



Health & Safety Report – November 2021

September – November 2021			
Number of Reported Injuries/Illnesses		Top Injury/Illness Trends	
Lost Time	84	Bending/Stretching/Twisting/Pushing/Pulling	4
Health Care	28	Aircraft Part	3
First Aids	95	Airports – Slip/Trip/Fall	3

COVID-19 Contact Tracing

As of November 15, 2021, the company will no longer call crew who were exposed to a person with a positive case of COVID-19 onboard, unless that person with a positive case of COVID-19 was also an employee. Your Health and Safety Committees are firm in their position: it is the company’s lawful obligation to notify employees of hazards in the workplace ([Canada Labour Code, Part 2, 125\(1\)\(s\)](#)). The list of affected flights is available on [ePub / COVID-19 / Confirmed COVID-19 Flights](#). We also encourage you to keep an eye on the Government of Canada’s version “[COVID-19: Passenger transport where you may have been exposed.](#)”

Delays in Health and Safety Complaint Responses from the Company

The membership submitted a record number of Health and Safety Complaints to the company in July and August. It is so inspiring to see such a level of health and safety mobilization. We sent the company a clear message: the return of service combined with the passenger’s mask non-compliance are health and safety hazards. Some members received template-style responses which contained inaccuracies. Others are still waiting for a response. The Health and Safety Committee submitted a formal complaint that the company’s delay in responding to these complaints is a contravention to the Canada Labour Code ([Part 2, 127.1\(2\)](#)). If you haven’t received a response from the company within 30-days of submitting your complaint, you can refer your complaint to the Workplace Health and Safety Committee (to which we belong) for investigation. Simply send us an e-mail using your Air Canada e-mail to let us know.

Don’t Discourage!

We’ve heard from the membership about their lack of faith in the system as a result of delays in obtaining a response from the company to their Health and Safety Complaints and also of their reports being rejected by Corporate Safety. These Health and Safety Complaints are legal documents that can be escalated to Transport Canada for investigation. Deflecting, deferring, delaying, or dismissing these reports does nothing to encourage the membership to continue using its right to participate in the health and safety process. Not only this, but it is also your responsibility as an employee to report hazards in the workplace ([Canada Labour Code, Part 2, 126\(1\)\(g\)\(h\)\(j\)](#)). As a matter of fact, Health and Safety Complaints can be made orally or in writing ([Canada Labour Code, Part 2, 126\(1\)\(i\)](#)). Although, we recommend that you submit these using the proper report to ensure it is addressed. If you receive a notification that your Health and Safety Complaint was dismissed by Corporate Safety, let us know so that we can follow-up.

Return of Service and Work-Related Injuries

With the return of service on all flights, the Health and Safety Committee noticed a surge in service-related injury reports. It's interesting to note that when service was suspended, the Health and Safety received the fewest number of injury reports in history. It goes to show how physical our job truly is. Apply the Pristine Condition principles as often as possible: inside base, big engines, turn not twist, and dip'n'drive.

Equipment and Your Health and Safety

If a piece of equipment is defective, do not use it. We understand that this is easier said than done. However, your health matters most. Affix an Unserviceable Seal (ACF656-5, a.k.a. the red seal) to removable equipment and report the seal's serial number in a Cabin Safety eReport. If you think or know that you were injured by a piece of equipment, even if you do not think the equipment is defective, also affix an Incident/Accident Label (ACF656-8, a.k.a. the orange sticker). We follow-up on defective equipment and equipment that was involved in an injury, but it is impossible to track this equipment without this information.

It's Cold Outside

The temperature has dropped across Canada. It's time to take out your boots if you haven't already done so. As a result of the work of your Local 4092 Health and Safety Committee, the style standard guide was revised to allow you to wear boots around the airport and in the aircraft until the doors are closed.

The areas around the doors may get colder too. Frost is not ok onboard the aircraft. We have thermometers at the Health and Safety office. The temperature should not be less than 18°C ([Aviation Occupational Health and Safety Regulations, Part 7, 7.1](#)). Use the thermometers to check the temperature, then write it up in the Cabin Defect Logbook.

What Reports Do We See?

After more than 10-years, the Local 4092 Health and Safety Committee was successful in forcing the company to share its safety reports in accordance with the Canada Labour Code ([Part 2, 136\(7\)](#)). In April 2021, the company received an Assurance of Voluntary Compliance from Employment and Social Development Canada (ESDC) and from Transport Canada (TC), requesting that they provide the Workplace Health and Safety Committee with safety related reports. The process is imperfect, but we can now review Cabin Safety, Passenger Injury/Illness, Work Related Injury/Illness, and Health and Safety Complaint eReports (we were already privy to the latter two). The Cabin Safety and Passenger Injury/Illness eReports are vetted by Corporate Safety; it is possible that we are not always provided a copy of these reports. The file is ongoing at ESDC and TC, and we hope to obtain a resolution to this issue as soon as possible.

In Solidarity,



Meaghan Mroczek-Porato
Health & Safety Committee Chair
E: meaghan@local4092.ca



Pascale Marchand
Health & Safety Committee Representative
E: pascale@local4092.ca

Health & Safety Committee

T: 905-676-4352

E: sante.health@local4092.ca