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A History of Teamwork PAGE 34

# Air Line Pilot

AUGUST 2019

THE 65TH

**AIR SAFETY FORUM**

PAGE 16



TRAINED FOR



**SUPERIOR AIRMANSHIP AWARD**  
F/O Ed Gagarin  
United

**SUPERIOR AIRMANSHIP AWARD**  
Capt. Christopher Behnam  
United

**SUPERIOR AIRMANSHIP AWARD**  
Capt. Paul Ayers  
United

## SAFE SKIES DEPEND ON TWO (OR MORE) PILOTS

PAGE 26

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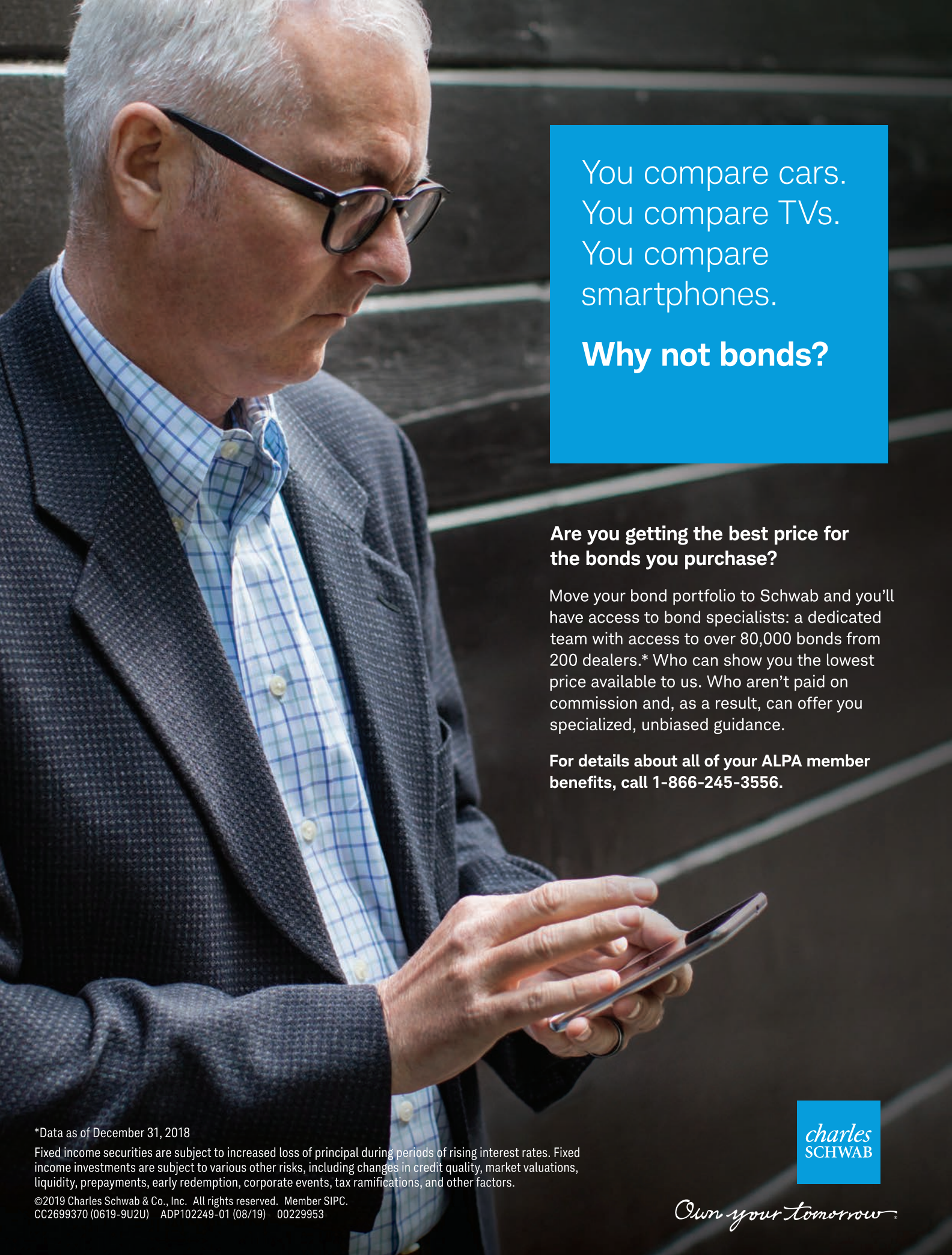


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## ONE VOICE

# ALPA Pilots' Authentic Collective Voice



**T**his summer, the pilots' voice has been heard loud and clear on aviation safety and fair competition by U.S. and Canadian government leaders at the very highest levels. More than 500 ALPA safety advocates gathered in an incredible spirit of collaboration to explore and act on a range of aviation safety, security, pilot assistance, and jumpseat access issues at ALPA's 65th Air Safety Forum (see page 16).

As a testament to our influence as the world's largest nongovernmental aviation safety organization, we were pleased to be addressed by both U.S. Secretary of the Department of Transportation (DOT) Elaine Chao and Transport Canada Associate Director General of Civil Aviation Joseph Szwalek (see pages 5 and 6).

It's vitally important that ALPA pilots are involved as airline industry influencers debate and act on aviation policy in Washington, D.C., and Ottawa. For example, I made certain that the pilots' voice was heard by U.S. House Aviation Subcommittee members at its hearing on the "State of Aviation Safety." (See page 9.)

In the context of the Ethiopian Airlines and Lion Air accidents, I emphasized that, while airline accidents are rare, even one fatal accident is one too many. I described to congressional lawmakers how ALPA helped develop an investigation process to identify all the contributing factors, evaluate needed changes, and implement those changes to improve safety.

Our safety commitment means that ALPA will be fully involved in understanding what went wrong and evaluating how to move forward with the B-737 MAX, once the FAA review is complete. We've made clear that questions must be answered in key areas, including oversight, aircraft certification, and delegation of authority. ALPA will work to ensure that industry and government make the changes necessary to safeguard the system.

At ALPA's Legislative Summit in June, the nearly 200 pilots who participated asked lawmakers to send a letter to Secretary Chao urging full implementation of secondary flight deck barriers. The authentic and collective voice of airline pilots worked: 110 members of the U.S. House cosigned a letter in which the lawmakers informed the DOT of their expectation that the agency will meet the deadline set out in the legislation.

While our forward drive on secondary flight deck barriers is extremely important, I take every opportunity to remind Members of Congress that,

unlike passenger aircraft, cargo aircraft are not required to be equipped with hardened intrusion-resistant flight deck doors. This risk is unacceptable, and we're working with lawmakers to remedy it.

In more work to achieve one level of safety, ALPA and the Coalition of Airline Pilots Associations, including the Independent Pilots Association and the International Brotherhood of Teamsters Local 1224, have renewed our efforts to ensure cargo pilots are sufficiently rested. We're supporting the Safe Skies Act, which would apply the same flight, duty, and rest rules to cargo operations as those of passenger operations.

In additional news, ALPA just released its white paper titled "The Dangers of Single-Pilot Operations" in which we describe why it's necessary for at least two airline pilots to be on board to manage every airline flight (see page 26). Single-pilot operations are simply a risk not worth taking.

The importance of a strong safety culture is one reason that ALPA opposes allowing foreign airlines with flag-of-convenience business models to serve the United States. We've worked with lawmakers on legislation that would enable the U.S. DOT to determine whether airlines using these harmful business practices should fly to the United States. I hope that the Fair and Open Skies Act will move quickly (see page 10), and you can help: take part right now in our union's Call to Action.

Also in Washington, D.C., I joined other ALPA pilots in standing together with the more than 18,000 UNITE HERE airline food workers at a picketing event at Washington National Airport to show our support for their quest for a fair contract.

As you can see, our efforts are nonstop. To stay engaged, it's important that ALPA members be informed. I hope you've downloaded the ALPA app to learn how. The new breaking-news feature is the fastest way yet for you to learn in real time about ALPA's work.

I believe that for every ALPA volunteer and member, our work is rooted in the common values and the shared purpose of unionism, fair competition, and safety. It's from this common foundation that ALPA is doing more than ever to be inclusive and reach a broader audience about the piloting profession and deliver on our members' goals.

*Joseph D. DePete*

**Capt. Joe DePete**  
ALPA President



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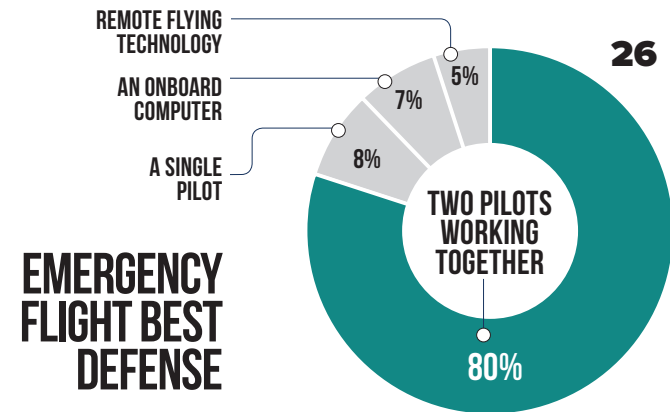
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United Flight 1175 flightcrew members F/O Ed Gagarin, Capt. Christopher Behnam, and Capt. Paul Ayers are honored with ALPA's Superior Airmanship Award.  
Photo: Chris Weaver

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# DOT and ALPA: Partnering to Improve Safety

By Elaine L. Chao, Secretary, U.S. Department of Transportation



**T**he United States sets the benchmark for aviation safety thanks in large part to the innovative approach we continue to take—partnerships and the resulting cooperation we've established with industry stakeholders. Business, labor, and government all work together in this endeavor, recognizing that each has an important role to play in minimizing risks within our nation's air transportation system.

In its day-to-day operations, the Department of Transportation's (DOT) number one priority must be safety. It's the foundation for everything we do, and it's especially true for aviation. Our other top priorities include rebuilding and refurbishing the nation's infrastructure to promote the growth of our domestic economy and preparing for the future by engaging new and emerging technologies to address safety, security, and privacy without hampering innovation. These organizational focuses have helped us achieve our remarkable safety record, but industry engagement is the key to our achievements.

As DOT secretary, I fly quite a bit. And I take a great deal of comfort in knowing that our nation's highly trained airline pilots have a strong commitment to safety. Like the DOT, airline pilots understand that aviation safety is a shared pursuit and that our combined expertise and resources are greater than the sum of our parts. Working together is the best way for us to confront and overcome industry challenges.

One such threat is posed by the air carriage of lithium batteries, dangerous goods that can present a safety risk if not properly stored in accordance with regulations. To help address this concern, ALPA approached the Pipeline and Hazardous Materials Safety Administration (PHMSA) to request that the DOT initiate a public-awareness campaign. PHMSA responded by establishing the "Check the Box" initiative to prevent serious incidents and accidents by increasing public awareness. The DOT proudly supports this program with training, information, events, conferences, and a dedicated website.

As I recently reported to ALPA members during the Air Safety Forum (see page 16), the number of drone encounters with aircraft is on the rise. An FAA database lists 8,026 incidents since November 2014, including 2,308 encounters in 2018 alone. The


DOT has responded by establishing programs that test drones in a variety of environments under restricted conditions, advancing drone airspace management, and implementing remote drone identification.

ALPA recognizes the importance of regulating drone operations to ensure that these transports are safely integrated into the national airspace system without negatively impacting the aviation industry's extraordinary safety record. In fact, Capt. DePete is addressing this matter directly as a member of the FAA's Drone Advisory Committee (see page 28).

Another development we're closely monitoring is America's growing commercial space sector and how recent aerospace industry entrants can be safely integrated into the national airspace. Reusable rockets and air launch systems have fostered the growth of this segment of the industry. The United States went from 23 commercial launches in 2017 to 33 in 2018. As a result, the DOT is developing the Space Data Integrator program to help ensure that launches cause minimal disruption to commercial airspace. Again, the DOT's priority is that safety must come first.

However, not all safety developments take place in the air. Aviation infrastructure is being made safer thanks to the FAA Reauthorization Act of 2018, which contained several mandates that have serious safety implications. These include ALPA priorities such as installing secondary cockpit barriers, continued funding of the Federal Flight Deck Officer program, and maintaining first officer qualification, training, and experience requirements.

These and many other aviation safety issues and concerns were discussed at length at ALPA's Air Safety Forum, an event that represents one more opportunity for the aviation community to network and share information. Your Association has long been among the most valued, reliable, and important partners in helping my organization achieve its safety mission.

By working together, the DOT and ALPA, along with other aviation stakeholders, have established a beneficial partnership because all involved are an integral part of the decision-making process. This collaboration will help ensure that our country remains the global leader in aviation innovation moving forward. 



# Making a Great System Even Better

By Joseph Szwalek, Associate Director General, Civil Aviation, Transport Canada

**C**anada has a safe, secure, and thriving aviation industry. To maintain it, we must ensure that policies, regulations, and standards are applied in the most sound and reasonable way possible and that we continue to promote economic growth as well as jobs. With advancements in technology and a better understanding of human performance, meteorology, and the many other disciplines that influence aviation operations, we know that change is a necessary theme we must embrace.

As a result, Transport Canada has been in the midst of transformation to better prioritize its policy and regulatory work. We approach this effort with openness and transparency. We also look for ways to better engage with stakeholders, including members of the Air Line Pilots Association, to encourage discussion with and feedback from those who have firsthand experience working in air transport.

Among our many efforts, Transport Canada is revisiting its fees structure to make certain that it fairly and properly reflects the current air transportation environment. The department continues to promote the use of safety management systems to ensure that safety remains the top priority. We're evaluating recommendations from the Transportation Safety Board of Canada, giving special attention to its Watchlist. In addition, we're facilitating the implementation of fatigue risk management systems and will publish three advisory circulars and post a related Q&A section on our website later this year to aid this process. And all these efforts are having a tangible effect on accident and incident rates, which continue to decrease.


On another front, Transport Canada is reviewing its aviation regulations, conducting the first comprehensive evaluation since 1996. As part of this effort, the department recently established new flight- and duty-time rules for cockpit crewmembers, requiring airlines to implement these new limits within the next year and a half.

Cockpit laser attacks remain a concern, and Transport Canada is increasing public awareness of these events by partnering with organizations like Crime Stoppers to educate school children about the laws and associated penalties. We've seen a decrease in laser attacks by 60 percent, so clearly this program is gaining some traction.

Data is extremely important for our purposes, and we need to share more of it with stakeholders to better understand how we can address current and future challenges. Transport Canada continues to work with the Commercial Aviation Safety Team to reduce fatality risks and promote new government and industry safety initiatives. We're also seeking additional data sources to track trends in the industry, and we're conducting testing on the data we currently receive to draw conclusions about its effectiveness on our mitigation strategies.

The very nature of aviation is changing, and Transport Canada is developing regulations to include these emerging segments. For example, we've fully automated the system we use to register remotely piloted aircraft systems (RPAS). Rules were recently introduced for basic and advanced categories of operations that are based on distance from bystanders and on airspace rules. In addition, the RPAS Task Force is currently working on policy for beyond-the-line-of-sight operations. Since January of this year, approximately 21,000 RPAs have been registered in Canada.

In addition, the department recently established policy on the use of cannabis among operational aviation workers, and this policy mirrors what other industries have implemented. Flight crews and flight controllers must now wait a minimum of 28 days after using cannabis and cannabis-based products before performing their duties (see page 32).

In pursuing all these projects, I can't emphasize enough the value of collaboration. Change is a constant in aviation operations, and Transport Canada needs input from stakeholders to establish an operating environment that is practical and makes sense. Who better understands that domain and the many factors that influence it than its users, individuals like the members of the Air Line Pilots Association. We appreciate the work you do and look forward to a continued healthy and communicative relationship with your organization for many years to come. 

**“Who better understands that domain and the many factors that influence it than its users, individuals like the members of the Air Line Pilots Association.”**





## CANADA

### ALPA Now Represents More than 130 Bearskin and Perimeter Pilots

● On June 19, the Canada Industrial Relations Board (CIRB) certified ALPA as the collective bargaining representative of Bearskin Airlines and Perimeter Aviation pilots. With 93 percent of eligible pilots participating in the representation election, 74 percent voted in favour of joining the world's largest pilot union.

"We're pleased to welcome the Perimeter pilots into our union, taking us one step closer to having all pilots of the parent company, Exchange Income Corporation [EIC], represented by one common union," said Capt. Joe DePete, ALPA's president. "As Bearskin

pilots know, ALPA solely represents airline pilots in North America, and we have a long history of always putting our members' interests first. We look forward to working with both pilot groups to achieve a joint collective agreement that represents their collective contributions."

EIC owns both Bearskin Airlines and Perimeter Aviation, and in the fall of 2017 announced plans to merge the two airlines. Unifor represented Perimeter pilots, while ALPA represented Bearskin pilots. In December 2018, Unifor filed an application with the CIRB seeking to represent both pilot groups after the forthcoming merger. In January 2019, ALPA filed its reply to Unifor's application, requesting the CIRB to conduct a representation vote and order the parties to begin

**The Canada Industrial Relations Board recently certified ALPA as the bargaining representative for Bearskin and Perimeter pilots.**

negotiations for a new joint collective agreement.

"The pilots of Bearskin and Perimeter have the same mutual goal—ensuring the safety of our customers and cargo. It's only fitting that we have the same union," said Capt. Kim Steingass (Bearskin), his pilot group's Master Executive Council chair. "Bearskin pilots have long felt that our future was enhanced by being part of ALPA, and we're glad that our fellow pilots at Perimeter agreed with us in such large numbers."

Perimeter pilots will establish pilot representatives and work with existing Bearskin pilot representatives to begin negotiations for a joint collective agreement followed by merging their pilot seniority lists.

"Adding Perimeter pilots to ALPA demonstrates the Canadian pilots' resolve to speak with one voice," said Capt. Tim Perry, ALPA Canada president. "As these pilots head directly into joint negotiations, they do so with

the support and experience of ALPA's pilots, professional negotiators, economists, and the entire ALPA staff. We look forward to further advancing the aviation profession in Canada together."

### PAL Pilots Join ALPA

● In late June, the Canada Industrial Relations Board (CIRB) certified ALPA as the bargaining representative for the pilots of PAL Airlines. ALPA filed membership cards with the CIRB on April 4 after an overwhelming majority of PAL pilots made their voices heard. Along with Air Borealis, it was the fastest card campaign in ALPA history and clearly showed that PAL pilots were ready for ALPA representation.

PAL pilots fly Dash 8s and Beech 1900s and are based in Halifax, N.S.; Montréal,



**PAL Airline pilots, who recently became members of ALPA, fly Dash 8s and Beech 1900s.**

## ALPA NEGOTIATIONS UPDATE

The following is a summary of the status of ALPA contract negotiations by airline as of July 19:

**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. Mediation continues.

**DELTA**—A notice to bargain was sent on April 5, 2019. Negotiations continue August 6–8 and 28–29, September 4–5 and 17–19, and October 1–3 and 22–24.

**JAZZ AVIATION**—A notice to bargain was sent on April 18, 2019.

**SKY REGIONAL**—A notice to bargain was sent on Dec. 10, 2018. Negotiations begin September 2–6 and continue October 7–11 and November 11–15, 18–22, and 25–29.

**TRANS STATES**—A

Section 6 notice was filed on Feb. 7, 2018. An application for medication was filed on June 6.

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

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



Qué.; and St. John's, NL and Labrador. PAL Airlines is a regional carrier that operates scheduled passenger, cargo, air ambulance, and charter services, and—like Bearskin, Perimeter, and Calm Air—is owned by the Exchange Income Corporation.

## **ALPA Canada Reps Focus on Increasing Pilot Unity**

● Leaders from ALPA's growing number of Canadian pilot groups recently met in Victoria, B.C., to discuss issues important to Canadian pilots—with a focus on increasing pilot unity and the importance of ALPA's Pilot Assistance program.

Master executive council (MEC) representatives from ALPA's Canadian pilot groups acknowledged the hard work of the ALPA Canada Board and ALPA staff regarding their efforts to bring Perimeter Aviation, PAL Airlines, and Air Borealis on board.

During day two of the meeting, the Canada Board welcomed representatives from the Air Canada Pilots Association (ACPA) to continue dialogue related to a possible merger between ALPA and ACPA. The open and frank discussions were welcomed by both groups and provided insight that could create an even stronger, unified voice for professional pilots in Canada.

### **MAINLINE**

## **Alaska MEC Opens Contract Negotiations**

● On June 4, the Alaska Master Executive Council (MEC) and Negotiating Committee



**On June 4, the pilots of Alaska Airlines opened contract negotiations with the company.**

began contract negotiations with the company, focusing on operational and administrative items along with less-expensive economic issues.

The parties also discussed and completed a negotiations protocol agreement, resulting in the MEC being able to communicate fully and transparently with the Alaska pilots about the status of negotiations, bargaining table developments, and proposals made by either party.

Over the last year, MEC representatives have prepared for contract negotiations by establishing a strategic plan, providing information about the industry environment and negotiations, and hosting pilot unity-building (PUB) events. As part of this process, MEC officers and committee members traveled to pilot bases to get input and engage members. PUB events were held at all Alaska Airlines bases. The MEC also hosted hospitality suites concurrent with company-required "Flight Path" training events that took place over seven months in Seattle, Wash.

These efforts helped kick off negotiations with strong member support. More than 87 percent of the Alaska pilot

group completed a negotiations survey—one of the highest participation levels for this type of survey among ALPA pilot groups in recent history.

Negotiating sessions are scheduled with management through September. The amendable contract date is April 1, 2020.

## **Pilots Respond To Delta's Second-Quarter Earnings Report**

● "On behalf of Delta's 14,500 pilots, ALPA congratulates Delta on today's record-setting second-quarter earnings of \$2.0 billion in adjusted

pretax profit," said Capt. Ryan Schnitzler, the Delta pilots' Master Executive Council chair, on July 11 in response to Delta Air Lines' second-quarter earnings report. "We're proud to be part of 80,000 employees worldwide who collectively deliver the best customer service and brand in the airline industry. As the Delta pilots continue negotiations for a new contract, we look forward to sharing in the success that our past sacrifices and dedication have helped create."

**Delta Air Lines earned record-setting profits in the second quarter of this year.**



## **NEW ALPA REPS**

**AS OF JULY 10**, the Election Ballot and Certification Board certified elections results for the following local councils:

- **CANADIAN NORTH 222**  
F/O Derrick Kocik,  
Vice Chair (F/O Rep)
- **CANADIAN NORTH 222**  
Capt. Adrian Sewepegaham,  
Secretary-Treasurer
- **JETBLUE 191**  
F/O Will Gresslin,  
Secretary-Treasurer (F/O Rep)
- **MESA 88**  
F/O Jake Lanier,  
Vice Chair (F/O Rep)
- **MESA 88**  
Capt. Dave Fielding,  
Secretary-Treasurer
- **SPIRIT 98**  
Capt. Sam Hatchwell,  
Chair (Status Rep)
- **SPIRIT 98**  
Capt. Brian Coley,  
Vice Chair
- **SPIRIT 98**  
Capt. Randy Symanski,  
Secretary-Treasurer
- **UNITED 173**  
Capt. Michael Burnham,  
Chair (Capt. Rep)
- **WESTJET ENCORE 214**  
F/O James Ball,  
Secretary-Treasurer



# PREFLIGHT



## Airline Industry Update

### Domestic

● The FAA stated in mid-June that the agency has “no timetable” for allowing the B-737 MAX to resume flying and will act “only when it is safe to return to service.”

● United Continental Holdings announced on June 27 that it was changing its name to United Airlines Holdings, Inc., effective immediately. The change “reflects our desire to move our airline forward” and show “that we’re one team,” the company said.

● Per *USA Today*, the Transportation Security Administration (TSA) is considering options for increasing enrollment in its PreCheck program. Possibilities include a new fee structure and mobile enrollment. “We want to get people into the program and so we’d like to make it easier,” TSA Acting Deputy Administrator Patricia Cogswell said.

● The FAA announced in June that it’s banned U.S.-registered

aircraft from flying in Iranian airspace following the downing of a drone by surface-to-air missiles launched from Iran on June 20. There are “heightened military activities and increased political tensions in the region, which present an inadvertent risk to U.S. civil aviation operations and potential for miscalculation or misidentification,” said the FAA.

● *The Washington Post* reported that FedEx Corporation has decided not to renew its domestic contract with Amazon to provide expedited package deliveries for the online retailer in the United States through FedEx Express. The company says it plans to focus on serving the broader e-commerce market.

● As of June 17, U.S. airlines had collected \$1.29 billion in revenue from passenger baggage fees, approximately a \$170 million increase from 2018, according to the U.S. Department of Transportation.

### International

● *Bloomberg* reported that WestJet Airlines Ltd. is one step closer to a joint venture with Delta Air Lines, Inc. after receiving approval in late June from Canada’s Competition Bureau. The proposed joint

As of mid-June, U.S. airlines had collected more than \$1 billion from baggage fees.

venture still requires approval from the U.S. Department of Transportation.

● According to the Associated Press, the EU has published EU-wide rules on drones to provide a clear framework for what is and isn’t allowed, improve safety, and make it easier for drone users to operate their craft in another European country. The European Union Aviation Safety Agency stated that the new rules will take effect in July 2020.

● The Canadian government announced in late June that it’s approved the merger between First Air and Canadian North, noting that the merger is subject to several terms and conditions.

● *Air Transport World* reported that the Argentinian and U.S. governments have signed a protocol modernizing the 1985 Air Transport Agreement between the two countries, paving the way for increased competition and service to more destinations in the Argentinian-U.S. market.

● Per *Canadian Press*, the board of directors of Transat A.T., Inc. approved on June 27 a C\$520 million (US\$396 million) takeover offer by Air Canada, but the deal faces legal and regulatory scrutiny along with resistance from major Transat shareholders. Under the agreement, Air Canada disclosed that it plans to preserve the Transat and Air Transat brands and keep the airline’s head office and key functions in Montréal, Qué.

## Front Lines

### DEPETE TO CONGRESS: KEEP TWO PILOTS ON THE FLIGHT DECK

● On July 18, Capt. Joe DePete, ALPA’s president, released the Association’s new white paper, “The Dangers of Single-Pilot Operations,” highlighting the proven safety benefits that having at least two pilots on the flight deck provide to the U.S. aviation system (see page 26).

The document, released in conjunction with the Association’s annual Air



Capt. Joe DePete, ALPA’s president, second from left, testifies before Congress on the current state of aviation safety.

Safety Forum (see page 16) and as DePete testified before Congress on July 17 regarding the current state of aviation safety, affirms ALPA’s view concerning maintaining the role of—and recognizing the importance of—the most essential safety feature in transport-category aircraft now and for the foreseeable future: at least two experienced, well-trained, and well-rested pilots on the flight deck. Despite clear evidence

## PREFLIGHT

that at least two fully qualified pilots on the flight deck is an airliner's strongest safety asset, some special-interest groups continue to push for reducing the flight crew on board large aircraft—possibly down to even a single pilot—to cut operational costs.

“Airline pilots know—as do our passengers and shippers—that the presence of at least two pilots on board our airliners not only contributes to a proactive, risk-predictive safety culture, it's the reason why U.S. air transportation is so safe today,” testified DePete.

### ALPA SUPPORTS FAIR AND OPEN SKIES ACT

● On July 10, Capt. Joe DePete, ALPA's president, and other

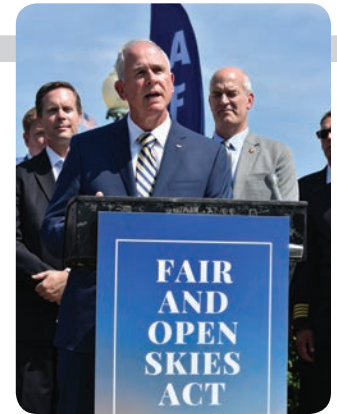
labor leaders supported the introduction of the Fair and Open Skies Act (H.R. 3632), a pro-jobs, bipartisan bill that prevents the proliferation of flag-of-convenience airlines that seek to undercut U.S. airlines' ability to compete globally by avoiding taxes, labor laws, and safety regulations.

The bill would require the U.S. Department of Transportation (DOT) to conduct a public-interest test on whether foreign air carriers seeking a permit for U.S. operations are using the flag-of-convenience business model or are otherwise undermining labor standards through the use of atypical employment schemes.

“ALPA has long opposed foreign airlines serving the

United States with flag-of-convenience business models, which base different operations around the globe to avoid taxes, labor laws, and safety regulations and put U.S. airline workers at a serious competitive disadvantage. We're grateful to Reps. DeFazio, Larsen, Ferguson, and Davis for their continued leadership in helping to enact legislation that provides strong action to defend U.S. trade deals and protect fair competition for U.S. airline industry workers,” said DePete.

The bill, introduced by Chair of the House Committee on Transportation and Infrastructure Peter DeFazio (D-OR), Chair of the Subcommittee on Aviation Rick Larsen (D-WA), Vice Chair of



**Capt. Joe DePete, ALPA's president, center, is surrounded by Members of Congress prior to a press conference regarding the introduction of the Fair and Open Skies Act.**

the Subcommittee on Aviation Sharice Davids (D-KS), Ranking Member of the Subcommittee on Highways and Transit Rodney Davis (R-IL),

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ALPA-PAC IS THE MOST **BIPARTISAN** LABOR PAC IN THE COUNTRY. CONSERVATIVE, LIBERAL, OR SOMEWHERE IN BETWEEN: WE DON'T CARE WHAT **SIDE OF THE AISLE** THEY'RE ON, AS LONG AS THEY'RE ON **OUR SIDE**.

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A member service of Air Line Pilot.

and Rep. Drew Ferguson (R-GA), seeks to remedy a decision made by the DOT in 2016 to ensure that flag-of-convenience airlines can be rejected in the future.

## ALPA PRESIDENT AFFIRMS ALL U.S. PILOTS MEET SAME STANDARDS

● On June 26, Capt. Joe DePete, ALPA's president, sent a letter to U.S. Secretary of Transportation Elaine Chao in response to a recent *Wall Street Journal* article that reported "regulators are concerned about whether female aviators—who typically have less upper-body strength than their male counterparts—may find it difficult to turn the crank in an emergency." This anonymous statement was addressing a specific flight control procedure on the B-737 MAX.

In his letter, DePete made clear that all U.S. airline pilots meet the same qualifications, experience, training, and proficiency standards. He noted that the high standards demanded of all U.S. airline pilots have helped make U.S. air transportation the safest in the world. ALPA's president underscored Secretary Chao's leadership in encouraging women in transportation and stated that "ALPA shares the goal of maintaining a strong pilot workforce to meet future demand, one that does not tolerate gender stereotypes or any perception of discrimination."

## ALPA PROMOTES U.S. PILOTS' PERSPECTIVES AS UK CONSIDERS AVIATION POLICY

● In one of ALPA's latest efforts to ensure growth opportunities and a fair and competitive international marketplace for U.S. airlines and their workers, in late

June the union weighed in with comments on Aviation 2050: The Future of UK Aviation, a proposed 30-year policy plan considering future transportation needs, foreign investment, and traffic rights at UK airports.

ALPA submitted comments on the draft policy framework affirming the union's strong support for growing the UK's infrastructure, including a third Heathrow Airport runway and ATC modernization. The Association's submission adamantly opposed the UK's proposal to eliminate existing rules requiring that majority ownership in the country's carriers rests with UK or EU citizens and to provide unlimited fifth-freedom traffic

rights to third countries outside the EU. In the context of ALPA's work to promote a level playing field in the international marketplace, the union noted that "such policies serve as an open invitation to opportunistic investment and poaching of passengers by state-subsidized carriers such as Qatar Airways, Emirates, and Etihad Airways."

"Many of the airlines for which ALPA members fly serve the United Kingdom, and the transatlantic market is also a key economic driver that supports many other U.S. aviation jobs," said Capt. Bob Fox, ALPA's first vice president, who guides the Association's international affairs work. "It's vitally important

that fair competition is safeguarded in any future UK aviation policy."

Once final, the policy framework will be presented to the UK Parliament and the UK secretary of state for transport. ALPA will continue to be fully engaged in monitoring the UK's aviation policy developments in or apart from any potential Brexit scenario.

## FOX DISCUSSES AVIATION POLICY WITH FUTURE TRANSPORTATION LEADERS

● On June 6, Capt. Bob Fox, ALPA's first vice president and national safety coordinator, participated in a discussion regarding the future of transportation policy with fellows from the Eno Institute at the Future Leaders Development Conference. Each year, the leading transportation policy think tank gives 20 of the nation's top transportation graduate students a first-hand look at how national transportation policies are developed. The "Eno Fellows" convene in Washington, D.C., for a week of meetings with industry experts to discuss emerging issues affecting global transportation.

Fox highlighted ALPA's role in shaping global aviation



Capt. Bob Fox, ALPA's first vice president, top, second from left, and Elizabeth Zurek, top right, represent ALPA at the Eno Fellows meeting.

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

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

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 13.

Prefer other puzzle types? Tell us what you think. E-mail [Magazine@alpa.org](mailto:Magazine@alpa.org).



policy and the current work being conducted to raise aviation safety standards across the board.

This year, Elizabeth Zurek, an ALPA associate safety program specialist, was selected to the Eno fellowship program.

## ALPA ADDRESSES SAFETY AND SECURITY ISSUES AT INDUSTRY SYMPOSIUM

● Capt. Joe DePete, ALPA's president, shared the Association's views on supersonic transportation innovations at a global aviation symposium in Crystal City, Va., in June. He emphasized that new entrants into the national airspace are welcome as long as they're subject to, and follow, the same high-level safety standards that the commercial aviation community has spent decades advancing.

"Currently, the issues with integrating supersonic aircraft are similar to those that ALPA has been actively working on in regard to unmanned aviation systems," observed DePete. "Just like drones, before integration can



**Capt. Joe DePete, ALPA's president, second from left, addresses Capt. Terry McVenes, a former ALPA Air Safety chair and current RTCA president and CEO, during the RTCA's global aviation symposium.**

be fully successful, the FAA needs to invest in infrastructure and address operational challenges as part of its effort to generate a policy and regulatory framework that allows collaboration between government and industry—and that allows all of the current airspace operators to fully understand risks and how they're mitigated."

Hosted by the aviation standards organization RTCA, the one-day symposium covered topics ranging from the latest issues that drive the devel-

opment of aviation technical standards to industry trends in technology and operations.

Capt. Wolfgang Koch (Delta), ALPA's Aviation Security chair, was also a featured panelist on cybersecurity, sharing the pilot perspective on how to mitigate threats to aircraft technology that don't compromise safety or performance.

### HAVE YOU CHECKED ALPA'S APP LATELY?

● The Association's tech experts are constantly working to make ALPA's mobile app



as useful and functional for members as possible. Thanks to user feedback, ALPA has improved navigation, streamlined content, and added many new features over the last 12 months. But ALPA hasn't stopped working—updates are pushed regularly, so make sure you're using the latest version to get the most out of your ALPA app.

If you don't already have the app, here's what you're missing:

- New: ALPA breaking news updates,



## ASO UPDATE

### ● PILOTS GATHER FOR ALPA'S BSS AND ASL TRAINING

ALPA's Air Safety Organization (ASO) conducted its Basic Safety School (BSS) and Airport Safety Liaison (ASL) training in late June at the Association's conference center in Herndon, Va. Fifty-seven pilots from 17 pilot groups attended the three-day BSS, which prepares

pilot representatives to serve their fellow ALPA members and the traveling and shipping public.

F/O Jeff Mee (United), then the ASO's Training Programs coordinator, stated, "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 available to help you in your work ahead."

BSS is the foundation for ALPA's safety training programs for pilot volunteers, covering the fundamentals of ALPA's policies and guidance for safety volunteers—such as what happens when someone calls the ALPA Worldwide Accident/Serious Incident Hotline—as

well as highlighting all the technical and legal resources available to ALPA members.

BSS concludes with an optional half-day training for pilots interested in becoming airport ASLs, who act as a resource by providing the line pilot's perspective and technical expertise to local airport management and air traffic control.

To attend ALPA safety training courses, you must be an ALPA member in good standing and have received prior approval from your master executive council Central Air Safety chair before registering. These are the final BSS and ASL courses hosted by ALPA in 2019; courses for 2020 will be announced in the coming months.



## IN MEMORIAM

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

—Author unknown

### 2017

**Capt. Merle D. Luther**  
Piedmont March

### 2018

**Capt. Gary W. Martin**  
United October

### 2019

**F/O James E. Tedrow**  
TWA January

**Capt. Thomas Mason**  
United February

**F/O Jeffrey B. Olson**  
Delta March

**Capt. John H. Antes**  
TWA April

**Capt. George T. Anton**  
TWA April

**Capt. Charles E. Combs**  
Eastern April

### Capt. Wayne E. Kinder

Air Wisconsin April

### Capt. John M. Leadholm

Northwest April

### Capt. Courtney A. Warden

Mesa April

### Capt. William B. Faircloth

Eastern May

### Capt. Walter G. Fields

Eastern May

### Capt. James J. Gerken

United May

### Capt. Fred M. Guenzel

Delta May

### Capt. William D. Isaacson

Northwest May

### Capt. Leonard D. Lipman

Northwest May

### Capt. Dairis R. Shifers

United May

### Capt. Jack W. Shinn

Delta May

### F/O Eugene J. Snow

FedEx Express May

### Capt. Dennis P. Zenger

Delta May

### Capt. Stephen L. Carey

Delta June

### Capt. Dan L. Delane

FedEx Express June

### Capt. Thomas G. Goldt

Delta June

### Capt. James T. Rudolph

WestJet June

### Capt. Ted Sigtenhorst

United June

### F/O Michael W. Wolber

Delta June

COMPILED FROM INFORMATION PROVIDED BY ALPA'S MEMBERSHIP ADMINISTRATION DEPARTMENT

- Access to your membership card,
- Known Crewmember,
- Jumpseat information,
- ALPA's Worldwide Accident/Serious Incident Hotline (the "Orange Card"),
- Pilot Peer Support,
- Documents from ALPA, your master executive council, and your local executive council,
- And many other member resources.

ALPA is committed to providing members with the best resources and services, so download the ALPA mobile app today.

Questions? Comments? Contact **ALPAAppFeedback@alpa.org**.

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

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

## ALPA TRANSITIONS TO ELECTRONIC NOMINATION PROCESS

During ALPA's Board of Directors meeting in October 2018, the Association took action to transition all nomination processes to an electronic format utilizing the services of a third-party vendor. That transition will begin this fall. Changes to ALPA's Constitution & By-Laws revise the willingness-to-serve process and how to nominate a member of the local council. Capt. Bill Couette, ALPA's vice president—administration/secretary, will establish a schedule for the Association's balloting staff to coordinate all ballots with ALPA's current balloting vendor.

Nomination bal-



lots will no longer be mailed to eligible members. As a result, a local council meeting is no longer required to count ballots. All active members in good standing will be notified of the time period to declare their willingness to serve in all eligible positions before voting opens for the nomination step of the election process.

Recognizing that a decision to run for office is often based on who is or is not running for office, voting members will be provided access to a real-time list of names of those who've declared their

willingness to serve for each position listed on the nomination ballot. Members may decide to declare candidacy or withdraw their names at any time during this period.

Only the names of those who've stated their intention by the conclusion of the prevote declaration period will be listed on the nomination ballot. An online nomination ballot will be made available to all active and executive active members.

To comply with U.S. Department of Labor (DOL) guidelines, each member may cast only one vote in each step of the nomination and election process. ALPA members are unable to change their votes in local council elections and in votes regarding whether to im-

pose assessments. In all other votes—including contract ratification and strike and recall ballots—the "change vote" option will continue to be available.

Members are still encouraged to campaign for office prior to the start of all nomination and election steps. Campaigning before the start of any step is important, as compliance with DOL standards dictates that members are unable to change a vote cast in elections.

The new process encourages participation while protecting the confidentiality of each member's vote—and saves the Association money in printing and mailing costs.

Look for more information on the new process coming soon.



## EDUCATION COMMITTEE UPDATE



From left, F/O Sara Baer (Alaska), Capt. Kristina Huffman (Alaska), and F/O Sean Collins (Kalitta Air) staff an ALPA booth at Alaska Airlines' Aviation Day held in Seattle, Wash.

### ALPA PILOTS INSPIRE THE NEXT GENERATION

**A**LPA pilots recently had an opportunity to connect with thousands of young flight enthusiasts and encourage them to become professional airline pilots. On behalf of the Education Committee, ALPA members participated in Alaska Airlines' Aviation Day for students ages 13–18 in Seattle, Wash, and Portland, Ore.

On May 4, F/O Sara Baer, the Alaska Master Executive Council Education Committee chair, F/O Sean Collins (Kalitta Air), and Capt. Kristina Huffman (Alaska) staffed an ALPA booth in Alaska's maintenance hangar at Seattle-Ta-



From left, Capts. Josh Tobin (JetBlue), Mark Harris (Delta), and Jonathan Ulrich (Compass), and F/O Anna Chrzanowski (Alaska) talk to students about how to pursue a career as an airline pilot during an event at Portland International Airport.

coma International Airport. With more than 1,300 middle- and high-school students in attendance, ALPA's volunteers engaged in many discussions about becoming a pilot. They also participated in activities to teach students the aviation alphabet, various airport codes, and more.

In addition, students had an opportunity to tour static displays, including two B-737s, a DC-3, a T-6, a Stearman, two F-18s, a military helicopter, and numerous general aviation aircraft. The Alaska ops center hosted seminars and classes, and the simulators were available all day for any student interested in trying to land a B-737.

On May 18, an estimated 1,000 students attended a similar event at Portland International Airport. As well as exploring static displays, students spoke with aviation professionals about their careers. The students were particularly excited to talk with F/O Anna Chrzanowski (Alaska) and Capts. Josh Tobin (JetBlue), Mark Harris (Delta), and Jonathan Ulrich (Compass) to learn about becoming a pilot.

### UND STUDENTS EXAMINE CARGO AND PASSENGER OPS

**A**LPA ACE Club students at the University of North Dakota (UND) recently learned about the different types of airline operations and airline cultures.

In May, Capt. Jeff Frane (FedEx Express) gave a comprehensive overview of the aircraft and route structure at FedEx Express. He also discussed pilot pay, benefits, and career opportunities with the 45 collegiate aviators



ALPA ACE Club members at the University of North Dakota listen to a presentation by Capt. Jeff Frane (FedEx Express) on different types of airline operations.



F/O Tim Lovell (Hawaiian) talks to ALPA ACE Club members at the University of North Dakota about the culture at his airline and a "typical" month in terms of flying and commuting.

in attendance.

In mid-April, F/O Tim Lovell (Hawaiian) focused his presentation on the culture at Hawaiian Airlines. He also used his schedule to show students what a "typical" month looks like in terms of flying and commuting.

ALPA's ACE Club is a professional development and mentoring program. Currently at 11 universities, it helps bridge the gap between the classroom and the flight deck and prepare future aviators to join the ranks of ALPA members. Contact the Education Committee at [Education@alpa.org](mailto:Education@alpa.org) for more information or to get involved.



## INDUSTRY STATS

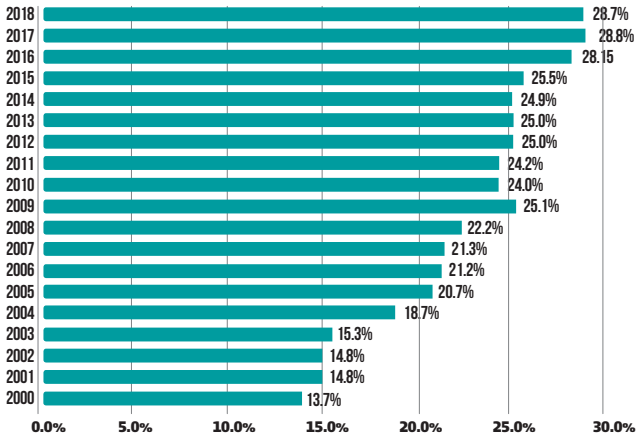
### ANCILLARY REVENUE

**W**ith the increase in market share by ultra-low-cost carriers (ULCCs) in the United States in recent years, many air carriers have expanded their product offerings to better match the price of the airline ticket with the cost of the service being provided. Various airlines are now unbundling their base airfare from other services such as carry-on bags, in-flight meals and entertainment, and seat selection. Furthermore, a few airlines are now offering a basic economy, economy, and premium economy product. All of these additional products and fees have increased ancillary revenues considerably for U.S. air carriers in last few years. Ancillary revenues have more than doubled since 2000 and accounted for 28.7 percent of total revenue generated in 2018.

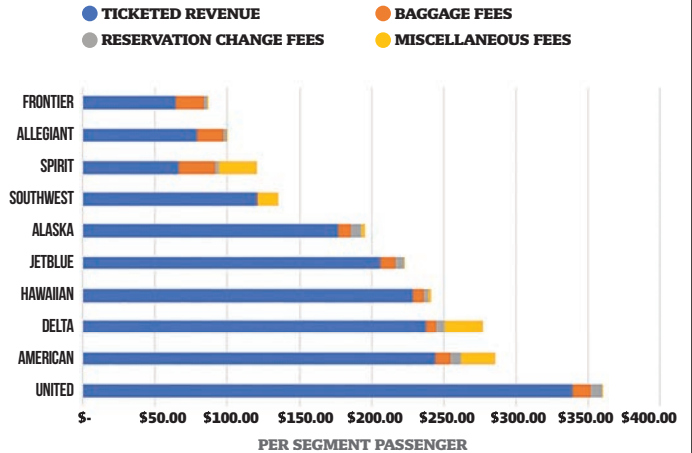
Due to their low-cost business models, ULCCs Allegiant, Frontier, and Spirit have a greater dependency on fee-based or ancillary revenues than their traditional mainline counterparts American, Delta, and United—the "Big 3" U.S. airlines. According to statistics published by the U.S. Department of Transportation in the first quarter of 2019, passengers on ULCCs pay the most in ancillary fees on average when calculated as a percentage of total passenger revenue.



## ANCILLARY REVENUES AS A PERCENT OF TOTAL REVENUES



## ANCILLARY REVENUES VS. TICKETED REVENUE 1Q 2019



SOURCE: U.S. DEPARTMENT OF TRANSPORTATION'S BUREAU OF TRANSPORTATION STATISTICS AND ALPA'S ECONOMIC & FINANCIAL ANALYSIS DEPARTMENT

In the first quarter of 2019, ancillary fees and revenues accounted for 47.2 percent of total passenger revenue for ULCCs. Meanwhile, those fees and revenues accounted for only 13.1 percent of total passenger revenues at the Big 3 carriers.

During the first quarter of

2019, the top three carriers with the highest ancillary fees and revenues as a percent of total passenger revenue were all ULCCs. However, ULCCs weren't the only airlines to rely more heavily on ancillary revenues. In terms of carriers with the highest ratio of ancillary revenue to

total passenger revenue, Delta and American rank near the top, just below Spirit. Delta and American had a high ratio because the sale of miles to frequent-flyer partners (e.g., cobranded credit cards and hotels) accounts for a large percentage of ancillary fees and revenues categorized

as miscellaneous fees, as per the U.S. Department of Transportation financial reporting guidelines. United had the lowest ratio among the Big 3 carriers but maintained the highest ticketed revenue per segment, partially resulting from having the longest average segment.



## MARKET WATCH

AIRLINES	PARENT COMPANY	STOCK SYMBOL	6/29/2018	6/28/2019	% CHG.
WestJet, WestJet Encore	WestJet Airlines Ltd.	TSX: WJA	\$18.13	\$30.74	69.55% ▲
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$8.18	\$13.49	64.91% ▲
Spirit	Spirit Airlines, Inc.	NYSE: SAVE	\$36.35	\$47.73	31.31% ▲
United	United Airlines Holdings, Inc.	NASDAQ: UAL	\$69.73	\$87.55	25.56% ▲
Bearskin, Calm Air	Exchange Income Corporation <sup>1</sup>	TSX: EIF	\$32.04	\$38.20	19.23% ▲
Delta, Endeavor Air	Delta Air Lines	NYSE: DAL	\$49.54	\$56.75	14.55% ▲
Jazz Aviation	Chorus Aviation <sup>2</sup>	TSX: CHR.B	\$7.04	\$7.72	9.66% ▲
Air Transport International	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$22.59	\$24.40	8.01% ▲
Alaska	Alaska Air Group, Inc.	NYSE: ALK	\$60.39	\$63.91	5.83% ▲
JetBlue	JetBlue Airways Corporation	NASDAQ: JBLU	\$18.98	\$18.49	-2.58% ▼
Envoy Air, Piedmont, PSA	American Airlines Group, Inc.	NASDAQ: AAL	\$37.96	\$32.61	-14.09% ▼
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$35.95	\$27.43	-23.70% ▼
Mesa	Mesa Air Group <sup>3</sup>	NASDAQ: MESA	\$12.00	\$9.14	-23.83% ▼
FedEx Express	FedEx Corporation <sup>4</sup>	NYSE: FDX	\$227.06	\$164.19	-27.69% ▼

<sup>1</sup> Exchange Income Corporation declared eligible dividends of \$0.1825 per share for the month of June on June 17, 2019.

<sup>2</sup> Chorus Aviation announced a monthly dividend of \$0.04 per Class A and Class B shares for the month of June on June 19, 2019.

<sup>3</sup> Mesa Air Group returned to the public market for \$12.00 per share on Aug. 9, 2018.  
<sup>4</sup> FedEx Corporation declared a quarterly dividend of \$0.65 per share on June 10, 2019.

Capt. Joe DePete, ALPA's president, highlights the Association's history during the 65th Air Safety Forum.



# LEARNING FROM HISTORY AT ALPA'S AIR SAFETY FORUM

By Kevin Cuddihy, Contributing Writer; Christopher Freeze, Senior Aviation Technical Writer; and John Perkinson, Senior Staff Writer

The public day of ALPA's 65th Air Safety Forum took place on July 18 with opening remarks from Capt. Joe DePete, ALPA's president, highlighting the long history of safety work and the importance of continuing to honor that history.

"Learning from the danger that early aviators faced," he said, "airline pilots have helped lead North America to safer skies today." There has been loss along the way, DePete admitted, but "we've turned pain into progress." And that progress continues. ALPA's president reviewed the long list of successes the Association has achieved, noting, "It's important to remember why the national airspace is so safe. We made it that way. *You* made it that way." But he cautioned that work still remains.

Read on for more coverage of the forum's public day, and visit [safetyforum.alpa.org](http://safetyforum.alpa.org) for more photos, highlights, and videos. Look for coverage of the private

days of meetings, councils, and workshops in the September issue of *Air Line Pilot*.

## DEPETE WELCOMES ATTENDEES

DePete opened the forum by talking about the 50th anniversary of the Apollo 11 moon mission and the trials and accomplishments of the North American aviation industry that helped make it possible. He referenced the Saturn V rocket's smooth transition through national airspace to highlight the work the United States is currently undertaking to safely integrate commercial space operations and unmanned aircraft systems into the national airspace system. DePete also noted the Colgan Air Flight 3407 accident, acknowledging what the airline industry has learned from it and how that information has allowed the industry to advance safety.

"The airline industry has learned the value of applying scientific methods to what's happened in the past, why

accidents occur, and how to prevent them from happening again," he told attendees. "But we didn't stop there in our pursuit of safety. Now we also apply scientific methods to proactively influence what could happen in the future."

## SZWALEK TALKS CANADIAN AVIATION



Joseph Szwalek

Following his remarks, DePete welcomed Joseph Szwalek, the associate director general of civil aviation for Transport Canada, who gave the morning keynote address, discussing current efforts to modernize Canadian aviation. He acknowledged the agency's efforts to conduct the first real regulations review since 1996, efforts to address laser cockpit attacks, and ongoing work with fatigue risk management systems (see page 6).

Throughout his presentation, Szwalek stressed the importance of air transportation industry collaboration. “Stakeholders’ views are essential in ensuring that Canada has a safe, competitive, thriving aviation industry,” he observed, adding that airline pilots have an important role to play in Canada’s operational decisions and regulatory framework.

### CLUELESS, CARELESS, OR CRIMINAL?



**Capt. Eric Herman**  
(Sun Country)

In the panel discussion titled “The Rogue Drone: The Threat Perspective,” pilots, industry stakeholders, and government officials discussed security issues, detection capabilities, how to educate

the public, and how to mitigate risks.

“ALPA, industry, and the government have worked together well on safety-related issues regarding drones, but what about security?” asked Capt. Eric Herman (Sun Country), the panel moderator. “That’s the focus of our discussion.”

Angela Stubblefield, the FAA’s deputy associate administrator for security and hazardous materials safety, highlighted the agency’s four main areas of focus: remote identification, integration of detection technology into the airport environment, persistent risks, and counter-UAS technology. She discussed potential legal issues regarding detection and mitigation and cautioned, “The challenge is how the technology works in an airport environment.”

Craig Marech, the U.S. Secret Service assistant special agent in charge of special operations airspace security, provided a federal perspective to the panel. “Every incident that occurs around the world, we’re taking a look at it,” he said. “We’re investigating almost every technology out there” for the best ways to address the threat.

“The airport industry has been highly engaged with all of our partners on this issue,” stated Justin Barkowski, the American Association of Airport Executives vice president of regulatory affairs. He discussed legal and monetary concerns relating to detection and mitigation as well as the cost of disruptive drone activity.

Charlie Keegan, CEO of Aviation

Management Associates, pointed out that prison facilities around the country have addressed similar concerns and urged the airline industry to work faster. He highlighted the importance of “detection, detection, detection” as the top priority.



**F/O Orion Kingman**  
(United)

F/O Orion Kingman (United) categorized theoretical runway incursions by drones as “clueless, careless, or criminal”—referring to the intent of the drone’s operator.

“As pilots, we need to report any drone sighting,” he said, to fully understanding the breadth of the issue. He also highlighted the two types of security risks: a direct attack on an airplane and a disruption event meant to interrupt airport activities, like the one that occurred at London’s Gatwick Airport last year.

“The importance of finding the operator of a drone shouldn’t be understated,” said Stubblefield so that the “clueless” and “careless” can be educated. And as Kingman pointed out, “If we’re able to eliminate the clueless and careless from the airport environment, it’s easier to identify those with bad intent.”

### TURBULENCE AND OTHER WEATHER EVENTS



**Capt. Don Dobias**  
(United)

Being able to effectively anticipate atmospheric turbulence and other weather phenomena during flight remains a serious concern for pilots. Capt. Don Dobias (United), ALPA’s Air Traffic

Services Group chair, moderated a panel titled “Maximizing Meteorological Technologies: Opportunities for Improving Operational Planning and Decision Making.” The panelists discussed forecasting tools and strategies to identify and avoid these potentially dangerous encounters.

“Turbulence has caused more serious injuries to flight attendants and passengers than any other class of accident,” said Don Eick, the NTSB’s senior meteorologist. He noted that an average of 12 serious injuries occur each year due to turbulence and that 80 percent of the victims are flight attendants.

Dr. Weibke Deierling, a National Center for Atmospheric Research project scientist, outlined some of the turbulence prediction and detection technologies her organization has developed using super computers, research aircraft, sophisticated computer models, and extensive data sets. She also observed that PIREPS on weather conditions encountered during flight are particularly useful.

Randy Bass, a Weather Research Branch manager of the FAA’s NextGen Aviation Weather Division, explained how his agency aligns and manages weather research toward new concepts and capabilities that reduce the impact of weather in the national airspace system. He noted that the FAA has worked with other organizations to help develop radar-like capabilities using satellites to detect weather over oceans.

Ivan Rothmansky, a United Airlines flight dispatcher, emphasized that the ongoing communication between dispatchers and pilots during flight and the feedback pilots provide are crucial to safe operations.

Bradley Wilcko, an air traffic controller with the Southern California TRACON, talked about how his organization addresses weather while managing airport arrivals and departures. He remarked that air traffic controllers carefully monitor these routes for convective activity and turbulence.



**Capt. Mark Eden**  
(Frontier)

Capt. Mark Eden (Frontier), a member of ALPA’s Air Traffic Services Group, acknowledged that weather planning has evolved during the many years he’s been flying, adding,

“We now have more timely information available than we ever have.”

### CHAO ADDRESSES FORUM



**Elaine L. Chao**

U.S. Secretary of the Department of Transportation (DOT) Elaine L. Chao, who was the forum’s lunchtime keynote speaker, noted, “For decades, ALPA

has been among the most valued, reliable, and important partners in helping the department achieve





its safety mission.” (See page 5.)

She discussed her organization’s priorities and how they’ve helped establish a safety record that’s second to none in the global aviation market. “As remarkable as the improvements in air safety have been, there’s always room for improvement, and the department will pursue every means, relentlessly, to accomplish this goal,” she said.

Chao also highlighted the ALPA-inspired “Check the Box” undeclared hazardous materials public-awareness campaign and examined the challenges associated with America’s growing commercial space sector.

“Working together, government agencies and the private sector are creating a regulatory framework that stresses safety but doesn’t hamper innovation,” said Chao. “This will help ensure that our country remains a global leader in transportation innovation.”

#### FROM THE GROUND UP



**Capt. Jeff Sedin**  
(United)

“Given the amount of time an airplane spends on the ground, safety while there will always remain a pressing issue,” said Capt. Jeff Sedin (United), who moderated the discussion titled

“Aviation Safety from the Ground Level.” Panelists discussed current concerns in the industry, including differing levels of safety for passenger, cargo, and remote operations.

Tim Sampey, the Chicago Fire Department’s deputy fire commissioner of bureau operations, played a video of an aircraft rescue and firefighting (ARFF) response to an air carrier fire in 2016. He noted that the video showcased all the various parties—ATC, the flight crew, the cabin crew, the FBI, and ARFF—working together for a positive outcome. “One hundred and sixty-one people made it off of that aircraft, with zero fatalities,”

**Capt. Steve Jangelis (Delta), left, and Capt. Wolfgang Koch (Delta), right, moderate a panel discussion on prohibited airspace and modern airline operations.**

he shared.

Capt. Rich Hughey (FedEx Express), the chair of ALPA’s President’s Committee for Cargo, reiterated that all pilots are cargo pilots. He examined the higher accident rate for cargo operations and



**Capt. Rich Hughey**  
(FedEx Express)

delved into some of the contributing operational differences. Cargo and passenger operations, he said, use the same aircraft, often operate at the same airports, and use the same airspace. “However, the risk is different,” Hughey noted, “as cargo flights often operate widebody aircraft into smaller U.S. airports at night when air infrastructure is reduced, towers aren’t staffed, access to preferred runways is limited (due to airport/ILS maintenance or noise abatement), and ARFF personnel aren’t required to be on station at the airport. This is also the time when the risk of fatigue is elevated for both pilots and ground personnel.”

Jamie Melo, Transport Canada’s associate director of operations, pointed out that at remote Canadian airports there can be a lack of ARFF services, unpaved runways, and runways needing maintenance. He noted that Transport Canada may be able to provide funding depending on the information the agency receives from an airport.

Providing the airport perspective was Christopher Oswald, Airports Council International’s senior vice president of safety and regulatory affairs. “There’s work that needs to be done collaboratively, he said, “between airports and airlines to ramp up the levels of ground safety.” Oswald also discussed the collaborative partnership with the FAA and Transport

Canada and highlighted past successes, such as addressing runway incursions.

#### AVOIDING AIRSPACE

In a panel discussion titled “Painting the Corners... Prohibited Airspace and Modern Airline Operations,” moderators Capt. Steve Jangelis (Delta), ALPA’s Aviation Safety chair, and Capt. Wolfgang Koch (Delta), ALPA’s Aviation Security chair, highlighted recent developments in protection and enforcement.

“As pilots, we’re ultimately responsible for remaining clear of prohibited airspace, but there are some emergency or safety-of-flight issues that can preclude that. Crews must communicate to ATC when that happens,” said Jangelis.

“Especially in and around Washington, D.C., it’s vital that we do everything we can to prevent these occurrences while maintaining safety,” Koch said, referencing Special Use Airspace Prohibited Area P-56 within the District of Columbia.

“Our mission is to protect the P-56 airspace; and earlier this year when two violations occurred within 15 minutes, we needed to investigate,” Marech remarked. “We’re allowed zero failures in our line of work, and the key to that task is learning what happened to figure out how to keep it from happening again.” He noted that ASAPs are a valuable safety reporting tool for such incidents and that “we aren’t looking to weaken them—but we have to react and learn to improve.”

Aubrey Farrar, an air traffic controller and National Air Traffic Controllers Association representative, advised pilots to “simply communicate to us any issues,” in the event of an inadvertent incursion into protected airspace such as a temporary flight restriction. “If you tell us what’s happening and you accidentally violate, we can explain what happened to anyone and keep things from escalating.”

Larry Lachance, NAV CANADA’s vice president of safety and quality, commented that Canada doesn’t have as many pop-up flight restrictions for certain politicians like the prime minister as other countries do. “While there are fewer opportunities to violate airspace,” he said, “we still take those violations just as seriously as other nations.”



# ALPA AIR SAFETY ORGANIZATION

## RESOURCE DIRECTORY



**“FOR ALMOST 90 YEARS,** the Air Line Pilots Association, International has played a key role in bringing about almost every major safety enhancement in the aviation industry, working to ensure that air travel continues to be the safest mode of transportation. The more than 400 pilot representatives who compose ALPA’s Air Safety Organization (ASO) spearhead this effort through their commitment, knowledge, and experience.

These dedicated men and women make up the world’s largest nongovernmental aviation safety organization, offering unparalleled expertise in the fields of aviation safety, security, pilot assistance, and jumpseat. By engaging with government and industry stakeholders, they continue our efforts to ensure that U.S. and Canadian airspace and airports remain the benchmark for safety and security. My sincerest gratitude to them for carrying on this noble, life-saving legacy.”

**—Capt. Joe DePete, ALPA President**

# AIR SAFETY ORGANIZATION LEADERSHIP

## ALPA ASO LEADERSHIP



### NATIONAL SAFETY COORDINATOR

**CAPT. BOB FOX (UNITED)**

**[Bob.Fox@alpa.org](mailto:Bob.Fox@alpa.org)**

Directs all ALPA activities related to Aviation Safety, Aviation Security, Pilot Assistance, and Aviation Jumpseat.

“I’m truly amazed by the selflessness our volunteers show in giving their time, experience, and expertise to ALPA’s ASO. Through their skills and dedication, the Association helps to make flying the safest form of travel in the world. This directory highlights ALPA pilot leaders who provide the power behind the ASO’s programs, projects, and initiatives.”



### AVIATION JUMPSEAT CHAIR

**CAPT. RICH ODBERT (FEDEX EXPRESS)**

**[Rich.Odbert@alpa.org](mailto:Rich.Odbert@alpa.org)**

Serves as advisor to the national safety coordinator on all matters of aviation jumpseat-related issues, prepares annual jumpseat budget, designates other jumpseat leadership positions, and serves as subject-matter expert to the Collective Bargaining Committee.



### AVIATION JUMPSEAT VICE CHAIR

**CAPT. JAMES BERZON (UNITED)**

**[James.Berzon@alpa.org](mailto:James.Berzon@alpa.org)**



### ASO COMMUNICATIONS COORDINATOR

**(VACANT)**

Integrates messaging and provides guidance for all ASO communications to advance ALPA’s strategic priorities and promotes Aviation Safety, Aviation Security, Pilot Assistance, and Aviation Jumpseat projects and initiatives.



### TRAINING PROGRAMS COORDINATOR

**F/O KEITH PHILLIPS (UNITED)**

**[Keith.Phillips@alpa.org](mailto:Keith.Phillips@alpa.org)**

Oversees all of the ASO training courses, including curriculum design.



### AVIATION SAFETY CHAIR

**CAPT. STEVE JANGELIS (DELTA)**

**[Steve.Jangelis@alpa.org](mailto:Steve.Jangelis@alpa.org)**

Serves as advisor to the national safety coordinator on all matters of aviation safety, prepares the annual safety budget, and designates other safety leadership positions.



### AVIATION SAFETY VICE CHAIR

**CAPT. FRANK PIZZONIA (UNITED)**

**[Frank.Pizzonia@alpa.org](mailto:Frank.Pizzonia@alpa.org)**



### AVIATION SECURITY CHAIR

**CAPT. WOLFGANG KOCH (DELTA)**

**[Wolfgang.Koch@alpa.org](mailto:Wolfgang.Koch@alpa.org)**

Serves as advisor to the national safety coordinator on all matters of aviation security, prepares the annual security budget, and designates other security leadership positions.



### AVIATION SECURITY VICE CHAIR

**CAPT. DARRIN DORN (ALASKA)**

**[Darrin.Dorn@alpa.org](mailto:Darrin.Dorn@alpa.org)**



### PILOT ASSISTANCE CHAIR

**F/O JOHN TAYLOR (UNITED)**

**[John.Taylor@alpa.org](mailto:John.Taylor@alpa.org)**

Coordinates/administers ALPA’s Aeromedical, Human Intervention Motivation Study (HIMS), Critical Incident Response Program (CIRP), Canadian Pilot Assistance, and Professional Standards activities.



### PILOT ASSISTANCE VICE CHAIR

**F/O TRAVIS LUDWIG (UNITED)**

**[Travis.Ludwig@alpa.org](mailto:Travis.Ludwig@alpa.org)**

## AVIATION SAFETY STRUCTURE



### ACCIDENT ANALYSIS & PREVENTION GROUP CHAIR

**F/O JEFF MEE (UNITED)**

**[Jeff.Mee@alpa.org](mailto:Jeff.Mee@alpa.org)**

Promotes operational understanding/awareness of organizational processes to ensure that the Association’s roles in accident and incident investigation activities contribute to the development of effective prevention strategies.



### AIR TRAFFIC SERVICES GROUP CHAIR

**CAPT. DON DOBIAS (UNITED)**

**[Don.Dobias@alpa.org](mailto:Don.Dobias@alpa.org)**

Provides fundamental airspace user feedback by monitoring air traffic control operations and participating in the development and implementation of capacity enhancements.



### AIRPORT & GROUND ENVIRONMENT GROUP CHAIR

**CAPT. JEFF SEDIN (UNITED)**

**[Jeffrey.Sedin@alpa.org](mailto:Jeffrey.Sedin@alpa.org)**

Builds cooperative relationships with airport authorities, the FAA, and Transport Canada to share line-pilot concerns unique to specific airports, promotes airport certification requirements, and improves the understanding of airport operator challenges.



### AIRCRAFT DESIGN/OPERATIONS GROUP CHAIR

**F/O BRYAN LESKO (UNITED)**

**[Bryan.Lesko@alpa.org](mailto:Bryan.Lesko@alpa.org)**

Assists with development/testing of new aircraft and aircraft systems and the monitoring of aircraft airworthiness, performance, software development, and certification. Also includes ALPA efforts regarding unmanned aircraft systems.





## PILOT ASSISTANCE STRUCTURE



### AVIATION SAFETY COORDINATOR— CANADA/SAFETY MANAGEMENT SYSTEMS GROUP CHAIR

**CAPT. NICK SEEMEL (JAZZ AVIATION)**  
*Nick.Seemel@alpa.org*

Serves as the focal point within the ASO safety structure for safety-related issues unique to Canadian operations. Also serves as ALPA subject-matter expert on safety management systems.



### ENERGY & ENVIRONMENT GROUP CHAIR

**CAPT. KATHI HURST (UNITED)**  
*Kathi.Hurst@alpa.org*

Monitors environmental issues germane to the airline industry and promotes related policies/positions regarding aviation sustainability and environmental issues.



### HUMAN FACTORS & TRAINING GROUP CHAIR

**CAPT. FRANK CHEESEMAN (UNITED)**  
*Frank.Cheeseman@alpa.org*

Provides knowledge/expertise to ensure that human factors considerations are carefully integrated in aircraft design/operations and monitors pilot training to evaluate pilot performance and reduce human error associated with airline operations.



### SAFETY COUNCIL CHAIR

**CAPT. PAUL KOZIOL (EXPRESSJET)**  
*Paul.Koziol@alpa.org*

Promotes flight operations safety throughout the aviation industry by providing line-pilot input into safety decisions and oversees the Central Air Safety chairs of ALPA's pilot groups.



### TRAINING COUNCIL CHAIR

**F/O TODD LISAK (JETBLUE)**  
*Todd.Lisak@alpa.org*

Chairs meetings and coordinates activities of ALPA master executive council (MEC) Training Committee chairs.



### AEROMEDICAL CHAIR

**F/O ELLEN BRINKS (DELTA)**  
*Ellen.Brinks@alpa.org*

Works with the ALPA Aeromedical Office and the FAA to address matters related to pilot health and well-being as well as medical certification standards.



### CANADIAN PILOT ASSISTANCE CHAIR

**CAPT. MURRAY MUNRO (JAZZ AVIATION)**  
*Murray.Munro@alpa.org*

Oversees the program designed to provide confidential guidance and assistance to Canadian pilots having difficulty with any aspect of their professional/personal lives that may affect their job performance/professionalism.



### CRITICAL INCIDENT RESPONSE PROGRAM (CIRP) CHAIR

**CAPT. JOHN MCFADDEN (UNITED)**  
*John.McFadden@alpa.org*

Oversees the peer network tasked with addressing/reducing the stress reactions that accidents or incidents may have on pilots, accident investigators, and their families.



### HUMAN INTERVENTION MOTIVATION STUDY (HIMS) CHAIR

**F/O CRAIG OHMSIEDER (SPIRIT)**  
*Craig.Ohmsieder@alpa.org*

Manages the program that provides pilots and their families with information/resources regarding alcoholism and substance abuse/dependency.



### PROFESSIONAL STANDARDS CHAIR

**CAPT. TOM LETSON (DELTA)**  
*Tom.Letson@alpa.org*

Administers peer conflict resolution protocol to protect/enhance the careers of ALPA pilots.

## OTHER RELATED COMMITTEES



### PRESIDENT'S COMMITTEE FOR CARGO CHAIR

**CAPT. RICH HUGHEY (FEDEX EXPRESS)**  
*Rich.Hughey@alpa.org*

Oversees efforts to identify/address the unique issues facing cargo pilots/operations.



### PRESIDENT'S COMMITTEE FOR REMOTE OPERATIONS CHAIR

**CAPT. PETER BLACK (FIRST AIR)**  
*Peter.Black@alpa.org*

Oversees efforts to identify/address the unique challenges/issues facing professional pilots flying in or over the Arctic or similarly remote regions.



### FLIGHT TIME/DUTY TIME COMMITTEE CHAIR

**CAPT. BRIAN NOYES (UNITED)**  
*Brian.Noyes@alpa.org*

Develops ALPA positions in matters concerning flight-time/duty-time regulations, scheduling systems, and science.

## AVIATION SECURITY STRUCTURE



### SECURITY COUNCIL CHAIR

**CAPT. ERIC HERMAN (SUN COUNTRY)**  
*Eric.Herman@alpa.org*

Promotes flight operations security throughout the aviation industry by providing line-pilot input into security issues and chairs meetings and coordinates activities of MEC Security Committee chairs/coordinators.

## AVIATION JUMPSEAT STRUCTURE



### JUMPSEAT COUNCIL CHAIR

**CAPT. KEITH MCCLANAHAN (JETBLUE)**  
*Keith.McClanahan@alpa.org*

Chairs meetings and coordinates activities of MEC Jumpseat Committee chairs/coordinators.

[ASO.ALPA.ORG](http://ASO.ALPA.ORG)



TRAINED FOR LIFE

AIR LINE PILOTS ASSOCIATION, INTERNATIONAL

# ALPA RECOGNIZES PILOT EXCELLENCE AT AIR SAFETY FORUM AWARDS BANQUET

By Christopher Freeze,  
Senior Aviation Technical Writer

**A**irline pilots, family members, ALPA staff, and industry stakeholders gathered on July 18 for the Association's Air Safety Forum awards banquet to recognize several ALPA pilots for their distinguished contributions to aviation safety, security, and jumpseat.

"Consider where you all are now on the timeline of our Association from the founding in 1931 to the present and the progress we've made," said Capt. Joe DePete, ALPA's president, who hosted the event. "Much of that stems from the contributions of the people in this room and the volunteer service of those we honor tonight," he remarked.

The awards banquet is the culmination of the Association's annual Air Safety Forum, the airline industry's preeminent safety, security, and jumpseat gathering that spotlights issues of importance to airline pilots.

## **SUPERIOR TEAMWORK = SUPERIOR AIRMANSHIP**

United pilots Capt. Christopher Behnam, Capt. Paul Ayers, and F/O Ed Gagarin were recognized with ALPA's Superior



Airmanship Award for their skillful efforts and resourcefulness in addressing a significant engine failure over the Pacific Ocean that resulted in the loss of the engine cowling.

On Feb. 13, 2018, United Airlines Flight 1175 departed San Francisco International Airport bound for Honolulu, Hawaii, with 370 passengers on board. Less than an hour from their destination, the airplane's right engine failed. Behnam and then F/O Ayers sprang into action, with Behnam taking the controls as the aircraft pulled to the right. Executing textbook crew resource management, the crew worked flawlessly together to maintain control of the aircraft amidst deafening noise

**Capt. Todd Insler (United), his pilot group's Master Executive Council chair, left, and Capt. Joe DePete, ALPA's president, right, with ALPA's Superior Airmanship Award honorees: United Flight 1175 flightcrew members Capt. Christopher Behnam, Capt. Paul Ayers, and F/O Ed Gagarin.**

and vibration and with no autothrottle or autopilot. Riding in the cockpit jumpseat, Gagarin assisted Ayers in performing the checklist—confirming, reconfirming, and verifying each step in shutting down and securing the right engine.

Because the flight crew became concerned about the structural integrity

## **AIRPORT SAFETY LIAISON AWARD**



On July 17 during the Air Safety Organization's general session of the Air Safety Forum, Capt. Joe DePete, ALPA's president, honored Capt. Jawad Sultan (Air Wisconsin) with the 2018–2019 Airport Safety Liaison Award for his exemplary efforts to successfully engage and work with authorities at Philadelphia International Airport (PHL).

"Capt. Sultan has played a crucial role in ensuring that the airline pilot perspective is incorporated into ongoing projects at PHL. Through his ongoing relationship with local airport

leaders and his participation on the Runway Safety Action Team, Sultan has successfully brought pilot safety and operational concerns to the forefront of operations," said DePete.

In addition to his work at PHL, Sultan is ALPA's Air Safety Organization chief U.S. regional airport safety coordinator and is responsible for keeping track of all U.S. airports in terms of operational safety. In this role, Sultan was the point of contact for Air Wisconsin at Columbia Regional Airport (COU) in Columbia, Mo. Pilots at COU noticed issues with the new runway and airport configuration. After consulting with Sultan, COU officials decided the best course of action was to close the airport for several days to make emergency repairs.





**Capt. Robert Frank (formerly Air Wisconsin), left, the Aviation Jumpseat Award honoree; Capt. Nick Seemel (Jazz Aviation), center, the Aviation Safety Award winner; and F/O Matthew Clark (Delta), right, the Aviation Security Award recipient, proudly display their plaques.**

of the aircraft, Gagarin left the cockpit to assess the damage and saw firsthand what had occurred. The flight crew made changes in the aircraft pitch and throttle on the left working engine to keep a constant, shallow descent. Continuing to Honolulu International, the crew requested that aircraft rescue and firefighting equipment be ready and called on the cabin crew to prepare for an emergency landing and a possible evacuation.

To maintain flight control, Behnam cautiously delayed the extension of the flaps and landing gear, resulting in a higher-than-normal airspeed on approach. Breaking out of the clouds at 2,500 feet, the two first officers helped Behnam line up for a visual approach into Honolulu International, and Flight 1175 safely touched down.

Because of the flightcrew members' quick thinking, expedient identification of the problem, professionalism, and resourceful efforts in formulating a response, they greatly reduced the chances of further flight complications.

Joining DePete in presenting the award was Capt. Todd Inslar (United), his pilot group's Master Executive Council chair, who described the events of the flight and commented, "The entire crew maintained true professionalism in handling this crisis. They did a superior job in keeping ATC, flight attendants, and passengers informed about the event. Their actions were nothing short of exemplary."

Accepting the award, Behnam said, "To be recognized by your peers is an extraordinary blessing, just as I was blessed to have two fine aviators in the cockpit with me on that flight."

#### **PROTECTING JUMPSEAT ACCESS**

Capt. Robert Frank (formerly Air Wisconsin) was honored with the Association's Aviation Jumpseat Award for his extensive knowledge and long-standing efforts to promote interline jumpseat policy awareness.

"Capt. Frank's accomplishments in the field of aviation jumpseat are a testament

to his dedication to his fellow crewmembers and to advancing the piloting profession," said DePete. "Because of the many contributions of pilot volunteers like Capt. Frank, ALPA has been at the forefront of enacting positive change within many key aviation security programs."

One of the founding members of ALPA's Jumpseat Council, Frank has been heavily involved in enhancing flight deck security, including several policies that are widely used throughout the industry today. As chair of Air Wisconsin's Jumpseat Committee, he worked to ensure that pilots had better access to the jumpseat while commuting. These efforts were instrumental in fostering a renewed culture among ALPA pilots that jumpseaters provide an extra level of safety and security during flight.

Accepting his award, Frank noted, "None of us in this room do this for the honors, for our egos, or for answering our phone at 10 p.m.... I do this for the pilot who's stuck in Europe or some small town in America and can't get home because the jumpseat is taken.... [T]aking five minutes out of my life to get someone home for a graduation, a wedding, or other events makes all the difference."

#### **ENHANCING AVIATION SECURITY**

F/O Matthew Clark (Delta) was bestowed ALPA's Aviation Security Award for his innumerable accomplishments in enhancing aviation safety and security.

Serving on ALPA's Aviation Security Council, Clark has been involved in raising awareness of the concerns created by

## **AIRPORT OF THE YEAR RECOGNITION**



At the Air Safety Organization's general session of the Air Safety Forum on July 17, Capt. Joe DePete, ALPA's president, named Boise Airport (BOI) in Boise, Idaho, as the 2018 Airport of the Year for its collaborative approach to keeping aviation safety the top priority by regularly seeking input from pilots and other industry stakeholders.

"The Boise Airport team clearly understands the importance of staying ahead of the safety curve at all times," DePete remarked. "The airport proactively solicits ALPA pilots' expertise and feedback on numerous issues, which ultimately helps mitigate potential operational issues down the road."

The Boise metropolitan area is in the midst of swift growth, and airport officials are anticipating BOI growing to a mid-size airport over the next few years. Airport officials actively requested ALPA to be a party to the master plan update for growth at the airport. This is just one example of how Boise Airport officials are collaborating with ALPA and aviation stakeholders to keep safety at the forefront.

"The Boise Airport is honored to receive the 2018 Airport of the Year Award from ALPA," said Greg Myers, the airport's operations manager. "We believe it's integral to the airport's success to have collaborative discussions with all our stakeholders. We value the thoughtful input from ALPA and look forward to maintaining our strong relationship so that Boise Airport can continue its outstanding safety performance."

## PRESIDENTIAL CITATIONS

During this year's Air Safety Forum awards banquet, Capt. Joe DePete, ALPA's president, also bestowed the Association's Presidential Citation Awards. "Each year, I'm honored to award Presidential Citations to pilots who've performed outstanding work on behalf of ALPA and its members," he said. "This year, I'm presenting awards to six deserving individuals." This year's recipients are



**CAPT. JOHN DREXLER (UNITED)**, for his contributions as director of ALPA's Air Traffic Control Procedures Group and as the ALPA liaison to both the National Air Traffic Controllers Association and the Air Traffic Services Group of the International Federation of Air Line Pilots' Associations.



**CAPT. ROBERT HAWK (DELTA)**, for his invaluable contributions as the manager of the Operational Quality Assurance program for his pilot group's Master Executive Council.



**CAPT. GARY JANELLI (FEDEX EXPRESS, RET.)**, in recognition of his more than 20 years of dedication to the FedEx Express Central Air Safety Committee and his work on the FedEx Express Flight 80 investigation.



**CAPT. KEITH MCCLANAHAN (JETBLUE)**, for his valued contributions to the Air Safety Organization's Aviation Jumpseat Group and role in expanding jumpseat privileges internationally.



**CAPT. SCOTT SCHWARTZ (FEDEX EXPRESS)**, for his tireless work as director of ALPA's Dangerous Goods Program, promoting a safer environment for pilots around the globe.



**CAPT. MATTHEW YOUNGS (FORMERLY ENVOY AIR)**, for his service in expanding ALPA's working relationship with various governmental and law enforcement agencies.

**FORMER ALPA AWARD RECIPIENTS** FOR A LISTING OF PAST ALPA SAFETY, SECURITY, PILOT ASSISTANCE, AND JUMPSEAT AWARDEES, GO TO [SAFETYFORUM.ALPA.ORG](http://SAFETYFORUM.ALPA.ORG).

disruptive passengers and current efforts to help mitigate the risks. As a result of his extensive experience and efforts, he's a trusted subject-matter expert in aviation security, including the Federal Flight Deck Officer program.

"First Officer Clark's leadership in aviation security is felt throughout the industry today," DePete observed. "As a powerful advocate for effective and efficient security initiatives, Matt has played a key role in safeguarding the entire airline industry."

Accepting the award, Clark acknowledged, "I'm truly grateful for the opportunity and experience that being an ALPA volunteer has given me, and the chance to learn more and be a part of such an important effort. And, even more importantly, getting to work with so many absolutely fantastic and amazing people."

### SAFER SKIES FOR ALL

Capt. Nick Seemel (Jazz Aviation) was

honored with the Association's Air Safety Award, the Association's top safety honor, for his outstanding leadership in aviation safety.


Over the course of his more than 30 years as an ALPA pilot, Seemel has become known around the world as a leading and respected advocate for the airline piloting profession. His work to advance safety reporting programs and just culture has resulted in a team approach between pilots and airline management and has helped enhance aviation safety.

"Capt. Seemel's leadership in aviation safety will have a lasting effect within our industry for decades to come," said DePete. "His dedication and commitment to enhancing safety have contributed to creating a proactive safety culture that cuts across all airlines and stakeholders with unprecedented levels of collaboration."

As the Air Safety coordinator for ALPA Canada, Seemel leads an extensive

group of pilot volunteers and, working in partnership with airline management, represents his fellow pilots to ensure the highest standards of aviation safety. He has also assisted in instructing fellow ALPA pilots on the importance and implementation of safety management systems, the nonpunitive safety reporting process that has helped make North American aviation the safest in the world.

Seemel continues to share his world-leading expertise on safety management systems as a member of the International Civil Aviation Organization's Safety Management Panel, which is currently reviewing and amending international standards.

Upon accepting the award, Seemel said, "It has been quite a journey to this point, and as a part of that you meet people who, to me, represent a village. The good friends and colleagues in my village all own a piece of this award, and I'm honored to know and work with you all." 

# ALPA RELEASES WHITE PAPER ON THE DANGERS OF SINGLE-PILOT OPERATIONS



By ALPA Staff

**A**t this year's Air Safety Forum, ALPA released its white paper titled "The Dangers of Single-Pilot Operations." The document affirms the Association's position regarding maintaining the role of—and recognizing the importance of—the most vital safety feature in transport-category aircraft now and for the foreseeable future: at least two experienced, well-trained, and well-rested pilots in the cockpit. The recognition of the flight crew of United Flight 1175 (see page 23) further reinforces ALPA's safety position. The following is an overview of ALPA's white paper. To read the entire document and participate in ALPA's Call to Action, visit [www.alpa.org/twopilots](http://www.alpa.org/twopilots).

## THE ISSUE

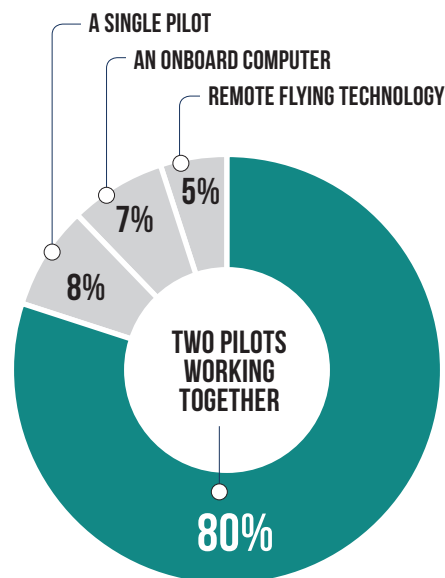
Current aircraft automation technology can reduce a flight crew's shared workload, but it's only a tool to assist flightcrew members, who remain responsible for the safe outcome of every flight. However, a growing number of interested entities—including technology companies, airlines, and the military—are seeking to cut operating costs while governmental research organizations are looking to chart new horizons by advocating for reducing the current number of flightcrew members in large aircraft to just a single pilot.

Yet automation, communications, and sensor technologies are decades away from being able to provide the same level of safety as a second pilot in the

cockpit or even as a remotely positioned second pilot. The current body of evidence and experience, including more than a decade of study by NASA and the FAA, shows that the safety risks and challenges associated with single-pilot operations far outweigh its potential benefits.

## EMERGENCY FLIGHT BEST DEFENSE

Public opinion on the best defense against an emergency in flight



## THE POWER OF TWO PILOTS

Single-pilot operations would use only the pilot flying, who must assume some share of the monitoring pilot's functions, while other tasks are assigned to computers and ground-based pilots. The result, inevitably, is reduced levels of safety and significantly increased workloads for a single pilot flying an airliner.

Additionally, excessive reliance on automated systems can negatively impact that single pilot's performance, as autonomous systems can lead to complacency in the cockpit. As pilots become less vigilant in their monitoring, their situational awareness can degrade and their pilot skills erode from disuse. Studies have shown that when unexpected events requiring human intervention occur, pilots who've been using autopilot for an extended period or who don't routinely maintain manual flying skills can have difficulty transitioning back to active mode, which becomes critical when seconds count.

Two pilots seated side by side in the cockpit can closely coordinate their actions via constant communications, including nonverbal cues such as head nods and other gestures that indicate a message has been heard or a task is being performed. The second pilot also plays a vital role in monitoring the other, performing critical safety tasks such as checklists, both normal and emergency, and can quickly take control if the pilot flying becomes incapacitated for health reasons during a flight.

A pilot's ability to adapt to a dynamic environment, including addressing changes in circumstances such as directions from air traffic control, weather, equipment malfunctions, airport congestion, and flight diversions, is critical. According to FAA data, only one out of every 10 flights conforms to the original flight plan entered into an aircraft's flight management system. And studies show a negative effect on flight path



performance and a clear inverse relationship between pilot workload and safety, particularly during adverse conditions. Single-pilot operations and reduced-crew operations would compromise that layer of safety, posing an unacceptable risk.

Various documented incidents have occurred in which two or more pilots were needed to avert disaster following major in-flight equipment malfunctions. These include the 2009 incident in which a US Airways crew ditched into the Hudson River after a bird strike caused a dual-engine failure shortly after takeoff, and the 2018 incident in which a Southwest Airlines flight suffered a catastrophic engine failure and debris shattered a passenger window in the cabin. ALPA pilots who've received the Association's Superior Airmanship Award are another testament to the need for multiple pilots in the cockpit (see page 34).

### TECHNOLOGICAL HURDLES

While automation and other technologies have advanced considerably over the years, they haven't reached the point of enabling single-pilot operations without compromising safety. To truly replace the second pilot in the cockpit, machines will need to replicate the sensing, assessing, reacting, adapting, and interacting capabilities of a human in a complex and dynamic environment. Current automation technology is capable of handling specific, limited tasks, but even these systems are prone to errors that, if undetected, can be compounded over time. Current technology is also incapable of remotely detecting subtle signs of health complications in a human pilot that could indicate impending incapacitation.

In addition, the enhanced air-to-ground communications and automation capabilities necessary to implement reduced-crew or single-pilot operations could leave aircraft vulnerable to new forms of tampering or attack. Hackers might, for example, jam signals used to remotely operate an aircraft, or even commandeer a flight via cyberattack. Signal encryption is the best defense against such attacks; however, encryption introduces signal delays, often lasting for seconds, which could make it difficult to operate an aircraft remotely in an emergency.

### PUBLIC POLICY AND OPINION

U.S. federal aviation regulations governing commercial aviation are clear: At least two pilots must be present in the cockpit of large passenger and cargo transport aircraft. They also require the presence of additional flightcrew members to maintain pilot alertness on long-haul flights and to achieve the necessary functionality and safety required of aircraft designs to obtain certification for operation. FAA regulations reinforce the guarantee of safety via human pilots by prohibiting the use of unmanned aircraft systems to transport passengers or cargo for compensation.

Polling data indicates that the public disapproves of reduced-crew or single-pilot operations. In one poll conducted by ALPA, 80 percent of respondents agreed that at least two pilots working together in the cockpit are best equipped to handle flight emergencies, while 96 percent said research dollars should be directed at projects other than those aimed at eliminating pilots from the cockpit.

### PENNY WISE, DOLLAR FOOLISH

Reducing the size of cockpit crews could potentially save airlines and air transport operators money on salaries, benefits, and other expenses, but some of these savings would be offset by expenses associated with reduced-crew and single-pilot operations. These costs include outfitting or retrofitting aircraft with the necessary automation, sensor, and communications systems; ground infrastructure; salaries and benefits for remote pilots who would be needed to support single-pilot flights; and certification.

On the national stage, reduced-crew and single-pilot operations rank low on the priority list for U.S. federal investment in aviation research and technology. More pressing investment priorities include rebuilding the U.S. air traffic management system. The FAA, with

NASA's help, is currently pursuing this effort through NextGen. The \$20 billion-plus program is required to address continuing growth in commercial aviation and the entry of new vehicles into the national airspace system. Given the scope of this endeavor, the FAA doesn't have resources to spare for a nonessential and complicated undertaking such as introducing single-pilot operations.

Additionally, NASA's Aeronautics Research Mission Directorate (ARMD) is working on investment alternatives that carry greater societal and economic benefits than single-pilot operations. ARMD is investigating several different technologies that have the potential to make aircraft faster and more fuel efficient while reducing their environmental impact. These technologies include supersonic passenger aircraft without the sonic boom that makes travel over land problematic, advanced battery cells that could enable electric propulsion, and new engine and wing-body aircraft designs that could dramatically reduce fuel consumption.

### SAFETY IS PARAMOUNT

The paramount priority in commercial aviation is and always will be safety. Any measures or changes designed to improve the efficiency and economy of the current system must be accomplished without compromising safety. And the best guarantor of safety is having at least two fully qualified pilots in the cockpit of passenger and cargo transport-category aircraft. Investing in reduced-crew operations would displace other potential investments that would benefit all aviation stakeholders—including airlines and air transport companies—and compromise safety. Even in today's modern technological age, there is no safe substitute for having at least two experienced, well-trained, and well-rested pilots on the flight deck of every passenger and cargo aircraft. 🌐

**“The second pilot plays a vital role in monitoring the other, performing critical safety tasks such as checklists, both normal and emergency, and can quickly take control if the pilot flying becomes incapacitated for health reasons during a flight.”**

# DEPETE ON DAC: REPRESENTING ALPA, ADVISING THE INDUSTRY

By Christopher Freeze, Senior Aviation Technical Writer

**O**n June 6, the FAA's Drone Advisory Committee (DAC) convened its first meeting of 2019 in Arlington, Va., to provide guidance from governmental and industry stakeholders to the agency on integrating drones or unmanned aircraft systems (UAS) into the national airspace system.

"We're no longer talking about what's going to happen with drones in the future. It's happening now," said Michael Chasen, the CEO of commercial drone and data company PrecisionHawk and chair of the DAC. "And this group needs to work closely with the FAA to ensure that we have the proper framework to handle the exponential growth in deploying drone technology that we expect to see over the next few years and months."

Capt. Joe DePete, ALPA's president and newly appointed DAC member, represented airline pilots and labor interests, urging the committee to remain focused on safety. He cited the need for drone detection systems to be installed near airports as part of a layered approach to mitigating the risk from drones.

"We don't have to wait until all the pieces are in place for counter-drone systems near airports. Let's start with detection and build a more complete drone security solution as the technology and legal process allows," he said.

DePete, who previously served on the



**Michael Chasen, chair of the Drone Advisory Committee and CEO of PrecisionHawk, Inc., left, and Capt. Joe DePete, ALPA's president, attend the Drone Advisory Committee meeting held in June in Arlington, Va.**

subcommittee responsible for carrying out the DAC's work, reminded members that "safety is everyone's responsibility." He also expressed support for the FAA's outreach efforts, which will include a drone safety and education week taking place in mid-November.

The FAA Reauthorization Act of 2018 contained 50 provisions directly related to UAS, from establishing FAA authority over all UAS operating in the national airspace system and prioritizing integration to closing the "hobbyist" loophole.

The FAA has held several briefings with the DAC, discussing the outlook on rules that will establish requirements for remote identification and tracking small UAS, outreach efforts such as the upcoming "Drone Safety Week," and developing

a knowledge test for recreational flyers.


During the June meeting, the DAC accepted four assignments from the FAA.

1. Develop recommendations for early equipping of remote ID for drones. At present, a final rule from the FAA is likely up to 24 months away, and there will be a period of time before compliance is mandatory. Of particular interest to the FAA are technologies that could be voluntarily used by manufacturers or operators in the interim and how their use might differ from and impact what may be in the final rule. The committee was also tasked to determine what incentives or other drivers could be used to encourage early adoption of remote ID technologies.

2. Identify current existing or emerging technical solutions at the aircraft or operational limitation/capability level that would reduce threats to safety and security. The DAC was charged with determining actions—to be taken by the FAA and agreed to by industry—that would substantially reduce the likelihood of unintentional threatening behavior by UAS operators and improve security.

3. Review and recommend improvements to the FAR Part 107 waiver process. Currently, waivers to the rules are the primary mechanism for conducting expanded operations such as night operations and flights operating over populated areas.

4. Review the FAA's UAS integration plan. DAC members were tasked with assessing the FAA's comprehensive plan for UAS integration as required by the FAA Reauthorization Act of 2018.

The DAC was created in May 2016 to advise the FAA on priorities, formalize stakeholder input, and make recommendations to the agency for a safe, comprehensive UAS integration strategy. Its 34 members represent a wide variety of UAS interests, including industry, government, academia, retail, and technology. Members include leaders and CEOs of organizations and companies such as ALPA, Alphabet, Amazon, Boeing, DJI, Intel, the National Air Traffic Controllers Association, and UPS. ALPA's Air Safety Organization has continually called for the safe integration of drones into national airspace and robust training requirements for their pilots. 

# 'YOU WILL CHANGE PEOPLES' LIVES'

## Seminar Readies Pilots for All-Important Collective Bargaining Responsibilities

By Kevin Cuddihy, Contributing Writer

The principle that ALPA is a “pilot-led, staff-supported” organization is on full display when ALPA engages in the critical work of contract negotiations. A team of pilot negotiators selected by a pilot group to sit across the table to bargain with management is always flanked by the might of ALPA’s subject-matter experts—trained pilots and professional staff.

An important part of pilot training occurs at ALPA’s Negotiations Training Seminar, which took place June 17–20 in the Association’s Herndon, Va., Conference Center. Roughly 50 pilots from 18 ALPA pilot groups plus two from invited guest Cathay Pacific attended, including members of master executive councils (MEC), Negotiating Committees, and others. Ranging from new volunteers to those looking for a refresher course, pilot participants developed confidence in their bargaining skills through a mix of short lectures, lessons from experienced pilot negotiators, and hands-on bargain-



ing simulations. The concentrated four-day curriculum gave attendees a sense of the intense experience of contract negotiations.

Capt. Joe DePete, ALPA’s president, greeted the pilots, saying, “ALPA negotiations and collective bargaining agreements underpin the importance of our profession and the dignity of our work.” He added, “Your role is tough and often thankless but essential. There’s no greater benefit to ALPA pilots and their families than the contract that protects them and secures their future.”

The seminar was led by ALPA’s Collective Bargaining Committee along with the Representation Department and offered a mix of real-world examples and subject-matter expertise. Members of ALPA’s Legal, Economic & Financial Analysis, Communications, and Government Affairs Departments—all parts of ALPA’s toolbox that negotiators can call upon

**Capt. Jeff Harbison (JetBlue), chair of ALPA’s Collective Bargaining Committee, shares real-world examples with the seminar participants.**



**Capt. Joe DePete, ALPA’s president, greets attendees and reinforces the importance of the work they do for the Association.**

to support their negotiations—also presented valuable insights and perspective from their areas of expertise. Throughout the week, pilots regularly broke into small groups for various presentations, simulations, and role playing to put what they learned into action.

“The training gives pilot volunteers and decision-makers the opportunity to understand, practice, and be confident in their roles in the bargaining process,” said Betty Ginsburg, director of ALPA’s Representation Department. “It also gives them a chance to get to know ALPA’s professional negotiators, attorneys, financial analysts, and communications specialists who support them.”

Capt. Jeff Harbison (JetBlue), chair of the Collective Bargaining Committee, explained that the overall goal of the seminar is “to provide the pilots—particularly those in their Negotiating Committees—the confidence to go in and bargain with management. We want them to go back to their pilot group with the knowledge that they can do the job, and an understanding of the deep bench of support that ALPA provides.”

### NEGOTIATING VS. COLLECTIVE BARGAINING

In asking participants to consider what’s special about collective bargaining, Bruce





**“Labor” and “management” reach a tentative agreement on a new contract in one of many role-playing exercises.**

York, ALPA’s senior advisor and chief negotiator, explained the difference between general notions of “negotiating” and the very particular kind of engagement that is “collective bargaining”—with the example of buying a car for yourself versus buying one for your entire neighborhood. When you’re negotiating to buy a car, you’re only thinking about your needs; you can walk away or go to another dealer if you don’t like how things are going. But if you’re buying a car for the neighborhood, you have to take multiple needs and desires into consideration. You may not have kids, but if most of the families in your neighborhood do, then there better be room for car seats.

Ginsburg observed, “Collective bargaining is different from any other kind of bargaining you’ve encountered before.” She described it as “a multidimensional undertaking,” saying, “You’re representing pilots who have a wide range of opinions—and you’re responsible for juggling all of those opinions in a single agreement that reflects the group’s priorities.”

Andrew Shostack, the assistant director of Representation, asserted that the goal of the Negotiating Committee should be consensus—to make sure all voices are heard and all points of view considered.

### HAVE A PLAN

Pilots were encouraged to have a plan throughout every step of the process. “You wouldn’t take off in a plane without knowing your flight plan; have one here, too,” suggested York.

While there may be some overlap, particularly in smaller pilot groups, it’s the job of the MEC to formulate the overall plan and goals and the job of the Negoti-

ating Committee to achieve those goals. However, members of the Negotiating Committee aren’t powerless regarding formulating a plan and goals—especially as things get deeper in the process.

“You’re the subject-matter expert,” explained Harbison. “Don’t be afraid to make recommendations to your MEC.”

Within the overall plan are multiple other plans to move the process along: a protocol plan to determine how things will proceed, a communications plan for how you’ll communicate with your MEC and with members, a bargaining plan for the order of discussions, and even a closing plan for when it’s time to wrap things up. Pilots heard about each of these types of plans and learned how to create, stick to, and adjust them when necessary.

“The most important thing I learned this week is how having a plan in place before you start is critical,” said F/O Sean Lee (Hawaiian). “It’s just like flying an airplane, you can’t just wing it. You have to visualize it ahead and lay it out step by step. The planning part was a lot more intense than I realized before I came here.”

### SIMULATIONS

The pilots were divided into bargaining teams during the conference and participated in a variety of simulations and role-playing exercises with the same partners. Sometimes a group worked together to discuss an issue, while other times pilots broke into “labor” and “management” groups.

During the simulations, pilots took what they learned from presenters on topics such as constructive decision-making, bargaining a protocol agreement, and endgame bargaining and put it into action.

“It takes different soft skills to work with other people and personalities,” said F/O Chris Gruner (Alaska). “It’s a great lesson in how to not only advance your position but also come to an agreement.”

Not only do these simulations reinforce the lessons learned, but they also provide a safe way to experience direct negotiations. “It helps to plan for what the other side might be offering to us before it offers it,” explained Capt. Nick

Caliva (PSA). Added Lee, “It was very helpful to get in there and make mistakes in a low-threat atmosphere where I could learn from them and improve.”

### REAL-WORLD ADVICE

In addition to the simulations, pilots participated in panel discussions during which the Collective Bargaining Committee told “war stories” of past negotiating sessions with managements. They learned that very few situations are new; a fellow pilot likely has experience that can help.

And that was the goal of these interactive sessions—committee members provided tips and pointers on how to deal with situations like a company not bargaining in good faith, how to get ready for mediation, or getting approached outside of the Section 6 process. In addition, attendees were able to ask about challenges they’re facing or anticipating and get helpful and actionable advice from their peers.

### CLOSING THOUGHTS

“Remember the team you met this week,” said Ginsburg. “We’ll be here with you all along the road.” Harbison reiterated that advice. “If you ever need help, reach out,” he said. “Reach out to the other negotiators you met this week, to the folks in Retirement & Insurance, to Economic & Financial Analysis, to Communications. They’re here to help.”

That’s what Capt. Robert Thomas (United) said he’d be taking away from the week. “I now have a much better understanding of all the resources that are available—whether it’s Economic & Financial Analysis, our team of attorneys, or even the pilots at our other carriers to bounce issues off of and work collaboratively.”

“Negotiating a contract for your fellow pilots is one of the most rewarding things you’ll do in your career,” promised York. “It’s not seduction, it’s not tricking people or game theory; it’s an information-driven discussion. And if you do it right—work hard, work well, and stay focused—you’ll move a big group of people to a better place. You will change peoples’ lives.” 🌐

**“It’s a great lesson in how to not only advance your position but also come to an agreement.”**

F/O SEAN LEE (HAWAIIAN)

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## Navigating Canada's 28-Day Waiting Period for Recreational Cannabis Use

By ALPA Staff

**W**hile general consumption of recreational marijuana became legal in Canada on Oct. 17, 2018, aviation employees in safety-sensitive positions were still barred from using it. Transport Canada, however, changed its stance on June 6, 2019, announcing that these workers could consume cannabis as long as they abstained from the drug for at least 28 days before duty time.

Transport Canada reported that the new regulation is in keeping with what the Department of National Defence and the Royal Canadian Mounted Police have dictated for their workers, adding that it's "aligned with the best available science." How to determine when a person last used cannabis and how the regulation will be enforced remain to be seen. In addition, some airlines may institute their own more-restrictive employee policies while several carriers have already opted to maintain the previous marijuana ban.

"Our primary concerns are

for the safety of our operations and the well-being of our pilots and the traveling public," said Capt. Tim Perry, ALPA's Canada Board president.

While available science may suggest that a four-week period without consuming cannabis is sufficient for regulatory purposes, the extended presence of marijuana metabolites after use still raises concerns. To better understand these issues, ALPA Canada has produced an informative document titled "Pilot Cannabis Use," which can be accessed at [www.alpa.org/cannabis](http://www.alpa.org/cannabis).

In the paper, Dr. Brendan Adams, an ALPA aeromedical consultant and a physician

with extensive experience in civil aviation and addictive medicine, observes that "one needs to be careful before asserting that, if something is true of alcohol or another drug, it should be true of cannabis."

Regarding alcohol, he mentions that its dose-effect curve is reasonably consistent among individuals and that its rate of elimination from the body is highly predictable. "Because of its wide distribution in all body tissues, its concentration in blood or breath corresponds closely with its concentration in the brain, and these concentrations bear directly on the amount of intoxication in humans," Adams notes.

With marijuana, there is no direct correlation between the presence of metabolites (identified on a positive urine test) and actual impairment. Tetrahydrocannabinol (THC), the chemical responsible for most of marijuana's psychological effects, is a lipid-soluble chemical that binds to fat in the body—increasing the amount of time necessary for the chemical to completely leave a person's system. Individuals of different ages, sizes, and constitutions may process the chemical differently. And for testing purposes, a trace of THC detected in the body "means absolutely nothing regarding impairment," the document asserts. Consequently,

drawing a meaningful conclusion about a truly practical "toke-to-yoke" waiting period, based on available research, is challenging.

Further complicating the matter are marijuana-related products such as cannabidiol oils and cannabis-related edible products because they behave differently in the body. In Canada, these edibles are still illegal. (The experience in the United States is that edible cannabis products are associated with high levels of cannabis on testing and are a common source of emergency room visits for cannabis overdoses.)

Canada's new policy on marijuana use has additional implications for those in the airline industry. Canadian ALPA members who fly outside the country need to be mindful of the laws and regulations of other nations regarding cannabis in order to protect themselves from potential consequences, including incarceration.

"Recreational marijuana use is new territory for our regulators, and they may further adjust policy as they learn more about the effects of this substance," said Perry. "Whatever you may think about recreational cannabis use, it's important that you're mindful of the responsibilities of your profession and remember that safety is our first priority."

### WANT TO KNOW MORE?

In the United States, marijuana use is prohibited for airline pilots. Violating the drug testing and other regulations risks revocation of your medical and airman certificates. If you have questions, 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, or visit [www.aviationmedicine.com](http://www.aviationmedicine.com).

ALPA members flying for Canadian carriers who have 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**.





**Capt. Paul Holmes (Delta) in the cockpit of his one-of-a-kind Jetmobile and in a Delta aircraft (below).**



## Delta Pilot Transforms B-747 Engine into Automotive Sensation

Promotes Charities and the Profession with One-of-a-Kind Creation

By John Perkinson, Senior Staff Writer

**I**s it an airplane? Is it a car? Is it a golf cart? It's all three! And Capt. Paul Holmes (Delta) refers to it as his Jetmobile—an earthbound, motorized transport designed from the cowling of a Boeing jumbo-jet engine. Holmes envisioned and engineered the vehicle on a cocktail napkin nearly seven years ago and uses it to promote awareness of worthwhile charities and the airline piloting profession.

The Delta captain, however, initially acquired the engine for completely unrelated reasons. He and his wife, Susie, purchased an old elementary school with plans to modernize and convert it into a 20-unit office complex. Because the structure is located in the 700th block of an otherwise unoccupied part of the street, Holmes could choose any address number. He selected “747” to honor the aircraft he had flown for so many years, and he and his wife decided to decorate the property with an aviation motif.

Holmes soon acquired various aircraft parts, including an engine from a salvaged B-747 parked at Miami-Opa Locka Executive

Airport in Miami, Fla. While the materials were intended to serve as functional art for the property, he later came up with a surprising and rather unconventional idea. “I figured, ‘Why not make a car out of it?’ and that’s how the Jetmobile came to be,” he said, adding, “It’s really the world’s biggest, coolest golf cart.”

Holmes positioned the Pratt & Whitney JT9D engine cowl on the chassis of an electric golf cart. He configured a “cockpit” on the top, noting, “I installed the actual -747 captain’s seat and rudder pedals, which serve as the accelerator and the brake.”

Inside the cabin, Holmes fitted two first-class seats for passengers along with carpet-



ing, wood paneling, and one third of the spiral staircase removed from the B-747. Fully assembled, the Jetmobile reaches speeds of up to 15 miles per hour and sports lights, music, and smoke and bubble machines.

On the front exterior appear the words, “Do good things,” a philosophy Holmes wants to share with Jetmobile fans. As part of the vehicle’s purpose, he offers free advertising for charities including the EAA Young Eagles, United Way, the American Red Cross, and the National Foundation for Cancer Research. “I put their stickers on the side of the vehicle to help raise awareness,” he said.

Holmes debuted his creation in 2014 during the

**“It’s really the world’s biggest, coolest golf cart.”**

Turkey Run at the Daytona International Speedway, an annual event that features unique automobiles and swap-meet vendors. “There had to be 10,000 cars there,” Holmes remembered. “When I showed up with the Jetmobile, people were running to stand by it and take photos. Everyone had their cameras out.” He noted, “It was a giant hit, so right from that day, I thought, ‘This is going to work.’”

The Jetmobile has been a routine attraction at the Sun ‘n Fun Aerospace Expo in Lakeland, Fla. It’s also appeared at the Vero Beach Air Show, EAA AirVenture Oshkosh, and in local parades and events near Port Orange, Fla., where Holmes and his wife reside. “The kids just love it,” he shared.

And kids are a big part of the Holmes’ motivation. They offer housing each year to an Embry-Riddle Aeronautical University student, and the Delta captain has mentored and encouraged dozens of future pilots over the years.

Holmes’ love for flying began with general aviation many years ago. He served as a flight instructor in college and later joined the U.S. Air Force. In 1981, he began flying for Northwest Airlines, which later merged with Delta. Today, Holmes is a B-777 captain based in Atlanta, Ga., but he still loves general aviation flying. Not surprisingly, he owns several small airplanes and lives in a residential airpark.

Looking back on his decision to construct the Jetmobile, Holmes acknowledged, “As an airline pilot, I’m committed to professionalism, but it’s nice to throw in a little fun once in a while to keep things interesting.”



# ALPA'S SUPERIOR AIRMANSHIP AWARD A HISTORY OF TEAMWORK

**THE MOST IMPORTANT SAFETY ASSETS ON ANY AIRLINER**—cargo or passenger—are two adequately rested, fully qualified, and well-trained pilots. Day and night, they safely transport passengers and cargo to their destinations, routinely performing the expected. But they must also be able to safely manage the unexpected when situations arise.

To honor those flight crews that have experienced unexpected and extraordinary events while piloting their aircraft, ALPA bestows upon them its Superior Airmanship Award (see page 23).

The following summaries highlight just a few of the efforts through the years of a handful of Superior Airmanship Award crews that by working as a team and using their knowledge, skills, and abilities made the difference between a safe landing and the unthinkable alternative.

## 1984

FROM LEFT, F/O J.L. BELLMER AND CAPT. JAMES ROBERTSON.



**O**n April 21, 1984, Eastern Airlines Flight 494 had just departed Atlanta, Ga., for Greensboro, N.C., when a faulty right thrust reverser inadvertently swung open, causing the DC-9 to roll uncontrollably to the right. Quickly, the flight crew—Capt. James Robertson and F/O J.L. Bellmer—shut down the No. 2 engine and managed to initiate a slow, climbing turn just above stall speed, return to the field, and execute a safe landing of their crippled aircraft. There is no procedure, either emergency or abnormal, outlining the steps pilots should follow in this situation.

It was later discovered that the hydraulic system that normally keeps the thrust reversers in place had malfunctioned and backup safety latches were defective.

## 1994

FROM LEFT, F/O ANDREW E. FAUST, S/O WILLIAM A. JENSEN, AND CAPT. RONALD E. WELDON.



**C**apt. Ronald E. Weldon, F/O Andrew E. Faust, and S/O William A. Jensen were the flight crew of Northwest Airlines Flight 969 on the morning of Dec. 24, 1994. They took off from Boston's Logan International Airport in heavy rain and strong, gusty winds bound for Fort Myers, Fla.

During climbout, the crew encountered a serious problem controlling the pitch of the B-727 and determined it involved the stabilizer trim. Following

company procedures, the crew tried unsuccessfully to remove all electrical power to the trim motor.

Controlling the aircraft required great physical strength, and the pilots found level flight impossible to maintain. They declared an emergency and cautiously dumped fuel to return to the airport.

Despite an unusual landing configuration, with both pilots flying they successfully landed the airplane without injury or damage.



## 2001

FROM LEFT, CAPT. DUANE WOERTH, ALPA'S PRESIDENT; CAPT. ROBERT PICHÉ; AND F/O DIRK DE JAGER.

**I**n the early morning of Aug. 24, 2001, Air Transat Flight 236, A330 service from Toronto, Ont., to Lisbon, Spain, was flying over the Atlantic Ocean. Nearing Portugal, Capt. Robert Piché and F/O Dirk de Jager observed that engine gauges showed high oil pressure and low oil temperature and that thousands of kilograms of fuel were missing.

The two pilots quickly realized they had to make a nighttime diversion to Lajes Airport on Terceira Island in the Azores; but about 100 miles from the airport, the right engine flamed out. Minutes later, the left engine quit.

With a minimal amount of hydraulic pressure and electrical power supplied by the airplane's ram air turbine, the flight crew worked to fly the airplane on a long glide. During the landing rollout, the A330 blew all eight main gear tires—likely due to the antiskid system being inoperative. The pilots were able to successfully stop the airplane on the runway with few injuries to those on board.

Investigators later determined that a ruptured fuel line in the nacelle caused a large amount of fuel to be pumped overboard.

## 2015

FROM LEFT, F/O MARK MOSER AND CAPT. TERRY VANHOOSE.



**C**apt. Terry VanHoose and F/O Mark Moser were piloting ExpressJet Flight 4291 from Houston, Tex., to San Luis Potosi, Mexico, on May 11, 2015, when their aircraft experienced a critical system failure due to a lightning strike. Both air data computers and the standby airspeed indicator stopped functioning. Complicating matters,

severe thunderstorms were in the vicinity. Flying in instrument conditions, the flight crew acted swiftly, diverting to San Antonio International Airport, where the Embraer 145 touched down without incident.





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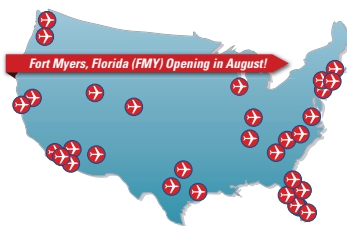
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**Capt. Joe DePete**  
President



**Capt. Bob Fox**  
First Vice President



**Capt. William Couette**  
Vice President—  
Administration/  
Secretary



**Capt. Joseph Genovese**  
Vice President—Finance/  
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**Capt. Russell Sklenka**  
Executive  
Administrator

## EXECUTIVE VICE PRESIDENTS

For more information on which pilot groups executive vice presidents represent, visit [www.alpa.org/evp](http://www.alpa.org/evp).



**Capt. Joe Youngerman**  
(Alaska)



**Capt. Andrew Massey**  
(Delta)



**Capt. Wes Reed**  
(FedEx Express)



**Capt. Wes Clapper**  
(JetBlue)



**F/O Mike Hamilton**  
(United)



**Capt. Sean Creed**  
(Spirit) Air Transport  
International, Air  
Wisconsin, Mesa,  
Piedmont, PSA, Spirit



**Capt. Tyler Hawkins**  
(Frontier)  
CommutAir, Envoy Air,  
Frontier, Hawaiian,  
Kalitta Air



**Capt. Jim Johnson**  
(Endeavor Air)  
Compass, Endeavor  
Air, ExpressJet, Sun  
Country, Trans States



**Capt. Tim Perry**  
(WestJet) Air Borealis/  
PAL, Air Georgian, Air  
Transat, Bearskin, Calm  
Air, Canadian North,  
First Air, Jazz Aviation,  
Kelowna Flightcraft,  
Perimeter, Sky Regional,  
Wasaya, WestJet,  
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## 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](http://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.

**Air Borealis/  
PAL—PVL MEC**

518-332-7494

**Air Georgian—GGN  
MEC**

418-998-1225

**Air Transat—TSC  
MEC**

1-888-337-2033

**Air Transport  
International—ATI  
MEC**

404-763-4973

**Air Wisconsin—ARW  
MEC**

1-800-ALPA-ARW

**Alaska—ALA MEC**

206-241-3138

**Bearskin—BRS  
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807-628-5683

**Calm Air—CMA  
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204-461-4331

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CNP MEC**

780-691-8989

**CommutAir—CMT  
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518-332-7494

**Compass—CPZ  
MEC**

952-853-2373

**Delta—DAL MEC**

404-763-4925

**Endeavor Air—EDV  
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1-833-EDV-ALPA

**Envoy Air—ENY  
MEC**

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**Jazz Aviation—JAZ  
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#### 2019 EBCB Schedule

The Association's Election and Ballot Certification Board's schedule for counting ballots is 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.

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**Air Line Pilot Magazine@alpa.org**  
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613-569-5668

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703-481-4458

**ALPA-PAC**  
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703-689-4235

**Economic and Financial Analysis**  
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703-689-4289

**Election Dates LEC/MEC**  
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703-689-4235

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**IT Operations and Services**  
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