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ONE VOICE

Committed to Enhancing Air Safety Worldwide



While flying remains the safest mode of transportation in the world—and ALPA pilots have been integral to this accomplishment—the recent tragedies of Lion Air Flight 610, Atlas Air Flight 3591, and Ethiopian Airlines Flight 302 remind us that there is still urgent work to do in safeguarding our skies in both passenger and cargo operations.

ALPA deeply respects the thorough accident investigations that are under way. This proven, unbiased, and objective investigatory process has been developed at the terrible cost of lives lost, and it is the most effective and efficient means to collect the factual data needed to drive regulatory and policy changes for a safer future. As ALPA members know, our union has been instrumental in shifting the U.S., Canadian, and international airline industry toward a proactive approach to improving safety that will prevent accidents before they occur.

While it has been reported that there are similarities between the tragedies involving Lion Air and Ethiopian Airlines, we must remember that those investigations are still ongoing—no final findings or conclusions have been identified. As we allow the accident investigators to do their work, it is clear that the tragedies have raised extremely important questions about our industry's foundational processes regarding aircraft design, certification, and the minimum pilot training, flight experience, and qualification standards that exist globally outside the United States.

These issues and others will be discussed and debated throughout our aviation community, including by the newly announced Department of Transportation Special Committee, which will review the FAA's certification process for new aircraft, including the B-737 MAX. ALPA will be engaged and active during these discussions in the United States and Canada, as well as at the International Civil Aviation Organization and the International Federation of Air Line Pilots' Asso-

ciations. As the world's largest nongovernmental aviation safety organization, we have a vested interest in ensuring that all relevant issues are adequately investigated and that safety enhancements are identified and implemented through an open and objective process.

ALPA's national leaders, members of the Air Safety Organization, pilots, and professional staff are in contact with U.S., Canadian, and international regulatory agencies; airline managements; aircraft manufacturers; other aviation safety stakeholder groups; and other pilot and airline employee unions to urge collaboration in what must be an industrywide effort to ensure confidence in the safety of our system.

We know airline pilots in the United States are trained for life—we have raised the bar for the industry around the world. Based on the U.S. safety record and the proven success of the FAA's pilot qualification, training, and experience regulations, I have sent a letter to the International Civil Aviation Organization calling for a global review of pilot training and qualifications. ALPA is committed to enhancing air safety worldwide—in pilot training and every other aspect of aviation.

ALPA is actively engaged, and we will keep you informed. Our Air Safety Organization stands ready to work with all parties—regulators, manufacturers, employee unions, and airlines—to learn from these recent tragedies and improve safety for our passengers, crews, and cargo.

Capt. Joe DePete
ALPA President

“ALPA is committed to enhancing air safety worldwide—in pilot training and every other aspect of aviation.”

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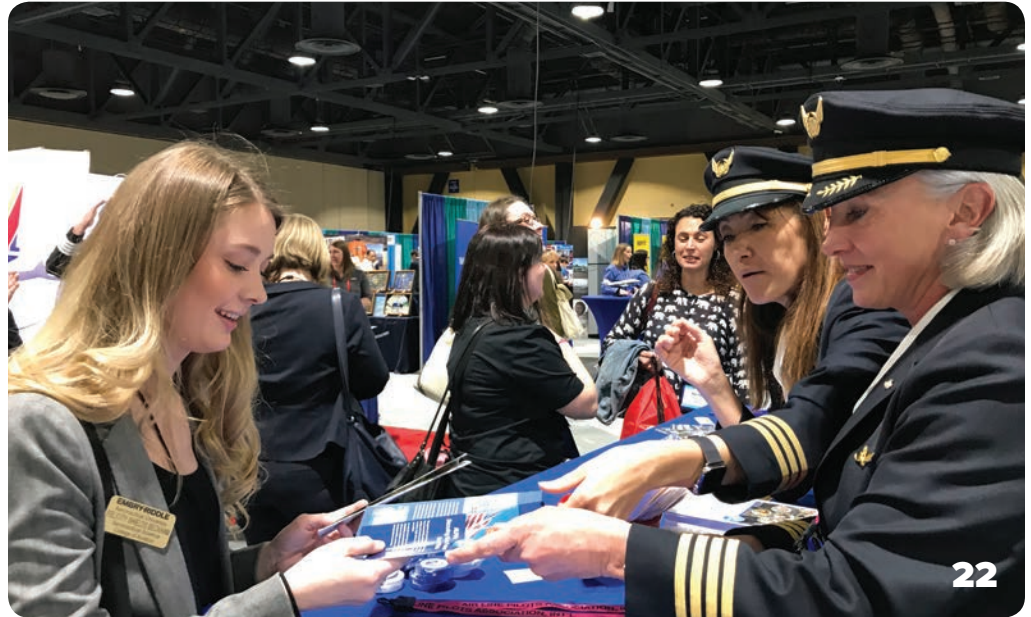
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1911 HARRETT QUIMBY First U.S. woman to receive a pilot's certificate.	1921 BESSIE COLEMAN First woman of African descent to receive a pilot's license from the U.S. Department of Commerce.	1932 AMELIA EARHART First woman pilot to fly solo across the Atlantic Ocean.
1957 MOLLY KELLY Canada's first female charter airline pilot.	1964 "BESSIE" MOCK First woman to fly solo across the country.	1973 ROSELLA ROBINSON Canada's first female commercial pilot.
1973, 1976 EMILY HOWELL WARNER First woman to fly a scheduled passenger service in the U.S. airline.	1985 MARY MITTON First woman to be elected into a national aviation organization's council chair.	2017 KAREN LACY First female Air Force pilot.

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Read the first-person account of a FedEx Express pilot's encounter with a laser on page 18. Cover illustration by Mary Ann Walsh.

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Another First

By Capt. Joseph Genovese
ALPA Vice President-Finance/Treasurer

Since being elected your vice president-finance/treasurer, I've experienced a lot of "firsts." But perhaps the one I was looking forward to most was leading for the first time the Association's Secretary-Treasurers Conference—along with my colleague, Capt. Bill Couette, ALPA's vice president-administration/secretary (see page 20). I've attended in the past as a secretary-treasurer for United and with my work on the Association's Major Contingency Fund Strike Oversight Board, but it's a different ballgame when you're leading the entire conference.

And this year's Secretary-Treasurers Conference, which was held March 12–14, was one of ALPA's biggest ones yet, because—based on pilot feedback that we received from Leadership Training Conference attendees—we opened it to local executive council (LEC) secretary-treasurers. And we'll continue to do this going forward; so LEC secretary-treasurers, mark your calendars for March 2020!

The reason for this change is twofold. First, it emphasizes the need to maintain the same conservative budgeting at all levels of ALPA, from ALPA national to master executive councils (MECs) and LECs, and backs it up with the training necessary to do so. And second, it helps to train future MEC secretary-treasurers—and ALPA always wants to stay ahead of the curve.

This year is going to be an important one for the Association and our budgeting, from top to bottom, as we gear up to implement certain changes. During last year's Board of Directors meeting, delegates voted to reduce annual dues, starting on Jan. 1, 2020, from 1.90 to 1.85 percent of gross monthly earnings. This reduction in dues, of course, decreases the monies distributed to our MECs and LECs, in addition to those for

our Administrative and Support Account and our contingency funds. As an aside, to mitigate the effects of the dues reduction on some smaller MECs in the budgeting process, the BOD approved a change that allows the Operating Contingency Fund to provide payments to those affected MECs in order to make up for the loss of income.

The Association previously reduced member dues from 1.95 to 1.90 percent in 2014, so we have some recent experience to lean upon. We're very aware that we must take great care to continue to be responsible in our budgeting.

Part of this responsibility is to provide an overall review of ALPA's financial policies, so last fall the Executive Board created the Structure, Services, and Finance Review Committee. We had a phone meeting earlier this year and then met in person the week after the Secretary-Treasurers Conference. I was able to take feedback from our secretary-treasurers and share their thoughts, topics of interest, and ideas with committee members for their consideration.

This year's Secretary-Treasurers Conference was extremely informative. I was able to meet face-to-face with many of our diligent volunteers, and I heard about the issues their pilot groups are facing. Many of our MEC volunteers have decades of experience, so bringing together the full group created important networking opportunities and the ability for attendees to learn from each other.

One of the benefits of a union like ALPA is that whenever a pilot volunteer has an issue or concern, chances are that someone else has dealt with the same issue or a similar one in the past and can offer advice. This rings especially true for secretary-treasurers, and we reiterated that to them throughout the conference.

In my new leadership role during this year's Secretary-Treasurers Conference, I was able to see firsthand the impressive level of responsibility and dedication our volunteers bring to the table as they act in the best interests of our 61,000-plus members. I'm proud to stand with each and every one of our secretary-treasurers as they help lead the Association, and I look forward to responsibly setting our financial course for the years to come. 🌐

“I'm proud to stand with each and every one of our secretary-treasurers as they help lead the Association, and I look forward to responsibly setting our financial course for the years to come.”



CARGO

FedEx Express Pilots Hold Remembrance Ceremony

● Pilots of FedEx Express held a remembrance ceremony in Narita, Japan, on March 23 to pay their respects to Capt. Kevin Mosley and F/O Tony Pino on the 10-year anniversary of the crash of Flight 80.

Capt. Joe DePete, ALPA's president; Capt. Russ Sklenka, ALPA's executive administrator; Capt. Hiroaki Tateno, Japan ALPA's president; and Capt. Mike Bender (FedEx Express, Ret.), ALPA's lead accident investigator on Flight 80, attended the ceremony. In addition, 30 FedEx pilots who were on layover also gathered to pay their respects, along with ATC personnel from Narita tower and radar and Haneda tower; Critical Incident Stress Management volunteers; Narita International Airport Corporation firefighters and security police; FedEx Narita ramp operations and line maintenance; and Mitsuya Teramura, FedEx senior manager for government affairs in Japan.

"While no amount of time can lessen the grief we feel... we're reminded of the unique connection we share as aviation professionals," FedEx Express pilots observed. "As we continue to honor and keep the memory of our fellow pilots alive, we ask you to join us in keeping the families of Capt. Mosley and F/O Pino in your thoughts and prayers."

FEE FOR DEPARTURE

Envoy MEC Dedicates New Conference Room

● The Envoy Air Master Executive Council (MEC) recently dedicated the main conference room in its new offices the "William R. Couette Board Room" in recognition of Capt. Bill Couette, an Envoy pilot and ALPA's vice president-administration/secretary.

"We believe it's important to recognize those individuals who've contributed to the success of our pilot group via

both local and national service," said Capt. Steven Pallai, the Envoy pilots' MEC chair, "and Bill exemplifies that."

Couette was hired at the former Simmons Airlines in 1989 and volunteered his time for Simmons pilots and later American Eagle pilots serving as an elected status representative chair or vice chair for many years. He was a member of the American Eagle pilots' Negotiating Committee in 1996 and 1997 during the negotiations that resulted in the historic agreement combining the four Eagle carriers

Capt. Joe DePete, ALPA's president; Capt. Russ Sklenka, ALPA's executive administrator; FedEx pilots, including Capt. Dave Chase, Capt. Pete Harmon, and F/O Don Loepke; and invited guests attend a remembrance ceremony to commemorate the 10-year anniversary of the crash of Flight 80.

and providing Eagle pilots with a single seniority list. In October 2006, Couette was elected ALPA's vice president-administration/secretary. He's served ALPA pilots in this capacity during four terms since taking office on Jan. 1, 2007.

REGIONAL

Hawaiian Pilots Elect New MEC Officers

● Hawaiian Airlines pilots recently elected new officers to their Master Executive Council (MEC) to serve a three-year term that began March 1.

The new MEC consists of Capt. Lawrence Payne, Jr., chair and Seniority Block 1 representative; Capt. Rod Buskas, vice chair and Seniority Block 2 representative; Capt. Mathias Lundblad, secretary-treasurer and Seniority Block 3 representative; and Capt. Adam Feldman, Seniority Block 4 representative.

Payne is celebrating his 20th anniversary with Hawaiian this year. He's a former MEC vice chair and has also served on the Scheduling and Merger Committees.

Buskas has been with Hawaiian since 2001. His previous union work includes serving as the DC-10 representative and as a member of the MEC's Negotiating Committee.

Lundblad has been with Hawaiian since 2012 and served

ALPA NEGOTIATIONS UPDATE

The following is a summary of the status of ALPA contract negotiations by airline as of **March 22**:

AIR GEORGIAN—A notice to bargain was sent on Feb. 22, 2017. Conciliation continues.

AIR WISCONSIN—A Section 6 notice was filed on Oct. 1, 2010. Air Wisconsin filed for mediation on June 17, 2013. Pilots and management reached a tentative agreement on Aug. 4, 2015. The pilots rejected the tentative agreement on Oct. 7, 2015. The pilots and management reached a tentative agreement on April 26, 2018. The pilots voted against the tentative agreement on July 3, 2018.

TRANS STATES—A Section 6 notice was filed on Feb. 7, 2018. Negotiations continue April 23–26, May 21–23, and June 25–28.

UNITED—A Section 6 notice was filed on March 1, 2018.

WASAYA—A notice to bargain was filed on March 15, 2019.

WESTJET ENCORE—A notice to bargain was filed on Dec. 19, 2017. Negotiations continue April 19–22.

as chair of the MEC's Communications Committee and as a member of the Grievance Committee.

Feldman has been with the airline since 2013 and was a member of the MEC's Training Committee. He previously worked on various ALPA committees when he flew for ExpressJet Airlines.

NEW ALPA REPS

As of March 8, the Election Ballot and Certification Board certified elections results for the following local councils:

● **AIR WISCONSIN 51**
Capt. Jack Roback,
Chair (Capt. Rep)

● **ENDEAVOR AIR 128**
Capt. David Fichtner,
Chair (Capt. Rep)

● **WESTJET 227**
Capt. Carey Steacy,
Chair (Capt. Rep)

PREFLIGHT



Airline Industry Update

Domestic

● **The FAA announced on March 13 that it had grounded B-737 MAX aircraft in the wake of the recent Ethiopian Airlines Flight 302 crash and the Lion Air accident in October 2018.** The agency made the decision after it found that the Ethiopian Airlines aircraft had a flight pattern very similar to that of the Lion Air flight. Flight 302 crashed on March 10, minutes after taking off from Addis Ababa, Ethiopia, killing all 157 aboard. Both the cockpit voice recorder and the flight data recorder have been found and are being examined as the investigation continues.

● **The NTSB announced in early March that it recovered**

both the cockpit voice recorder and the flight data recorder from Atlas Air Flight 3591, which crashed on February 23 while descending to land at George Bush Intercontinental Airport. The recorders were reviewed at the NTSB's labs in Washington, D.C., and an investigative update was published by the NTSB on March 12.

● **FAA data indicates that there were 14,661 reports of collisions with wildlife in 2018, or more than 40 a day,** per a *USA Today* analysis. Factors contributing to the increase include bigger and faster aircraft, a rise in the number of flights, and changing migratory patterns.

● **According to the Associated Press, Washington Dulles International Airport surpassed Ronald Reagan Washington National Airport as the busiest airport in the Washington, D.C., area in 2018.** Dulles had 24.1 million passengers last year, while Reagan had 23.5 million. Dulles saw a 5

Washington Dulles International Airport surpassed Ronald Reagan Washington National Airport as the busiest airport in the Washington, D.C., area in 2018.

percent increase in passenger traffic while Reagan, which is operating at capacity, saw a 2 percent decrease.

International

● **Per *The Wall Street Journal*, British Airways announced that it's placing a firm order with Boeing for 18 B-777-9s, with options for an additional 24.** The aircraft will replace the airline's aging fleet of 34 B-747s, which are slated for retirement by 2024.

● **Reuters reported that Norwegian Air has cut its capacity growth plans for 2019 to 9 percent from the previous 15–20 percent as it seeks to preserve cash and prioritize profits over growth.**

● **Budget carrier flydubai, a sister airline of Emirates, lost \$43.5 million in 2018,** reported *The Express Tribune*. According to the airline's chief financial officer, the losses were largely due to increasing fuel costs, rising interest rates, and unfavorable currency exchange rates.

Front Lines

ALPA RESPONDS TO B-737 MAX GROUNDING

● **On March 13, ALPA commented that it supports the decision by the FAA and**

Transport Canada to ground the B-737 MAX. The FAA noted that it made the decision "as a result of the data-gathering process and new evidence collected at the site [of the crash of Ethiopian Airlines Flight 302] and analyzed today." Out of an abundance of caution, North American regulators have acted in the best interests of aviation safety.

ALPA continues to monitor the situation and is working alongside aviation authorities in the United States and Canada to uphold the safety and integrity of the North American air transportation system. The Association strongly encourages the investigative authorities responsible to expedite the investigation of Ethiopian Airlines Flight 302 and identify any corrective action if necessary in order to return this aircraft to service.

ALPA's Canada Board also responded that on March 13 Canadian Minister of Transport Marc Garneau issued a safety notice that halts commercial passenger flights of the B-737 MAX 8 and 9 aircraft from departing, arriving, or flying through Canadian airspace. Board members stated that the safety notice "will remain in effect indefinitely as authorities responsible for this investigation continue their work.

"ALPA Canada understands that the minister had many factors to weigh and supports his decision to act out of an abundance of caution in the name of aviation safety."

ALPA Canada continues to carefully monitor the situation through its safety organization and remains committed to letting the investigative process unfold, standing ready through the

International Federation of Air Line Pilots' Associations to help with the collective goal of advancing the world's safest air transportation system.

"We're all saddened by the loss of Ethiopian Airlines Flight 302. Our deepest condolences are with the families and loved ones of the passengers and crewmembers, including the 18 Canadians, who lost their lives in this tragic event," commented ALPA's Canada Board.

ALPA COMMENTS ON ETHIOPIAN AIRLINES FLIGHT 302

● "The Air Line Pilots Association, International is saddened by the loss of Ethiopian Airlines Flight 302. Our deepest condolences are with the families and loved ones of the passengers and crewmembers who lost their lives in this tragic event," commented the Association on March 10.

"As the various parties responsible for the investigation begin their work, we caution against speculation about what may have caused the accident. ALPA stands ready, through the International Federation of Air Line Pilots' Associations, to assist the international aviation community in every way possible with the shared goal of advancing a safer air transportation system around the globe."

ALPA REINFORCES THE NEED FOR FAIR COMPETITION AT CAPA EVENT

● Capt. Bob Fox, ALPA's first vice president, made clear that U.S. airline pilots and airlines need a level playing field at the CAPA-Centre for



Capt. Bob Fox, ALPA's first vice president, third from right, participates on a panel at the CAPA-Centre for Aviation's 2019 Americas Aviation Summit.

Aviation's 2019 Americas Aviation Summit, held in Denver, Colo., in March. In comments on a panel titled "Unlocking the U.S. Domestic Airline System: Operational vs. Commercial Implications," he presented ALPA's policy perspectives on a range of priority issues.

Fox pointed out that U.S. airlines depend on fair competition and that the biggest threat to the U.S. domestic system is subsidized foreign competition that undermines long-haul international routes. He noted that ALPA is gratified that the Trump administration reports it has taken steps to force the United Arab Emirates and Qatar to operate on market-based principles and disclose financial information as well as commit to not operate fifth-freedom EU-U.S. nonstop passenger flights to the United States.

In describing ALPA's position on the recent U.S. government agreements with both countries, Fox said, "We have a really strong domestic operation around the system that feeds our international operations, and it works in parallel in a market-based environment. We're going to

look for the administration to enforce those agreements."

In addition, ALPA's first vice president noted that there is currently no pilot shortage in the United States and underscored that ALPA engaged with 15,500-plus grade school students and with 24 aviation universities last year. "We're the leaders of the world in the aviation market," Fox reminded conference participants. "That lead is providing the safety network that we have in the United States."

ALPA RESPONDS TO THE WHITE HOUSE'S INTENT TO NOMINATE NEXT FAA ADMINISTRATOR

● "ALPA congratulates Steve Dickson on his nomination to lead the safest and most complex aviation system in the world," commented the Association on March 19 regarding the White House's announcement that it intends to nominate Capt. Steve Dickson as administrator of the FAA.

"Capt. Dickson's extensive transportation experience would give him, if confirmed, a unique opportunity to enhance the safety of commercial aviation, and we look forward to learning more about his vision on working collaboratively to protect and advance the safety of our national airspace. His nomination comes at a particularly critical time for the FAA, and it's our hope and expectation that the first order of business

for him will be to reaffirm the agency's steadfast commitment to safety.

"We'd like to thank Dan Elwell for his work leading the agency while serving as acting FAA administrator since January 2018, including during the period of the government shutdown," ALPA stated.

ALPA COMMENDS DOT EFFORTS TO ENHANCE SAFETY THROUGH SAFE SHIPMENT OF LITHIUM BATTERIES

● On February 27, ALPA praised the Department of Transportation's (DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA) for issuing an interim final rule that would enhance safety provisions for lithium batteries transported by air in the United States.

"This rulemaking is a major enhancement to U.S. aviation safety and supports ALPA's long-held position that



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PREFLIGHT

the shipment of lithium-ion batteries by air poses a significant safety risk," said Capt. Joe DePete, ALPA's president. "We're grateful for DOT Secretary Chao's and PHMSA's leadership on this issue. ALPA remains committed to working with regulators to mitigate risks associated with the bulk shipment of lithium batteries by air and will continue to support all measures that ensure these batteries can be shipped safely."

The interim final rule prohibits the transport of lithium-ion cells or batteries as cargo on passenger aircraft. In addition, the rulemaking requires lithium-ion cells and batteries to be shipped at not more than a 30 percent state of charge aboard cargo-only aircraft.

"We applaud PHMSA's action that would take steps to increase the level of safety by harmonizing domestic rules with the International Civil Aviation Organization standards that apply to the shipment of lithium batteries on flights into and out of the United States," said DePete. "Today's final rulemaking is a step in the right direction and will help to ensure that flights within the United States have the same protections as international flights."

ALPA PRESIDENT CALLS FOR SAFE INTEGRATION OF COMMERCIAL SPACE OPERATIONS

● Capt. Joe DePete, ALPA's president, called on the U.S. aviation and commercial space communities to develop a vision for safely

integrating commercial space operations into the national airspace during the Embry-Riddle Aeronautical University Space Traffic Management Conference, which was held at the University of Texas-Austin on February 26.

DePete addressed a packed room of 175 registered attendees representing international and domestic industry, academia, regulators, researchers, and policy think tanks. He highlighted ALPA's efforts to bring the space and aviation communities together to foster a collaborative integration effort based on maintaining the high standards of safety that have made commercial air travel the world's safest mode of transportation.

ALPA's president under-



Capt. Joe DePete, ALPA's president, addresses attendees during the Embry-Riddle Aeronautical University Space Traffic Management Conference.

scored the importance of creating a risk-predictive model for commercial space operations that incorporates the best practices of the aviation industry. He also previewed the Association's plans to hold

An advertisement for ALPA-PAC featuring a photograph of an airplane aisle with blue seats and overhead luggage bins. The text is overlaid on the image.

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a one-day symposium on commercial space as its next effort to bring the aerospace pilot community together so that aviation and space can understand each other's operations and forge solutions for integration that will maintain safety and efficiency for all users.

F/O Stephen Browning (United), ALPA's subject-matter expert on space, also participated in the two-day conference. On a panel titled "NAS Integration Part 1: Getting There and Back," he presented the positions laid out in ALPA's commercial space white paper, "Addressing the Challenges to Aviation from Evolving Space Transportation," which was released in June 2018.

ALPA PILOT SELECTED TO SERVE ON SEXUAL MISCONDUCT TASK FORCE

● In late February, the U.S. Department of Transportation announced the creation of the National In-flight Sexual Misconduct Task Force on which ALPA will be represented by F/O Kaori Paris (United) with support from the Association's Engineering & Air Safety Department. The 14-member task force also includes representatives from airlines, airports, flight attendants, law enforcement, the FBI, and relevant interest groups.

According to the DOT, "The task force will review and evaluate current practices, protocols, and requirements of U.S. airlines in responding to and reporting allegations by passengers of sexual misconduct on board commercial aircraft. It will also provide recommendations on best practices relating to training, reporting, and data collection regarding incidents of sexual misconduct by passengers on

board commercial aircraft."

The task force was mandated by Congress according to a provision in the FAA Reauthorization Act of 2018, which ALPA supported. For further information, contact ALPA's E&AS Department at 1-800-424-2470 or EAS@alpa.org.

ALPA PRESIDENT ELECTED TO AFL-CIO EXECUTIVE COUNCIL

● On March 13, during a meeting at AFL-CIO headquarters in Washington, D.C., Capt. Joe DePete, ALPA's president, was appointed by unanimous vote to the AFL-CIO Executive Council. The Executive Council is composed of democratically elected officials who represent the 12.5 million members of the AFL-CIO. They set broad policies and goals for

the union movement.

"I'm grateful that professional airline pilots will continue to have a strong voice at the highest levels within the largest federation of labor unions in our country," said DePete. "ALPA has a long history of solidarity and partnership within the AFL-CIO, and I'm excited to continue working with AFL-CIO leadership as we uphold the dignity of work and ensure that the rights and safety of all workers are protected."

The AFL-CIO Executive Council is composed of 55 democratically elected officials and the three top officers of the AFL-CIO. The council is tasked with guiding the work of the federation, which represents 12.5 million working men and women. In addition

to the Executive Council, DePete was also appointed to serve on the International Committee as well as the Legislative and Policy Committee.

"ALPA has been a strong partner in the labor movement for decades," said Richard Trumka, the AFL-CIO's president. "ALPA's shared commitment to safety and protecting the rights of workers to collectively bargain is among the reasons the Executive Council is proud to have Capt. DePete's voice. His lifelong commitment to unions and his strong leadership is an asset to the AFL-CIO as we seek to uphold and strengthen the rights of working people."

ALPA has been affiliated with the AFL-CIO since its founding in 1955.

UPDATE: FAA IDENTIFIES FLORIDA AME

● The March 6 edition of ALPA's *FastRead* notified members of a reported problem with airman medical certificates issued by a Florida aviation medical examiner (AME), and a *FastRead Newsflash* published on March 8 provided additional details. At the time of those publications, ALPA wasn't privy to the identity of the AME in question. However, the FAA's federal air surgeon, Dr. Michael Berry, has subsequently informed the Association that the AME is Dr. Robert Kurrle.

Berry also provided ALPA with the template of the letter that's being sent to all examinees of Kurrle who still hold valid medical certificates. These letters are presently being mailed from the FAA's Civil Aeromedical Institute in Oklahoma City, Okla. If you receive this certified letter from the FAA, please contact ALPA's Aeromedical

ALPA Sudoku (http://download.cnet.com/Sudoku-Generator/3000-2111_4-10733911.html)

			8			7	1	
		2	7	6				8
				1	5	3		
					6			
	5			7	4	6	3	
	7				9	8		4
		9					8	
				5				
4		7			1			

Complete the sudoku puzzle so that each column, each row, and each of the nine 3x3 sub-grids that compose the grid contain all the digits from 1 to 9.

The solution to this month's ALPA sudoku can be found on page 12.

Prefer other puzzle types? Tell us what you think. E-mail Magazine@alpa.org.

Office at 303-341-4435.

No action is required or expected of any pilot regarding this matter who does *not* receive a letter from the FAA indicating that a new medical examination is required. If you receive a letter, you will have 60 days from the date of signing for it to receive a new physical examination.

SLONE STEPS DOWN AS HIMS CHAIR

● On February 19, Capt. Corey Slone (United) stepped down as chair of ALPA's Human Intervention Motivation Study (HIMS). Capt. Joe DePete, ALPA's president, recognized Slone as one of the Association's "unsung heroes" for his selfless contributions of helping to save the lives and careers of fellow airline pilots.

The HIMS program, which assists in identifying, treating, and returning to the cockpit impaired aviators, falls under the Pilot Assistance umbrella of ALPA's Air Safety Organization. As HIMS chair, Slone planned and executed the Basic and Advanced HIMS Education Seminars each year, presented at industry seminars, supported all ALPA pilot groups' HIMS chairs and programs, and fielded calls and e-mails from across the HIMS spectrum, from pilots to aviation medical examiners.

This past November, Slone shared his expertise in Sydney, Australia, at the annual conference for the HIMS Australia Advisory Group Management Committee, which expressed its appreciation in a letter to ALPA stating: "Capt. Slone's



Capt. Corey Slone (United)

tremendous passion and dedication for the Human Intervention Motivation Study were showcased with his ability to tackle a very difficult and sensitive topic with humour and aplomb. . . . As an example of the respect in which he's held, the senior flight operations management team at Virgin Australia requested his assistance to write their HIMS policy. Corey is an ambassador for our profession and an asset to ALPA."

F/O Craig Ohmsieder (Spirit) has been named ALPA's new HIMS chair. Slone will continue to be part of the HIMS program as a family affairs subject-matter expert.

ALPA CANADA BOARD CONVENES FIRST MEETING OF THE YEAR

● ALPA's Canada Board convened in Winnipeg, Man., on February 26–27 for its first meeting of 2019. Pilot leaders from ALPA's Canadian pilot groups revisited important discussions that began during the Association's Board of Directors meeting last October.

Master executive council (MEC) representatives from ALPA's 12 Canadian pilot groups provided updates on the status of Canada Board activities, merger discussions, contract talks, and briefings on new Canadian federal legislation. Each MEC highlighted its own achievements coming out of 2018 and provided a look forward for 2019.

Hot-topic discussions centered on fatigue risk management systems (FRMS), the Safer Skies FRMS Coalition Working Group, and the need

to work more closely with government and industry stakeholders.



IYE: A SUMMER PROGRAM FOR AIRLINE FAMILIES

● International Youth Exchange (IYE) connects teens ages 14 to 19 with a similar-aged teen from an airline family abroad, and each teen uses his or her family's flight privileges to travel. They spend two weeks together during the summer in each of their homes, for a total of four weeks. The exchange program is the perfect opportunity to explore another country, experience a different culture, and improve foreign language skills.

Exchange opportunities are available in Australia, Canada, France, Germany, Italy, New Zealand, South Africa, Spain, Switzerland, the Netherlands, the UK, the United States, and more.

Program costs consist of a \$325 U.S. application fee, airline passes, and spending money. For more information, including testimonials from participants, go to www.intlyouth.org or contact retired airline staff member Camille Wheeler at cwheeler@intlyouth.org.

SOLUTION TO THIS MONTH'S ALPA SUDOKU ON PAGE 11.

3	4	5	8	9	2	7	1	6
1	9	2	7	6	3	5	4	8
7	6	8	4	1	5	3	9	2
9	3	4	5	8	6	2	7	1
8	5	1	2	7	4	6	3	9
2	7	6	1	3	9	8	5	4
5	2	9	6	4	7	1	8	3
6	1	3	9	5	8	4	2	7
4	8	7	3	2	1	9	6	5

Catch ALPA at Oshkosh This Summer!

Stop by the ALPA booth (#3026) in Exhibit Hangar C in the EAA Four Corners area. Also look for ALPA participation in other EAA AirVenture Oshkosh activities.

*For details, contact us at ALPAOshkosh@alpa.org.
For information about Oshkosh 2019, visit www.eaa.org/en/airventure.*

We'll see you there!



ASO UPDATE

● REGISTER NOW FOR ALPA'S PILOT ASSISTANCE FORUM

ALPA's 2019 Pilot Assistance Forum will take place at the Hyatt Regency in Reston, Va., on May 22–23. Join fellow ALPA members and industry professionals as they share their pilot-assistance experiences addressing a variety of issues. The draft agenda for this year's forum is available online, and registration is open.

One of the four pillars of ALPA's Air Safety Organization, Pilot Assistance encompasses aeromedical issues, the Critical Incident Response Program, the HIMS alcohol and substance abuse treatment system, professional standards, and the Pilot Assistance network in Canada. For those interested in more than just

the forum, Pilot Assistance week begins on May 20 at ALPA's Conference Center in Herndon, Va., with optional training and meetings for each of these programs.

To register, go to paforum.alpa.org.

● PILOTS GATHER FOR ALPA'S BASIC SAFETY SCHOOL

ALPA's Air Safety Organization (ASO) hosted its Basic Safety School (BSS) in mid-February at the Association's Herndon, Va., Conference Center. Forty-seven pilots from 18 pilot groups attended the three-day course that prepares line pilots to serve their fellow ALPA members and the traveling and shipping public.

Capt. Don Sterling (United), the ASO's BSS course director, noted, "You've stepped up and

volunteered to do some of the most important work the Association has. This course will help you learn your role in the ASO and the tools it has to help you in the work ahead."

BSS is the foundation for ALPA's safety and security training programs for pilot volunteers, covering the fundamentals of ALPA's policies, as well as guidance for safety volunteers—like what happens when someone calls the ALPA Worldwide Accident/Serious Incident Hotline—and explains all of the technical and legal resources available to ALPA members.

BSS is the prerequisite for several other safety and accident investigation training courses provided by seasoned ALPA instructors, including the Safety Leadership School, the Risk Management Course, the Airport Safety Liaison training, the Accident Investigation Course, and the Advanced Accident Investigation Course.

The BSS course also includes an optional half-day training for pilots interested in becoming airport safety liaisons—pilots who act as a resource to airport management and local ATC by providing a line pilot's perspective

and technical knowledge.

The second and final BSS for 2019 will be held June 25–27. To attend, you must be an ALPA member in good standing and receive prior approval from your master executive council Central Air Safety chair before registering.

● ADVOCATING FOR BETTER DISRUPTIVE PASSENGERS REPORTING

In late February, ALPA representatives attended the IATA AVSEC World conference in Miami, Fla., participating on a security panel regarding disruptive passengers. The panel discussion was moderated by representatives from the International Air Transport Association and Emirates. Other panelists included a representative from Finnair and a staff member from ALPA's Engineering & Air Safety Department.

F/O Matt Clark (Delta), the Delta Master Executive Council's Security chair and a member of ALPA's Aviation Security Group, spoke about the need for a standardized reporting process and form to support a more effective response by

crewmembers, air carriers, and law enforcement. An open discussion related to the levels and types of events followed. Participants acknowledged that incidents are likely underreported because of a lack of uniformity in reporting protocols and the fact that there's virtually no legal/official requirement to report most types of incidents.

Superintendent Janis Gray from the Royal Canadian Mounted Police supported the need for better reporting so that the legal process can move more quickly in enforcing sanctions against passengers who disrupt a flight.

As part of the deterrent discussion, panelists noted the need for raising passenger awareness that certain behaviors aren't appropriate, including sexual harassment. One way this can be done is by supporting a more immediate and localized law enforcement response to incidents that would allow authorities at the airport to issue citations, similar to that of a speeding ticket, to the passenger at the time of arrival of their flight versus the prospect of no type of prosecution because of the lengthy legal process.

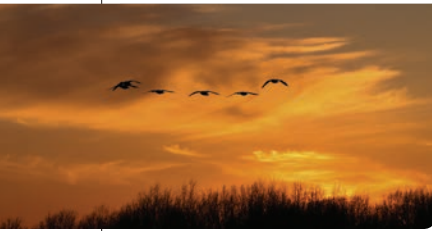


Forty-seven pilots from 18 pilot groups attend ALPA's Basic Safety School in mid-February at the Association's Herndon, Va., Conference Center.

CORRECTION/CLARIFICATION

In the "The Landing," page 37 of the print version of the March issue, we indicated that the B-787-9's engine thrust is 71,000 foot-pounds per engine. We should have stated that its engine thrust is 71,000 pounds-force per engine. Regarding aircraft

range and route mileage, the direct distance between Houston, Tex., and Sydney, Australia, is approximately 8,600 statute miles or about 7,466 nautical miles and within the B-787-9's service range of 7,635 nautical miles.



IN MEMORIAM

“ To fly west, my friend, is a flight we all must take for a final check.”

—Author unknown

2012

Capt. Dan M. Anderson
Atlas Air March

2016

Capt. Peter J. Heppe
Atlas Air October

Capt. Delvin G. Vestal
Polar Air Cargo December

2017

Capt. William H. Cannon
Eastern February

Capt. Jean M. Robert
MarkAir September

2018

Capt. Thomas H. Godber
Delta March

F/O Monte C. Meddock
Pan American July

Capt. Gary L. Vopal
Delta August

Capt. Donald J. Clausing
ATA September

Capt. Robert W. Cummings
Northwest October

F/O Lynn A. Fairbairn
United October

Capt. Robert D. Galloway
Pan American October

Capt. Charles “Bob” R. Lührman
Eastern November

F/O Jerry C. Nunnally
MarkAir November

Capt. William F. Ferris
FedEx Express December

Capt. Robert L. Fischer
United December

Capt. Robert G. Loftus
Ozark December

Capt. James A. Morrison
United December

Capt. Edward P. Oswald
Delta December

Capt. Leon T. Scarbrough
United December

Capt. Willard R. Warfield
United December

2019

Capt. Donald J. Ashenbrenner
Mesa January

Capt. Allan R. Bresee
Flying Tigers/FedEx Express January

Capt. Dennis P. Cholley
Eastern January

Capt. Dom S. Ciorciari
Seaboard/Flying Tigers/
FedEx Express January

Capt. Don E. Clark
Capitol January

Capt. Kenneth D. Cruthcher
Flying Tigers January

F/O Louis M. Fielack, Jr.
Pan American/Delta January

Capt. Michael J. Foley
Delta January

Capt. Charles G. Gillies
Northwest January

Capt. Jerry L. Gordin
Delta January

Capt. Jerry L. Hall
Delta January

Capt. Donald L. Hansen
Delta January

S/O Robert E. Keay
Eastern January

Capt. Richard M. Lesnick
United January

Capt. Courtney J. Lundquist
Delta January

Capt. Joseph J. May
MarkAir January

Capt. Jody M. McConnell
Jazz Aviation January

Capt. Albert V. Mondus
Northwest January

Capt. John J. Pilger
Delta January

Capt. Arvel C. Rector
Flying Tigers January

Capt. James M. Ryan
Spirit January

Capt. Wayne M. Segulia
Northwest January

Capt. William O. Scholes
United January

Capt. James R. Stubbs
Pan American January

Capt. Berton L. Anderson
Northwest February

Capt. Sean A. Archuleta
Mesa February

F/O Conrad J. Aska
Mesa February

Capt. Earl G. Ballard
Delta February

Capt. Ricky N. Blakely
ExpressJet February

Capt. Jimmy Britton
Delta February

Capt. John R. Cameron
Eastern February

Capt. Thomas D. Gibbons
Delta February

Capt. Wallace H. Goltry
Delta February

Capt. William S. Gum
Northwest February

Capt. James E. Halpin
Eastern February

Capt. Carl J. Hesse
Northwest February

Capt. William L. Klieforth
Pan American February

Compiled from information provided by ALPA's Membership Administration Department



LEGISLATIVE/POLITICAL UPDATE

BIPARTISAN SENATORS URGE DOT TO IMPLEMENT SECONDARY BARRIER MANDATE

Sens. Bob Casey (PA-D) and Pat Toomey (PA-R) sent a letter to Elaine Chao, secretary of the Department of Transportation (DOT), on February 12 urging the DOT to strictly interpret the secondary cockpit barrier requirement included in the Federal Aviation Administration Reauthorization Act of 2018.

Section 336 of the reauthorization requires “installation of a secondary cockpit barrier on each new aircraft that is

manufactured for delivery to a passenger air carrier in the United States operating under the provisions of Part 121 of Title 14, Code of Regulations.” Casey and Toomey observed that some in the airline industry have attempted to argue that the provision applies only to new “models” of aircraft. However, the statutory meaning clearly applies to all new aircraft for commercial passenger air carriers in the United States, not just new types of aircraft.

ALPA is also urging the DOT to adhere to the congressional intent of the legislation.

GOVERNMENT AFFAIRS CHAIRS MEET IN WASHINGTON

Government Affairs Committee chairs and vice chairs from 10 ALPA pilot groups joined Government Affairs Department staff in Washington, D.C., in mid-February to discuss ALPA's pilot-partisan legislative agenda and grassroots strategy entering the 116th Congress.

They spent the morning providing individual master executive council updates and sharing best practices for engaging fellow pilots. Government Affairs Department staff



During the Association's recent one-day government affairs conference, Government Affairs Committee chairs from ALPA pilot groups learn the proper techniques for engaging with Members of Congress on ALPA's top issues.

then gave updates on the implementation of last year's FAA reauthorization, flag-of-convenience business models and subsidized carriers, and the General Services Administration's implementation of the Fly America Act.

Conference attendees

also learned valuable skills for building their Government Affairs Committees within their own pilot groups, running a successful ALPA-PAC drive, productive social media engagement, and developing ALPA government affairs advocates across the country.

Top left photo: Capt. Bill Kabeil (FedEx Express, Ret.)

Registration Is Now Open



ALPA's Government Affairs Legislative Summit

will take place June 2-5 at the Hyatt Regency Capitol Hill in Washington, D.C. The event offers pilot advocates an opportunity, no matter their experience level, to enhance their advocacy and PAC leadership skills through hands-on training.

The summit will feature legislative briefings, guest speakers, workshops, and a Capitol Hill reception

with Members of Congress and their staff. The event ends with a lobby day on Capitol Hill during which participants will use their training in meetings with senators and representatives on relevant pilot-partisan legislative issues.

To register or for more information, contact ALPA's Government Affairs Department at GovernmentAffairs@alpa.org or **202-797-4033**.



EDUCATION COMMITTEE UPDATE



Capt. Joe DePete, ALPA's president, speaks to aviation students at an ALPA ACE Club meeting at Embry-Riddle Aeronautical University in Daytona Beach, Fla.

● ALPA'S PRESIDENT MEETS FUTURE AIRLINE PILOTS AT ACE CLUB MEETING

In late March, approximately 75 enthusiastic aviation students were treated to a special guest address from Capt. Joe DePete, ALPA's president, at the ALPA ACE Club meeting at Embry-Riddle Aeronautical University (ERAU) in Daytona Beach, Fla. He was joined by F/O Costas Sivyllis (United), ALPA's Education Committee chair, and F/O Justin Dahan (FedEx Express), ERAU-Daytona's liaison, as well as committee volunteers Capt. Fred Kopec (Delta), F/O Nick Bowers (PSA), Capt. Tim Reece (Trans States), and F/O Jason Fox (ExpressJet).

DePete didn't limit his university visit to just the club meeting. Earlier in the day, he met with the university president, received a tour of the campus and flight line, and attended a luncheon with ACE Club volunteers.

Following the event, DePete posted on Twitter, "Had a chance to meet with @ALPA_ACE_Club members at ERAU last night. What a great group of future #aviators! The future of the profession is in good hands. #AvGeek #WeAreALPA"

● LEWIS STUDENTS GET AN INSIDE LOOK AT CREW SCHEDULING, WINTER OPS

Collegiate aviators at Lewis University recently got an inside look at pilot crew scheduling during their monthly ACE Club meeting held



Collegiate aviators at Lewis University get an inside look at pilot crew scheduling during their recent ACE Club meeting.

on February 27. Lewis University graduate and current Pilot Crew Coordination Supervisor Martina Barnat and Pilot Crew Scheduler Chelsey Roberts (both at United) gave a presentation about the role crew schedulers play at an airline. They discussed the different rules crew schedulers must follow relating to contract language and FAR 117 rest requirements. They also used recent examples to show a variety of scheduling challenges they face on a day-to-day basis.

In addition, Capt. Kayan Todiwalla (Trans States) and F/Os George Chiampas (Trans States), John Eannace (Delta), and Kevin Tyburski (United) shared their crew scheduling experiences and perspectives. Hearing from pilots flying regional, domestic, and long-haul international flying gave students a broader overview of pilot crew scheduling and how it will affect their careers as airline pilots.

At the January meeting, Todiwalla, Eannace, and F/O T.J. Fogarty (Delta) visited the school to talk about winter op-

erations—a timely topic given the polar vortex that swept through the city at the time. Approximately 20 students and a faculty member braved the Arctic conditions to learn about the precautions pilots take during winter operations, deicing procedures, calculating holdover times, and incidents that have occurred due to winter weather. An informal Q&A session followed during which students asked many questions.

● COLLEGIATE AVIATORS LEARN ABOUT "LIFE ON THE ROAD"

At their first ALPA ACE Club meeting of the semester, collegiate aviators at Embry-Riddle Aeronautical Uni-



From left, F/Os Dan Kenzie (Compass), Justin Dahan (FedEx Express), and Costas Sivyllis (United) with ACE Club officers Taylor Fox and Devyn Williams at Embry-Riddle's Activities Fair.

versity in Daytona Beach, Fla., learned about "Life on the Road." F/O Justin Dahan (FedEx Express) led the discussion alongside Capt. Seth Cohen (PSA) and F/Os Dan Kenzie (Compass) and Costas Sivyllis (United). The presentation focused on how pilots adjust to work schedules and stay healthy while traveling. The ALPA members talked about commuting, eating, and working out. The meeting was filled with students ranging from incoming freshman to seniors graduating this semester.

The next day, the ACE Club participated in the university's Activities Fair to welcome new students and answer questions about the organization. ALPA volunteers were also on hand to talk about the benefits of participating in the club.

Through its Education Committee, ALPA promotes the piloting profession, mentors aspiring aviators, and prepares future generations of pilots to join the ranks of ALPA members. For more information or to get involved, contact Education@alpa.org.

INDUSTRY STATS

AIR FREIGHT MARKET OVERVIEW

Air freight demand growth continues to face headwinds from the softening in global trade, leading economic indicators, and certain key air freight demand drivers. One key leading economic indicator that's consistently used to identify movements in freight ton kilometers (FTKs) growth is the export orders component of the global manufacturing Purchasing Managers' Index (PMI). The PMI has been trending downward recently and is currently at its lowest levels since September 2016. The data that underlies the PMI shows that the weakness has been broad-based across major exporters. While the PMI currently indicates ongoing strong growth for India, Brazil, and Russia, the economic backdrop is less supportive for air freight volumes in other domestic regions. At current

levels, the PMI indicates that annual FTK growth is unlikely to pick up and may even weaken further in the near term.

Industrywide air freight traffic, measured by FTKs, registered negative year-on-year growth of 1.8 percent in January 2019 compared to a substantial 8.0 percent year-on-year growth in January 2018. FTKs in January 2019 marked the third consecutive month of negative year-on-year growth and the slowest pace since 2016. Of the six international regions, only Africa and North

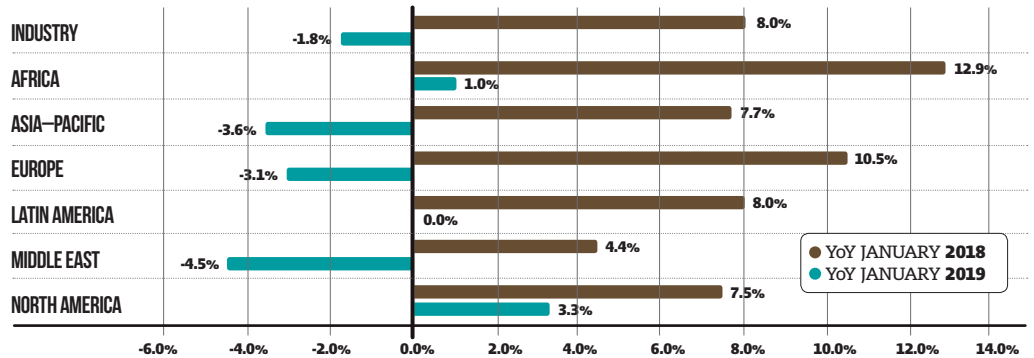
America reported year-on-year demand growth in January 2019. Growth in Latin America remained flat while Asia-Pacific, Europe, and the Middle East all contracted. Asia-Pacific, in particular, was affected by ongoing trade tensions and indications of some slowing in the Chinese economy.

Although air freight traffic momentum has softened, air freight capacity is still outpacing demand. January 2019 marked the eleventh consecutive month in which annual capacity growth out-

paced demand. Industrywide air freight capacity, measured by available freight ton kilometers, increased by 4.0 percent year on year in January 2019 compared to the 4.2 percent year-on-year growth experienced in January 2018.

The air freight market outlook remains lackluster as stagnant new order growth, declining international trade volumes, and weak business confidence restrict the prospects of air freight growth rebounding during the remainder of 2019.

TOTAL MARKET FREIGHT TRAFFIC GROWTH BY REGION (% YEAR ON YEAR)



SOURCE: IATA AIR FREIGHT MARKET ANALYSIS AND ALPA'S ECONOMIC & FINANCIAL ANALYSIS DEPARTMENT



MARKET WATCH

AIRLINES	PARENT COMPANY	STOCK SYMBOL	2/28/2018	2/28/2019	% CHG.
Spirit	Spirit Airlines, Inc.	NYSE: SAVE	\$39.84	\$56.25	41.19% ▲
United	United Continental Holdings, Inc.	NASDAQ: UAL	\$67.79	\$87.81	29.53% ▲
Bearskin, Calm Air	Exchange Income Corporation ¹	TSX: EIF	\$33.37	\$33.40	0.09% ▲
Alaska	Alaska Air Group, Inc.	NYSE: ALK	\$64.50	\$61.70	-4.34% ▼
Delta, Endeavor Air	Delta Air Lines ²	NYSE: DAL	\$53.90	\$49.58	-8.01% ▼
Jazz Aviation	Chorus Aviation ³	TSX: CHR.B	\$8.45	\$7.56	-10.53% ▼
Air Transport International	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$26.47	\$23.27	-12.09% ▼
Mesa	Mesa Air Group ⁴	NASDAQ: MESA	\$12.00	\$10.07	-16.08% ▼
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$36.00	\$29.75	-17.36% ▼
WestJet, WestJet Encore	WestJet Airlines Ltd. ⁵	TSX: WJA	\$25.85	\$20.86	-19.30% ▼
JetBlue	JetBlue Airways Corporation	NASDAQ: JBLU	\$21.05	\$16.70	-20.67% ▼
FedEx Express	FedEx Corporation ⁶	NYSE: FDX	\$246.41	\$181.00	-26.55% ▼
Envoy Air, Piedmont, PSA	American Airlines Group, Inc.	NASDAQ: AAL	\$54.25	\$35.63	-34.32% ▼
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$10.65	\$5.49	-48.45% ▼

1 Exchange Income Corporation declared eligible dividends of \$0.1825 per share for the month of February on Feb. 15, 2019.

2 Delta Air Lines declared a quarterly dividend of \$0.35 per share on Feb. 7, 2019.

3 Chorus Aviation announced a monthly dividend of \$0.04 per Class A and Class B

shares for the month of February on Feb. 19, 2019.

4 Mesa Air Group returned to the public market for \$12.00 per share on Aug. 9, 2018.

5 WestJet Airlines Ltd. declared a quarterly dividend of \$0.14 per share on Feb. 5, 2019.

6 FedEx Corporation declared a quarterly dividend of \$0.65 per share on Feb. 15, 2019.



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- Will safely contain flames, heat, toxic vapors, smoke and pungent odor.

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I WAS LASED

A FIRST-PERSON ACCOUNT

By Capt. Sean O'Leary (FedEx Express)

My first officer was flying the approach into Phoenix Sky Harbor International Airport. We were 11 to 12 miles out from the airport—about 3,000 feet above ground level on a dogleg final. I saw a light on the ground a couple of miles to our left, about nine miles east of the airport, from what looked like an intersection near a shopping area. At first, I thought it was a spotlight from a car dealership, then I said, “Looks like some kind of laser light show.” As soon as I said those words, it happened.

I was lased.

It was Sunday, Nov. 4, 2018, and I was on reserve for FedEx Express. My day started in Memphis, Tenn., and around noon I got the call. I was flying a B-777 out to Phoenix, Ariz., and then back that evening, taking off about 4:00 p.m. Memphis time.

The trip started uneventfully, but right after block out we received an ACARS

message that our return flight that night had been canceled and we'd be bringing the plane back the next evening. Great, I thought, spending the night without an overnight bag. Guess I'll be doing a little bit of shopping for toiletries. Soon, however, that would be the least of my worries.

When we checked in with Phoenix approach controllers, they said we'd be

landing on Runway 26, the northernmost runway. The FedEx ramp is on the southwest corner of the airport, so it's preferable to land on Runway 25L. We made that request, and they swapped us over. Just a minute or two later, I made my comment about the laser light show.

No sooner had those words rolled off my tongue, the light hit the cockpit and lit us up green. Lucky me, I was looking straight at it so I got the full blast, what seemed like two to three quick flashes right into my eyes. Fortunately my first officer didn't take a direct hit since he was the pilot flying.

I didn't get blinded, but the bright light immediately killed my night vision. It was just after dark, so my eyes were still adapting to the darkness, but I noticed the loss of my night vision right away. It was dark enough that before we were hit I was able to easily see the laser on the ground when I looked in that direction. When it moved toward our direction, we could tell it was pointed right at us—as if it was trying to track us. After it lit us up, the beam quickly went down parallel to the ground for a moment and was turned off. We didn't see it again.

We were about three miles line of sight from the culprit with the laser. Yep, you can be hit from that far away with the “right” kind of laser. There's no way the individual could even see the details of our plane, probably just a blinking light in the night sky. Tough to hit with a laser beam, but the culprit got us. And it was definitely no accident: big sky, little airplane. The individual was able to stay on us for a two count, too, and meant to do it.

We followed the old pilot axiom: aviate, navigate, communicate. My first officer was flying, and I was the pilot monitoring—and we were set up nicely for the approach to Runway 25L. I immediately advised approach control that we'd been lased. The information was passed along to the next controllers, and the tower and ground already knew when we checked in. In addition, I heard PIREPs going out to other aircraft flight crews to watch out for a laser as they approached the airport.

Once on the ground, air traffic controllers told us they were talking to law enforcement about our situation. I explained roughly where I thought the



Capt. Sean O’Leary (FedEx Express) has his eyes examined in the ER and is diagnosed with a “mild case of welder’s flash.”

attack came from, and they passed that information along even though I was sure the culprit was long gone. Ground control kept us on the radio as we parked in case law enforcement needed to ask me anything else.

As we left the airplane, I called the FedEx Express duty officer to inform him what had happened. I was experiencing some mild discomfort so he insisted that I go to the ER and provided me with information about who to contact. He reminded me to fill out a security report through the FedEx Express system and requested that I keep him updated.

“I didn’t get blinded, but the bright light immediately killed my night vision. It was just after dark, so my eyes were still adapting to the darkness, but I noticed the loss of my night vision right away.”

CAPT. SEAN O’LEARY (FEDEX EXPRESS)

He also copied everyone who needed to know. Before I even left for the ER, I had workers’ compensation forms in my e-mail.

I had my eyes examined at the ER and was told there didn’t appear to be any damage. The nurse-practitioner called it a “mild case of welder’s flash.” I got an Uber back to the hotel and completed my security report. My report went to about three dozen e-mail addresses, so it was seen by a lot of people.

I flew back to Memphis on Monday evening, then jumpseated home to North Carolina on Tuesday morning and then went to my local ophthalmologist. Luckily, the doctor was able to squeeze me in. She took a lot of pictures and applied dye to my eyes—I got the royal treatment for sure. She confirmed that there was no

damage and backed up the welder’s flash diagnosis but told me to come back in three months just to be sure. I was finally able to breathe a sigh of relief.

I consider myself lucky. This was the third time that I’ve been lased, but the first two times I didn’t suffer a direct hit. This time I just happened to be looking at the wrong place at the wrong time. But I knew from the follow-ups from my airline that the situation was being addressed and that it was a concern.

The culprit wasn’t caught. The individual may still be engaged in the same acts of stupidity. If it can happen to me, it can happen to you. I encourage you to educate yourself, know what to do in the event of a laser attack, and know how to take care of yourself should you get lased. 🌐

LASER ILLUMINATIONS

Most aircraft laser illuminations occur during critical phases of flight (e.g., approach, landing, and takeoff) in the hours of darkness. The impact of a laser illumination is more pronounced when the dark-adapted human eye is significantly more sensitive to exposure to light sources. Laser illuminations can interfere with pilot vision, potentially impacting the safety of flight.

All pilots should review FAA Advisory Circular (AC) 70-2 or Transport Canada Aeronautical Information Cir-

cular (AIC) 14/09, as appropriate. Both circulars provide guidance on aircrew laser mitigation procedures and reporting of unauthorized laser illumination events.

If you’re prepared mentally and procedurally to respond to a laser illumination, you’ll have the tools to protect yourself and your fellow crewmembers and safely and efficiently manage the response to the event.

To review specific steps to take in the event of a laser attack, log on to ALPA’s members-only site and click on Laser Reporting under the Pilot Resources tab. Report any laser strike to

the FAA at www.faa.gov/mobile/?event=laser or to Transport Canada at www.tc.gc.ca/en/campaigns/not-bright-idea.html.

ALPA continues to work with the U.S. and Canadian governments on this serious issue. The “Protecting Aircraft from Lasers” campaign of 2014, in partnership with the FAA and the FBI, reached out to the general public about the dangers of shining a laser at an aircraft and to remind them that knowingly doing so is a federal felony that carries a punishment of up to five years in prison and a \$250,000 fine.

The following year, ALPA partnered with Transport Canada on its “Not a Bright Idea” campaign to combat laser strikes and continues to work with the agency on this important issue. Aiming a laser at an aircraft in Canada is a federal offense as well, with violators facing up to \$100,000 in fines and five years in prison. The government, with support from ALPA, refocused on the issue last year, and today many handheld lasers are prohibited in Canada in certain areas and close to airports.

—Kevin Cuddihy
Contributing Writer



Secretary-treasurers of ALPA pilot groups and ALPA national officers take time out for a photo at the Association's Herndon, Va., offices.



Capt. Joseph Genovese, ALPA's vice president-finance/treasurer, discusses the varied responsibilities of a secretary-treasurer.



Capt. Bill Couette, ALPA's vice president-administration/secretary, highlights the importance of networking and building relationships.

Preparing to Assist Fellow Pilots

VOLUNTEERS LEARN THE ROPES AT SECRETARY-TREASURERS CONFERENCE

By Kevin Cuddihy, Contributing Writer

The duties of an ALPA secretary-treasurer are among some of the most important in the Association—and the most varied. Running meetings, maintaining records, and creating (not to mention sticking to) a budget are only just a few of the responsibilities. That's what makes ALPA's annual Secretary-Treasurers Conference such an important training opportunity.

This year's event took place March 12–14 at ALPA's Herndon, Va., Conference Center, with 28 pilots from 20 airlines gathering to learn what it takes to properly perform their duties. And for the first time, local executive councils (LECs) were included (see "Spreading the Knowledge"), and eight LEC secretary-treasurers participated in the training.

"I attended this conference for years as a secretary-treasurer, so I know how

valuable it can be," said Capt. Joseph Genovese, ALPA's vice president-finance/treasurer, in his introduction. "And I want to make it just as valuable for you; let us know what you need from us to serve your pilots best." (See page 6.)

The conference provides participants—some in their first year in the position, others veterans attending to learn the latest and share their own expertise—a 30,000-foot view of their job responsibilities and how to accomplish them. More importantly, they're able to meet ALPA's national officers and staff available to support them and the other secretary-treasurers who can be a valuable resource or sounding board.

"I look across this room, and there's a wide variety of experience here," stated Capt. Bill Couette, ALPA's vice president-administration/secretary. "Use this week to get to know each other and learn from

one another, as well as from me, Joseph, and the staff."

The two-and-a-half-day course included close to two dozen presentations spanning the vast array of duties that fall under the auspices of the secretary-treasurer: running a master executive council (MEC) or LEC meeting, membership and financial reports, where pilots' dues dollars go, flight pay loss, budgeting, dues obligations, duty of fair representation, and more. These sessions included robust question-and-answer segments for the volunteers to ask about specific issues concerning their pilot groups as well as share solutions they've found to problems that other pilot groups might be facing. And the pilots were able to receive training, sometimes one-on-one, in the programs and applications they use regularly.

Staff from the Membership Administration Department reminded pilots that they're the "recordkeepers for the Association," and without their work reviewing and updating records, multiple problems would occur each month. They took pilots through the membership database and listed eight areas of focus for secretary-treasurers:

1. Obtain and submit signed applications and authorization forms.
2. Execute approvals for timely transfer of pilots to active membership.
3. Obtain and send monthly input files and leave-of-absence reports.

4. Review all available reports.
5. Prepare pilots for the annual dues reconciliation.
6. Notify pilots when the annual contact information update is coming.
7. Establish a membership committee.
8. Communicate your needs to your membership analyst.

Presenters from the department referred to the “garbage in, garbage out” axiom, telling pilots that accurate record-keeping equals accurate rosters and reports; it supports informed decision-making by ALPA’s officers, representatives, and members. Communications need to reach intended recipients to provide the opportunity for increased involvement in Association activities. They noted that Project AMBER has delivered the tools to efficiently mine ALPA’s data and provide timely reporting, but the information needs to be correct to be valuable.

Many of the new secretary-treasurers indicated that they found the financial aspects of their position to be most daunting, so presenters provided a thorough picture from start to finish. “You’re going to get one question probably a thousand times from your members,” said Genovese. “Where does my dues dollar go?” Together with Beth Robinson, the director of ALPA’s Finance Department, he explained the allocation breakdown.

Robinson followed with a brief explanation of creating a budget. “A budget is simply everyone getting on the same page as to how you’ll be spending your money in the coming year,” she said. “But it’s not set in stone and can be adjusted continuously.” She introduced the pilots to a few tools, including a negotiations model, meeting estimator, and travel calculator. And she cautioned that there’s no typical budget, repeating Couette’s comment that ALPA has 33 pilot groups with 33 different sets of issues. The most important thing to remember, Robinson said: “You’re working with your pilots’ money.”

ALPA’s leaders and staff preached fiscal responsibility and a conservative approach at all times. “When we fly, we operate as conservatively as we can,” said Couette. “Do the same with this position.” Genovese repeated Robinson’s comments, noting, “It’s our pilots’ money, so

we must take care of it responsibly.”

Each presentation also served as an introduction to the ALPA staff members available to assist all volunteers—the famous “ALPA toolbox.” Presentations typically ended with some form of the phrase, “Call or e-mail me if you have any questions,” and the breaks between sessions lent themselves to further discussions about topics of specific interest. Finance and Membership Department staff were a consistent presence so that they could answer questions and engage in conversation.

In addition to the policies and procedures these pilots will face in their everyday work, some of the sessions focused on areas of responsibility that the pilots may not encounter regularly but are nonetheless important. Those sessions included information on member insurance, tips on negotiating company-sponsored flight pay loss,

governmental lobbying reports, website support, e-learning, Major Contingency Fund and Operating Contingency Fund monies, and promoting ALPA-PAC.

At the end of the conference, Genovese discussed the new Structure, Services, and Finance Review Committee, which was established in 2018 to review and update ALPA’s financial policies alongside the forthcoming dues reduction and to help address any financial impacts. “We’re constantly looking to be more efficient, more nimble, and more effective with the money we have,” he acknowledged. Throughout the meeting, pilots provided ideas for the committee to consider that might make their jobs easier in the future.

“It’s a lot of behind-the-scenes work as secretary-treasurer,” Couette told the attendees. “But it’s important work and work that absolutely has to be done. Thank you for stepping up to do it.”

SPREADING THE KNOWLEDGE

For the first time, local council secretary-treasurers were invited to attend the Secretary-Treasurers Conference, and the Endeavor Air Master Executive Council (MEC) took full advantage of the invitation. In addition to the MEC’s volunteer, three of the pilot group’s four Local Executive Councils (LECs) sent their secretary-treasurer to the event.

“I love that ALPA is providing access to this event to all of us,” said Capt. Bryan Campbell, the MEC’s secretary-treasurer. “Learning about the available resources and meeting everyone face-to-face is so valuable for me and the local council guys—they’re getting the information they need from the source.”

Campbell forwarded the invitation to his LEC colleagues and heard back almost immediately from the three who attended. One of those, Capt. Aaron Scholl, Council 129’s secretary-treasurer, got his first look at ALPA national during the event and came away impressed.

“I was able to gain a deeper understanding of the support structure and systems at ALPA,” Scholl explained. And he stressed the value of being there in person. “It’s very helpful to be face-to-face so that we can develop relationships with the staff members who are here to support us. I gained so much at the event, from a deeper understanding of how dues are dispersed to MECs and LECs to

getting a better grasp on how to use Tableau to pull the reports I need.”

The change in policy also helps the pilot groups with potential future volunteers at the MEC level. “Everybody at a fee-for-departure carrier in particular should be thinking about their replacements,” said Campbell. “Sharing the knowledge from this conference with more people than just me is extremely important.

“For them to be able to interact with other ALPA volunteers in their positions—both MEC and LEC—and go over the processes we all have will help them so much,” concluded Campbell. “I highly recommend bringing your LEC counterparts with you to the conference next year.”



F/O Kaori Paris (United), right background, and Capt. Gail Keys (United), right foreground, promote ALPA and the airline piloting profession.

ALPA Champions Women in Aviation at Annual Conference

By Lydia Jakub, Strategic Planning and Resources Specialist

More than 4,500 aviation and aerospace professionals gathered for the 30th annual Women in Aviation International (WAI) conference March 14–16 in Long Beach, Calif. Positive energy flowed throughout the Long Beach Convention Center as women and men from all sectors of the industry sought to connect, engage, and inspire one another in their professional and personal lives.

“Pilots are in high demand,” noted F/O Costas Sivyllis (United), ALPA’s Education Committee chair. “With women making up less than 6 percent of professional airline pilots, it’s critically important that we help cultivate and advance current and future aviators. The WAI conference, which we’ve supported for nearly two decades, provides a unique platform from which our members can share their

knowledge and help both women and men on their path to the flight deck.”

The conference featured a lineup of inspirational speakers, dozens of educational and professional development sessions, and an exhibit hall filled with 170 aviation and aerospace organizations. ALPA’s “Cleared to Dream” booth was in a prime location, drawing hundreds of current and future pilots who wanted to talk about the profession.

F/O Kandy Bernskoetter (FedEx Express), ALPA’s Membership Committee chair, emphasized that “ALPA membership has its privileges.” She and other ALPA volunteers highlighted the vast resources and benefits available for members—e.g., safety, security, and pilot assistance programs; paths for career progression; insurance products; and leadership opportunities.

EXPANDING NETWORKS AND ENHANCING SKILLS

“Now that I have my dream job, I come to connect with fellow women aviators,” said F/O Andrea Weeks (United). She first attended the conference as an airline intern and spent time meeting with recruiters to learn about the cultures at their airlines and to discuss her career goals. Today, Weeks is active in WAI’s Atlanta “Gone With the Wind” Chapter. This was her seventh time at the conference, and she participated in workshops to broaden her leadership skills and strengthen her chapter.

F/O Stacey Jackson (WestJet) also participated in several professional development sessions. As president of WAI’s Upper Canada Chapter and a member of the North Texas Chapter, Jackson is “passionate about helping women achieve

their goals.” She’s built a broad network of family, friends, and industry professionals to help facilitate that process.

CONVERSING WITH AIRLINE PILOTS

In addition to its booth, ALPA hosted a “Coffee Talk” session to discuss life as an airline pilot. More than 80 people attended, including pilots from ALPA and non-ALPA pilot groups, the military, and students at various stages of their training. Small and large group discussions focused on maintaining a work-life balance, family issues, finding a path to the airlines, and other issues. All were actively engaged in sharing their experiences and collaborating on solutions to common challenges.

“It’s been great to talk with other women pilots,” said Amber Richardson, a collegiate aviator who’s involved in ALPA’s ACE Club at Central Washington University. As the daughter of a single mother who was a mechanic in the U.S. Army, Richardson loved traveling and became interested in the piloting profession as a child. The path, however, hasn’t been easy. She noted that it can be intimidating to pursue a career where there are so few women in the field. But Richardson hasn’t allowed these challenges to deter her and has instead become more focused on achieving her dream of becoming a professional airline pilot. She was inspired by ALPA’s Code of Conduct, which emphasizes professionalism, and has sought out women to act as mentors.

Being able to connect with other women and have meaningful conversations helped Capt. Donna Clark (Compass)



From left, Capt. Donna Clark (Compass), Kat Clark, and F/O Kandy Bernskoetter (FedEx Express) take time out to pose for a photo near ALPA’s booth.

“It’s important for young girls to see and talk with women working in STEM fields, especially pilots in uniform. They’re left with a lasting impression that they, too, can achieve their dreams.” F/O SARA BAER (ALASKA)

achieve her dreams of flight. As a new private pilot, Clark attended her first WAI conference in 2002 to explore opportunities within the industry. “It opened my eyes to so many avenues,” she recalled.

IGNITING GIRLS’ INTEREST IN AVIATION

This year, Clark brought her nine-year-old daughter, Kat, to the conference. Kat has attended seven times and has enjoyed learning about various careers in the areas of science, technology, engineering, and math (STEM). In fact, Kat plans to be an aerospace engineer. “I like space, and I want to learn more about the TRAPPIST-1 solar system,” she said.

Dreams such as these need to be fostered or they’ll fall to the wayside. Over the past five years, ALPA’s Education Committee has built a robust outreach program to promote the profession, mentor aspiring aviators, and inspire the next generation of pilots. Pilot volunteers visit grade schools and colleges and participate in industry and community events. During the 2017–18 academic year, volunteers reached 15,500-plus grade school students at more than 140 events and 1,800-plus collegiate aviators at more than 24 universities.



During Women in Aviation International’s Girls in Aviation Day, a young girl learns about aircraft spacing from F/O Sarah Borg (Delta).

“It’s important for young girls to see and talk with women working in STEM fields, especially pilots in uniform,” noted F/O Sara Baer (Alaska), a member of ALPA’s Education Committee and chair of the Alaska pilots’ Education Committee. “They’re left with a lasting impression that they, too, can achieve their dreams.”

WAI’s Girls in Aviation Day provides a critical link for this outreach. At this year’s conference, more than 250 girls ages 8 to 17 participated in an all-day event designed to spark their interest in aviation. They attended a career panel to learn about various options, conducted hands-on activities, and toured the exhibit hall to speak with industry representatives. Baer, Jackson, F/O Sarah Borg (Delta), and Capt. Alysha Shaw (PSA) participated in the activities portion of the event. They helped at three different stations, teaching girls about air traffic control and aircraft spacing, ground navigation, and how to fly on a simulator.

The 2019 WAI conference was a tremendous success. ALPA’s Education and Membership Committees plan to build upon the momentum to further strengthen their programs. Be sure to mark your calendar and join ALPA at the 2020 WAI conference March 5–7 in Orlando, Fla. 🌐



F/O Stacey Jackson (WestJet) explains a navigational chart to an event attendee during Women in Aviation International’s Girls in Aviation Day.

Cabin Air Quality:

LEARNING MORE FROM INCREASED REPORTING

By Christopher Freeze
Senior Aviation Technical Writer

On February 25, nearly 30 pilots from 15 airlines, plus staff from throughout the Association, assembled at ALPA's Herndon, Va., Conference Center to discuss cabin air quality.

Capt. Bob Fox, ALPA's first vice president, opened the meeting, stating, "Cabin air quality is on the union's radar, which is why we've supported legislation on this issue and made changes to ALPA's strategic plan to reflect our concern. But there are many factors to be understood and questions that still need answers when it comes to cabin air quality."

F/O John Taylor (United), ALPA's Air Safety Organization (ASO) Pilot Assistance Group chair, noted that "in the past, we've called the issue 'fumes,' but we've shifted to 'cabin air quality' to reflect the more global nature of it. The mission now is to comprehensively determine the nature of the problem and what we can do about it."

Zack Mooneyham, a manager in ALPA's Government Affairs Department, briefed attendees on the FAA Reauthorization Act of 2018 and its directive to create a new industry task force focused on aircraft air quality education, reporting, and study. "From a public policy perspective, this is a major step forward. Several leaders in Congress have taken to championing this cause on behalf of the traveling public."

Dr. Quay Snyder, ALPA's aeromedical advisor, remarked, "The primary concerns stem from when oil and other aircraft engine lubricants are heated and pressurized and make their way past gaskets and seals into the aircraft bleed air systems." He noted that "heat pyrolyzes



F/O Ellen Brinks (Delta), ALPA's Aeromedical Group chair, asks attendees for their guidance on a new ALPA initiative.

the substances and breaks them down into dozens of different chemicals, and many have unknown effects. However, one of these, tricresyl phosphate, is a known neurotoxin when tested in animals."

Snyder emphasized that standardized and consistent reporting of every fume event by crewmembers is critical to developing medical case definitions and conducting valid scientific research to protect pilots. ALPA has a standardized International Civil Aviation Organization form on its website at www.alpa.org/fume.

Candace Kolander, a pilot assistance and occupational safety specialist in ALPA's Engineering & Air Safety Department, shared insights from the Airlines for America cabin air quality task group, which was formed partly in response to the FAA's Safety Alert for Operators (SAFO) 18003 issued in March 2018. "Four working groups have been established by Airlines for America in response to the SAFO: evaluation, detection, prevention, and mitigation," she said.

"Regarding evaluation, Airlines for America continues to advocate for further study of the long-term health effects from

cabin air quality events," said Capt. David Baron (Alaska), a subject-matter expert on air quality. "Boeing has conducted initial testing regarding the effects of these events, but testing has so far been limited to ground trials. Further testing is required to better replicate environments similar to those of in-flight events."

"Sensors that can detect abnormal air quality are available," Kolander noted, "however they aren't currently certified for use. Sensor manufacturers have been testing and verifying sensor viability in an attempt to initiate supplemental type certificate certification procedures."

Rikki Gardonio, a staff engineer in ALPA's Engineering & Air Safety Department, shared information on data received from service difficulty reporting, stating that "from 2010 to 2017, the trend appears to be rising, and while correlation doesn't equal causation, more reports are being filed. The trend could be due to increased awareness of the problem; but nonetheless, more data is being added and studied."

F/O Hannah Peavy (ExpressJet), a member of ALPA's Aircraft Design/Operations Group who's been studying methods to detect and prevent cabin air quality issues, observed, "There's a clear focus on finding ways to obtain real-time data on detecting harmful chemicals and using filtration methods to clean the air."

ALPA members from various airlines shared information on the programs currently in place at their carriers to mitigate cabin air quality deficiencies as well as lessons learned. These collaborative efforts will help the Association develop a focused path forward on the topic.

At the end of the meeting, Capt. Steve Jangelis (Delta), ALPA's ASO Aviation Safety chair, and F/O Ellen Brinks (Delta), ALPA's Aeromedical Group chair, led a roundtable discussion that resulted in a recommendation to form a small internal working group composed of ALPA pilots and staff to direct ongoing focus and attention to the issue. 🌐

"There's a clear focus on finding ways to obtain real-time data on detecting harmful chemicals and using filtration methods to clean the air."

F/O HANNAH PEAVY (EXPRESSJET)



Fee-for-Departure Committee Continues Its Work

By F/O Lindsey Van Beusekom (ExpressJet), Chair, Fee-for-Departure Committee

I've been a member of ALPA's Fee-for-Departure (FFD) Committee since 2017 and was appointed interim chair last July. And just recently, Capt. Joe DePete, ALPA's president, appointed me chair of the committee. I fly the same schedules, encounter the same issues, and have the same concerns as other FFD pilots. In my position as FFD chair, I draw upon my personal experiences and knowledge to help advance the entire FFD community along with my fellow committee members.

The FFD Committee has three main areas of focus: career protection; career progression; and enhancing pay, benefits, and work rules. The committee's goal is to help FFD pilots get where they want to go in their careers. The committee supports those pilots who decide to spend their entire career at an FFD carrier and those who seek career progression at a mainline carrier. It also works to improve the pay, benefits, and work rules for FFD pilots.

Over the last several years, we've seen a big change in FFD contracts—ad-

vances in pay, benefits, work rules, and career progression. No one's working for \$15,000 a year anymore, thankfully. And with flow-through agreements, career path programs (CPPs), and similar arrangements, a job at a mainline carrier is becoming more attainable than ever before.

In ALPA's ongoing effort to promote career progression, the Association continues to offer its FFD Application & Interview Workshop, a free benefit for ALPA members who fly for FFD carriers. These in-person workshops provide the opportunity to get face-to-face advice from some of the industry's top hiring experts, the specialists at Cage Marshall Consulting. The committee hosted two sessions of the one-day workshop at ALPA's Conference Center in Herndon, Va., in early March and has more scheduled throughout the year (see "Future Workshops and Webinars").

The goal of the workshops is twofold: to increase the number of ALPA pilots being interviewed and to increase the success rate of those who garner an

ALPA members from fee-for-departure (FFD) airlines attend the Association's recent FFD Application & Interview Workshop.

interview. The best way to do that, the committee has determined, is for FFD pilots to start preparing for the interview process long before they ever have an interview lined up. The application and interview processes can be detailed, complicated, and complex, and sometimes one mistake can be the difference between a job offer and "better luck next time"—if there is a next time.

ALPA has offered these workshops since 2015 and has helped hundreds of FFD pilots prepare for the next step in their careers. However, with more than 14,000 FFD pilots, the Association has only touched the tip of the iceberg. The workshops can benefit just about any pilot looking to get hired by a mainline. There's no secret revealed, no buzzwords given, but the workshop helps to fully prepare FFD pilots for quite possibly the biggest interview they'll ever have.

It's never too early, either; there's a reason it's called the Application & Interview Workshop and not just the Interview Workshop. The application process is just as important as the interview. In fact, application issues or omissions are the most common reasons for a failed interview. In response to that knowledge, the workshop provides a methodical review of the application process: common stumbling blocks, focus areas, and the need for extreme thoroughness. If the application asks for information, make sure to provide it in full or you may not get that call. Angie Marshall, one of the consultants who leads the workshop, advises, "You can explain away just about

The goal of the workshops is twofold: to increase the number of ALPA pilots being interviewed and to increase the success rate of those who garner an interview.

anything except an omission. Leave something out, however, and it becomes a question of trust.”

Once you’ve completed and submitted your application, you’ll (knock on wood) get a call for an interview. The workshops help you prepare for that, too, explaining the types of questions you’ll likely get asked and what companies are looking to learn. Spoiler alert: they don’t want to know if you can fly a plane; your résumé and application told them that. They want to know about you as a person and if you fit into their culture.

To do that, you’ll generally hear two types of questions: “Tell me about a time” questions where you look back in your career and “What would you do” questions that pose hypothetical situations. And while the workshop won’t provide you tailor-made stories guaranteed to wow your interviewer, it will provide you with tips and advice for how to put your best foot forward while telling your story.

If you have a CPP or a conditional job offer (CJO), this workshop can help better prepare you to complete your journey. Did you know, for example, that a CJO can be withdrawn? Or that you can be removed from a CPP? It can happen, for one of many reasons:

- Incomplete application
- Application omissions (e.g., failed checkride, DUI)
- Logbook/flight-time error
- Attendance (e.g., “senioritis”)
- Failure to report events after the CJO
- Social media posts
- Lack of professionalism
- Arriving late to the interview
- Attitude
- Canned answers
- Career stagnation

The path to your next job can be a long and difficult one. For many pilots, it’s the final job interview you’ll ever go on—a life-altering event that will set your path for the rest of your working days. If you can get a leg up on others with a simple, one-day workshop...why wouldn’t you? On behalf of the members of the FFD Committee, I invite you to sign up for the next ALPA Application & Interview Workshop. And check out ffd.alpa.org for everything else the committee has to offer to fellow FFD pilots. 🌐

INSIDE THE WORKSHOP

You’re not going to get a document titled “10 Key Words to Include in Your Résumé to Guarantee an Interview!” at ALPA’s Fee-for-Departure (FFD) Application & Interview Workshop. You won’t get a pamphlet highlighting “Five Stories That Will Wow Any HR Rep!” And when you’re done, you won’t be able to “Bank on a Job Offer No Matter What!”

What will you get? “More than anything, we help demystify the process,” explains Angie Marshall of Cage Marshall Consulting, the company that leads the workshops. “We educate you on the psychology of the application and interview process.”

The one-day workshop, free to ALPA members, serves as an introduction to the interview process and is geared toward making a pilot more comfortable.

The workshop offers information on

- résumés and cover letters,
- the application,
- networking and job fairs,
- letters of recommendation,
- interviews, and
- personality tests, cognitive/general knowledge tests, and assessments and evaluations.

The day includes interaction between pilots and the consultants, too, with a personal résumé review, role-playing exercises, and one-on-one practice interview questions for each pilot, complete with critiques by the class.

“I’m at the beginning of the process,” explains F/O Kris Capps (Trans States), who attended the March workshop, “so this is all new to me. But this workshop has helped take away the unknown, which is very

comforting.”

Cage Marshall specialists are also in constant contact with mainline carriers to make sure that they are always providing the best advice for the current interview process. For example, in the March workshop they pointed out that United’s application had changed significantly. If pilots had filled out the application prior to the change and relied on that application for an interview, they could be waiting for quite a while.

The FFD Application & Interview Workshop is a free resource provided by ALPA to all FFD pilots. Sign up today for an FFD Application & Interview Workshop at ffd.alpa.org. Not able to attend in person? The FFD Committee is also offering webinars to provide more information about specific areas of the process as well.

FUTURE WORKSHOPS AND WEBINARS

WORKSHOPS

SEATTLE, WASH.: APRIL 24

HOUSTON, TEX.: JUNE 19 AND 20

CHICAGO, ILL.: OCTOBER 9 AND 10

WEBINARS (two sessions per day, one morning and one afternoon)

APRIL 8: Résumés and application tips

MAY 14: Background checks/areas of special concerns

JULY 10: Common interview mistakes and how to avoid them

SEPTEMBER 18: Interview prep



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The Association's Safety and Training Councils meet for a joint session at ALPA's Conference Center in Herndon, Va., to discuss the groups' top issues.

33 accident investigations in which ALPA is actively participating in the United States and Canada. He also discussed the Association's new and updated *Accident Investigation Handbook* for accident investigators and the safety initiatives under way within the Dangerous Goods program—including the "Check the Box" educational campaign in partnership with the Pipeline and Hazardous Materials Safety Administration.

Capt. Frank Pizzonia (United), ALPA's Aviation Safety vice chair, spoke on behalf of F/O Jeff Mee (United), ALPA's Training Programs coordinator, addressing an ASO 101 Course in development for new volunteers that will teach them what they need to know and what they need to be able to do regardless of their area of specialty. He also highlighted the online education resources for new volunteers, including "Money Matters" and "INFOR 10 Introduction" on the ASO's website (aso.alpa.org).

Capt. Bryan Lesko (United), ALPA's Aircraft Design/Operations Group chair, informed council members on various activities, including new research into engine ice crystal icing and low speed awareness, as well as the Association's continued advocacy for the safe integration of unmanned aircraft systems in the national airspace system.

Capt. Jeff Sedin (United), ALPA's Airport & Ground Environment Group chair, gave

Safety and Training Councils Meet to Discuss, Advance Safety Priorities

More than 70 ALPA Air Safety Organization (ASO) leaders and safety representatives from nearly every ALPA pilot group, along with Engineering & Air Safety Department staff, gathered in late February for a three-day meeting of the ASO Safety and Training Councils, which included a joint session. The meeting, which took place at ALPA's Conference Center in Herndon, Va., focused on members' top safety and training issues.

Addressing the joint meeting, Capt. Joe DePete, ALPA's president, thanked the representatives, noting, "The efforts of ALPA and its safety representatives don't go unnoticed. Your hard work is seen in the halls of government and industry, and that's best reflected in the wins you achieved for your fellow pilots in the recent FAA reauthorization."

Capt. Bob Fox, ALPA's first vice president and national safety coordinator, observed, "You all bring unparalleled expertise and professionalism—day in and day out—to your roles. Know that the

Association and I will do everything we can to support you."

Capt. Steve Jangelis (Delta), ALPA's Aviation Safety chair, commented to the group, "Safety is in our DNA, and

the council is a great venue to share what you're doing at your carrier and learn from the experience of other pilot groups."

Leading the joint session, Capt. Brian Moynihan (Alaska), ALPA's Aviation Safety Council chair, noted, "There are so many new faces joining the council, and it's inspiring to have new energy and ideas in this organization."

TECHNICAL PRESENTATIONS

Capt. Jeff Perin (Spirit), ALPA's Accident Analysis & Prevention Group chair, reviewed several of the

a briefing about the group's activities, highlighting the recent addition of monthly teleconferences for ALPA's airport safety liaisons (ASLs). These regular teleconferences give participants the opportunity to discuss issues that may be relevant to other ASLs and seek advice based on others' experiences. The group is also publishing a quarterly newsletter for ASLs that contains content on airport meetings, site visits, and other pertinent issues.

Capt. Don Dobias (United), the new chair of ALPA's Air Traffic Services Group, emphasized the importance of keeping the group's activities aligned with the initiatives set forth by ALPA's Board of Directors. Focused on the need for maintaining the highest possible safety levels, Dobias discussed concerns regarding commercial spacecraft and UAS integration into the national airspace.

Capt. Frank Cheeseman (United), ALPA's Human Factors & Training Group chair, reviewed a petition submitted to the FAA by Airlines for America, the Regional Airline Association, and others to delay required implementation of extended envelope training, which consists of scenario-based upset prevention and recovery training in simulated conditions, such as crosswind gusting landings. The petition's rationale was that due to the recent government shutdown the FAA was unable to approve programs and certify simulators during that time, making the March 12 deadline for training implementation unfeasible. On that basis, Cheeseman recommended that the Association comment partially in support



Capt. Joe DePete, ALPA's president, addresses the joint meeting of the Air Safety Organization's Safety and Training Councils.

of the delay, noting, however, that it's essential the approval process isn't rushed to ensure that appropriate training takes place as long as the timeline for approval is reasonable.

Capt. David Baron (Alaska), chair of his pilot group's Master Executive Council Environmental Standards Committee and a subject-matter expert on air quality, addressed fume events and cabin air quality. Stating that much is still unknown about the long-term effects of odorous, gaseous compounds often released when contaminants enter the cabin through the environmental system, he highlighted the

"Safety is in our DNA, and the council is a great venue to share what you're doing at your carrier and learn from the experience of other pilot groups."

CAPT. STEVE JANGELIS (DELTA), ALPA'S AVIATION SAFETY CHAIR

common sources of these occurrences, the symptoms of exposure, and stressed the importance of reporting such events to ALPA so that more can be learned.

Capt. Nick Seemel (Jazz Aviation), ALPA's Aviation Safety coordinator for Canada, covered numerous issues, including the need to get NOTAMS that contain information valuable to pilots separated from those that don't. He also discussed the new Canadian aviation regulations that require crew resource management to be graded in proficiency checks. While many of the Association's concerns outlined in its submission to Transport Canada during development of the new requirements have been addressed, ALPA continues to have issues with the new regulations.

F/O Leja Collier (Delta), director of ALPA's Human Factors Group, highlighted the human factors discipline within the ALPA structure. She observed that while most often associated with training, human factors has grown beyond that. She asked council members what they thought the industry's greatest human factors challenges are. They responded that automation along with human monitoring skills versus performance abilities are the top human factors challenges.

Joe Barrow of Area9 provided a presentation on the

company's distance-learning software, which is considered a breakthrough in "adaptive learning." The product responds to students' existing knowledge and ability, allowing them to test out of study material. However, council members pointed out that the software presents some issues, including concerns about data security and the deficiency distance learning has with regard to classroom instruction—notably that students aren't able to hear questions that other students pose.

Representatives from Air-eon and Inmarsat described the trial implementation of the advanced surveillance-enabled procedural separation system, which was scheduled to take effect in late March for North Atlantic flights. This first phase, in which satellite-based ADS-B would be used for the first time to track aircraft in oceanic airspace, calls for longitudinal minima only, reducing the performance-based communication and surveillance separation minima of five minutes to 14–17 nautical miles for suitably equipped flights, depending on angular differences between flight trajectories. If successful, lateral minima will be tested no earlier than October of this year.

Following the joint session and technical presentations, the Safety and Training Councils separated into their respective groups to discuss strategic plans and other council-specific action items.

Both councils will next meet during ALPA's Air Safety Forum held July 15–18.

—Christopher Freeze
Senior Aviation Technical
Writer



ASO Security Council Meets to Share Tactics

More than 25 chairs and coordinators representing security committees from 13 of ALPA's Master Executive Councils (MECs) met at the Association's Herndon, Va., Conference Center on March 4–5 to discuss current issues and receive program updates from government officials.

Capt. Bob Fox, ALPA's first vice president and national safety coordinator, opened the plenary session, remarking, "Those who are looking to use aircraft to do harm never take a day off. It requires the vigilance, collaboration, and a drive toward self-improvement to ensure they never win again."

Capt. Wolfgang Koch (Delta), ALPA's Air Safety Organization (ASO) Aviation Security chair, highlighted the recent successes in security, including gains in the FAA Reauthorization Act of 2018—namely secondary cockpit barriers. "While the physical screening of passengers and their baggage has importance," he observed, "what we can't truly determine is someone's intent: is a person looking to do harm to us, our passengers, or the public at large? Secondary cockpit barriers give every pilot that added measure of protection." Koch also discussed the continued expansion of the Known Crewmember program with more airports and sites, ALPA's security incident reporting database, and educating pilots on human trafficking, insider threats, and cybersecurity.

COUNCIL BRIEFINGS

Capt. Eric Herman (Sun Country), ALPA's Security Council

chair, led briefings from ALPA subject-matter experts on several topics, including cargo security, unmanned aircraft systems, and cybersecurity.

Capt. Darrin Dorn (Alaska), ALPA's Aviation Security vice chair, updated pilots on the Federal Flight Deck Officer (FFDO) program and recent improvements to it stemming from the FAA reauthorization. He also polled council members for suggestions on improvements to the program, noting that "the FFDO program continues to expand and operate at a fraction of the costs of other security programs. But it can be even better, and the Association is actively seeking members' input on what they'd like to see added or changed."

Capt. Ali Frohlich (Delta), a threatened airspace subject-matter expert, briefed council members on ALPA's participation in meetings with the First Air Force—the military unit assigned to air

Capt. Eric Herman (Sun Country), ALPA's Security Council chair, addresses the council on security matters.

defense of the contiguous United States, the Virgin Islands, and Puerto Rico—and aviation stakeholders. He also spoke about efforts to mitigate aircraft incursions into the P-56 prohibited airspace in Washington, D.C., by aircraft departing Ronald Reagan Washington National Airport. The U.S. Secret Service has noted a recent uptick in incursions and takes each event seriously.

David Kohl, executive assistant administrator/director of the Office of Law Enforcement/Federal Air Marshal Service (OLE/FAMS), reiterated his service's long and positive relationship with ALPA and expressed his appreciation for ALPA's continued commitment to security. Providing insight on the service's new concept of operations, Kohl also remarked on the threats posed by unmanned aircraft systems.

Serge Potapov, a special

"What we can't truly determine is someone's intent: is a person looking to do harm to us, our passengers, or the public at large? Secondary cockpit barriers give every pilot that added measure of protection."

CAPT. WOLFGANG KOCH (DELTA)
ALPA'S AVIATION SECURITY CHAIR

agent in charge of the Transportation Security Administration's (TSA) Security Assessments Section of OLE/FAMS, addressed the impact of recent insider-threat incidents and how the assessment process is being adapted in response to the lessons learned from those incidents.

Dan Kuhn, deputy aviation programs branch manager of the TSA's OLE/FAMS, discussed the success of the FFDO program as well as upcoming initiatives for the program, including added training and recurrency facilities.

Janis Gray, superintendent and director of the Royal Canadian Mounted Police's Canadian Air Carrier Protective Program, spoke about how the program for air marshals in Canada, referred to as international in-flight security officers, is structured and how the officers are selected and trained. Gray also shared information about the International In-Flight Security Officer Committee and its role in the international aviation security community.

David Gates, an FBI supervisory special agent, briefed the group on the bureau's Misdemeanor Citation Program, which documents and fines individual for criminal acts committed aboard aircraft that don't meet the criminal felony level of severity. The system borrows from similar programs in national parks and has been utilized at Los Angeles International Airport and other airports with great success.

The council is scheduled to reconvene at ALPA's Air Safety Forum held July 15–18 in Washington, D.C.

—**Christopher Freeze, Senior Aviation Technical Writer**

Photo: Christopher Freeze



Security Training Course: Vigilance Through Education

Pilots from throughout the Association gathered on March 6–8 for the Air Safety Organization’s Security Training Course at ALPA’s Conference Center in Herndon, Va. The course provides an introduction to ALPA policies and protocols while giving guidance on how to serve as a master executive council security representative.

Capt. Darrin Dorn (Alaska), ALPA’s Aviation Security vice chair and the course director, noted, “In the wake of 9/11, our philosophy is ‘never again,’ and this course will provide you with the knowledge, training, and skills to be a valuable member of your pilot group’s Aviation Security Committee and develop a ‘security mindset.’”

Reviewing several security incidents such as the 2016 bombings in Brussels, Belgium, and the Fort Lauderdale–Hollywood International Airport shooting in 2017, Dorn pointed out, “There’s no single constant in these attacks, except that someone is looking to do bad things to ordinary people. As pilots, we’re entrusted with the lives and property of others daily, and

Capt. Darrin Dorn (Alaska), director of ALPA’s Security Training Course, welcomes attendees to their roles as security volunteers.

that makes us a target. Knowing that, every pilot should be a security advocate.”

The course also showcased resources available to pilots, including ALPA’s “Street Smarts” video series, access to detailed security briefings on regions around the world, ALPA’s Aviation Security Incident Report, and the U.S. State Department’s “Smart Traveler” smartphone app.

“ALPA’s Aviation Security Incident Report allows a pilot to notify ALPA’s Security Council about impending security risks and is shared with the pilot’s master executive council security chair/coordinator. The Smart Traveler app offers the most current information the government has about a country and can provide the user with updates on any travel warnings or alerts issued,” Dorn stressed. “The app can also assist in the event your passport is lost or stolen and can provide information on U.S. embassies and

consulates any way you go.”

Dorn also provided insights into how a security representative can foster beneficial relationships between the pilot group and the company, saying, “Becoming knowledgeable on pertinent government regulations and the company’s policies and procedures can go a long way in establishing credibility and respect between the groups. Positive relationships can often solve many problems at a lower level.”

Dorn introduced members of ALPA’s Engineering & Air Safety Department staff, noting, “With pilots in the field, flying the line, and bringing our observations, experience, and perspective to the Association’s professional aviation security staff members, we can resolve issues and advocate for our causes far more effectively than we could alone.”

The Aircraft Operator Standard Security Program and the proper handling of sensitive security information were also discussed.

The course concluded with pilots attending the Transportation Security Administration’s (TSA) Crew Member Self Defense Training Program at a local law enforcement facility. Under the instruction of Scott Armstrong, program manager of the TSA’s Crew Member Self Defense Training Program, Aviation Programs

SECURITY BRIEFINGS/ AVIATION SECURITY REPORTING

To access ALPA’s travel intelligence center, log on to the members-only site of www.alpa.org. Under Pilot Resources, click on Security Briefings, which will take you to the WorldWatch portal.

To access ALPA’s Aviation Security Incident Report, go to the members-only site of www.alpa.org. Under Pilot Resources, click on Aviation Security Reporting.

Branch, the hands-on training prepares crewmembers for potential physical altercations both on and off the aircraft.

“Some of the things taught during the training fall outside of the typical training a federal air marshal or other law enforcement professional would receive,” Armstrong stated. “This training is designed to provide pilots and other crewmembers with some very effective techniques to defend themselves against someone looking to do harm and gives them the opportunity to practice applying them in a safe, educational environment.”

The next Security Training Course is scheduled for September 10–12.

—**Christopher Freeze, Senior Aviation Technical Writer**

CREWMEMBER SELF-DEFENSE TRAINING

The Transportation Security Administration’s Crew Member Self Defense Training Program is a four-hour training opportunity that’s free of charge and available to all active crewmembers (pilots and flight attendants) of all domestic scheduled airlines.

To register for the program held at various locations nationwide, visit www.tsa.gov/about/crew-member-self-defense-class or contact your pilot group’s Aviation Security Committee.



Capt. Eric Herman (Sun Country) practices his “hammer fist” against a simulated threat during the Transportation Security Administration’s Crew Member Self Defense Training Program.



ASO's Risk Management Course and Safety Leadership School

More than 20 pilot safety representatives gathered at ALPA's Herndon, Va., Conference Center on March 11–13 to become more familiar with safety reporting programs and risk assessment and to learn how to lead their respective Central Air Safety Committees—all in an effort to better serve their pilot groups through effective and efficient consensus building.

ALPA's Air Safety Organization (ASO) Risk Management Course covers topics such as safety management systems (SMS), the Aviation Safety Action Program (ASAP), and flight operations quality assurance (FOQA), providing attendees with tips on how to work successfully with management and regulatory representatives in the areas of hazard identification and risk management.

ADDRESSING RISK MANAGEMENT AND SAFETY LEADERSHIP

F/O James Norman (Delta) led the Risk Management Course, acknowledging, "It's a continuous process of identifying, eliminating, controlling, or accepting known hazards to achieve acceptable levels of risks for any particular process, activity, or operation. While not everyone will agree with what falls in the definition of 'unsafe,' we have tools that can quantify the risk to aid in sharing our perspective with others."

Norman noted that SMS stemmed from the "fly and fix" mentality of yesteryear and has evolved into its present incarnation—a data-driven process in which

safety concerns are actively managed and monitored. "The idea is to proactively mitigate hazards and advance to a predictive safety model, where a flight is stopped and equipment repaired not because someone spotted something, but because the data tells decision-makers that the risk involved has exceeded acceptable levels and action must be taken."

He instructed attendees on the use of risk assessment matrixes while working through a series of scenarios a Central Air Safety Committee member might face. "We can always assign risk a number using the matrix, based on the likelihood and the severity of a threat. The higher the number, the higher the risk,

F/O James Norman (Delta), instructor of ALPA's Risk Management Course, briefs attendees on safety management systems and other data-collection programs.

and the greater attention the situation deems necessary."

Norman also outlined proven strategies that Central Air Safety Committee members can use to work with airline management to address and mitigate hazards and build a safety culture.

During a discussion on the benefits of ASAP, Capt. Kevin Slovinski (Spirit), topic facilitator, shared how ALPA, airlines, and the FAA collaborated to operate the program at each of the airlines with ALPA-represented pilots currently using ASAP. He led attendees in scenarios on how to handle various types of reports as a member of an Event Review Committee.

Randy McDonald, an FAA ASAP manager, spoke about the shift in the agency's philosophy from enforcement action to compliance. "Our goal now is to encourage not just pilots, but any employees of certificate holders or

SMS stemmed from the "fly and fix" mentality of yesteryear and has evolved into its present incarnation—a data-driven process in which safety concerns are actively managed and monitored.

other operators to voluntarily report safety information that may be critical to identifying potential precursors to accidents. We're doing that by being less restrictive in our acceptance of reports, as long as the best interests of the program for everyone is served."

Capt. Justin Pinkerton (United) concluded the course by facilitating a discussion on FOQA, using various situations to detail ways FOQA gatekeepers may respond to the recorded flight data, and its analysis, in an instructional setting.

Following the Risk Management Course was the Safety Leadership School, also led by Norman, that covered advanced safety administration, showing how safety reps fit into their master executive council's (MEC) central air safety structure—as well as the larger ALPA safety structure, the ASO.

Norman discussed with attendees the roles and responsibilities of a pilot group's Central Air Safety chair and ways to maintain a strong committee, successfully recruit and lead volunteers, ensure adequate staffing, manage expenses, and factor safety considerations into contract negotiations. ALPA's Communications Department staff briefed participants on interacting with the news media, placing attendees under the bright lights of an on-camera interview.

The next Risk Management Course and Safety Leadership School will take place in October. To learn more, contact your MEC Central Air Safety Committee chair.

—**Christopher Freeze**
Senior Aviation Technical Writer

Photo: Christopher Freeze



ALPA President Testifies Before Congress on Safety and Innovation in Aviation

By John Perkinson, Senior Staff Writer

Expanded markets and technical advancements are creating exciting developments in aviation,” said Capt. Joe DePete, ALPA’s president, in testimony to members of the Aviation Subcommittee of the U.S. House of Representatives Committee on Transportation and Infrastructure. “When it comes to integrating new types of operations into the national airspace, we have the opportunity to do it right the first time.”

ALPA’s president was one of five panelists asked to speak on March 12 at a hearing titled “Looking Forward: Aviation 2050” to examine the future of aviation and the national airspace system (NAS).

In addition to airline travel, panelists discussed new aviation and aerospace technologies, including passenger air taxis, commercial space transportation, and supersonic aircraft and how these new entrants will affect the NAS.

“As head of the world’s largest nongovernmental aviation safety organization, I can tell you that maintaining one level of safety throughout the national airspace is essential to fostering the innovation of tomorrow,” DePete asserted. In written testimony he submitted separately to the subcommittee, DePete attributed the airline industry’s

remarkable safety record, in large part, to two important actions: predictive risk analysis and the FAA Authorization Extension Act of 2010.

The predictive risk analysis conducted by the Commercial Aviation Safety Team (CAST) and Aviation Safety and Information Analysis and Sharing (ASIAS) examines pilot and other data submitted through nonpunitive voluntary reporting systems and applies it to help minimize operational risks. The FAA Authorization Extension Act of 2010 and its numerous safety measures included the requirement to train pilots in upset preven-

Capt. Joe DePete, ALPA’s president, far right, testifies before the Aviation Subcommittee of the U.S. House of Representatives Committee on Transportation and Infrastructure on safety and innovation in aviation.

tion and recovery.

DePete emphasized to the federal lawmakers gathered that aviation agencies must be given the resources they need to innovate through programs such as NextGen. He also addressed the disruption created by the government shutdown earlier this year and its detrimental effect on the FAA’s and the TSA’s services and programs.


ALPA’s president affirmed that the Association is committed to collaborating with all who work within the NAS to ensure its safety. He stated, “As we consider aviation in 2050, we have an opportunity to innovate not only how we use our national airspace but also how we keep it safe. Together, we can protect what’s most important to us all—our passengers, participants, crews, and cargo.”

In addition to presenting opening statements, panelists

Lawmakers need to protect U.S. airlines and their employees from unfair foreign competition, including heavily subsidized airlines, flag-of-convenience business models, and atypical employment practices.

also had the chance to take questions from Members of Congress. Talking about future industry demands, Rep. Troy Balderson (R-OH) said, “We have an expected need of 790,000 pilots by 2037. What is there for Congress to do to address this issue?” DePete acknowledged that the industry needs to do all it can to continue to attract future pilots. He also stated that lawmakers need to protect U.S. airlines and their employees from unfair foreign competition, including heavily subsidized airlines, flag-of-convenience business models, and atypical employment practices.

With developments in technology, Rep. Angie Craig (D-MN) asked how the role of pilots might shift in future airline operations. DePete was quick to point out the importance of the presence of at least two highly qualified and well-rested pilots in the cockpit. As an example, he referenced the Jan. 14, 2017, Delta Air Lines flight from Tokyo, Japan, to Portland, Ore., that was forced to divert to remote Cold Bay, Alaska, due to a mechanical concern. The pilots were compelled to make numerous decisions both in the air and on the ground to keep their 210 passengers and 11 crewmembers safe and unharmed.

Rep. John Katko (R-NY) raised concerns about the threat of cybersecurity, unmanned aircraft systems, and their ability to be “weaponized.” DePete identified the need for an appropriate recognition and response mechanism, but also cited the need for continuous funding streams for the FAA to invest in this kind of program and to ensure it would remain available during future government shutdowns. 



Capt. Richard Christy (Delta) suffered an ischemic stroke but overcame the odds to regain his FAA medical certification and is now back in the cockpit.

that increases my chances of developing blood clots," he shared. Fortunately, prescription medication can manage this problem.

In time, the Delta captain began to feel better, the strength returned to his left side, and he wondered when he might be able to fly again. "The magic number is at least two years," he commented, observing that the FAA cites numerous disqualifying conditions that must be resolved before the agency will issue a special issuance medical certificate.

UPHILL BATTLE

Christy worked closely with Dr. Kurt McCartney, a physician with the Aviation Medicine Advisory Service, ALPA's Aeromedical Office. "With the volume of data I had to submit to the FAA, I don't think I could have pulled it together in a cohesive manner without his assistance. He and his staff were very helpful," Christy acknowledged.

However, there were other challenges. The FAA advises aviation medical examiners that a stroke "may produce cognitive deficits that would make an airman unsafe to perform pilot duties."

"Anyone who has had a stroke faces an uphill battle because the concern is that you may have suffered some mental impairment," observed Christy, who would need to prove that his perception, memory, judgment, and reasoning hadn't been affected. However, there was

Beating a Stroke

DELTA PILOT OVERCOMES CHALLENGES AND RETURNS TO COCKPIT

By ALPA Staff

One morning in July 2016, Capt. Richard Christy (Delta) awoke at his home in Las Vegas, Nev., tried to stand, and hit the floor. He felt numb on the left side of his body. In addition, the left side of his face was drooping, and his speech was slurred. Fortunately, his wife, Cindy, recognized the telltale symptoms of a stroke and acted quickly.

"It's well known that time of intervention is the most important factor in potentially reversing the effects of a stroke," said Christy, adding, "I was in surgery to remove a blood clot within about an hour and a half of first noticing the symptoms and received a tPA clot-buster injection. I was both fortunate and lucky."

Strokes affect the circulatory system leading to and within the brain and are caused by either a blocked artery (ischemic stroke, the condition Christy had) or the leaking or bursting of a blood vessel (hemorrhagic stroke), which is less common. They prevent oxygen from flowing to the brain, and the longer this disruption occurs, the

greater the damage. Strokes are a leading cause of death in both the United States and Canada.

Christy spent two weeks in a nearby hospital for his initial recovery and in-patient rehab to get the left side of his body functioning again. Along with physical therapy, he would need to make several lifestyle changes, including a better diet and routine exercise. He would also need to see a host of specialists and begin treatments to ensure that he didn't have another occurrence. A second stroke is common when proper precautions aren't taken following a first episode.

After close examination, Christy's doctors detected an important contributing factor. "I didn't realize until I was 54 years old that I had a relatively rare blood disorder, a coagulation abnormality

no baseline for Christy's required neurocognitive testing because no one had previously conducted this kind of analysis on him. Physiologically he was in great shape, and he had a long history of successful checkrides and trainings, but the FAA still had questions.

The biggest challenge of the testing was what Christy deemed "the need for speed." The FAA uses an automated system called the CogScreen Aviation Edition that requires rapid responses to computer screen prompts. "I initially thought I had done well until I saw the results," remembered Christy. "In my career, I've been trained not to act hastily—to be methodical in judging situations in the cockpit and analyzing all elements of an abnormal situation."

Recognizing that Christy would need some help, ALPA's Aeromedical Office referred him to Dr. Odie Bracy at the NeuroScience Center of Indianapolis, Ind., which specializes in diagnostic, rehabilitation, and psychotherapy services for those with cognitive or psychological problems of a neurological nature. And with Bracy's help, Christy's performance significantly improved.

Completing the final step in his journey, Christy met with Dr. David Prewett in Atlanta, Ga., for a full psychological



Completing the final step in his journey, Christy met with Dr. David Prewett in Atlanta, Ga., for a full psychological profile and by October 2018 was able to regain his medical certification and begin training on the B-767/757 two months later.

THINK FAST TO SAVE A LIFE

The National Stroke Association recommends using **FAST** to remember the warning signs of a stroke.

F

FACE:

Ask the person to smile. Does one side of the face droop?

A

ARMS:

Ask the person to raise both arms. Does one arm drift downward?

S

SPEECH:

Ask the person to repeat a simple phrase. Is their speech slurred or strange?

T

TIME:

If you observe any of these signs, call 911 immediately.

profile and by October 2018 was able to regain his medical certification and begin training on the B-767/757 two months later.

As for medical insurance, Christy's company policy took care of all his physiological appointments but didn't cover some of the neurocognitive testing and treatments. However, he was quick to point out that, thanks to a special clause in the Delta contract, the airline eventually paid the balance of these expenses.

Christy said he's in the best shape he's been in for the last 15 years. He's lost 50 pounds and is leading a happier and healthier lifestyle.

IN HINDSIGHT

Looking back on the experience, Christy shared a few poignant observations. The first is to be careful with what you wish for. "I used to say, 'I could really use some time off.' And I got it...in spades," he admitted.

Secondly, he cited the lyrics of a popular Joni Mitchell song in asserting, "You don't know what you've got 'til it's gone.

"I really like my job," he commented. "All I've ever really known is flying airplanes, and I'm not sure I fully appreciated that. Once it was taken away from me, I really missed it." 🌐

WANT TO KNOW MORE?

● **IN THE UNITED STATES**, the National Stroke Association offers a clearinghouse of information on the prevention, treatment, rehabilitation, and support for anyone impacted by strokes. U.S. ALPA members with questions about strokes, airline flying, and medical

certification can contact the Aviation Medicine Advisory Service, ALPA's Aeromedical Office, at **303-341-4435**, Monday through Friday, 8:30 a.m. to 4:00 p.m. mountain time.

● **IN CANADA**, the Heart and Stroke Foundation is dedicated to advocacy,

education, and the funding of research surrounding heart disease and stroke. Canadian ALPA members with questions are encouraged to call David Noble, the Association's pilot health consultant, in the Association's Toronto, Ont., office toll-free at **1-800-561-9576**.



Calm Air First Officer Breaks “Ice” Ceiling

BECOMES AIRLINE’S FIRST INUK PILOT

By John Perkinson, Senior Staff Writer

In the far northern reaches of Canada, you typically don't see residents from local communities employed as a Calm Air pilot—that is, until now. Last September, F/O Jeremy Maley made history when he became the first Inuk pilot at Calm Air. The Inuit have long inhabited the Arctic regions of Canada, Alaska, and Greenland.

The ATR 42-72 first officer has achieved virtual celebrity status with his unique employment and is frequently approached on layovers by locals wanting to congratulate him. Among these well-wishers are young people who frequently ask how they can follow in his footsteps. “I really didn't expect the reaction I've been getting,” Maley divulged. “It's made my job a little bit busier, but that's a good thing.”

Maley admitted that it's great hearing the kind words and seeing smiling faces. Calm Air also appears to be pleased by Maley's newfound fame. Finding new pilots to fly for the Thompson, Man.-based airline has been challenging in recent years, and the carrier has hinted that a program is in the works that could help other northern locals acquire their airline pilot wings.

BORN TO FLY

While still a newcomer to Calm Air, the Yellowknife, N.W.T., resident has been flying all his life. “My dad owns a Cessna 185 Skywagon,” said Maley, who fondly remembers numerous trips sitting in the right seat of the float plane. Maley noted that his father let him fly the aircraft when he was 12, and he earned his Transport Canada civil aviation licence by the

F/O Jeremy Maley (Calm Air) stands by a Calm Air aircraft on a blustery winter day.

time he was 18.

Maley later earned a commercial aviation diploma from Okanagan College in Kelowna, B.C., and at 21 became a pilot for Calm Air. “I just thought having a career flying wouldn't feel as much like a job,” he remarked. “At least, that was the goal.”

WORLD OF DIFFERENCE

Maley acknowledged that flying to and from the small communities around the Arctic Circle is a vastly different experience from what most ALPA members typically encounter. “The north seems to be a lot quieter with towns set far apart. At times you don't hear much on the radio, which can be nice,” he noted.

For much of the year, the landscape includes vast white expanses, although the carrier does fly near the rugged Baffin Mountains. It's common to see herds of migrating caribou in the Arctic tundra, as well as pods of beluga whales along the coast.

Maley observed that the view of the Northern Lights

can be spectacular, but the extended winter darkness can take some getting used to. “Just a few weeks ago, I was in Resolute Bay around noon and it was pitch black. Then I flew a few hundred miles south and the sun was still out,” he said. “It throws off your natural clock quite a bit; but like the cold, it's just something you have to get accustomed to.” Maley noted that in the summertime, the area's fishing camps are an extremely popular destination for tourists who can enjoy the natural light for most of the day.

Because much of the terrain in these far north regions is barren, it tends to be windy. Couple this with plunging temperatures and massive snowfall accumulations and winters can be brutal. In 2008, the Kivalliq region of Nunavut experienced an eight-day blizzard during which air travel was impossible. “In my brief tenure with Calm Air, I've already witnessed five days of flight cancellations,” Maley said.

The area also offers an operational anomaly. “Once you get close to the magnetic north pole, your compass becomes unreliable with huge variations between ‘true’ and ‘magnetic’ north of up to 50 degrees,” observed Maley. “You need a nondirectional beacon in the air to compensate and accurately enter the data.”

While these conditions may seem challenging, it's just another day for Maley who, like the locals from the towns and communities Calm Air serves, calls this striking landscape home. “I'm very happy where I am,” Maley said, adding that he hopes to see other Inuit pilots in an airline cockpit soon. 🌐

The ATR 42-72 first officer has achieved virtual celebrity status with his unique employment... well-wishers are young people who frequently ask how they can follow in his footsteps.



TRAILBLAZING WOMEN

FIRSTS IN NORTH AMERICAN FLIGHT

In conjunction with coverage of the recent Women in Aviation International conference (see page 22), “The Landing” highlights some of the many female flyers who’ve “slipped the surly bonds of Earth” to advance North American aviation. From the early pioneers

in open cockpits to the first female airline captains, these trailblazers have demonstrated time and again their flying skills and love of aeronautics. *Air Line Pilot* salutes the many female aviators who’ve opened the cockpit door to future generations of women fliers.



1911

HARRIET QUIMBY

First U.S. woman to secure a pilot’s certificate.



1921

BESSIE COLEMAN

First woman of African American descent and first of Native American descent to hold a pilot’s license.



1932

AMELIA EARHART

First female pilot to fly solo across the Atlantic Ocean.



1957

MOLLY REILLY

Canada’s first female charter airline captain.



1964

“JERRIE” MOCK

First woman to fly solo around the world.



1973

ROSELLA BJORNSON

Canada’s first female commercial jet airline pilot.



1973, 1976

EMILY HOWELL WARNER

First female ALPA member.
First woman to become a captain for a U.S. airline.



1985

MARY MITTON

First woman to be elected ALPA master executive council chair.



2017

KAREN LACY

First female ALPA executive vice president.



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For complete biographical information on ALPA's national officers, visit www.alpa.org/leaders.



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Capt. Bob Fox
First Vice President



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Capt. Joseph Genovese
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For more information on which pilot groups executive vice presidents represent, visit www.alpa.org/evp.



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Capt. Sean Creed
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International, Air
Wisconsin, Mesa,
Piedmont, PSA, Spirit



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(Frontier)
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Frontier, Hawaiian,
Kalitta Air



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(Endeavor Air)
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Air, ExpressJet, Sun
Country, Trans States



Capt. Tim Perry
(WestJet) Air Georgian,
Air Transat, Bearskin,
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WestJet Encore

MEMBERSHIP ADMINISTRATION

To obtain membership account information or to update your records or your postal or e-mail address via the Internet, go to the My ALPA area of www.alpa.org/memberaccount, or dial the toll-free number 1-888-359-2572 (1-888-FLY-ALPA) and choose menu option 3,3. Listed below are the telephone numbers of MEC offices.

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**Air Wisconsin—ARW
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**Calm Air—CMA
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**Compass—CPZ
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952-853-2373

Delta—DAL MEC
404-763-4925

**Endeavor Air—EDV
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**Envoy Air—ENY
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6225

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PSA—PSA MEC
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**Sky Regional—SKV
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*Pilot group in custodianship

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Senior Managing & Production Editor
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Pilot Peer Support
To contact a Pilot Peer Support volunteer, call 309-PPS-ALPA (309-777-2572).

2019 EBCB Schedule
The Association's Election and Ballot Certification Board's schedule for counting ballots is April 10, May 10, June 10, July 10, August 9, September 10, October 10, November 8, and December 10.

Any ALPA member in good standing may be present as an observer during any meeting. Contact the Association's Membership and Council Services Department for scheduling.

ALPA INFORMATION NUMBERS

The following ALPA resources may be reached by e-mail or by dialing, toll-free, 1-888-359-2572 (1-888-FLY-ALPA). Once connected, press the # key on your phone and dial the last four digits of the number listed below. However, the ALPA main number, ASPEN, Member Insurance, and Membership Administration numbers need to be dialed directly.

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(EAS@alpa.org)
1-800-424-2470

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703-689-4144

Air Line Pilot Magazine
(alpa.org)
703-481-4460

ALPA Aeromedical Office
303-341-4435

ALPA Canada Board
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613-569-5668

ALPA Main Number
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ALPA Memorabilia
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703-481-4458

ALPA-PAC
202-797-4033

ASPEN
703-689-4220

Balloting
(Balloting@alpa.org)
703-689-4212

Cashiering
(Cashiering@alpa.org)
703-689-4385

Communications
(Communications@alpa.org)
703-481-4440

Computer Help Line
(HelpDesk@alpa.org)
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Creative Services
(CreativeServices@alpa.org)
703-481-4440

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703-689-4235

Economic and Financial Analysis
(EFA@alpa.org)
703-689-4289

Election Dates LEC/MEC
703-689-4212

Engineering and Air Safety
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1-800-424-2470

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IT Operations and Services
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703-689-4245

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703-689-4326

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703-689-4242

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Dental

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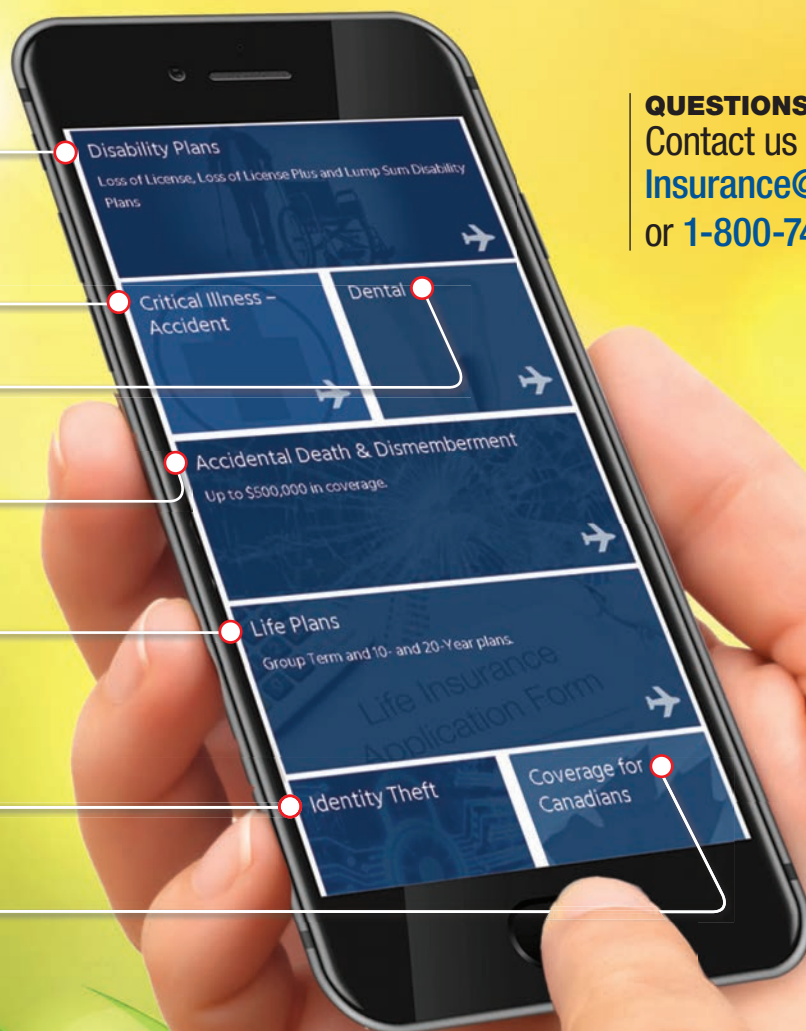
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