counsel Ian Gray to salvage a small victory in 1958, when the Transport Board awarded CPA a one return flight per day schedule on a Vancouver-Winnipeg-Toronto-Montreal routing.

Finally able to get limited permission to fly domestically against TCA/Air Canada in 1958, and left to pursue routes that TCA did not want, CPA orders for B737's and B727's assisted their route expansion and fleet modernization plans.

By the 1960's Canadian Pacific Airlines was a serious contender for market share on its limited domestic service allowed against TCA/Air Canada. Its railroad standard in-flight service to international destinations made it the choice of discriminating travelers worldwide, and business blossomed.

Let there can be no doubt that Grant McConachie's greatest legacy to the history of air transport in Canada was that he was a dreamer². He dreamed that CPA could link the Canadian north with the Mexican south, and further, to Australian and Asian destinations. CPA would take the routes that TCA did not want and make them profitable, and would do it with

outstanding in-flight and customer service. Funding always came from the Canadian Pacific Corporation. Often, this led to clashes with the CPR Board of Directors, for Grant believed in expanding the airline first and foremost, often leaving the business bottom line as a secondary consideration.

While Grant was alive, his dream grew and prospered.

Then, on June 29, 1965 Grant McConachie's phenomenal luck, in his 56th year, finally ran out. He died of a heart attack while vacationing at Long Beach, California. Upon the news, CPAir management immediately dispatched a DC8 from the line and sent it down to Los Angeles to bring Grant's body back home to Vancouver.

While it is clear that Grant McConachie was venerated by his managers and his employees, the same cannot be said for the Board of Directors of the Canadian Pacific Corporation. After McConachie's funeral, the Board directed CPAir to reimburse the corporation for the cost of the conscripted DC8.

Much of what Grant McConachie accomplished for aviation in Canada was never recognized in his lifetime. Most honours were bestowed upon him posthumously.

These honours included induction into the B.C. Aviation Hall of Fame, the naming of the main road artery leading to the Vancouver International Airport in his remembrance, and several books by various authors documenting his achievements and legacy.

The vision of Grant McConachie was passed on to new CPA President J.C. Gilmer, who did his best to extend life to the legacy of the McConachie dream after 1965.³

The life of Grant's legacy would suffer in subsequent years. Constant CPR Board interference would shackle CPA initiatives, and the airline would soon become a money-losing

division. The Canadian Pacific Corporation decided to restructure and sell off its subsidiaries as separate companies in the mid 1980's, and CPAir was gobbled up by PWA's acquisition-hungry Rhys Eaton in 1986 for \$357 million. From the moment that Rhys touched the legacy, the life in the McConachie dream began to wither. The dream died forever in the chambers of the Supreme Court of the Province of Quebec in December 1999.

1 *A historical proof of the Liberal Federal Government efforts to curtail the expansion of the Canadian Pacific Corporation in general, and Grant McConachie's efforts with CPA in particular, on the grounds that there would be "too much British influence in Canadian Air Transport matters if Canadian Pacific were to succeed in the airline business" is clearly laid out by historian Shirley Render in her book - Double Cross: James A. Richardson and Canadian Airways, Douglas & McIntyre, Vancouver B.C. 1999. My thanks to Brother Ken Hagen for bringing this research to my attention and for the loan of the book.*

2 *For an excellent critique of Grant McConachie and the 1972 Ronald A. Keith biography, "Bush Pilot with a Briefcase", see the Internet reference <http://ebushpilot.com/mcconachie.htm>, part of Canadian Bush Pilots and Aviation Friends: Virtual Horizons (1996)*

3 *Much of the factual material for this article came from Peter Corley-Smith's book, Pilots to Presidents: British Columbia Aviation Pioneers and Leaders 1930 - 1960, Sono Nis Press, Victoria 2001, especially Part Two: Grant McConachie and Canadian Pacific Airlines, pp. 45 - 92*



David Varnes
ST LL764 and
Chair, History Committee

Airports/Cargo Report

May 2009

Baggage Agents

The Summer Shift Schedule been accepted in principle by the Shop Committee. This shift requires an additional 3 CSA positions and we are awaiting the Recall letters to be issued prior to proceeding with the bid.

Cabins

The Cabins Shift Committee has completed the process of bidding the Summer Schedule. The Company is still issuing recall letters, and we will be short 3 LCSCA, 5 CSCA and many P/T CSCA.

Cargo

The Cargo Shift Committee and the Company are in discussions on the summer shift bid, the next meeting is scheduled for this Friday.

The summer shift bid is now forecast to take effect June 09, 2009.

Promos

The Promotional Bulletin for the Gate Planner positions has been awarded.

The Promotional Bulletin for Airport/Cargo Trainer Level 2 closed on April 27, 2009 and the Company is in the process of doing the testing and interviews.

Ramp

The Ramp Shift has been agreed to in principle. The Company and the Union have asked Arbitrator Martin Teplitsky to weigh in on the 4/3/4 issue, however neither party has heard back from him. This shift also requires an additional 51 SA positions and again we are awaiting the recall letters.

Retirements June 01, 2009

Frank Bayer, Customer Service Agent – Cargo 33 years.

Peter Brambleby, Lead Station Attendant - Cargo 30 years.

Ron Bull, Customer Service Agent – Cargo 29 years.

Peter James, Customer Service Agent – Baggage 24 years.

Dave McClue, Station Attendant – Ramp 32 years.

Sheldon Murray, Station Attendant – Ramp 19 years.

Jeff Russell, Customer Service Agent – Cargo 33 years.

Ruth Summers, Cabin Service Cleaning Attendant – 28 years.

Shop Stewards

Shop Stewards are reminded to take accurate notes so the Shop Committee can proceed with any type of appeal.

U.M.C.M.

The Shop Committee Chair attended this meeting as well as the National Shop Committee meeting in YUL May 3 to 6. There were a multitude of items discussed. The main issue seems to be the lack of communication between the Company and the Union. We don't seem to be getting the right info in a timely manner, as an example the Recall process.

Respectfully submitted,

Kevin Cox, Chair Craig Chard, Member

Communications Report

Mike Sanghera and I had the opportunity to attend Wordpress training at District 250 on April 28-29 in Surrey BC.

Wordpress is an open-source blogging/web publishing application with a focus on web standards, and usability. Wordpress is a great program and some of its features include the use RSS, Twitter and SMS. You can find more information at www.Wordpress.org.

Frank Saptel was the facilitator for the training. Frank is the National Communications Representative for the IAMAW in Canada.

We had an overview of the installation and did some of the basic configuration of a typical Wordpress site; including how to add pages, add/edit posts, download and install different themes, install and configure plugins.

The National would like the Districts and Locals to adopt Wordpress as their default web site software. It is hoped that this will help create a more social and consistent communications tool for the IAM.

Some of the other locals are making the switch from their present sites, and our recommendation is to wait and see how it functions for them. We will evaluate their sites and experiences in the coming year.

The re-design of a web site is no trivial matter (even using wordpress), if the other Districts and Locals have a positive experience, we probably will change to Wordpress, this would make the administration of the site easier for future Communicators/Executives.

Our thanks to District 250 for hosting the training.

In Solidarity,
Gordon Taylor
IAM 764 Communicator

United Airlines Report

MAY, 2009

One Disciplinary Grievance with the District for consideration on further action.

The Scheduling Committee has been attempting to put together a Summer bid, but Management has been unable thus far to provide accurate manpower numbers. Without guidance, the committee put together a bid in April based on last year's manpower and the flight schedule. This was rejected with the direction that there were 20 fewer manpower hours available than last year. This number has fluctuated over the past 2 weeks, but a bid was subsequently constructed and submitted for consideration. It contained some alternate 4/3's for consideration, as provided for in the last contract talks. It is hoped the Company will have a reply this week, however it appears there will be a significant decrease from last summer. Members are therefore reminded to ALWAYS work safely, and that in stressful situations harassment from Management during the course of duties will NOT be tolerated.

The recent swine flu outbreak has brought extra duties to gate and grooming agents, without the addition of extra time or manpower. Members with concerns about health and safety are encouraged to bring their issues to a shop steward, member of the safety committee or a supervisor. The Company has a supply of face masks available for employee use where there are concerns about germs or the chemicals in use.

The Company has finally posted their expectations on employee Dependability, otherwise known as Innocent Absenteeism, otherwise known as sick time. It is posted in Ops. Subsequently, as agreed, everyone who receives a 'letter' must start again with a letter one. Shop Stewards are reminded to have Members verify from their own records that Management's records are correct when dealing with sick

time occurrences.

It appears the flight schedule for the Olympics has been submitted. The Union will continue to work with Management in putting together an action plan for next February.

Once the summer bid has been finalized, the Union will request a meeting with local Management to address any concerns for the upcoming summer. It is expected safety will be a major concern, as will rotation of duties.

In Solidarity,

Janet Andrews
Senior Steward

Pin Party Reminder

2009 ANNUAL SERVICE AWARD PRESENTATION



LUNCHEON

Sunday, June 28, 2009

Time: 12 Noon to 3:00 pm

LADNER COMMUNITY
CENTRE

4734 – 51ST Street, LADNER, BC

(Deadline to R.S.V.P. June 19, 2009)

MTU-C Report

MAY 13, 2009 – GENERAL MEETING

GRIEVANCE STATUS

Policy Complaints Personal/Group Grievances

Established min. wages (step two) Denial of negative
Time Bank

Conflict of interest (step 3)

Denial of recall (step three)

Rescinded recall (step three)

Failure to recall (step three)

The reality of Workshare has finally hit home with the majority of individuals receiving anywhere from \$250 - \$350 less on each paycheque. If anyone has questions regarding Workshare they should direct their concerns to Joe Difabio, Ray Stec or Neil Carter.

A meeting between a selected group of Unionized employees and the Sales department who are in charge of the Americas occurred on May 5, 2009. The outcome of the meeting was that there are very few CF6-50 and CFM 56 engines on the market to be overhauled at this time. An alternate plan is being worked on to supplement the engines for Vancouver.

Discussions are continuing with the Employer regarding the Compressed Work Week for the midnight shift while being on Workshare.

In Solidarity,

Neil Carter
Senior Steward

Clerical Report

I would like to thank the Executive Board for the new office equipment (laptop, printer, keyboard, phone/answering machine).

April 4 – 10/09, attended The Winpisinger Educational Centre for Negotiations Training. This was a great course, very informative and hands-on.

Attended Pre-Negotiations Meeting, April 28 - May 1, 2009. Handed out Clerical Surveys to the Masses (YVR, YYC, YEG, YWG).

Started collecting the Surveys on May 7th - to be sent to (YYZ) Paul Lefebvre.

Heading out to Toronto, June 1 - 5 for more Pre-Negotiation meetings.

Have the Ruling for the MSP Grievance.
Still have one outstanding Grievance - Tech Writers.

Questions about the Pension Document.

One position in Pilot's Library has been backfilled from inside the department - the senior person which has opened up a new position (hopefully).

In Solidarity,

Ron McKelvie,
Chief Shop Steward, LL 764 Clerical

Tech-Ops Report

May 12, 2009

Information Issues:

Arbitration Hearings: The next scheduled date with Chief Arbitrator Martin Teplitsky is May 21, 2009 in Toronto.

UMCM Meeting: The last UMCM Meeting was held on May 5 – 8, 2009 in Montreal.

YVR Base Permanent Recalls: The Shop Committee has been working with Local Heavy Maintenance Management to ensure our Members are given every opportunity to accept or decline a recall per the Collective Agreement. Any Member receiving recall paperwork from Air Canada/Aveos is reminded to ensure that the Tech Ops Shop Committee receives a faxed copy of their selection to accept/decline recall. The Tech Ops Shop Committee Office fax number is (604) 273-0896.

Air Canada/Aveos Transition - District Lodge 140 met with Company Representatives on April 15th, 2009 in YWG to continue the discussions pertaining to the many outstanding issues as a result of the Aveos and Air Canada transition MOA. The Union and the Company are scheduling additional meetings on June 16th in YUL. Shop Stewards are reminded to check both websites; District Lodge <http://www.iam140.ca/> and Local Lodge <http://iam764.ca/> on a regular basis to ensure the Membership in your work location are kept up to date as this process progresses.

Collective Bargaining 2009: Bargaining Committee Representatives from across the system met in Vancouver on April 28 – May 1, 2009 to commence the internal preparation required by the Union to prepare them for when direct bargaining commences between the Union and the Company. The Bargaining Committee is scheduling additional

internal meetings to discuss the issues affecting the Membership.

2009 Seniority List Appeals: The Membership should be aware that any appeals/challenges to the March 31, 2009 Seniority Lists should have been submitted by the April 30, 2009 deadline per the Collective Agreement. The appeal process is now closed.

Heavy Maintenance Category 14 Shifts: The Shop Committee and Local Heavy Maintenance Management have reached a Local Shift Agreement for the Category 14s currently working within the Heavy Maintenance Paint Shop.

Tech Ops Retirements: The Shop Committee would like to congratulate the following Members; Ron Davies – Category 1, Ron Helwing – Category 1, Richard Kraska – Category 1, Mark Lim – Category 1 and Jeff Slamon – Category 24 who retired on May 1st, 2009. The Shop Committee would like to wish them a long, happy and healthy retirement. The Shop Committee also requests the assistance of all Shop Stewards in notifying the Shop Committee of any Member considering retirement.

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

Please update your address/email
information
with the Lodge 764 offices as
AC Negotiations will be starting up
in 2009.

2009 YVR Airport Report

REPORT ON THE 2009 ANNUAL GENERAL MEETING OF THE VANCOUVER AIRPORT OPERATING AUTHORITY

(photo: Larry Berg, CEO YVRAA)



The Annual General Meeting of the Vancouver Airport Operating Authority (YVRAA AGM) was called to order by YVRAA Board Chairman Graham Clarke at 1530 hours, Thursday May 14, 2009 in

the East Concourse, Departures Level, International Terminal Building. The Meeting reviewed YVRAA operations in 2008. After some brief introductory remarks, and presentation of the current members of the YVRAA Board of Directors, concise five minute reports were presented by the YVRAA management (VP's of Engineering, Operations, Finance, Community and Environmental Affairs, and CEO Larry Berg). The highlights were the near completion of almost a billion dollars worth of new construction and improvements, operational changes brought about by the Robert Dziekanski tazing incident in October 2007, and preparations for the 2010 Olympic Winter Games. Questions were then invited from the general public at the Meeting.

The Meeting had been leafleted by members of PSAC Local 20221 who are presently in negotiations with the Airport Authority. Kay Sinclair, PSAC Regional VP for BC, asked some sharp questions to CEO Larry Berg about YVRAA negotiations progress and attitudes, and noted that there was no trade union representation on the YVRAA Board of Directors. Larry did the usual "bobbing and weaving" about negotiations, but was less than frank about the lack of a trade unionist on the YVRAA Board. The last trade unionist on the Board was Jack Monroe, past IWA President, more

than a decade ago. There are five "Member-at-Large" positions currently chosen by the appointed Board of management professionals and government nominees. The reality is that a trade unionist has little chance of being appointed to the YVRAA Board by this body, even though there is presently one at-large vacancy.

A very small turn-out of members of the general public asked questions about the status of Vancouver Airport Services (YVRAS), a subsidiary of YVRAA that operates airports worldwide, recent changes to flight paths and technology to monitor aircraft noise, and a senior requested passenger electric carts with lower access, so that passengers with walkers, who have difficulty climbing into high vehicles, could have transport to and from aircraft gates. There was also a question about changes to employee parking at the Airport, which I will address in the next paragraph.

I was appointed the Local Lodge 764 representative to the YVRAA AGM by the Regular Meeting May 13, and I would like to thank the members for that privilege. I put questions to CEO Larry Berg on YVRAA 2008 long term financing, bad debts, property acquisitions, environmental disputes with the Federal Government, and contracts in the sums of hundreds of thousands of dollars that were awarded without any public tender process. My final question was on employee parking, and I was informed that when the Skytrain Airport Connector line begins operation in October 2009, all YVRAA employees will begin parking at Templeton Station and commuting to work. No date has yet been established for other employees at the airport, but additional terminal expansion(s) foreseen after 2011 will probably force the Templeton commute upon other members of the airport community.

In summary, for 2008, YVRAA had another strong year revenue-wise, with only cargo tonnage carried, declining. The high cost of a barrel of oil and the economic turmoil of last year sharply reduced international and transborder passenger traffic, but domestic travel remained strong. The

loss of Singapore Airlines service to Vancouver was attributed to Canadian Federal Government foot-dragging on a bilateral agreement with Singapore government authorities. The current economic climate has slowed down some of the YVRAA construction initiatives that were planned in the Airport Master Plan to 2027, but the collection of Terminal Fees, Concession Charges, and the Airport Improvement Fee (AIF) continues to provide the Authority with a robust revenue stream. There will be no shortage of money for airport expansion.

There was no printed YVRAA Annual Report available this year. As a cost-saving measure, the Annual Report is displayed on the YVRAA Website in PDF format. Members with questions about YVRAA are welcome to contact me. I much appreciated the opportunity to be your representative again this year.

Respectfully submitted.

David Varnes, Secretary-Treasurer

Negotiations Survey

We would like to thank all of our members who took the time to fill out the survey and tell us their thoughts and issues. The response results were overwhelming.

This week your negotiations team will be meeting internally to tabulate the results and formulate an agenda for the joint meetings with the Company.

Although no date for joint meetings with the company have been set, we will continue to prepare our agenda items.

In Solidarity,
Gary Sinclair
General Chairperson DL140 and Negotiations Co-Chair

Next General Meeting

June 10, 2009

5 PM

**7980 River Road
Richmond, B.C.**



WE'RE ON THE WEB!
WWW.IAM764.CA

IN MEMORIAM

BROTHERS:

JOSIP BOSNJAK

PERCY HICKS

MARTIN KOVATS

FREDERICK MITCHELL

JOHN STEPHENSON

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

Dan Cooke – Conductor/Sentinel

Gordon Taylor – Communicator

Joe Toth - Tech-Ops Shop Chair

Kevin Cox - Airports/Cargo Shop Chair

Neil Carter – Senior Steward MTU

Janet Andrews – Senior Steward UAL

Ron McKelvie – Clerical Chief Shop Steward

The Snag Sheet is published 10 times per year :

**CANADIAN AIRWAYS LODGE 764
7980 RIVER ROAD,
RICHMOND, B.C. V6X 1X7
< CHARTERED 1941 >**

**EDITOR: Gord Taylor
WEBMASTER: Gord Taylor**

Office: (604) 273-9668

Fax: (604) 273-9670

**E-mail:
webmaster@iam764.ca**

**All monthly issues are available
online by visiting the Lodge website:**