

## Fighting Against Foreign Aircraft Maintenance



**AIR** / 16



**RAIL** / 20



**TRANSIT** / 22



# Hold These Double-Talking CEOs Accountable

*By International President John Samuelsen*

In late July, President Trump hosted a meeting in which the CEOs of some of the biggest U.S. airlines begged for his help in their competition with state-sponsored Middle East carriers. On August 5, I sent a letter to President Trump, demanding he hold these CEOs accountable for their hypocrisy. Excerpts of the letter are below.

During this meeting, the CEOs of these airlines reportedly asked the President to shield them from foreign competition. But at the same time some are actively working to offshore many U.S.-based jobs, exposing American workers to unfair competition, and possibly harming American air travelers. It's laughable that these job-exporting CEOs would cite a risk to U.S. jobs to support their position. This anti-worker business scheme is un-American and totally hypocritical.

Foreign carriers should not be allowed to grow into our markets using government subsidies – essentially forcing American workers to compete against foreign governments. Likewise, the tens of thousands of solid, blue-collar American workers at USA flagged airlines should not be forced to compete against any unqualified, less safe foreign worker. It seems the very same CEOs who are worried about losing routes to foreign competition have no qualms about putting their workers on the street as they move aircraft maintenance overseas. In the past 15 years, these airlines have more than tripled the percentage of maintenance work performed outside of the U.S. and cost our economy more than 8,200 good-paying, middle class jobs in the process.

Not only does offshoring cost jobs, it raises tangible safety and security issues. American Airlines' and others' outsourcing efforts raise critical safety questions: Do such actions endanger the lives of the travelling public in the pursuit of profit? Many foreign mechanics are not subject to the same security background checks, drug and alcohol testing, or unannounced safety inspections, nor do they have FAA certification, that is required to work for air carriers in the USA. Furthermore, the largest number of these foreign repair stations are in China – a country that has demonstrated a willingness to undermine our national interests. Airline CEOs should not be permitted to nickel and dime American workers and air travelers, especially when doing so may introduce unnecessary and serious risks into our aviation system.

As President, Trump has immense power to hold these double-talking CEOs accountable. The Department of Transportation and the Federal Aviation Administration have existing congressional directives to address the safety and security gaps regarding foreign repair facilities – and they should be enforced.

As a New Yorker and longtime labor leader, I have seen many attempts to game the system to get an advantage over workers. But I have never seen CEOs so willing to destroy American jobs, and then have the gall to beg the government for a handout.

It is an outrageous affront to the American people that these highly profitable corporations are willing to kill American jobs and the exceptional safety outcomes that USA-based mechanics provide to air travelers, just to earn a few more bucks. President Trump can intervene and protect tens of thousands of blue-collar aircraft mechanic jobs and possibly save American lives as well.

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“Airline CEOs should not be permitted to nickel and dime American workers and air travelers, especially when doing so may introduce unnecessary and serious risks into our aviation system.”

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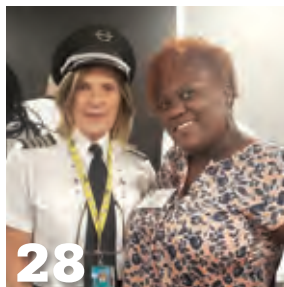
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## TWU Committee on Political Education Makes Us Stronger

By International Secretary-Treasurer  
Jerome Lafragola



Working people know there is a critical link between the bargaining table and the ballot box. Any organizing victory or progress made on the shop floor means nothing if local, state, or federal legislators pass laws that threaten our rights to unionize. Economic policies that favor corporate CEOs have the economy wildly out of balance, and unions remain one of the last lines of defense in protecting the middle class.

The TWU Committee on Political Education (COPE) is how we fight back. It's a political action committee (PAC) funded by voluntary contributions from union members and union staff. The COPE fund backs candidates who are supportive of TWU members at all levels of government, regardless of party affiliation. The amounts we contribute to federal candidates are limited and enforced by the Federal Election Commission. If a candidate by action or intention indicates he or she wants to provide a better life for us and our families, the TWU COPE will help that candidate get into office.

Once pro-worker legislators are in office, the decisions they make can impact our everyday lives. No matter what office they hold, elected officials vote on issues that matter the most to working people, such as union rights, transportation budgets, salaries and benefits.

The 2020 election cycle is approaching soon, so join the TWU COPE today to make sure your voice is heard in Washington and in state capitals around the country. Visit [www.twu.org/legislative-and-political/cope](http://www.twu.org/legislative-and-political/cope) for more information.

### TWU COPE

- Distributes thousands of congressional voting records and helps educate union members on the issues so they can be informed voters.
- Endorses candidates on the basis of their record and/or their program, not on the basis of their party affiliation.
- Is completely voluntary.
- Urges every union member and voting-age member of his or her family to vote!

The TWU COPE can influence elections, contribute to candidates, educate politicians and provide information to union voters so you can make an informed decision at the ballot box. Just like there is a power in a union, there is power in coordinated political action. The more we donate to the TWU COPE, the more pro-worker candidates we can have in office, who in turn will fight for legislation that improves the lives of working people.

A handwritten signature in black ink, appearing to read "Jerome Lafragola". The signature is written in a cursive, flowing style.

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"The TWU COPE can influence elections, contribute to candidates, educate politicians and provide information to union voters so you can make an informed decision at the ballot box."

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# MEMORIAL



Gary Yingst served as Election Chair for the TWU's 24th International Convention, held in 2013. Yingst is in the very middle of the photo, at the podium with the red tie, flanked by his union brothers and sisters.

## Remembering Our Beloved Gary Yingst

*“As Air Division director, Gary was selflessly dedicated to the union around the clock. He oversaw the negotiations of countless contracts for the Air Division, including American Airlines, Southwest Airlines, dispatch and service groups – improving the lives of thousands of members and their families. He will be dearly missed.”*

– TWU Air Division Director Mike Mayes

Local 514 member and former TWU Air Division Director Gary Yingst passed away on July 6.

“On behalf of the entire International Administrative Council, we extend our deepest condolences to Gary’s family during this difficult time,” said TWU Air Division Director Mike Mayes. “As Air Division director, Gary was selflessly dedicated to the union around the clock. He oversaw the negotiations of countless contracts for the Air Division, including American Airlines, Southwest Airlines, dispatch and service groups – improving the lives of thousands of members and their families. He will be dearly missed.”

Yingst served the union in many positions: as a TWU International Air Division Director, International Vice President, TWU Local 514 Vice President and Election Chair for the 2013 TWU International Convention.

Yingst, a Tulsa native, was hired at American Airlines in 1985 when he was 27 and quickly became an officer at TWU Local 514. In 2000, he became TWU International Representative for the Air



Former TWU Air Division Director Gary Yingst.

Division. Yingst was elected at the 2001 convention to International Vice President and named the AA System Coordinator.

In 2005, he was re-elected to International Vice President, and was also a member of the Appeals Committee. In 2006, President Mike O’Brien resigned due to personal health issues and a result Yingst was asked to take over as Air Division Director.

Unfortunately, in early 2008 he was diagnosed with a bone disease requiring a double hip replacement. Yingst determined it would be in the TWU’s best interest if he resigned as Air Division Director. After a year of undergoing surgery and rehabilitation, he returned to work at the Air Division office and immediately went to work negotiating Dispatch contracts.

In late 2008 he was asked to move to Miami to oversee the dozens of service contracts. Yingst was a frequent speaker at the Association of Professional Flight Attendants (APFA) conventions and board meetings and participated in numerous arbitration seminars as a panel member and guest speaker.

# MEMBERS IN ACTION

## Local 512 Picnic

On July 24, Local 512 hosted a family picnic at Centennial Park in Addison, Illinois.



## Local 512 Beats the Heat with Snow Cones

On July 19, Local 512 hosted a "Beat the Heat Snow Cone Day" at O'Hare International Airport in Chicago.



## Local 229 Member Appreciation Day

Local 229 hosted a Member Appreciation Day on July 13 in Jersey City.



## MEMBERS IN ACTION

### Fifth Annual Local 252 Picnic

Local 252 President Debra Hagan hosted a fifth annual picnic for her members on June 23 in Heckscher State Park in East Islip, NY.



### Local 171 Family Day and Picnic

*Local 171 hosted a Family Day and Picnic on July 4.*



### Local 239 Picnic

Local 239 hosted an Organizing and Driver Appreciation Picnic in Augusta, Georgia on June 22.



### Local 548 Swearing In

Members of Local 548 were sworn in by International Executive Vice President and Air Division Director Mike Mayes on June 4. Left to right: Jim Rupe, Rob Lenhart, Steve De La Vera, Jim Martone, Chris Turner, Randy Hauptmann, Rick Campbell, Tim Bennett, Eric Helms, TWU International Rep Jose Galarza and Mike Mayes.



# Bringing the AV Fight to State Conferences

Members of the TWU State Conferences met in Columbus, Ohio, July 30 through August 1.

The event kicked off with a Democratic Debate Watch Party, hosted by the TWU Transit, University, Utilities and Services (TUUS) Division and Committee on Political Education (COPE). A two-day conference followed. (see p. 12).

On the first day, the TUUS Division gave presentations on the threat of autonomous vehicles to our jobs and economic security. They were led by TUUS Division Director Curtis Tate, TWU Campaign Organizer Heather Laverty and special guest speaker Ed Wytkind, formerly head of the Transportation Trades Department (TTD).

On the second day, State Conference Chairs held a special meeting, where they discussed strategic planning for the coming months leading up to the 2020 Election.



Members of the California State Conference met with Congressman Harley Rouda (D-CA-48) and Congressman Mike Levin (D-CA-49) on August 20.



TUUS Director Curtis Tate gives a presentation at the State Conferences panel on the threat of autonomous vehicles.





TRANSPORT WORKERS UNION

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**OPEN TOUR!**



COPE Director Andrew Rangolan and staff held meetings with TWU members across the country.



## Infrastructure Debate Begins

One of the most important pieces of federal legislation for the TWU is the *Fixing America's Surface Transportation (FAST) Act* – also known as the *Surface Transportation Reauthorization Act*. This bill enables the federal government to fund public transit and other infrastructure investments through a steady stream of revenue generated by taxes on gasoline. The current authorization for these programs is set to expire in September 2020.

On July 30, the Senate took the first step towards renewing these programs. The Environment and Public Works Committee passed *America's Transportation Infrastructure Act*, which would cover highway construction and maintenance. For the first time, the bill also includes a title regarding Climate Change, which would incentivize states to increase the use of public transportation to reduce carbon emissions.

The bill must also go through the Banking Committee to add a title specifically on public transportation and the Commerce Committee to address railroad issues (including Amtrak). The TWU will remain engaged on this important legislation moving forward.

## NY & NJ Delegations Stand Against Offshoring Airline Jobs

On August 19, 26 members of the downstate New York and upstate New Jersey Congressional delegations sent a letter the CEO of American Airlines, Doug Parker. The letter, led by TWU champion Rep. Adriano Espaillat (D-NY-13), called on the company to work with the TWU and other unions to ensure that the 2,000+ airline mechanics, technicians, fleet services workers, and other ground-based crew at New York-area airports do not see their jobs outsourced

or offshored. The letter also encouraged the company to ensure its planes meet critical safety minimums by returning its maintenance work from abroad.



## Congress Calls Out Keolis at MBTA

In response to several derailments of Massachusetts Bay Transit Authority vehicles operated by Keolis, the TWU called on our allies in Congress to increase scrutiny of the contractor's safety practices. In a letter signed by every member of the Massachusetts and Rhode Island delegations, elected leaders from MBTA's service area noted that these derailments "have raised questions about the company's safety protocols and practices."

Four Senators and 11 Representatives joined the letter at the TWU's request – including presidential candidate Elizabeth Warren.

## Candidate Support Statement of Principles

At the June meeting of the International Executive Committee, TWU leaders adopted a statement of principles regarding support for candidates running for political offices.

The statement is meant to provide guidance to TWU State Conferences as they consider which candidates will be champions for the union once elected.

These principles represent the core of the TWU's beliefs on what is best for workers in the U.S., including "forthrightly opposing right-to-work laws" and "upholding safe working conditions, living wages, and benefits." In order to be eligible for any support from the TWU International, a candidate must demonstrate that they live up to these ethics.

## California Fighting for Workers' Organizing Rights

On May 29, the California State Assembly passed a bill to safeguard the organizing rights for workers currently misclassified as "independent contractors." The bill would apply a three-part test to determine if a worker is an employee and eligible to join a union:

- Is the worker free from control and direction of the company?
- Does the worker perform work outside the usual course of that company's business?
- Is the worker engaged in work generally performed by independent contractors?

If the answer to any of these questions is "NO," then the worker would be entitled to the full scope of protections guaranteed to employees.

This legislation would immediately make rideshare drivers and others eligible to organize and collectively bargain. Additionally, the legislation would raise the take home pay for tens of thousands of misclassified workers.

## INTRODUCING: 'Member Moments'

The TWU has champions fighting for workers in every state around the country. Elected members of the U.S. Congress and state legislatures have your back in our nation's capitols, yet most of these allies remain unknown outside of their home districts. To help you get to know these compatriots better, *The TWU Express* is introducing a new recurring section called "Member Moments" which will give you a personal view of some of our union's greatest friends in positions of power around the country. On the next page is our inaugural column featuring an interview with U.S. Representative Peter DeFazio (D-OR), Chair of Transportation and Infrastructure Committee which oversees public transit, airlines, and railroads.

# Rep. Peter DeFazio (D-OR-4)

**Q.1: You've been a member of the Transportation and Infrastructure Committee for more than three decades. What made you choose to focus your career on infrastructure investment?**

**A:** Our country has come a long way since 1956 when construction began on what is now the United States Interstate Highway System. President Dwight D. Eisenhower championed a network of roads that reshaped our national economy and connected communities in an entirely new way. It was big, bold, and transformative for mid-20th century America.

But now, more than 60 years later, our transportation network—and the mobility, connectivity, and millions of jobs it provides — is in jeopardy. Our transportation systems are inefficient, outdated, and in some spots, downright dangerous. Decades of underinvestment have led to hundreds of billions of dollars in unmet capital needs, and we see the problems it causes every single day in our country, from lost time and money spent idling in traffic, to crumbling bridges and highways, to unnavigable channels, to overcrowded airports that can't keep up with record demand.

Prior to coming to Congress, I served as a county commissioner and saw firsthand the importance of a strong transportation network for economic development and jobs. That's why I first joined the Transportation and Infrastructure Committee and why I'm fighting for a reinvigorated Federal role and a 21<sup>st</sup>-century vision to meet the transportation needs of future generations. It's not enough to merely maintain what we have; we must also modernize our transportation systems to combat



*Rep. DeFazio takes a tour of the New York City subway*

congestion, reduce emissions, and create more resilient infrastructure that will last for decades to come. Coming up with the funding for this Federal investment will be an uphill fight, but I will keep fighting because I strongly believe that we have a tremendous opportunity to carry out transformative projects, create family-wage jobs, and support U.S. industry.

**Q.2: You've been very active in fighting against lower safety standards for foreign aircraft repair stations. What drew you to this issue and what's next in that fight?**

**A:** I have been concerned for years over the Federal Aviation Administration's lax oversight of the hundreds of FAA-certificated aircraft repair stations abroad. I'm not alone. The Department of Transportation's own watchdog, the DOT Inspector General, has issued multiple reports detailing deficiencies in FAA oversight and monitoring of foreign repair stations, which, at the same time, are taking on more and more critical safety work on U.S.-registered aircraft. That's why I included provisions in recent reauthorizing legislation directing the FAA to require the

same safety standards for workers overseas as are already required for U.S. workers — things like screening for alcohol and substance abuse and background investigations — and, in particular, to ensure that inspectors pay appropriate attention to facilities that perform heavy maintenance on U.S. airline fleets. However, to date, the FAA has failed to implement these important mandates, which are now several years past due. I will keep sounding the alarm on these shortcomings, pushing to raise the standards for foreign repair stations, and working to enhance the overall safety of our aviation system.

**Q.3: What does the labor movement mean to you?**

**A:** Labor unions are essential to a thriving middle class and a healthy democracy, and throughout my time in office, I've proudly fought for the interests of working people across our country. Too often in our history, huge corporations have made profits by cutting corners on workplace safety or reducing pay and benefits. Corporate executives regularly get million-dollar bonuses and severance packages when they leave, but the average American worker is lucky to get a week's notice. The right to form a union and engage in collective bargaining is the best tonic for these abuses. For generations, unions have protected the rights and standard of living for working men and women in this country by ensuring Americans have a safe working environment, a living wage, and decent retirement and health care benefits—and I will continue to work to protect and strengthen the rights of working-class Americans to organize and engage in collective bargaining.

# TUUS Division, COPE, Host Dem Debate Watch Party

TWU's Transit, Universities, Utilities and Services Division (TUUS) and COPE hosted a Democratic Debate Watch Party on Tuesday, July 30 in Columbus, Ohio.

The party was part of a conference to address autonomous technology and to bring it to the attention of the State Conferences as we transition the autonomous technology fight to include all TWU Divisions.

The event kicked off with the Debate Watch Party and was followed by a two-day conference – Day One focused on Autonomous Technology, Day Two was a State Conference Chairs Meeting (*see p. 8 for more*).



## AFL-CIO 2020 Labor Briefing in Detroit

The AFL-CIO hosted a briefing on the issues important to organized labor for representatives from the 2020 presidential campaigns, in late July.

Speakers discussed the need for renewing our collective bargaining laws through the Protecting the Right to Organize Act; the challenges of organizing and negotiating a contract in the public sector; workplace safety; and, the need for secure retirement options for working class Americans.

TWU International President John Samuelsen and Secretary-Treasurer Jerome Lafragola joined many of their counterparts from across the labor movement to attend and share the needs of TWU members with the campaigns.



*Local 2051 member Derek Deman with TWU International Secretary-Treasurer Jerome Lafragola and TWU International President John Samuelsen.*



*TWU International Secretary-Treasurer Jerome Lafragola, AFL-CIO Secretary-Treasurer Liz Shuler and TWU International President John Samuelsen.*

# Bikes Make Life Better

On June 20, workers at Bikes Make Life Better – a bike share located on Facebook’s campus in Menlo Park, California – voted for representation from the TWU. However, the employer filed an objection claiming that some of the voters were actually supervisors.

A hearing was held in early August and the TWU was awaiting a decision from the National Labor Relations Board (NLRB) as this issue went to press. If the NLRB rules in our favor, contract negotiations can begin.



## NYC Bike Share Catches Union Spirit

Tuesday is Union T-Shirt Day for New York City Bike Share members. Here are some participating on August 13.



## Bay Wheels Bike Share

Negotiations for the inaugural contract for Motivate Bike Share workers, based in San Francisco, are underway.

This bargaining unit – consisting of 90 members – is unique because they are negotiating a national contract with some particular local issues. Major issues on the table are:

- Reworking training differentials
- Developing a training program
- Time and access

So far, bargaining has been collegial, and there has been steady progress.

### NEW ORGANIZING

## MinKwon Learning Center

The TWU won voluntary recognition for workers at MinKwon Learning Center, an Asian non-profit, located in Flushing, New York.

Bargaining for the inaugural contract will begin this fall.



MinKwon workers celebrate their organizing win.

# After Two Year Fight, Local 525 Members Ratify Contract by 80%

After spending nearly 2.5 years at the negotiating table, Local 525 members ratified a new contract with an 80 percent vote on June 16.

Local 525 members are firefighters at Kennedy Space Center and bargain with the Chenega Corporation. In case any sort of fire or emergency happens to NASA, they are on call.

In March 2018, Chenega imposed their “best and final offer” to the membership, which was a huge slap in the face. Their proposal included:

- Massive overtime cuts
- 401K losses
- Minimal wage increase
- Non-paid rest periods - and
- Removed 100% sick leave

“Local 525 members put their lives on the line every day and we absolutely could not accept this miserly deal,” said TWU

Air Division Director Mike Mayes. “It’s disgraceful to offer a firefighter a contract that doesn’t include any sick days.”

Solidarity was a huge part of the contract fight. In July 2018, hundreds of TWU members from across the country picketed outside the Kennedy Space Center, demanding a fair contract for Local 525. The picket line went on for three quarters of a mile and lasted for hours – even in the scorching temperatures.

## Mediation

In 2018, the TWU filed a lawsuit against Chenega for not paying overtime as required by the Fair Labor Standards Act (FLSA).

On June 11, 2019, the TWU and Chenega met in federal mediation and began the process of trying to find a resolution to the lawsuit.

Local 525 President Kevin Smith explained that Chenega was motivated to settle the lawsuit and come to a contract agreement because NASA was poised to remove them from their property and replace them with a new contractor. At the same time, the union was also pressed to find common ground due to the fact that the next contract “could” include a “Wage Determination” for the Department of Labor, which could result in wage and benefit cuts.

## Big Wins

That very same day, on June 11, the lawsuit was settled via mediation late into the evening with \$1.375 million in back-wages for all overtime illegally removed.

The three-year contract includes:

- Returned sick leave (all but one day)
- Restoration of all overtime going forward
- “Time-Trades” allowing more time off for employees
- The return of two terminated employees
- Agreed to a 401k Matching program (5% Matching)
- Wage Increases
  - 4%
  - 4%
  - 3%

“This is another big win for the TWU,” Mayes said. “It proves that you can never cave into a company’s demands – workers should always prevail.”

“We didn’t get 100 percent of what these first responders deserve, but we’ve returned the majority of the vital benefits the company stole from us and secured a three-year contract for the membership,” Smith said. “Now we’re going to focus on providing the first-class service we’ve always given at Kennedy Space Center.”



Local 525 President Kevin Smith, Air Division Director Mike Mayes, International Secretary-Treasurer Jerome Lafragola, International Rep Terry Daniels, TUUS Division Director Curtis Tate, International Rep Jose Galarza, International Rep Theotis James and Local 291 President Jeff Mitchell at a July 2018 picket outside the Kennedy Space Center.



## President Samuelson Blasts Maintenance Offshoring, Toxic Cabin Air at ‘State of Aviation Safety’ Hearing

TWU International President John Samuelson joined a panel of labor leaders at the “State of Aviation Safety” House Subcommittee Hearing on Wednesday, July 17, sharing frontline workers’ views on aviation safety. During the hearing, Samuelson highlighted the negative effect offshoring of maintenance work for U.S.-based aircraft is having on safety, as well as the threat of toxic cabin air.

### Foreign Repair and Maintenance Facilities

The Federal Aviation Administration (FAA) requires that all U.S.-flagged commercial aircraft be maintained to the same standard. However, the FAA has exempted maintenance work done outside of the country from many safety standards.

“The result is a two-tiered safety system that encourages airlines to offshore more and more work – introducing more risk in our aviation system,” Samuelson explained.

Foreign repair stations are exempt from regulations requiring:

- Mandatory security background checks for workers;
- Risk-based safety and security evaluations for facilities;
- Drug and alcohol testing;
- Unannounced FAA inspections; and
- FAA certification standards for mechanics and technicians.

Twice in the past decade, Congress has already directed both the FAA and the Department of Transportation (DOT) to address several of these safety gaps but received no action.

“The FAA’s delays led a boom for foreign repair stations,” Samuelson explained, noting that the number of foreign facilities has grown by more than 30 percent in only the past four years.

Today, there are more than 900 FAA-certified foreign repair stations. On top of that, DOT data shows that the three leading U.S. airlines sent about 30 percent of their maintenance work to foreign facilities.

“American mechanics, technicians, and pilots are alarmed by the incompetent work and nefarious actions performed on aircraft maintained outside of the U.S.,” Samuelson testified.

Their discoveries have included:

- Critical engine components held together with tape and wire;
- Mid-flight cabin depressurization caused by incorrectly installed exterior door parts;

- Aircraft covered with flammable paint; and
- Drug smuggling in aircraft noses, wheel wells, avionics, and lavatory panels.

“The country with the most FAA-certified foreign repair stations is China – and that raises significant cyber and other security questions,” he noted.

This un-level playing field for safety regulations is also costing American jobs: 8,200 aircraft maintenance jobs have left the country in recent years.

“The job loss isn’t caused by lower wages or skills, the biggest factor is regulatory loopholes that let airlines cut costs by diminishing safety. We often hear that airlines ‘do not compete on safety,’” Samuelson explained. “Congress and the Administration have to live up to this ideal by immediately closing all the loopholes that encourage moving maintenance work outside of the country.”

### Toxic Cabin Air

The TWU is also concerned about the quality of air onboard our aircrafts. Because the atmosphere surrounding aircraft at 40,000 feet above sea level is too thin to breathe, modern aircraft heat air from around the wings over the engines and then compress that air before circulating it into the cabin. This process of “bleeding” air from around the plane can expose TWU crew members and the traveling public to unhealthy toxins.

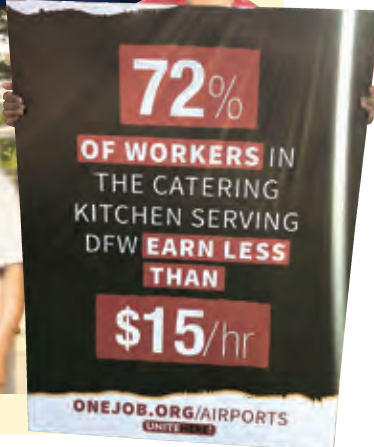
When this process malfunctions, engine oil, hydraulic fuel and other aircraft fluids can leak into the system. These liquids become gas, turning into nerve agents that can cause respiratory, neurological and psychiatric symptoms – and can be absorbed both by inhalation and through the skin.

“Repeated or prolonged exposure to these agents – such as that endured by flight attendants and frequent air travelers – can have devastating health effects,” Samuelson explained.

Aircraft are not yet equipped with sensors to alert the crew when toxic fume events are happening. Reporting and responding to events are extremely difficult. However, due to rising public awareness, these incidents are being reported more and more often. (See page 16 for more.)

### TWU Supports UNITE HERE

President Samuelson; officers and members from TWU Locals 513, 556, 567 and 591 demonstrated solidarity and support of UNITE HERE as they rallied to improve their wages and conditions at American Airlines headquarters in Fort Worth, Texas on August 13. "One Job Should Be Enough!"



## Letter Campaign: Tell Your Elected Official to Support the Cabin Air Safety Act of 2019

How safe is the air you're breathing when you fly?

You may have seen several stories about diverted aircraft from all airline carriers in the US and abroad in the news recently because "toxic fumes." These fumes cause serious health concerns and are not monitored at all onboard aircraft.

Passengers are often unaware that the air they breathe on board is circulated through a "bleed air system." This system heats outside air over the engines – allowing toxic fumes to potentially seep into the cabin air.

The aviation industry often denies the threat of these chemicals, claiming that aircraft have been designed this way for years. The science, however, is clear on this issue.

Engine oil, hydraulic fuel, and other aircraft fluids, when gasified, become potent nerve agents that can cause brain damage, cancer, and loss of motor function.

These nerve agents can be absorbed through inhalation and through the skin. Repeated or prolonged exposure to these – such as the daily exposure flight attendants endure – may result in the same effects as acute exposure. Some TWU members have become



completely disabled from exposure to these chemicals.

These fumes can smell like dirty socks, magic markers or other everyday items – often causing people to ignore this life-threatening issue.

Frequent flyers and other passengers may mistake the symptoms of toxic fume exposure for jetlag. In fact, travelers are at equal risk of the negative health effects from these fumes.

Federal legislation has recently been introduced in the U.S. Congress to address this issue. The Cabin Air Safety Act, sponsored by Senator Richard Blumenthal (D-CT) and Representative John Garamendi (D-CA), would help set our cabin air on a path to being healthy and safe. The TWU fully endorses this important bill as a first step to ensuring our cabin air quality is improved.

The TWU launched a letter campaign, asking elected officials to endorse The Cabin Air Safety Act of 2019. Visit <https://actionnetwork.org/letters/tell-your-elected-official-to-support-the-cabin-air-safety-act-of-2019> to get started.

For more information on the TWU's Toxic Cabin Air Campaign, visit <http://www.twu.org/health-safety/toxic-fume-exposure/>.



# American Airlines Association Update: Court Issues Permanent Injunction

On August 12, 2019, the U.S. District Court for the Northern District of Texas issued a Permanent Injunction applicable to the Transport Workers Union of America, AFL-CIO, the International Association of Machinists and Aerospace Workers, AFL-CIO, and the Airlines Mechanic and Related Employee Association, TWU/IAM, and to all employees represented by the Association, the IAM, or the TWU at American Airlines. A copy of the Permanent Injunction starts on page 18.

**As called for in the Permanent Injunction, this directive is to instruct all Association, IAM, and TWU represented employees of American Airlines to resume normal working schedules and practices. No union member should engage in any concerted refusal to perform normal operations. Union members must cease and desist all such activity and exhortations or communications encouraging same upon pain of fine, suspension, or other sanction by defendants.**

The Permanent Injunction requires that the Association, IAM, and TWU, the members, agents, employees, including affiliated and associated entities and local unions are permanently enjoined and **must not** call, permit, instigate, authorize, encourage, participate in, approve, or continue any form of disruption to or interference with American’s airline operations, including, but not limited to, any slowdown, work to rule campaign, or any other concerted refusal to perform normal operations in violation of

Section 2, First of the Railway Labor Act.

Union members **must not**:

- Engage in any concerted refusal to perform normal operations;
- Refuse to accept overtime and/or field trips as they would in the normal course;
- Fail to complete maintenance repairs as they would in the normal course;
- Slowdown in the performance of their job duties;
- Take any other action intended to cause aircraft to be out of service (and specifically to cause aircraft out of service at 7:00 a.m.) or otherwise result in flight delays or cancellations or interfere with American’s operations.

In addition, **no one** shall threaten or intimidate any employee for accepting overtime or field trips or otherwise performing his or her job duties as he or she would in the normal course.

All officials and members of the Association, IAM, and TWU, including local leadership, local executive board members, shop stewards, and grievance committee members, at all stations must refrain from taking any action in public or private communications that could be construed as a call for a continued slow down or non-compliance with the Permanent Injunction in any manner, including using “code words,” (e.g., “work safe,” “work to rule,” “work to contract”) and/or making any statements that undermine or contradict, directly or indirectly, the mandate to restore normal operations.

## AA Association Update: Notice of Permanent Injunction

On August 12, 2019, the U.S. District Court for the Northern District of Texas issued a Permanent Injunction. The following statement from IAM, TWU, and the Association’s most senior leaders, including Sito Pantoja, Alex Garcia, and John Samuelsen, is made to all mechanic and related employees pursuant to the Permanent Injunction:

The Court now has issued a Permanent Injunction that binds us all indefinitely.

We therefore notify you, in no uncertain terms, that:

Any actions by mechanic and related employees that are designed or intended to harm or slow down American’s operations is a violation of the Court’s Permanent Injunction and the Railway Labor Act. You **MUST** resume normal working schedules and practices. You **MUST NOT** engage in any concerted refusal to perform normal operations.

Any individual employee represented by the Association who is found to have:

Refused to accept overtime or field trip requests as they would in the normal course;

Failed to complete maintenance repairs as they would in the normal course;

Slowed down in the performance of their job duties; or

Taken any other action intended to cause aircraft to be out of service (including specifically aircraft out of service at 7:00 a.m.) or otherwise cause flight delays or cancellations or interfere with American’s operations;

WILL face discipline and fines from the Association, TWU and/or IAM.

Sito Pantoja, Director, TWU-IAM Association, General Vice President, International Association of Machinists, and Aerospace Workers

Alex Garcia, Vice Director, TWU-IAM Association, International Executive Vice President, Transport Workers Union of America

John Samuelsen, International President, Transport Workers Union of America

**IN THE UNITED STATES DISTRICT COURT FOR  
THE NORTHERN DISTRICT OF TEXAS FORT WORTH DIVISION**

**Civil Action No. 4:19-CV-414-A**

**AMERICAN AIRLINES, INC., Plaintiff,**

**V.**

**TRANSPORT WORKERS UNION OF AMERICA, AFL-CIO, INTERNATIONAL ASSOCIATION  
OF MACHINISTS AND AEROSPACE WORKERS, and AIRLINE MECHANIC AND  
RELATED EMPLOYEE ASSOCIATION TWU/IAM, Defendants.**

FINAL JUDGMENT Containing PERMANENT INJUNCTION

THIS action came before the court on the Complaint for Injunctive Relief filed on May 20, 2019, by plaintiff, American Airlines, Inc. (“American”). After a trial on the merits on July 1, 2019, and considering all of the filings in this matter including the parties’ post-trial briefs, and for the reasons set forth in this court’s memorandum opinion signed on the date of the signing of this Final Judgment Containing Permanent Injunction:

The court ORDERS, ADJUDGES, and DECREES that defendants, Transport Workers Union of America, AFL-CIO (“TWU”), International Association of Machinists and Aerospace Workers, and Airline Mechanic (“JAM”) and Related Employee Association TWU/IAM (“Association”), and their members, agents, and employees, and all persons and organizations acting by, in concert with, through or under them, or by and through them or their orders, including, but not limited to, affiliated and associated entities, and local unions, are permanently enjoined from calling, permitting, instigating, authorizing, encouraging, participating in, approving, or continuing any form of disruption to or interference with American’s airline operations, including, but not limited to, any slowdown, work to rule campaign, or any other concerted refusal to perform normal operations in violation of Section 2, First of the Railway Labor Act (“RLA”): By way of further example, this includes, but is not limited to, refusing to accept overtime as they would in the normal course, refusing to accept field trips as they would in the normal course, failing to complete maintenance repairs as they would in the normal course, slowing down in the performance of their job duties, and any other action intended to cause aircraft to be out of service (and specifically to cause aircraft out of service at 7 a.m.) or otherwise to cause flight delays or cancellations or disrupt or interfere with American’s operations, or threatening or intimidating any employee for accepting overtime or field trips or otherwise performing his or her job duties as he or she would in the normal course.

The court further ORDERS, ADJUDGES, and DECREES that defendants take all reasonable steps within their power to prevent and stop all actions of the kind listed above, and to prevent and stop the continuance of such actions if commenced, including, but not limited to, the following:

Instructing all employees represented by defendants and employed by American to resume their normal working schedules and practices, and providing American a copy of all such instructions;

Notifying all employees represented by defendants and employed by American, by the most expeditious means possible, of the issuance,

contents, and meaning of this Final Judgment containing Permanent Injunction, and producing a copy of all such notices to American;

Including in such notice a directive from defendants to their members employed by American not to engage in any concerted refusal to perform normal operations, including, but not limited to, any slowdown, work to rule campaign, or any other concerted refusal to perform normal operations, including, but not limited to, refusing to accept overtime as they would in the normal course, refusing to accept field trips as they would in the normal course, failing to complete maintenance repairs as they would in the normal course, slowing down in the performance of their job duties, and any other action intended to cause aircraft to be out of service (and specifically to cause aircraft out of service at 7 a.m.) or otherwise to result in flight delays or cancellations or interfere with American’s operations or in any way threatening or intimidating any employee for accepting overtime or field trips or otherwise performing his or her job duties as he or she would in the normal course, to cease and desist all such activity, and to cease and desist all exhortations or communications encouraging same upon pain of fine, suspension, or other sanction by defendants;

Requiring the most senior leaders of defendants, including Sito Pantoja, Alex Garcia, and John Samuelsen, to conduct as soon as possible in person group meetings with mechanics at American’s line maintenance stations who are currently scheduled to work the RON (overnight) shift, and communicate a sincere and emphatic respect for the requirements of the Permanent Injunction and an imperative that every single mechanic and related employee fully and immediately comply with an unequivocal goal of restoring the mechanics and related employees’ behavior and the operation to normal subject to the imposition of fines or discipline by defendants, and allow representatives of American management to attend those meetings to monitor compliance;

Requiring the most senior leaders of defendants, including Sito Pantoja, Alex Garcia, and John Samuelsen, to conduct as soon as possible in person group meetings with all officials of defendants, including local leadership, locale-board members, shop stewards and grievance committee members, at all stations and communicate a sincere and emphatic respect for the requirements of the Permanent Injunction and an imperative that every single union official fully and immediately comply with an unequivocal goal of restoring the mechanics and related employees’ behavior and the operation to normal subject to the imposition of fines or discipline by defendants, and allow representatives of American management to attend those meetings to monitor compliance;

Requiring the most senior leaders of defendants, including Sito Pantoja, Alex Garcia, and John Samuelsen, to the extent that

mechanics or union officials are not available to attend the above meetings to call those mechanics and union officials, as soon as possible and communicate a sincere and emphatic respect for the requirements of the Permanent Injunction and an imperative that every single mechanic and related employee and union official fully and immediately comply with an unequivocal goal of restoring the mechanics and related employees' behavior and the operation to normal, subject to the imposition of fines or discipline by defendants;

Posting this Final Judgment Containing Permanent Injunction to a dedicated webpage and on dedicated bulletin boards, separate from all other union correspondence;

Requiring a video to be posted on the same dedicated webpage of the most senior leaders of defendants, including Sito Pantoja, Alex Garcia, and John Samuelsen, communicating a sincere and emphatic respect for the requirements of the Permanent Injunction and an imperative that every single mechanic and related employee and union official fully and immediately comply with an unequivocal goal of restoring the mechanics and related employees' behavior and the operation to normal, subject to the imposition of fines or discipline by defendants;

Removing immediately from each and every union or Local bulletin board, breakroom, website (including password-protected or member-only websites) any message that reasonably could be construed as a call for a continued slowdown or non-compliance with the Permanent Injunction in any manner, and continuing to monitor them for compliance;

Directing all officials and members of defendants, including local leadership, locale-board members, shop stewards and grievance committee members, at all stations to refrain from taking any action in public or private communications, such as using "code words," (e.g., "work safe," "work to rule," "work to contract"), or cross-messaging (any statements that undermine or contradict, directly or indirectly, the mandate to restore normal operations), that could be construed as a call for a continued slowdown or non-compliance with the Permanent Injunction in any manner;

Requiring defendants to obtain acknowledgment forms signed and dated by members stating that they have read and understand their obligation to comply with this Permanent Injunction upon risk of being disciplined or fined by defendants;

Issuing immediately the following notice, signed by the most senior leadership of the IAM, TWU, and Association, including Sito Pantoja, Alex Garcia, and John Samuelsen, to all mechanics and related employees:

"The Court now has issued a Permanent Injunction that binds us all indefinitely. We therefore notify you, in no uncertain terms, that:

Any actions by mechanic and related employees that are designed or intended to harm or slow down American's operations is a violation of the Court's Permanent Injunction and the Railway Labor Act.

You MUST resume normal working schedules and practices.

You MUST NOT engage in any concerted refusal to perform normal operations.

Any individual employee represented by the Association who is found to have:

Refused to accept overtime or field trip requests as they would in the normal course;

Failed to complete maintenance repairs as they would in the normal course;

Slowed down in the performance of their job duties; or

Taken any other action intended to cause aircraft to be out of service (including specifically aircraft out of service at 7:00 a.m.) or otherwise

cause flight delays or cancellations or interfere with American's operations;

WILL face discipline and fines from the Association, TWU and/or IAM"; Posting the notices described above on defendants' websites and social media accounts and providing American a copy of the notices;

Distributing the contents of such notices through all non-public communication systems maintained by defendants, including any text message distribution lists, or similar systems, and providing a copy of the notices to American; and

Requiring that defendants take all reasonable actions, including but not limited to communications to their members, to ensure that their members working at American's line maintenance stations, achieve approximately, in the aggregate, on a seven-day moving average basis, overnight productivity levels equal to the aggregate status quo overnight productivity level that was achieved during the same seven-day period in calendar year 2018.

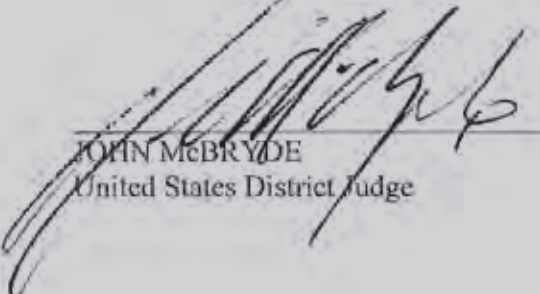
The court further ORDERS, ADJUDGES, and DECREES that defendants are prohibited from including in such notices (or distributing contemporaneously with such notices) any statements that its members might interpret as suggesting they should continue to engage in the previously-described conduct notwithstanding the Permanent Injunction, including code words and:

Any assertion that the Permanent Injunction does not prohibit individual employees from making voluntary decisions to engage in such actions; and

Any explanation of circumstances in which it would be appropriate or necessary for employees to engage in such actions prohibited by the Permanent Injunction.

The court further ORDERS, ADJUDGES, and DECREES that by 10:00 a.m. on the fifth business day following the date of the signing of this Final Judgment Containing Permanent Injunction, defendants shall, by sworn declarations, confirm the methods used by defendants to effect the acts and notices described above and furnish to the court all copies of all notices required to be furnished to American by defendants under the Permanent Injunction. The declarations shall include full details regarding the timing/location of the meetings and names of attendees at such meetings, and a detailed summary of what defendants' leaders said at such meetings-with the recognition that defendants may not be able to accomplish all of the above actions within five business days. If that is the case, defendants shall update the court every third business day until completed.

SIGNED at 1:20 o'clock p.m., this 12th day of August, 2019.



JOHN McBRYPDE  
United States District Judge

# Meeting with FRA

On July 10, Railroad Division Director John Feltz and International Rep Brian DeLucia met with Federal Rail Administration (FRA) Administrator Ron Batory to discuss the dangers and pitfalls of Precision Scheduling Railroading (PSR) and its effects on our members' safety and family life.

Feltz and DeLucia explained to Batory how our members on CSX and Norfolk Southern Railroads are expected to inspect, repair and terminal test an entire train at the rate of one car per minute, how supervision has been following our members with a stopwatch timing their work and questioning every car that is shopped for a mechanical defect.

It was also noted that due to the large loss of jobs and closure of yards resulting from PSR, our members are being forced to work overtime to the point of exhaustion and are in fear of being fired for reporting off due to fatigue.

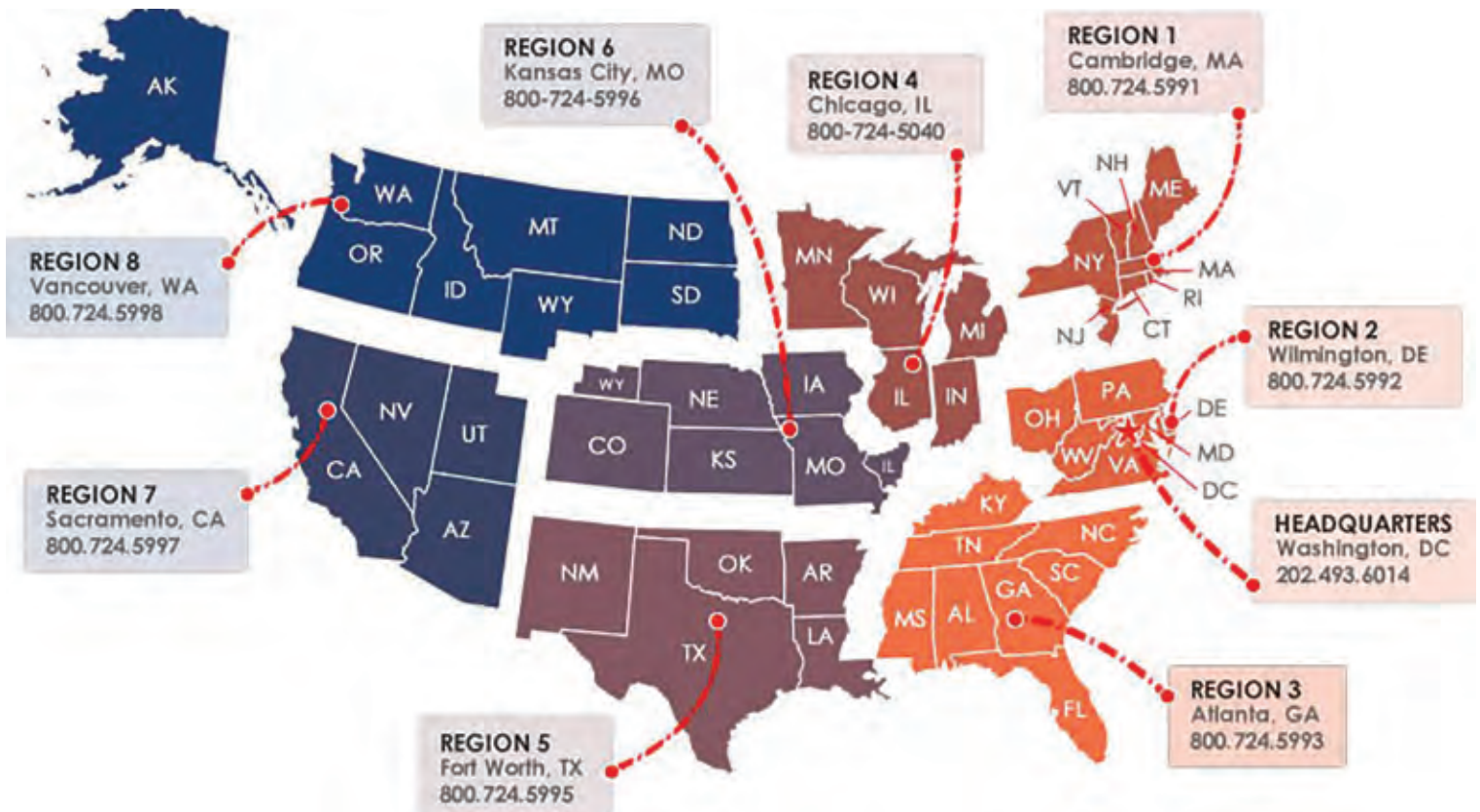
Batory's answer was the FRA has no control over PSR but there are regional FRA offices that should be contacted if our members are being forced to work under unsafe conditions and are not being allowed to perform their duties in accordance with FRA regulations.

On this page is a map of FRA Regional Offices where you can make your complaint. You can also get in touch with your local president who will report any of your complaints to the Railroad Division Office; your complaints will then be relayed directly to the FRA's Washington Office. Remember, any report that you make can be made anonymously.

## Meetings with Congress

On July 9, the TWU Government Affairs staff met with Congressman Dan Lipinski's (D-IL-3) staff to discuss our concerns with the direction Amtrak's President Richard Anderson and the Amtrak Board of Directors have taken regarding the contracting out of carmen's work, the loss of our on-board service jobs, as well as their attempts to eliminate long distance trains. Congressman Lipinski is a member of the Transportation and Infrastructure Committee, as well as the Chairman of the Sub-Committee on Railroads, Pipelines and Hazardous Materials, and is a staunch supporter of Rail labor.

On June 25 and 26, Local 2054 President Thomas Murray, along with TWU Director of Political Action Regina Eberhart, met with Rhode Island Senators Jack Reed and Sheldon Whitehouse, and with Massachusetts Congressmen Joseph Kennedy, James McGovern and Richard Neal, to stress our concerns about the safety record and operating procedures of the Keolis Commuter Rail Service and the effect it was having on members and the riding public. Through the efforts of President Murray and the TWU Government Affairs Department, a letter from the Massachusetts and Rhode Island Congressional Delegation was written to Stephanie Pollack, Secretary and Chief Executive Officer of the Massachusetts Department of Transportation, demanding answers about the MBTA's protocol on oversight and safety.



## Local 2054 Election Notice

The following notice was posted on Feb. 7, 2019 by Local 2054 President Thomas Murray:

Notice to All TWU 2054 Members – Amtrak, CSX, Keolis:

Effective December 31, 2019, all elected and appointed positions are declared vacant.

Nominations for the following elected positions will be accepted at the October 24 union meeting. The positions are:

- President
- Executive Vice President
- Secretary Treasurer
- Vice President
- Section Chairman

The above are four-year terms. These terms begin January 1, 2020 expiring December 31, 2023.

Elections will be held at the November 21, 2019 union meeting. All meetings are held at the Polish American Citizens Hall, 82 Boston Street, Dorchester, MA 02125.

All members must ensure that the Secretary-Treasurer has each members' current mailing address and, if applicable, email address.



## State Rep Tours Pawtucket Layover Facility

Local 2054 met with State Rep Jim Hawkins (D-MA-2) who toured the Pawtucket Layover facility on August 7. Pictured is (left to right) Local 2054 Committeeman James Leary, State Rep Jim Hawkins and Local Committeeman Kevin Murray.

For the latest Rail Division Updates, visit <http://www.twu.org/divisions/rail-division/>



## Union Plus Scholarship Winner

Union Plus awarded \$170,000 in scholarships to 108 students representing 34 unions, including one winner representing the TWU: Karina Stepanova (Artur Stepanov) Local 100. Stepanova has been awarded a \$2,000 scholarship.

## Local 592 and UPS Reach Tentative Agreement

TWU Local 592 and the United Parcel Service (UPS) have reached a tentative agreement for the Aircraft Dispatch Group on August 22. Details of the tentative agreement will be forthcoming, as the parties finalize the documents.

Air Division Director Mike Mayes said, "This was a very important contract for our TWU membership at UPS who have been in negotiations for over four years. This contract provides our members with wages, health care, and pension security that are second to none in the industry. Our members trusted their negotiating team and our negotiating team fought against the odds to reach this agreement."

"While it took longer than any of us wanted, UPS has done the right thing in providing our members with this well-earned contract," said TWU Local 591 Air Carrier Representative Randy Carter.

Once the tentative agreement is finalized, members of the group will bring the process to review and a ratification vote will take place. Upon ratification, the new agreement will become effective Oct. 1, 2019.



*International TUUS Staff with Local 171 members in Ann Arbor*



*TUUS Division Director Curtis Tate and Local 171 President Delisa Brown*

## TUUS Division Road Trip

led by Transit Director Curtis Tate, the Transit, Universities, Utilities and Services (TUUS) staff embarked on a week-long road trip to visit midwestern transit locals, July 15-19.

The staff flew to Ohio where they boarded a vehicle and began the 1,500-mile trip, which took them through the states of Ohio, Michigan, Indiana, Illinois, Iowa and Nebraska.

Staff met with officers and members from Locals 1, 171, 222 and 223. Meetings were also held with Locals 208 and 212. From

Nebraska, the staff boarded planes to head back to their respective home states.

Transit Director Tate stated, "It is our staff's belief that we need to visit our locals, see our members, visit where they work and see what they do; Take a moment to say, 'Thank You.'"

This is the first of several planned trips in which we hope to visit most, if not all, of our TUUS Locals this year. Stay tuned for a visit from your TUUS Staff!



*On the road!*



*TUUS Director Tate and International Reps Jose Cruz, Carl Martin and Theotis James on the shop floor with Local 223.*



*On the shop floor at Local 223*



*TUUS Division Director Curtis Tate*

# Local 241 Celebrates 75<sup>th</sup> Anniversary

TWU Local 241 - representing workers at Columbia University, Juilliard School of Music, Jewish Theological Seminary and The Jewish Museum - celebrated their 75<sup>th</sup> anniversary with a party on June 22.

TWU International Secretary-Treasurer Jerome Lafragola and TWU International Administrative Vice President and Transit, Universities, Utilities and Services Director Curtis Tate were in attendance.



# Victory for Local 239's Toxic School Bus Campaign

Transport Workers Union (TWU) Local 239 members who work at the Mike Padgett Highway (MPH) Depot as bus operators, monitors and mechanics have been sickened by what the TWU believes is a toxic worksite. For nearly a year, the TWU International has been on the ground in Augusta, Georgia, building a community coalition. Finally, our pleas to the Richmond County Board of Education have been heard!

The saga began on Oct. 18, 2018, when School Bus #267 experienced mechanical issues and caught on fire. Children were evacuated from the bus by the operator and luckily no one was hurt.

On Nov. 9, 2018, TWU members attended the Richmond County Board of Education meeting, asking for an investigation into the dilapidated school buses. Instead, Superintendent Angela Pringle alluded the fire was arson. Eventually, officials determined it was due to faulty maintenance.

On March 7, the TWU hosted a Citizen's Town Hall: Toxic School Buses in Crisis to

find solutions and demand answers from board members.

On April 23, Local 239 members, bus operators, teachers and parents planned to deliver a petition signed by thousands to Board of Education members to ensure the safety of Richmond County students as they ride to and from school on bus service provided by the county. Even though the school board changed the time of the meeting at the last minute, causing most drivers who were still on the job to miss it, the school board granted some of the petition's demands.

They include:

- Three additional safe places for TWU members to park their cars and buses
- 2 percent wage increase

In addition, on August 7, Superintendent Pringle announced she was leaving the Richmond County School System for the Winston-Salem/Forsyth County School System in North Carolina.



“The Transport Workers Union fought tooth and nail for a safe place to park and for fair wage increases for our members. We won on both fronts,” said TUUS Director Curtis Tate. “Together we will continue to fight for dignity and respect on the job.”

## Local 223 Picnic

Local 223 held their Family Day and Picnic on August 25 in Omaha.



## Local 290 Fish Fry

TWU Local 290 held their first annual Fish Fry on Aug. 24, at Chuck's Alibi in Philadelphia. Members, their families and friends enjoyed good food, good music and good times. Included in the picture are Local 290 President Craig Holmes and Business Agent George Booker.



## Working Women's Committee Supports Columbus Relief Project

In August, the TWU Working Women's Committee sponsored a collection drive to support Kevin & Amy Ramsey and their Columbus Relief Project efforts. Kevin Ramsey used to be a driver, mechanic and member of Local 208.



Kevin and Amy Ramsey

## Local 291 Annual Picnic

Local 291 held their annual picnic on August 3 in Miami.



## TWU Local 208 President Jarvis Williams Testifies at Pittsburgh City Council Post-Hearing on Autonomous Vehicles

On July 23, TWU Local 208 President Jarvis Williams joined a panel of experts at a post-agenda hearing hosted by the Pittsburgh City Council to learn more about the impacts of autonomous vehicles.

Pittsburgh City Councilmembers called the hearing because they want to invest in public transportation, but don't want to rely on company talking points and media hype about the "benefits" of automation.

Local 208 President Williams talked about the threats that autonomous vehicles make to public safety and explained why robots will never be able to replace human operators on buses.





# Veteran's Committee Volunteers at 11<sup>th</sup> Annual Long Beach Waterfront Warriors Summer for Heroes Vacation

For the second year in a row, the TWU Veteran's Committee volunteered at the Long Beach Waterfront Warriors (LBWW) Summer for Heroes Vacation.

On July 17 and 18, committee members assisted 17 wounded warriors and their families, as well as veterans from the Northport Veterans Hospital, as they spent two relaxing and enjoyable days at Long Beach, New York. Guests flew and drove in from all over the country to enjoy sunny days fishing, sunning, swimming and getting surfing lessons from Skudin Surf, as well as barbecues, a salon day and a parade.

Veteran's Committee member Peter Meyer, who organized the event, explained that many TWU members have been volunteering with the LBWW for the past ten years. "In fact, some have retired and still support the LBWW," he said.

Meyer gave a special thanks to Local 501 members Dave Kohn, John Fenech, Chris Kiernan, Gerard Reardon and Brian Galarza, who have been volunteering with the LBWW for a long time.

To volunteer or find more information about the LBWW, visit [www.lbwaterfrontwarriors.org/](http://www.lbwaterfrontwarriors.org/).





## Veterans' Committee Meets in Columbus

Members of the TWU Veterans' Committee met in Columbus, Ohio, August 20 and 21. The meeting was hosted by TWU Local 208 and the Central Ohio Transit Authority (COTA). COTA allowed the Committee to hold the meetings on company property.



*Veterans' Committee officers and Local 208 President Jarvis Williams presented a certificate of appreciation to COTA President and CEO Joanna Pinkerton. She is a big supporter of the military and our veterans.*



*Local 208 members*



*A COTA bus is wrapped with an advertisement expressing veteran/military employee appreciation.*

## Join the Veterans' Committee!

Are you a TWU member and a veteran? Have you registered to join the TWU Veterans' Committee? Why not?

When you register at [veterans.twu.org/register/](http://veterans.twu.org/register/), the TWU will send a care package with a special memento pin, patch and coin.





# Working Women's Committee

The TWU International Working Women's Committee met July 24-25. The meeting was hosted by Local 252.

One of the highlights was a presentation from Captain Susan Loebe, a pilot for Frontier Airlines. After the meeting, she wrote the letter below to Terry Hind, a recently retired member and former Business Agent at Local 252, and member of the Working Women's Committee. See letter and photo below.



**Captain Susan Loebe and Local 100 member Emmanuella Mathurin**

Terry,

*There are no words to describe what that whole experience meant to me and how it made me feel. You lifted me UP!!! You made me get out of my shell.*

*I have literally never been asked to tell my story. Nor do we talk about things like that at work. In the cockpit, we talk about kids, families, sports, and occasionally a little shop talk.*

*You lifted me up in a way that I could not have done myself, and for that I will be forever grateful. The Working Woman's Conference was exceptional! You pulled it off like a Pro! Every detail.....*

*And, the women in that group are beyond exceptional. They are tight. They are organized. They are smart. They support each other like nobody's business but their own. THEY ARE AMAZING, each and every one. I wished that I would have expressed that more, (but it got to be a little overwhelming at the end, to be honest).*

*There is so much more to say, however, this is all that I have to time to write about at this time.*

*Best Regards,  
Susan Loebe*

# FLOC Meets in Miami

Members of the TWU Future Leaders Organizing Committee (FLOC) met August 6-8 in Miami. The event was planned and hosted by TWU Local 568. Members from Locals 502, 514, 568, 555, 556, 513, 510, 512, 501, 507, 550, 505, 570 and 577 attended.

During the first day of the conference, FLOC received a visit from guest speaker Se'Adorea "CeeCee" Brown, President of AFSCME Local 199. Brown is the first woman of color to be president of Local 199 and is also the youngest president to ever hold office in Local 199. She gave an incredible and inspiring speech on how she became one of the youngest union leaders in South Florida and the many challenges she had to overcome in her fight for what she believes is right.

On the second day, the group participated in a workshop about "Runaway Inequality" and how the salary gap between CEOs and workers, between races, and between genders has widened over the past several

decades, and the trend continues. Bianca Cunningham, from Labor Notes, provided the workshop.

"Runaway Inequality" explains the process by which workers fall victim to systematic wealth extraction by corporations, banks, private equity firms, and hedge funds. It reveals how financial strip-mining puts enormous downward pressure on jobs, wages, benefits, and working conditions while boosting the incomes of the financial elites.

On the final day, the committee met to discuss FLOC's future goals, as well as preparations for the next conference, slated for Dec. 3-5 at DFW.

Stay tuned for updates on FLOC social media pages and their website.

- Hashtag: #FLOCITUP
- Website: [www.floc.twu.org](http://www.floc.twu.org)
- Instagram: @twufloc
- Facebook: FLOC Conference





# New York Area Locals Take Ov

New York Area Local took over Coney Island on June



President Samuelson with members of Local 570.



Charles Jenkins, Director of TWU Local 100/NYCT Training Upgrading Fund and President of the New York Chapter, Coalition of Black Trade Unionists with TWU International President Samuelson.



Local 100 President Tony Utano greeting families to the event.



President Samuelson with members from the Coney Island Overhaul Shop, Car Equipment Division.



The Local 100 Softball team, 2019's tournament winner.



President Samuelson and Secretary-Treasurer Lafragola with members of Local 252.



Members of Local 2001 with President Samuelson and Secretary-Treasurer Lafragola.



All the local's teams at the tournament.

# er Coney Island for Family Day

15 for the annual Family Day. Check out the photos!



TWU International Staff worked the COPE booth.



Station Division members

## Notice: Local 504 General Elections

Air Transport Division Local 504 will be conducting General Elections during the months of February and March 2020. Nominations will be held Jan. 2-Jan. 23, 2020. All eligible members can send their nominations by either:

**EMAIL:** Boswells@ADR.org or Ulerios@ADR.org  
(Subject: Local 504 nominations)

**FAX:** 212-233-0629

**MAIL:** American Arbitration Association  
120 Broadway, 21st Floor  
New York, New York 10271  
Attention: Election Department

**NO NOMINATIONS WILL BE ACCEPTED AT THE LOCAL UNION HALL**

### LOCAL POSITIONS

- President
- Executive Vice President
- Vice President
- Final Secretary-Treasurer/Recording Secretary

### Executive Board:

- 3 Board Members from Worldwide Flight Services
- 1 Board Member from Avport, KLM, Allied, Genesis, Triangle, Swissport, Airways
- 1 Board Member at Large from any division.

### Base Representatives:

- |                           |                             |
|---------------------------|-----------------------------|
| 1 from Swissport          | 1 from Allied LGA Tank Farm |
| 1 from Triangle Interline | 1 from Avport               |
| 1 from Triangle Ramp      | 1 from KLM SFO              |
| 1 from Genesis Baltimore  | 1 from Airways cleaners     |
| 1 from Genesis Franconia  |                             |

**Worldwide Flight Services Base Representative:** 1 from every station within the WFS system.

**Constitutional Convention:** As needed alternate or seated delegates.

Any position without a nomination may be appointed by the Local Executive Board.

**THE TRANSPORT WORKERS  
UNION OF AMERICA, AFL-CIO**  
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