

AIRMAIL

OCTOBER 2021

spirit

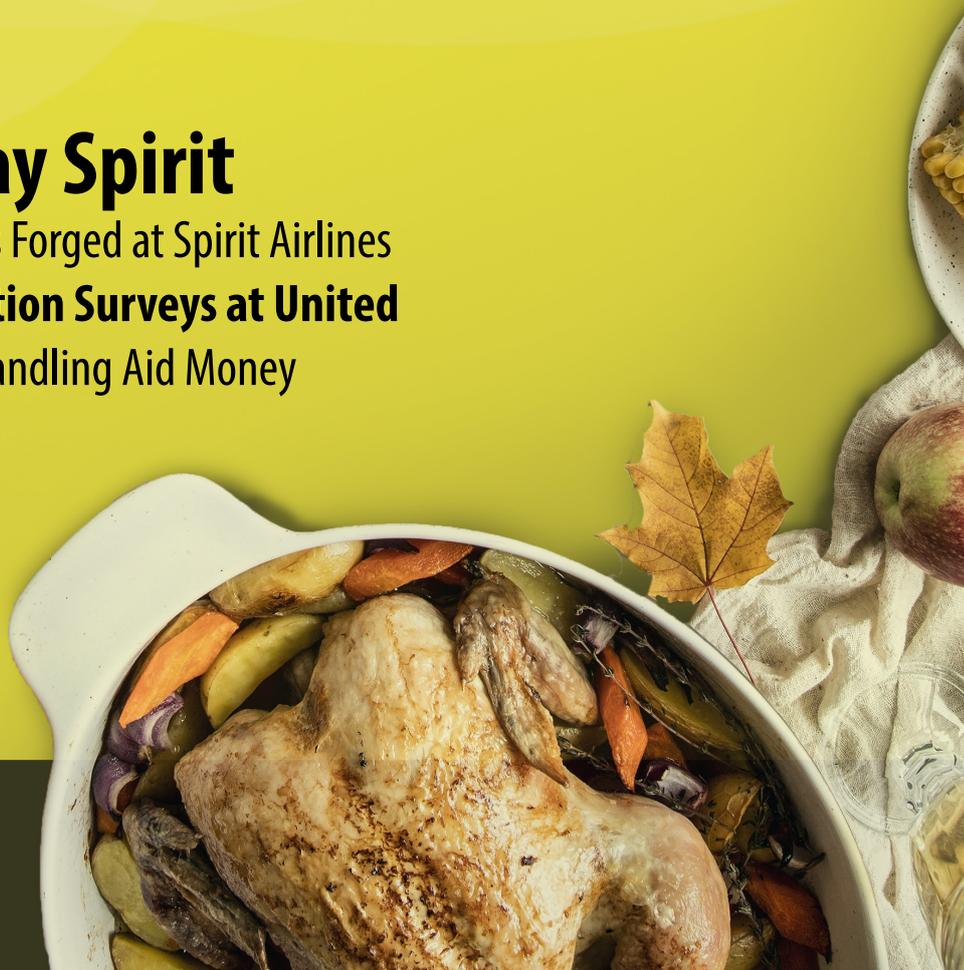


A New Holiday Spirit

A Tentative Agreement is Forged at Spirit Airlines

Pre-Contract Negotiation Surveys at United

JetBlue Accused of Mishandling Aid Money



IAMAW DIST 141

OCTOBER 2021

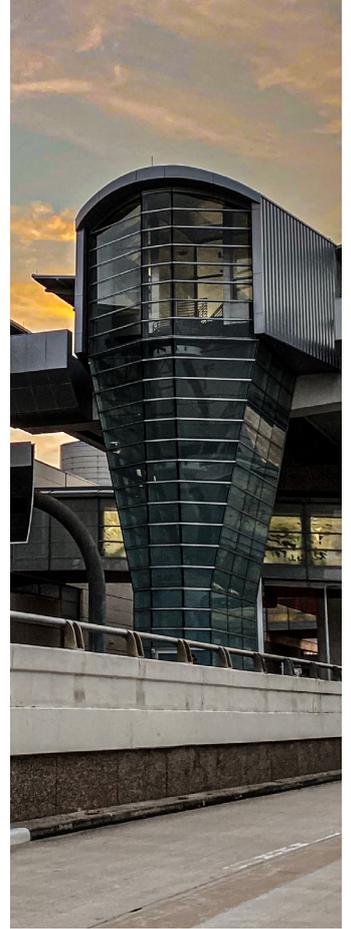
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IAMAW District 141
President and Directing General Chair: Mike Klemm

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United Airlines Negotiations Update

Good morning Sisters and Brothers,

I'm excited to share with you today that IAM District 141 and United Airlines have agreed to begin the process of negotiating seven contracts covering approximately 28,000 IAM members and discuss entering expedited negotiations.

The expedited process will give IAM members at United the opportunity to improve wages, benefits, and working conditions in the very near future. We used a similar model back in 2016 with great success, and both IAM District 141 and United agreed to discuss trying it again. Our hope is we can replicate that success, which brought us industry-leading contracts at the time.

As always, IAM members at United will decide which issues we bargain, just as we did in the 2016 expedited process, via a survey and contract proposal process. On Monday, November 1, 2021, the survey and request for proposals will be available for all IAM-represented United Airlines workers via the IAM141.org website. The survey will be available for 21 days, until November 22, 2021. Shortly thereafter, the IAM District 141 Negotiations Committee will convene and compile the survey and proposal information and identify membership priorities.

In early December, IAM District 141 will meet with United Airlines to discuss the issues that may be bargained in an expedited process. It is important to understand that if United Airlines refuses to agree to bargain any issues that IAM members have identified as priorities, IAM District 141 will not proceed with expedited negotiations and instead initiate the traditional collective bargaining process.

It is of utmost importance that all IAM members employed at United Airlines engage in the survey/proposal process. The issues that the membership identifies as priorities will be addressed in these negotiations and guide your Negotiating Committee. The goal is to achieve well-deserved improvements in identified priorities. IAM members at United have been a major part of the very positive change and success at United Airlines over the last five years.

I cannot emphasize enough the importance of all IAM members at United to participate in the survey and submit contract proposals. Successful collective bargaining is best achieved when it is member-driven from the bottom up. Our power lies in our unity and participation in every aspect of collective bargaining.

As is always the case, whatever way we reach a potential agreement with United Airlines, IAM members will have the final say and vote on any tentative agreements that are reached.

In Solidarity,

Michael G. Klemm
President & Directing General Chairman
IAMAW, District 141

Your District 141 Negotiating Committee

Olu Ajetomobi
Joe Bartz
Victor Hernandez
Barb Martin
Andrea' Myers
Terry Stansbury
Faysal Silwany
Erik Stenberg

U.S. airlines are grounded by understaffing, fatigue and rising violence despite billions in aid

During the pandemic, U.S. airlines have received \$54 billion in federal aid to help cover payroll expenses. But staffing is still at skeletal levels.

Richard Johnsen, Opinion contributor

This article was first published by USA Today on October 15. Reprinted under fair use practices.

There has been a lot of news lately about air rage. You've probably seen the viral videos: violent passengers, many angry about mask policies, throwing punches at flight crews and putting other passengers at risk.

It's happening on the ground, too. Airport workers like customer service agents are usually the first contact for travelers at the airport, and often the first in line for abuse.

The Federal Aviation Authority has imposed stiffer penalties for violent offenders and stepped up public awareness campaigns to try to deter the violence in the first place. But those measures alone aren't working.

As we head into the holiday season, the number of unruly passenger incidents is still rising. As of Tuesday, according to the FAA, there have been more than 4,700 unruly passenger reports, over 3,400 mask-related incidents and about 880 investigations initiated – nearly tripling the previous peak of 310 in 2004.

Understaffing is fueling violence

The FAA has asked the International Association of Machinists and Aerospace Workers (IAM) for solutions, and here's what we've told them: Chronic understaffing is fueling stress and anger in airports and on planes, and until that's fixed, the violence is going to continue to rise.

This past weekend, thousands of passengers were left stranded when Southwest Airlines canceled about 2,000 flights and delayed hundreds more. Weather and air traffic control were



cited as factors, but the unavoidable reality is that Southwest Airlines, like other airlines, is woefully understaffed, and its workers are burned out. The IAM has addressed this issue on multiple occasions with management.

Domestic air travel is increasing to pre-pandemic levels. Airlines – not just Southwest – are overwhelmed and understaffed, meaning sudden cancellations, longer wait times and significant flight delays, all of which are leaving passengers understandably frustrated.

To make matters worse, in some cities, airport concession stands and restaurants aren't adequately staffed or open, leaving stranded travelers with fewer options for food and beverages, and even more irritated.

It has all meant more stress for travelers and workers alike, both in flight and on the ground. And our members are experiencing firsthand how that stress leads to more violence.

Over the past few months, I've traveled to airports across the country to talk to our members. And no matter where I go – Washington, Philadelphia, Newark, Chicago, Phoenix or Houston – workers tell me the same thing: Staff shortages leave them overworked and exhausted, and are making the violence and abuse they endure far worse. Our members say they go to work these days expecting to be insulted, threatened, yelled at and even punched by angry travelers.

Airlines are woefully unprepared

The violence can turn ugly in other ways, too, especially for workers of color. In August, a man went on a violent rampage at Miami International Airport, hurling racial slurs at one gate agent and threatening him with a stanchion raised in the air before stomping off, still yelling and kicking a wet-floor sign into the air.

There's no excuse for airline staffing

shortages. Since the start of the pandemic, U.S. airlines have received \$54 billion in federal aid to help cover payroll expenses. That cash came with conditions: Carriers were prohibited from furloughing or laying off workers. But the airlines still persuaded tens of thousands of employees to take buyouts, early retirement or leaves of absence, leaving staffing at skeletal levels.

Predictably, that has left airlines unprepared as the number of people flying ramps up to pre-pandemic levels.

In July, on the Aviation Labor Recovery Roundtable call with FAA Administrator Steve Dickson and Transportation Deputy Secretary Polly Trottenberg, I implored everyone to ensure airlines urgently use the billions they've received in federal relief to address staffing shortages.

That urgent call has been echoed by others, like Sen. Maria Cantwell, D-Wash., who has written to each airline demanding answers.

"These shortages come in the wake of unprecedented federal funding that Congress appropriated, at the airlines' request, to support the airline industry during the COVID-19 pandemic," she

wrote. That funding was supposed to be used to keep workers on the payroll "so that the industry was positioned to capture a rebound in demand."

Like us, Cantwell has demanded answers. And all of us, especially the travelers and workers bearing the brunt of the shortages, deserve answers.

Our members have been on the front lines since the pandemic started. Getting passengers to their destination safely and on time – even before COVID-19 – has always been their priority.

Now it's up to the airlines to demonstrate that this is their priority, too, by fixing the chronic understaffing causing delays and cancellations and making the air rage, and ground rage, worse.

Richard Johnsen is chief of staff to the president of the International Association of Machinists and Aerospace Workers, which represents more than 160,000 active and retired members in the airline and rail industries, making it the largest airline union in North America. He began his career as a mechanic assistant for United Airlines in 1988.





JETBLUE ACCUSED OF MISUSING AID FUNDING

14 October, 2021

The largest union of transportation and airline workers in North America is accusing JetBlue of diverting money intended to go to employee payrolls and pocketing it instead.

In a hotly-worded letter to CEO Robin Hayes, Assistant Airline Coordinator for the International Association of Machinists and Aerospace Workers (IAMAW), James Carlson called out the airline for siphoning a portion of the \$1.5 billion JetBlue collected in federal payroll support away from front-line workers.

“JetBlue received approximately \$1.5 billion in taxpayer funded grants and loans from the CARES ACT, which was supposed to protect the jobs, pay, and benefits of JetBlue Crewmembers,” the letter to Robin Hayes read. “However, you and your management team cut the hours, pay, and benefits of these

hard-working employees in 2020. These actions, which, in my opinion, violated the intention and spirit of the Payroll Support Program (PSP) of the CARES ACT, must be rectified.”

In 2020, as the pandemic devastated air travel, a coalition of unions and airlines lobbied Congress to provide emergency funds to cover payrolls for the nation’s carriers. Airline workers are highly trained and can be very difficult to replace. The Payroll Support Program allowed airlines to retain their workforces and recover from the pandemic much faster.

JetBlue received \$1.5 billion from the program, a sum based on how much

the airline spent on payroll in 2019. This amount should have been sufficient to cover labor costs in 2020, according to the IAMAW. JetBlue promised to retain its entire workforce and not conduct layoffs, terminations, or reduce hours or wages as part of the deal.

However, JetBlue executives reneged on their promise, cutting hours, and canceling scheduled pay raises immediately after collecting billions in taxpayer aid. The company also did not replace workers who were fired or who quit. According to the union, all of this resulted in





payroll costs that were much lower than they were in 2019, allowing the airline to keep the extra taxpayer funding as profit. “Sadly, you and your management team didn’t stop mistreating GO Crewmembers after you wrongly cut their hours, pay and benefits,” Carlson said to Hayes in the letter.

“Crewmembers have not received a single penny in much-deserved wage increases. Crewmembers are working short, in very unsafe conditions, with minimal break time. You even abolished the lead classification, which will lead to operational confusion and a very unfair pay structure,” the union said.

The International Association of Machinists and Aerospace Workers took action against United Airlines over similar conduct in 2020 when the airline tried to cut the hours of full-time workers after that airline accepted PSP funding. The union argued that reducing full-time workers to part-time status was a form of involuntary layoff and, therefore, a violation of the CARES Act. Union members working the United ramp and ticket counters mobilized, reaching out to the lawmakers who provided airlines with the PSP funding. The airline was eventually forced to abandon its plan to cut employee hours to prevent court action from the union.

The union is calling for JetBlue to repay their front-line Crewmembers

immediately. “JetBlue Crewmembers deserve better,” the union told CEO Robin Hayes. “They deserve to be repaid the money you wrongly took from them last year. They deserve to have their 401k accounts increased by the exact amount that was lost due to their working hours/ pay being wrongly cut. Crewmembers deserve to work with proper manpower in safe conditions. Crewmembers who you have told to stay home and take a COVID-19 test if they feel ill should NOT suffer any adverse disciplinary action. And Crewmembers deserve wage and benefit increases and improvements to their working conditions right now.”

Earlier this year, JetBlue executives announced a plan to create a “partnership” with American Airlines that lawmakers and legal experts called out as a “de facto merger” between the two carriers.

In February, the Airline Pilots’ Association, the union that represents pilots at JetBlue, pulled the brakes on the scheme.

In a narrow vote, the pilots rejected the deal on the grounds that JetBlue employees could be replaced, and entire workgroups eliminated entirely.

JetBlue responded by giving union members at the airline special job protections that would prevent them from being easily outsourced.

The Pilots released the following statement:

“JetBlue pilots fought for years to achieve the security provided in our contractual scope, and the pilots are committed to JetBlue’s long-term success. If JetBlue wants this full partnership with American to be implemented and successful, they will need the pilots to be part of it. To do that, JetBlue management must show the same level of commitment to its pilots with contractual assurances that protect our jobs and provide meaningful career improvements. We stand ready to work toward an acceptable resolution of these issues.”

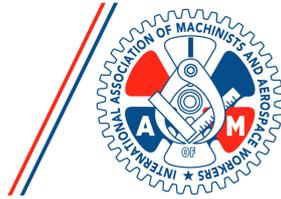
The International Association of Machinists and Aerospace Workers is fighting for the interests of front-line Ground Ops Crewmembers at JetBlue. Crewmembers can join this effort by signing a union election authorization card.



Aim your camera here to add your voice to the growing effort to bring union rights to JetBlue Ground Ops.



International
Association of
Machinists and
Aerospace Workers



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Upper Marlboro, MD 20772-2687
Area Code 301
967-4500



October 13, 2021

Robin Hayes, CEO JetBlue Airways Inc.
27-01 Queens Plaza North
Long Island City, NY 11101

CEO Hayes,

JetBlue Ground Operations (GO) Crewmembers are one of the main reasons why JetBlue Airways is a successful airline. GO Crewmembers are working in some of the most unsafe conditions that airline workers have ever experienced, as the novel coronavirus pandemic still rages across the globe. Even so, Crewmembers bravely carry on, so JetBlue Airways can remain a viable and successful airline.

What have these hard-working JetBlue Crewmembers received from you and JetBlue upper management for their dedication? JetBlue received approximately \$1.5 billion in tax-payer funded grants and loans from the CARES ACT, which was supposed to protect the jobs, pay and benefits of JetBlue Crewmembers. However, you and your management team cut the hours, pay and benefits of these hard-working employees in 2020. These actions, which, in my opinion, violated the intention and spirit of the Payroll Support Program (PSP) of the CARES ACT, must be rectified. JetBlue Crewmembers who suffered a loss of pay and benefits because their hours were cut last year should be made whole immediately.

Sadly, you and your management team didn't stop mistreating GO Crewmembers after you wrongly cut their hours, pay and benefits.

Crewmembers have not received a single penny in much deserved wage increases. Crewmembers are working short, in very unsafe conditions with minimal break time. You even abolished the lead classification, which will lead to operational confusion and a very unfair pay structure. And, Crewmembers who have been told

to stay home and get a COVID-19 test if they feel ill haven't received definitive guidance that they will not suffer disciplinary action for doing so.

JetBlue Crewmembers deserve better. They deserve to be repaid the money you wrongly took from them last year. They deserve to have their 401k accounts increased by the exact amount that was lost due to their working hours/pay being wrongly cut. Crewmembers deserve to work with proper manpower in safe conditions. Crewmembers who you have told to stay home and take a COVID-19 test if they feel ill should NOT suffer any adverse disciplinary action. And Crewmembers deserve wage and benefit increases and improvements to their working conditions right now.

I hope that you will do the honorable thing and take the necessary steps so JetBlue Crewmembers are treated fairly and are made whole for the losses they should not have suffered. However, you will likely not take the actions necessary to ensure that JetBlue Crewmembers are treated with the dignity and respect they deserve.

You can be sure that the IAM will fight for the justice that JetBlue workers deserve.

Respectfully,



James A. Carlson
Assistant Airline Coordinator
International Association of Machinists and Aerospace Workers, AFL-CIO

View and share online



Machinists Union District 141 Reaches Tentative Agreement With Spirit Airlines on New Five Year Pact



*"This Agreement will create the highest wages
and overall compensation rates for ramp
agents in the airline's history."*

-IMAW District President, Mike Klemm

“ This Agreement will create the highest wages and overall compensation rates for ramp agents in the airline’s history. ”

16 October 2021

I am proud to announce that Machinists Union District 141 has reached a Tentative Agreement with Spirit Airlines on a truly groundbreaking new five-year contract.

This Agreement will create the highest wages and overall compensation rates for ramp agents in the airline’s history. Our members will receive wage increases that are, on average, 30% higher than they are now. Lead premium increases, more opportunities for double-time pay, and new trainer positions will allow our members to earn even more from the work they currently do.

If ratified, this deal will also bring paid vacations to part-time agents. For some, this will be the first real vacation they have ever known.

I want to thank our IAM Negotiating Committee at Spirit for the outstanding work they’ve accomplished with this Agreement. I particularly want to recognize the contributions of Local 368 members Almarie Jean, Linda Germain, Christopher Willis, and Gregory De La Cruz, who helped put this deal together. Along with District 141 Assistant General Chairs Andrea’ Myers, and Lead

Negotiator Tony Gibson, this team spent countless hours away from loved ones to create a better workplace for our Spirit membership.

I’d also like to thank the International, Spirit Airlines’ negotiators, and the National Mediation Board for their vital assistance in finalizing this Tentative Agreement.

The Spirit Airlines management team was respectful to our negotiators, and I believe they were honestly working in a good-faith effort to create this Agreement. The Spirit team recognized that workers are an asset to be invested in, not a liability to be minimized, and they deserve credit for that.

The Negotiating Committee unanimously recommends ratification of the Tentative Agreement. Complete text copies of the Tentative Agreement will be distributed locally before the ratification vote on November 4, 2021.

In Solidarity,

MIKE KLEMM

President and Directing General Chair,
IAMAW District 141





The Best Contract in the History of Spirit Airlines

Questions?
Contact a negotiator



Tony
Gibson



Andrea
Myers



Almarie
Jean



Linda
Germain



Christopher
Willis



Gregory
De La Cruz



Gil
Simmons

If ratified on November 4, this Tentative Agreement will provide the highest pay and overall compensation rates, the strongest job protections, and the greatest expansion of workplace improvements in the history of Spirit Airlines.

Your Negotiating Team is proud to bring this Tentative Agreement to our sisters and brothers at Spirit.

We unanimously recommend a YES vote.

Improved Seniority Rules

Our seniority rules needed a complete overhaul.
Right now, part-timers lose half of their seniority when they make the move to full time. This agreement will allow part timers to advance to full time without the seniority penalty.

Better Work-Life Balance

Finally.
Unpaid time off is not vacation time. Winning the power to protect and honor our personal time away from work is one of the proudest achievements of organized labor. Workers everywhere deserve quality time to spend in relaxation and with families and loved ones. This contract honors that tradition by giving hard-working agents more critical time off, and will make the company pay more for encroaching on the personal time.

- * Part-time agents will start getting paid vacation time
- * Part-time agents will also get sick pay
- * Unused vacation, including canceled vacation time, will be paid out
- * All agents will get double-time pay for working on holidays
- * Leaves of absence have been extended



Better Overall Compensation

More opportunities to earn more money.

- * Agents on Mandatory Overtime get time and a half pay, with double time pay after 12 hours
- * Automatic double time for Premium Days
- * Improved Agent in Charge (AIC) pay. AIC pay will rise to \$1.75 an hour
- * Trainer pay will also rise by \$1.75 an hour
- * Larger uniform allowance and replacement
- * Me-Too language that will guarantee that no non-union workgroup will enjoy better 401(k) or profit sharing packages than IMAW Members

Job Security and Work Rules

Working at Spirit is about to get a lot better.

- * Paid time off for lost time due to a workplace injury
- * "Operational Needs" is now clearly defined, and is much harder to misuse
- * Expanded Grievance Procedures that mean no agent will suffer job loss without a hearing.
- * Those on unpaid medical leave will continue to accrue seniority for 90 days, not just 30.
- * All agents will receive lifetime furlough recall rights.

Signing Bonus

All agents will get a signing bonus of at least \$500 upon ratification for this agreement.

Years of Service	Bonus Payment
1 - 5 Years	\$500
6 Years	\$600
7 Years	\$700
8 Years	\$800
9 Years	\$900
10 Years	\$1000
11 Years	\$1100
12 Years	\$1200
13 Years	\$1300
14 Years	\$1400
15 Years	\$1500
16 Years	\$1600
17 Years	\$1700
18 Years	\$1800
19 Years	\$1900

Signing bonuses will go out after this Tentative Agreement is ratified on November 4. You should expect your signing bonus and backpay by November 12.

All pay raises will go into effect immediately upon ratification.

If ratified on November 4th, each agent will receive a lump sum payment for the difference in pay dating back to October 24th.

Raises will continue into 2026, past the agreement's amendable date.



More Money From Wages

This contract will create pay rates that rise with historic speed. The new pay scales are the highest hourly rates for this classification in the history of the airline. Combined with other income opportunities, this agreement will raise the standard of living for every union member at Spirit.

Years of Service	2021	2022	2023	2024	2025	2026
Start	\$16.00	\$16.24	\$16.48	\$16.73	\$16.98	\$17.24
1 Year Anniversary	\$16.50	\$16.75	\$17.00	\$17.25	\$17.51	\$17.78
2 Years Anniversary	\$17.00	\$17.26	\$17.51	\$17.78	\$18.04	\$18.31
3 Years Anniversary	\$17.25	\$17.51	\$17.77	\$18.04	\$18.31	\$18.58
4 Years Anniversary	\$17.80	\$18.07	\$18.34	\$18.61	\$18.89	\$19.18
5 Years Anniversary	\$18.20	\$18.47	\$18.75	\$19.03	\$19.32	\$19.61
6 Years Anniversary	\$18.50	\$18.78	\$19.06	\$19.35	\$19.64	\$19.93
7 Years Anniversary	\$18.80	\$19.08	\$19.37	\$19.66	\$19.95	\$20.25
8 Years Anniversary	\$19.30	\$19.59	\$19.88	\$20.18	\$20.48	\$20.79
9 Years Anniversary	\$22.00	\$22.33	\$22.66	\$23.00	\$23.35	\$23.70
10 Years Anniversary	\$23.00	\$23.35	\$23.70	\$24.05	\$24.41	\$24.78

The International Association of Machinists and Aerospace Workers Negotiating Team **UNANIMOUSLY** recommends a **YES VOTE** for this Tentative Agreement.

Tony Gibson
Assistant General Chair,
IAMAW District Lodge 141

Andrea' Myers
Assistant General Chair
IAMAW District Lodge 141

Gil Simmons
International Association of
Machinists and Aerospace Workers

Almarie Jean
Chief Shop Steward
Local Lodge 368

Linda Germain
Grievance Officer
Local Lodge 368

Christopher Willis
Committee Chairman
Local Lodge 368

Gregory De La Cruz
Bidding Committee Chairman
Local Lodge 368

The Association.



THE TWU-IAM ASSOCIATION

October 4, 2021

Association Response to American's Vaccine Mandate

Dear Sisters and Brothers,

American Airlines Labor Relations contacted the TWU-IAM Association on Friday afternoon to inform us that the carrier would announce some changes to the Covid-19 vaccination protocol and how these changes will affect American Airlines employees, including those represented by the TWU/IAM Association.

American's communication was open ended and vague. The Association Leadership will engage American's senior leadership to discuss what exactly is management's plan. We want to discuss what options management is proposing for those Association members who chose or are unable to comply with the Company's vaccine mandate.

We certainly understand the frustration some members are experiencing as a result of the Company's recent notice. Although we encourage those who can receive the vaccination do so, we also believe it is an individual choice and we DO NOT SUPPORT the company making any unilateral demands of those members who may choose to request alternative options.

In solidarity,

A handwritten signature in blue ink, appearing to read "Mike Klemm".

Mike Klemm
President Directing General Chairman
District 141

A handwritten signature in blue ink, appearing to read "Dave Supplee".

Dave Supplee
President & Directing General Chairman
IAMAW District Lodge 142

A handwritten signature in blue ink, appearing to read "Andre Sutton".

Andre Sutton
TWU International Vice President

A handwritten signature in blue ink, appearing to read "Gary Peterson".

Gary Peterson
TWU International Vice President
& Air Division Director



The EAP can help you work with your insurance company to find the treatment options that are right for you. Help can start today.

Aim your camera at the QR Code to get connected to an EAP Rep.



exploit the opioid crisis and prescription drug misuse in the United States, bringing overdose deaths and violence to American communities. According to the Centers for Disease Control and Prevention, last year more than 93,000 people died of drug overdoses in the United States, marking the largest number of drug-related deaths ever recorded in a year. Fentanyl, the synthetic opioid most commonly found in counterfeit pills, is the primary driver of this alarming increase in overdose deaths.

Drug trafficking is also inextricably linked with violence. This year alone, DEA seized more than 2700 firearms in connection with drug trafficking investigations – a 30 percent increase since 2019. DEA remains steadfast in its mission to protect our communities, enforce U.S. drug laws, and bring to justice the foreign and domestic criminals sourcing, producing, and distributing these deadly fake pills.

The only safe medications are ones prescribed by a trusted medical professional and dispensed by a licensed pharmacist. Any pills that do not meet this standard are unsafe and potentially deadly. DEA has launched the public awareness campaign, One Pill Can Kill, to educate the public on dangers of counterfeit pills and how to keep Americans safe. For more information, visit [DEA.gov/onepill](https://www.dea.gov/onepill).

***The Drug Enforcement Administration ensures the safety and health of the American public by fighting against violent criminal drug networks and foreign cartels trafficking in illicit drugs. To accomplish that mission, the Drug Enforcement Administration employs approximately 10,000 men and women throughout the world – Special Agents, diversion investigators, intelligence analysts, and chemists – across 239 domestic offices in 23 U.S. divisions and 91 foreign offices in 68 countries.*

EAP SAFETY ALERT: SHARP INCREASE IN FAKE PRESCRIPTION PILLS CONTAINING FENTANYL AND METH

5 October 2021

DEA Warns that International and Domestic Criminal Drug Networks are Flooding the United States with Lethal Counterfeit Pills

The Drug Enforcement Administration warns the American public of the alarming increase in the lethality and availability of fake prescription pills containing fentanyl and methamphetamine. International and domestic criminal drug networks are mass-producing fake pills, falsely marketing them as legitimate prescription pills, and killing unsuspecting Americans. These counterfeit pills are easy to purchase, widely available, and often contain deadly doses of fentanyl. Pills purchased outside of a licensed pharmacy are illegal, dangerous, and potentially lethal. This alert does not apply to legitimate pharmaceutical medications prescribed by medical professionals and dispensed by pharmacists.

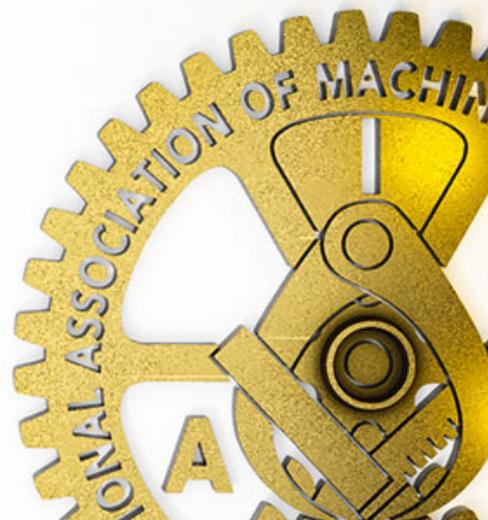
DEA and its law enforcement partners are seizing deadly fake pills at record rates. More than 9.5 million counterfeit pills were seized so far this year, which is more than the last two years combined. Officials report a dramatic rise in the number of counterfeit pills containing at

least two milligrams of fentanyl, which is considered a deadly dose. The number of DEA-seized counterfeit pills with fentanyl has jumped nearly 430 percent since 2019, a staggering increase. DEA laboratory testing further reveals that today, two out of every five pills with fentanyl contain a potentially lethal dose. Additionally, methamphetamine is increasingly being pressed into counterfeit pills.

Some of the most common counterfeit pills are made to look like prescription opioids such as oxycodone (Oxycontin®, Percocet®), hydrocodone (Vicodin®), and alprazolam (Xanax®); or stimulants like amphetamines (Adderall®). Fake prescription pills are widely accessible and often sold on social media and e-commerce platforms – making them available to anyone with a smartphone, including teens and young adults. These counterfeit pills have been seized by DEA in every U.S. state, and in unprecedented quantities.

Drug traffickers are using fake pills to

Negotiations Surveys are Out.



The 2021 Pre-Contract Negotiations Survey is NOW OPEN!

If you work at United Airlines, you probably already know.

Unionized Gate and Ticket Counter Agents at United Airlines are being inundated with requests to participate in pre-negotiation surveys, from online social media links to a veritable blizzard of flyers.

Union negotiators use surveys to canvass members to learn what workplace issues are most important to the membership. While it is perfectly normal for unions to pass around surveys ahead of contract negotiations, the effort by the International Association of Machinists and Aerospace Workers at United is notable for its energy.

Getting members to participate in the canvassing process has been elevated to a full-blown campaign, in and of itself. Social media shares alone have reached more than 6,000 of the approximately 28,000 IAMAW Members at United. Links to the surveys have landed in more than 10,000 email inboxes, and hundreds of flyers are currently adorning union bulletin boards and breakrooms at every large airport in the United States.

The flyers are themselves fairly innovative. Sporting oversized QR codes, the flyers link union members to workgroup-specific surveys asking for input on a range of hot workplace issues. "Now that most everyone has a QR reader built into their cellphone cameras, we can basically add internet links to paper flyers," said Eric Price, one of the architects of the campaign. "So, now it's much easier to take a survey on your lunch break, or while you're waiting for the bus, or from anywhere, really!"

The survey will run for about three weeks, until November 22. After that, the results will be tabulated and sent to union negotiators, who will use the data to form their opening proposals to the company.

Scan Here to Take the Survey

Aim your camera or reader at this QR code

Fleet Service

The 2021 Pre-Contract Negotiations Survey is NOW OPEN!



Add Your Voice! The 2021 Pre-Contract Negotiation Survey is now open!
This is your chance to help write the next IAMAW Contract at United Airlines!
This survey process will end on November 22, so there's no time to waste –
give union negotiators your input as soon as possible.

IAM141

The logo for IAM141, featuring the text "IAM141" in a bold, sans-serif font. Below the text is a stylized graphic consisting of two horizontal lines that curve upwards and meet at a central point, resembling a wing or a stylized 'V' shape.

Scan Here to Take the Survey

Aim your camera or reader at this QR code

Passenger Service

The 2021 Pre-Contract Negotiations Survey is NOW OPEN!



Add Your Voice! The 2021 Pre-Contract Negotiation Survey is now open!
This is your chance to help write the next IAMAW Contract at United Airlines!
This survey process will end on November 22, so there's no time to waste –
give union negotiators your input as soon as possible.

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The logo for IAM141, featuring the text "IAM141" in a bold, sans-serif font. Below the text is a stylized graphic consisting of two horizontal lines that curve upwards and then downwards, resembling wings or a stylized 'V' shape.

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