



# TEAMSTERS AVIATION PROFESSIONAL

Newsletter of the Teamsters Aviation Mechanics Coalition

Winter 2019 | Volume 11, Issue 3



*The magic of the holidays never ends, and its greatest gifts are friends and family.*

*Happy Holidays and Happy New Year from the TAMC.*

## United Airlines Carries COVID-19 Vaccine



Ever since Pfizer announced that they successfully manufactured a COVID-19 vaccine, unsung heroes of the pandemic have leapt into action to distribute the life-saving medicine – including the workers of United Airlines.

On Tuesday, December 15, CNBC reported that United Airlines will be transporting the Pfizer COVID-19 vaccine within the United States. This comes after it was announced in November that

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## Our Year in Review

**2020 is Almost Over!**

2020 has been a most extraordinary year for our industry. It has been a year in which a pandemic of unfathomable proportions has brought the airlines to the brink of financial ruin. So many of our brothers and sisters have left the industry – either voluntarily in an effort to allow others to continue working or involuntarily through furloughs. The total number of those who have stopped working in aviation easily tops 100,000. There was a brief and encouraging uptick in passenger screening by the Transportation Security Administration (TSA), only to see that flatten due to a second wave of COVID-19. The lack of flying has led to at least six regional airlines ceasing operations. Worst of all, many of us have lost friends and family to the disease.

All of that bad news aside, the future outlook of the industry has not changed much. There will still be a mechanic shortage once things get back to normal. Boeing is only forecasting a 1,000-mechanic dip in its latest 2019-2039 Pilot and Technician Outlook, and there will still be a need for 192,000 more A&P mechanics in

North America by 2040. Many mechanics have taken early retirement and it is hard to calculate how many of those furloughed will return to the industry. That could drive change significantly.

With distribution of the first vaccines beginning and Congress about to pass a second stimulus package, we're beginning to see glimmers of hope. As more passengers begin to fly, airlines will need to start the process of returning more aircraft to service. That is encouraging and will hopefully lead to many of our furloughed co-workers being recalled. Of course, all of this will be determined by the efficacy of the vaccine, the timeline for distribution, the percentage of people who get it and whether there or not there is a second Payroll Support Program (PSP) to help airlines make it through Summer 2021.

These are truly uncertain times for our profession and many of you, as essential service workers, have continued going to work and putting yourselves at risk to ensure that the fleet is safe and ready.

Thank you for all that you do, be safe and let us look forward to a better 2021.

## Teamsters Airline Division and the TAMC support ATEC PARTT 147 Reform Legislation



As part of the Aviation Technical Education Council (ATEC), the Airline Division and TAMC are represented on the ATEC Legislative Committee. Since 2019, the Airline Division and the TAMC have been supporting The Promoting Aviation Regulations for Technical Training (PARTT) 147 Act in the Aircraft Certification Reform Act. This legislation, if enacted, will allow Part 147 Schools to adapt curriculum changes needed to keep pace with the ever-changing technology in our industry. This legislation does not in any way change the responsibility or ability of the Federal Aviation Administration (FAA) to certify schools, instructors or the A&P exam but allows schools the flexibility to teach technology that is relative to the industry and the craft.

The TAMC co-signed the following letter with a number of other unions and trade associations, including the Accrediting Commission of Career Schools and Colleges Aeronautical Repair Station Association, the Aerospace Industries Association, the Aerospace Maintenance Council Aircraft Electronics Association, the Aircraft Owners and Pilots Association, the Association for Women in Aviation, the Technician Education Council and the National Air Carrier Association. It was sent to the following leaders in the House of Representatives advocating on behalf of reforming Part 147: Peter A. DeFazio, Chairman of the Transportation and Infrastructure Committee; Sam Graves, Ranking Member of the Transportation and Infrastructure Committee; Rick Larsen, Chairman of the Subcommittee on Aviation and Garrett Graves, Ranking Member of the Subcommittee on Aviation. Please review it to learn more about this important issue.

December 7, 2020

RE: Aviation Industry Urges Inclusion of The Promoting Aviation Regulations for Technical Training (PARTT) 147 Act in the Aircraft Certification Reform Act

Dear Chairmen DeFazio and Larsen and Ranking Members Graves and Graves:

The undersigned organizations, representing a broad cross-section of the aviation community, strongly urge your support of the PARTT 147 Act (S.3043/H.R.5427). The bill would mandate Federal Aviation Administration (FAA) regulatory reform of aviation technician education, empower innovative curriculum development, and reinforce a workforce pipeline that will be vital to a strong, post-pandemic recovery.

The PARTT 147 Act is a bipartisan, bicameral bill introduced by Sen. James Inhofe, Sen. Tammy Duckworth, Rep. Don Young, and Rep. Cheri Bustos; it is cosponsored by seven other senators and 16 representatives. The act was included in the Senate Commerce Committee's Aircraft Safety and Certification Reform Act of 2020 (S. 3969), but not in the House's companion bill, the Aircraft Certification Reform and Accountability Act (H.R. 8408). The undersigned urge that the language be retained in the final legislation.

The aviation industry relies heavily on its technical workforce. Aviation maintenance schools governed by Title 14 Code of Federal Regulations (CFR) Part 147 produce the vast majority of certificated mechanics. Efficient and effective Part 147 programs are therefore a vital piece of the industry's technical personnel pipeline.

FAA regulations mandate the subject areas aviation maintenance technician schools must teach to aspiring aviation maintenance mechanics. Unfortunately, those static curriculum requirements have not been significantly updated in more than five decades. The gross regulation-imposed hindrance wastes time, resources, and student tuition, and erodes the attractiveness of the profession.

Seeing no regulatory relief in sight, the undersigned organizations acknowledge that this legislative "fix" is intended to resolve the issue after decades of pushing for a new rule to modernize aviation maintenance technician training, ensure a performance-based approach to regulatory oversight, and provide flexibility for Part 147 schools to partner with high schools and employers.

Leading up to the pandemic, Part 147 programs were not able to meet industry's workforce demand; outdated and burdensome regulatory requirements exacerbated an already short supply of aviation technicians. Given the mass exodus of qualified personnel due to COVID-19, industry's post-pandemic recovery is greatly dependent on its ability to efficiently and effectively replace the devastating loss of technical experience. Reform of Part 147 is now more important than ever.

We therefore urge you to include the act in the final version of the certification reform bill and thank you for your consideration and leadership.

## COVID-19 Vaccine continued from page 1

the company became the country's first passenger airline to transport the vaccine to the U.S., operating five flights from Brussels to Chicago using aircraft from its fleet dedicated solely for air cargo.

"It's an honor to know that Teamster mechanics are ensuring the safety and superb functionality of the aircraft carrying the key to putting an end to this horrible pandemic," said Chris Moore,

TAMC Chairman. "This is what our union is all about."

"I'd like to thank all of our members at United Airlines who are working to assist with the logistics and distribution of the Pfizer-BioNTech COVID-19 Vaccine," said Capt. David Bourne, Director of the Teamsters Airline Division. "You are owed a great deal of gratitude – not just by your fellow Americans, but by all of mankind."

## The United Airlines Teamsters Member Assistance Program is Here for You in Your Time of Need



This time of year can bring out all kinds of emotions that are difficult to process. Family get-togethers, the loss of a close family member and this being the first holiday without them, maybe you or a family member realizes their drinking is out of control – all these things cause stress around the holidays. This is why the Teamsters Member Assistance Program (TMAP) representatives are here to help you and your family.

What is TMAP? The Teamsters offer a free, confidential program designed to help members and their families identify and resolve personal problems or concerns. Our trained TMAP peer coordinators are union members helping union members. We all have ups and downs and it's not always easy deciding when to ask for help. Your TMAP coordinator will respectfully listen to your problem and assist you in developing a plan of action that will meet your needs. If necessary, you will be referred to a qualified service provider in your community. The TMAP coordinator will also follow up with you to ensure that you are both getting the help you need and are satisfied with the referral. How do you know if you really do have a problem? Ask yourself

these questions:

- Do I think about a problem frequently, or am I always worried about the same thing?
- Am I telling myself the problem "isn't that bad and will just go away," although it doesn't?
- Do I feel tired, depressed, frustrated, angry or sick?
- Is my job performance or dependability being affected?
- Do I feel like giving up?

**What Kind of Problems Can the Teamsters Member Assistance Program Help With?** Depression and/or anxiety, debt management, grief and loss, alcohol and drug dependency, gambling dependency, relationship problems, divorce, stress related to parenting, domestic violence, elder care and trauma reactions are a few of the issues TMAP can help with.

**Is the Union's TMAP Really Confidential?** Yes, the program is highly confidential. We will not discuss your problem with anyone without your written consent. The only limits by law are the intent to harm yourself, harm others, child abuse and/or elder abuse.

**What Will It Cost?** TMAP services are free. Your TMAP representative will work with you to make effective use of your health insurance benefits and community resources.

**What is the Next Step?** To get started, call or visit a Teamsters TMAP representative to begin the process. TMAP is voluntary, so you need to take the first step. A

TMAP representative can help you determine whether you need to take action.

Remember, it's better to deal with the problem before it becomes overwhelming.

Your TMAP representatives are:

**Caleb Good - (630) 485-0227**  
Chairman, Eastern Region Coordinator covering ATL BOS CLE EWR IAD LGA ORD and PHL

**Mike Brooks - (303) 335-6540**  
Central Region Coordinator covering DEN FLL TPA PHX and MCO

**Steve Loone - (650) 745-5864**  
Western Region Coordinator covering GUM HNL LAS LAX KOA LIH OGG PDX SAN SEA SFO and SNA

**Eddie Lugo - (650) 745-5867**  
Western Region Coordinator covering GUM HNL LAS LAX KOA LIH OGG PDX SAN SEA SFO SNA

**Dominic Fiero - (832) 443-6599**  
Southern Region Coordinator covering IAH HOU AUS DFW and MSY

### One Hour COVID-19 Safety and Health Awareness Virtual Class Available from the IBT Safety and Health Department!

This awareness course is intended to increase workers knowledge on hazards they may encounter on a job site related to potential for occupational exposure to the SARS-CoV-2 virus. Training will emphasize what is a coronavirus, how it spreads, symptoms, how to protect workers, and cleaning and disinfecting.

The classes are free and can be scheduled by contacting the IBT Safety and Health Department at (202) 624-6960 or by emailing [elearning@teamstersafety.org](mailto:elearning@teamstersafety.org).

## TAMC ONLINE

Check out previous issues of the *Teamster Aviation Professional* at [www.teamsterair.org/tamc/newsletter](http://www.teamsterair.org/tamc/newsletter).

You can also find us at [aviationmechanics.org](http://aviationmechanics.org) and <https://www.facebook.com/theaviationmechanicscoalition>.

To receive the newsletter via email, sign up at <http://ibt.io/tamc-nl>.

