



The President's Soap Box

HELLO BROTHERS AND SISTERS! Well, Spring has finally sprung here in PIT!

Some changes have recently been made in your Local since the last newsletter. Rich Keller will be stepping down as Editor. Rich served in this capacity since 2016. I would personally like to thank

Rich for his hard work and dedication in keeping the membership informed. Also, for the first time here in PIT, we have a Women's Committee that will be

chaired by Brittany Ortega. As we enter the summer months, keep an eye out for information on the upcoming Pit Base Car Cruise and our Labor Day parade and picnic. Speaking of the car cruise, if any of our new members have any side talents, the car cruise committee would greatly appreciate your donated creation to be auctioned off has door prizes to benefit this year's charity: Light of Life Rescue Mission, Pittsburgh Center. See Rich Keller, Car Cruise Committee Chairman for more information.

← Fraternally, Howard Ferguson, President, Local 1976 →

Field Trip (FT) Article 19 of the Contract

Iwould like to share some Field Trip (FT) info to help clear up some questions we have been addressing. If you want to go on a field trip, you need to be signed up on the FT list. The company will pull the list and make the call. They need to start the call within 45 minutes of pulling the list and continue in a timely manner until number required is reached or the list is exhausted. The company must make positive contact for FT. The company pulls a FT list with parameters for the call, this may include certain qualifications, such as LMP, Run Up /Taxi, or fleet type. The company also determines eligibility. When the FT returns the company has 24 hrs. to update the list. If someone has refused the trip, that employee will not be charged until trip has returned and hours calculated. Hours and pay are calculated once the trip has returned and closed out. The pay will be on that pay period.

As per the contract Art.15 Shift Swap, Par. K, if an employee is on a field service trip and it becomes evident that the field service trip will extend into a schedule swap, the employee will notify management and the employee will be paid at the straight time rate of pay during the swap period. When on a field trip MOC is who you report to, there may be times they have you correspond with local management.

Typically, if you are going off the clock this is reported through MOC. MOC will make note in ASOM of time off the clock/time on the clock. This is a record to determine if you have been off the clock for 8 hrs. and receive straight pay or stay on 1.75 pay.

If you feel you have been bypassed, made ineligible, paid in error or other violation of the process, discuss with your steward. Provide any supporting document from work brain, pay sheet or other supporting documents. You should also provide a written statement of your situation. Everybody's shift, days off, swap schedule, work schedule, etc. is different. This is important info as with any grievance for discussing in future grievance steps. Many times, pay errors can be handled by talking to WFA, if the error is identified they can make correction. WFA will meet with you and review the time frame.

Article 19 calls out when FT pay starts and stops. It states that an employee choosing to return early from a field trip will be charged the highest number of hours when a field trip returns. It also talks about employees who are told to return home. If you are not able to do the work the company may send you home. It is worth everyone's time to read over Article 19 and understand the language.

I hope this answers some questions.

← In Solidarity, Mark Ball, Grievance Committee Chairman, Local 1976 →

Published Quarterly By:

POTOMAC AIR LODGE 1976 IAM/AW

Local Lodge Directory

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Joe English Shift 3 412-848-0106
Fred Bosh (Retirees) 412-833-6276

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Ernie Fritz 412-870-6751
Dennis Tkacs 412-870-6750
Union Office Fax 412-870-6759

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DL 142 GROUND SAFETY

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DL 142 GROUND SAFETY REP

Tom Perkins 412-779-6195

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L/L FLIGHT SAFETY COMMITTEE

Bill Vitsas Chairman 724-989-3333
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Richard Keller PNV Editor 412-870-6750
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Scan to see full list of local positions



Passed Away

<u>Name</u>	<u>Position</u>	<u>Dept.</u>	<u>Relation</u>	<u>Date</u>
Joseph Toth	Retired AMT	Base	Self	May 05
George Semon	Retired AMT	Base	Wife	May 05
Walter Everetts	Retired AMT	Base	Self	May 07
Christopher Thaler	AMT	Base	Mother	May08
Frederick Willis	Retired AMT	Base	Self	May 10
Christopher Thaler	AMT	Base	Father-in-Law	May 14
Luther Reed	Retired MLS	Stores	Self	May 17
Luther Reed	Retired MLS	Stores	Wife	May 21
Art Hilgert	Retired AMT	Base	Wife	May 22
Edward Davis	AMT	Base	Mother	May 25

Please accept our condolences on the loss of your loved ones

2025 PIT BASE CAR CRUISE!

Wednesday, August 13th (*Rain Date: August 14th*) 6:30 AM to 4:00 PM

Great Food, Music, Prizes, a Black Jack Tournament and a Corn Hole Competition!

Bring your Antique, Street Rod, Classic Ride, Motorcycle or Custom Truck

Dash Plaques given out to Car Owners

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LEGISLATIVE REPORT

Proposed tariffs on aluminum and steel imports could have ripple effects on the aviation industry and eventually result in passengers footing the bill. A 25 % duty on imports of aluminum and steel is due to come into effect and a potential trade war looming with Canada the top source of inbound travel to the U.S. There could be an impact of aircraft costs, airline operations and ultimately airfares. The issue is that supply chains of aircraft manufacturers are complex. A commercial aircraft contains more than 2 million parts many sourced from Europe and Asia. Retaliatory tariffs such as those imposed by the European Union can increase costs for essential components like avionics, landing gear and engines by 5% to 10% meaning additional costs of \$3 to \$5 million per aircraft. But to see this happen may take months to years to develop. Supply chains take years to build. From when President Bush, in 2002, implemented tariffs of up to 30% on imported steel there was an immediate increase in aircraft maintenance costs, because landing gear, engine mounts and fuselage components rely heavily on steel. For Boeing and Airbus suppliers producing landing gear and structural reinforcement faced rising costs translating into higher prices for replacement parts and maintenance services. When the tariffs were lifted after 21 months the cost increases pressured the airlines operating under tight margins. In 2019 the U.S. imposed tariffs on \$7.5 billion of European goods including parts for airplanes. Airbus was forced to shift more production to the U.S., a supply chain adjustment which meant delays in aircraft deliveries. In the 1990's U.S.-Japan trade tensions over aerospace components

caused production bottlenecks in critical avionics and landing gear parts increasing maintenance cost for U.S. carriers reliant on Japanese suppliers. For plane makers tariffs mean higher costs. In short run tariffs on raw materials such as aluminum and steel create immediate cost on manufacturers which rely on non U.S. suppliers for significant portions of production. Given that aluminum accounts for 80% of aircraft structural weight even a 10%-25% tariff on imported aluminum can increase the cost of narrow bodied aircraft by \$1.5-\$2.5 million. However, procurement contracts for materials are usually negotiated years in advance meaning short-term fluctuations in price will largely be absorbed by manufacturers. But if tariffs disrupt supply chains, manufacturers might see the costs of spare parts and maintenance rise a bit sooner. Airlines relying on just-in-time inventory for maintenance may see 3%-5% in component costs. As airline fleets grow to accommodate passenger demand the secondary market for leased aircraft may tighten leading to leasing rates to increase by 8%-12%. Eventually passengers may have to foot the bill since nearly 40% of global airline fleets operate on leased aircraft. Say fuel prices remain stable the aggregate cost increase across fleets could lead to a 2%-4% rise in airfares. Cargo generate extra revenue by selling empty cargo space to ship cargo. But with tariffs fewer cargo will be shipped because of this the airlines may wind up increasing flight prices to replace lost cargo revenue. Business travel might decrease to Canada and Mexico. But business travelers care little about flight prices because company is paying effectively subsidize leisure travelers in form of cheaper economy flights.

← In Solidarity, Dennis Tkacs, Legislative Committee Chairman, Local 1976 →

Retiree Club Chairman

This article is based on information from the daily HuffPost mornings and NY Times morning news. I'm not going to get all political, but it might be nice to read what is really going on and does it affect you or your family. This a small list of agencies and terminated employees.

First off, how many agencies and employees has DOGE (Department of Government Efficiency) affected? CMS, Dept. of Health and Human Services, CFPB (Consumer Financial Protection Bureau), DOD (Department of Defense), FAA, FEMA, Dept of Homeland Security, IRS, Medicare, National Institutes of Health, National Oceanic and Atmospheric Administration, Treasury Department, USAID, and VA. These are but a few, not a complete list.

What about the number of people either in forced layoffs or terminated? The probationary employees in most cases were the first to go. Early numbers affected by these cuts are in the 500,000 range.

An important topic to discuss would be what about Social Security? Administrative costs are less than 1% of Social Security Spending. Almost all Social Security spending goes towards benefits, gutting the agency won't save any money for the participants.

I feel the only way that slashing the number of workers

will save money is by making it hard for people to access the benefits they've earned.

I have talked with a few of our retiree members about VA services here in our areas. They tell me that they don't see any pull back or lack of service and the good news is that a new VA center is in the near future for Beaver County.

Well on a brighter note, it looks like the cost to play golf just for the first 7 weeks of the season isn't cheap. It seems like one golfer is on course to exceed 181.2 million dollars for golfing the three courses in beautiful Florida. Well to be fair, there is the cost of Air Force One flying down and back, and a C-17 Transport bringing down the vehicles for the motorcade with security forces. It doesn't end there, once there police boats with mounted machine guns patrol the Intercoastal Waterway. One Coast Guard vessel is off the beach in the Atlantic. Oh, almost forgot to add in the local law enforcement and sniffing dogs. Oh the life of a golfer.

A reminder, the PIT Base annual car cruise is scheduled for Wednesday, August 13th at Hagar 5. Start shining up your show car!

Interested in receiving the Huff Post or N.Y. Times, try these two links below:

Info@emails.huffpost.com NYdirect @NYtimes.com

← Fraternally, Bill Hollowood, Chairman, Retiree Club →



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CALENDAR OF UPCOMING EVENTS

Union Meeting Schedule

May Daylight LL Meeting 3:15 PM
Midnight LL Meeting 7:15 PM

June Afternoon LL Meeting 11:15 PM

July Daylight LL Meeting 3:15 PM
Midnight LL Meeting 7:15 PM

Retiree's Meetings 11:00 AM

<u>May</u>	<u>June</u>	<u>July</u>
06	03	01

Pit Maintenance **BLOOD DRIVE SCHEDULE**

Due to Vitalant Blood Banks reduced staffing, the time
has been adjusted to Noon -6:00 PM

Wednesday, June 25th

Wednesday, August 27th

Wednesday, November 12th

Located Hangar 3 - 3rd Floor

Rooms 319 and 322

*Please donate if you can . . .
there is no substitute for blood*

HAPPY FOURTH OF JULY!

Pension Fund Information Web Sites and Phone Numbers:

IAM NATIONAL FUND:

1-800-424-9608

FAX # 202-457-8653

Website: www.iamnpf.org

AMERICAN AIRLINES BENEFITS:

1-888-860-6178 E-Mail: <http://my.aa.com>

PBGC

1-800-400-7242

E-Mail: mypension@pbgc.gov

Plan Sponsor: US Airways

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Plan Termination Date: 1-10-2005