

Air Line Pilot

JUNE-JULY 2019

THE PILOT-PARTISAN AGENDA

8th Edition page 20

ALPA-PAC ROLL OF DISTINCTION

page 33

LEGISLATIVE UPDATES FROM CANADA

page 29

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ONE VOICE

Aviation and Spaceflight Can Safely Share—and Succeed in—U.S. Airspace



The bold idea of flying miles above Earth has captivated humankind for thousands of years and airline pilots from our earliest days. And it's because of our love of flight that ALPA pilots are helping lead an effort to ensure that spaceflight is both successful and safe—beginning with how we integrate spaceflight into airspace shared with airplanes carrying passengers and cargo.

Commercial spaceflight has existed for decades. It's the next fascinating step in the evolution of human efforts to take to the air and beyond—efforts that began with aviation. What is new about commercial space travel is its rapidly widening capability and capacity in terms of distance and degree. We have brand-new types of operations, increasing frequencies, and growing numbers of spaceports in operation with more being proposed all the time.

The future success and growth of both commercial aviation and space operations depend completely on this country's ability to maintain our high standard of safety. While we work to maximize the current and future potential of both sectors to drive the economy and contribute to our status as the global leader in technological innovation, neither will happen if we aren't safe.

While spaceflight allows us to travel above and beyond the globe, the path to get us to its safe integration is astonishingly down-to-earth: learning from the past and working together to create a safer future. Based on ALPA's more than eight decades of aviation safety experience, the principles we believe hold the key include

- managing the national airspace system (NAS) to benefit all Americans.
- focusing on the long-term goal of integrating, rather than segregating, space operations into the NAS.
- ensuring that spacecraft and spaceflight operations meet the equivalent level of safety as other airspace users.
- providing the FAA with adequate and appropriate resources to ensure safety in spaceflight integration.
- working now to foster stakeholder collaboration, planning, and analysis to inform the necessary new policies, procedures, and regulations in the era of spaceflight integration.

With these principles as a guide, ALPA has worked to bring the commercial space and commercial aviation community together to collaborate as

we pursue our mutual goal of achieving efficient access to a safe NAS. Commercial aviation has proven examples of how to cultivate the sort of collaboration needed to meet the challenge.

The Commercial Aviation Safety Team (CAST) is a joint effort of labor, airlines, manufacturers, industry trade groups, and regulator. CAST identifies top areas for safety action by analyzing past accident and incident data as well leveraging safety data collected through the Aviation Safety Information Analysis and Sharing program. While the team's initial goal was to reduce fatality risk by 80 percent in 10 years, the team has now achieved a more than 90 percent reduction—a tremendous safety accomplishment.

I attended a recent meeting of the Commercial Space Transportation Advisory Committee and took the opportunity to make these points clear to its members. As you'll read in "To the Stratosphere... and Beyond," a guest column by Dan Elwell, FAA acting administrator, I believe our nation's leaders are listening to the lessons of CAST (see page 7). They understand that airline pilots' collective voice must be heard on safety.

As the U.S. airline industry works to meet future passenger and shipper demand and spaceflight operations also increase, the aerospace industry must jointly create policies, regulations, and procedures to share resources efficiently and safely. ALPA believes a similar collaborative and risk-predictive approach will be essential as we work to integrate spaceflight operations safely.

The CAST experience of creating synergy on a massive scale is just one of the aviation best practices we've gained in a century of commercial aviation—and there are many more to share. That's the reason ALPA is hosting a one-day symposium on commercial space this fall—to gather all the stakeholders and explore all we can about aerospace safety and efficiency as we enter the next frontier of air transportation.

As someone who loves to fly, I'm eager to see where the future takes air transportation. As the president of ALPA, I'm confident that the aerospace industry can work together to maintain the high level of safety and efficiency that Americans expect and demand from U.S. air transportation.

Joseph B. DePete

Capt. Joe DePete
ALPA President

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Photo courtesy of Dave Dildine and WTOP

COMMENTARY

- 3 One Voice**
Aviation and Spaceflight Can Safely Share—and Succeed in—U.S. Airspace
- 6 Guest Commentary**
My Commitment to Serve U.S. Pilots
- 7 Guest Commentary**
To the Stratosphere...and Beyond
- 8 Guest Perspective**
Addressing Canada's Aviation Challenges



PILOT-PARTISAN AGENDA

- 20** Pilot-Partisan: Advancing Safety, Security, and the Profession
- 21** Putting a Constituent Face on ALPA Priorities
- 24** Fair and Open Skies: Safeguarding the U.S. Airline Industry
- 26** 2019 Hot Topics
- 29** From Atop Parliament Hill
- 31** District Advocates: Advancing ALPA's Pro-Pilot Agenda
- 32** ALPA-PAC: Amplifying Our Voice in Washington, D.C.
- 33** 2018 ALPA-PAC Roll of Distinction

FEATURES

- 50** Pilot Assistance Week Showcases ALPA Health, Wellness Programs
- 53** Executive Board Makes Changes to Promote Engagement, Discussion, and Debate
- 55** ALPA Joins Blue Lightning Initiative



DEPARTMENTS

- 10** Pilot Group News
- 12** Preflight
- 57** ALPA at Work
All-Cargo Flight-Time/Duty-Time: Ending the Carveout with One Unified Voice
- 58** Health Watch
Skin Cancer: What You Need to Know



- 59** Our Stories
Retired FedEx Pilot Builds Cars to Help Save Lives
- 61** The Landing
4 Myths You Thought Were True About ALPA-PAC
- 62** We Are ALPA
ALPA Resources and Contact Numbers



About the Cover

Nearly 200 ALPA members pause briefly during a day of meetings with Members of Congress to take a group photo on the steps of the U.S. Capitol. Photo: Kevin Cuddihy

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My Commitment To Serve U.S. Pilots

By Rep. Pete Stauber (R-MN)

In May 1988, I was on a bus on my way to the White House along with my teammates from the Lake Superior State University hockey team. We had just won the NCAA men's hockey championship and earned the opportunity to meet the president of the United States. At the time, I never imagined I would lead a life of service. It wasn't until I met President Ronald Reagan—arguably one of the greatest presidents this nation has ever seen—that I began to wonder what I could do for my country.

After graduating from college and a brief stint playing professional hockey for the Detroit Red Wings, I began to serve my community and the state of Minnesota as a law enforcement officer. Upon retiring from the police force, my desire to help others was still there so I began working as a city councilor in Hermantown, Minn., and later became a St. Louis County commissioner.

As a city councilor and St. Louis county commissioner, a large aspect of my job was overseeing local infrastructure projects. During that time, it became clear that Minnesota's weather-worn network of roads, bridges, highways, and airports was in desperate need of improvement and modernization. These issues were a big part of what motivated my run for Congress.


Almost immediately after taking the oath of office, I requested to serve on the House Transportation and Infrastructure Committee, as I knew great bipartisan work could be accomplished. Republicans and Democrats alike can agree that investment in our infrastructure is beneficial to our daily lives. My predecessor, and titan of

infrastructure, former Congressman Jim Oberstar said it best, frequently remarking, "I never met a Republican road or a Democratic bridge."

In my short time on the Transportation and Infrastructure Committee, I've had the opportunity to hear from many remarkable Americans, including our hardworking and dedicated pilots. While the American people entrust our pilots with their lives, our pilots entrust members of this committee to serve in a bipartisan manner and enact legislation that will help them continue to successfully perform their jobs. It's the responsibility of Congress to have our pilots' backs, and it's one that I take very seriously.

Modern aviation is incredibly safe, in large part thanks to the professionalism of our pilots. While aviation is one of the safest forms of transportation, to keep it that way we must constantly work to maintain and improve upon safety protocols. I recently heard testimony from a pilot who outlined concerns he had with the efficiency of the notice to airmen system, which alerts pilots to potential hazards along a flight route or at a location that could affect the safety of the flight.

To address this concern, I introduced my Notice to Airmen Improvement Act of 2019 (H.R. 1775). This bipartisan legislation would establish an FAA task force to determine what improvements should be made to the notice to airmen system (see page 27). This legislation recently passed out of the committee, making me the first freshman from either party to move legislation out of the Transportation and Infrastructure Committee during this session of Congress.

It's been decades since my meeting with President Reagan at the White House, and in that time, my commitment to serve has taken many forms. However, as a Member of Congress, working with U.S. pilots on the Transportation and Infrastructure Committee, I'm serving in one of my favorite roles to date. In fact, our pilots have inspired me so much that I'm now 43 hours into my training to earn a private pilot's license. I remain committed to reaching across the aisle and enacting legislation that allows our pilots to continue to safely deliver Americans to their destinations. 

“Modern aviation is incredibly safe, in large part thanks to the professionalism of our pilots. While aviation is one of the safest forms of transportation, to keep it that way we must constantly work to maintain and improve upon safety protocols.”



To the Stratosphere...and Beyond

By Dan Elwell, FAA Acting Administrator

Commercial space has triggered a rebirth in the interest of not just what lies on the edges of our atmosphere but of creativity itself. Aerospace visionaries are the catalysts for what is very clearly the dawn of a new generation for space transportation, exploration, innovation, and commerce.

Looking back in history, trade routes started on land, moved to the sea, and then to the sky. Today, they're set firmly on the final frontier.

Since October 2018, the FAA has licensed 21 launches and one reentry to place dozens of payloads in orbit. Virgin Galactic launched in December 2018 and in February 2019, with a total of five commercial astronauts. SpaceX's Falcon Heavy had its first commercial launch in April. The FAA supported three commercial launches in less than 72 hours in May, including one in New Zealand.

But the most important thing that happened so far this year is *nothing*—no fatalities and no missions delayed because of licensing.

This administration said that government needed to hold the door open for innovators. The FAA's proposed streamlined launch and reentry rule was published in draft form in March. We've received dozens of comments so far and have extended the comment period to July 30.

As mandated by the recent FAA reauthorization, we've created an Office of Spaceports within the Office of Commercial Space Transportation that will act as the central point of contact for all spaceport activities, and the agency is consulting with industry and government. The Office of Commercial Space Transportation is reorganizing to increase efficiency, as the licensing workload is increasing substantially, and we must meet the expectations of performance-based rules.

Additionally, both the Spaceports Categorization and the Airspace Access Aviation Rulemaking Committees (ARCs) have made considerable progress. The Airspace Access ARC is expected to release its final report any day. The Spaceports ARC has sent the FAA its recommendations; and while a specific categorization scheme was not identified, the committee provided a lot of insight.

The Commercial Space Transportation Advisory Committee (COMSTAC) has also been busy. Committee members visited the FAA's Command Center in Warrenton, Va., to learn more about how collaborative decision-making—a game-changer for commercial aviation—works and how it might


be applied to the commercial space transportation industry. They also viewed the Space Data Integrator project. We're looking for ways in which we can accelerate these technologies into space. We don't just *want* to integrate commercial space operations into the national airspace system more quickly and efficiently—we *need* to.

The FAA is committed to continuing to advocate for the U.S. commercial space transportation industry with our colleagues across the globe. We look forward to working with industry and our interagency partners to maintain American competitiveness in this critical industry.

Air carriers recognize that there's money to be made for all when everyone is working together. Safety and efficiency go hand in hand. You can't have one without the other. This kind of forward-leaning, proactive attention will help keep the commercial space industry safe now and for years to come.

Safety must be the hinge on which a company turns. If not, the company will not survive. The safest businesses—in the long run—are the most profitable. When you cut corners, you're actually cutting profits. It might not catch up with you right away. But make no mistake, it will, and it will do so in spectacular fashion.

Safety has to be the underpinning for everything we do. This industry can ill afford the barnstorming reputation that beset aviation a hundred years ago. The flying public won't stand for it, because aviation safety is a given.

Today it's a commercial airline flight to Albuquerque, N.M. Tomorrow it will be a commercial space flight in low Earth orbit. Either way, passengers will expect the same level of safety. This industry is up to the task. Ours is not a countdown to liftoff; it's a countdown to safety. And from where I stand, we're well on the way. 



“Safety and efficiency go hand in hand. You can't have one without the other. This kind of forward-leaning, proactive attention will keep the commercial space industry safe now and for years to come.”



Addressing Canada's Aviation Challenges

A Response from the Honourable Marc Garneau, Canadian Minister of Transport

Canadians are set to vote in their federal election on October 21. As Canada has the third largest aerospace sector in the world, generating \$29.8 billion in annual revenues and supports 211,000 direct and indirect jobs, it's important to know how the country's elected leaders will address Canada's aviation challenges.

The following is Canadian Minister of Transport Marc Garneau's response to the question: What are your party's top three aviation-related priorities?

Canada's air transportation system is one of the safest in the world and ranks high among passenger satisfaction, performance, and innovation.

I know the last few months have been difficult for passengers and airlines, following the tragic accidents in Indonesia and Ethiopia. It has been most difficult for the families and friends affected by this tragic loss of life. My heart continues to go out to those families and friends, and I remain committed to upholding Canada's rigorous safety standards.

Despite our significant progress over the last four years, the aerospace industry faces challenges: the security screening time at airports; a shortage of aerospace workers, particularly for underrepresented groups like women and indigenous people; and the need for increased competition to offer better choices for Canadians.

As Transport minister, I have made it a priority to address these challenges head on. When our transportation system is reliable and delivers what passengers need, our businesses and communities grow stronger.


We recently introduced legislation long asked for by the airline industry to turn the Canadian Air Transport Security Authority into an independent, nonshare, not-for-profit entity. Our government also provided funding for new screeners and to establish the 85/15 screening standard—which calls for 85 percent of all passengers waiting 15 minutes or less to be screened at Class I airports—all to help reduce wait times

for Canadians. Transport Canada will continue to regulate, provide oversight, and emphasize safety and security. The new screening authority will be able to innovate, increase revenue, and deliver better services so that Canadians get where they need to go faster, safely, and more efficiently.

The pilot shortage is a challenge faced by the industry around the world. Our government sees it as an opportunity to bring in groups historically left out of aviation. By supporting indigenous-led solutions to Canada's northern and remote aerospace worker shortage, we will help create long-term, well-paying jobs in these communities.

We began by speaking to these communities. I sat down with experts like Dr. Suzanne Kearns, Capt. Judy Cameron, Robin Hadfield of the Ninety-Nines, Kendra Kincade of Elevate Aviation, the First Nations Technical Institute, and many more to try and understand the root cause of the lack of representation. There is no one-size-fits-all solution, but I know collaboration with leaders on the ground is part of it. Our government will continue to develop a strategy to find a solution with our partners.

Families are also looking to solutions for the often-inaccessible cost of flying. The \$2 billion National Trade Corridors Fund allows us to invest in the air sector across Canada, including the north, lowering the cost of travel. I introduced the Transportation Modernization Act, which increases international investment limits on domestic air carriers while maintaining safeguards to protect our industry. I also established a new framework for joint venture reviews and have supported airports that prioritize the ultra-low-cost carrier market. Air carriers are now better positioned to offer improved and more affordable services to Canadians.

Our government has been working hard in the past four years and will continue to do so in order to bring in innovative policies that are based on fact, science, and ongoing collaboration with our partners. As Canada's minister of Transport, I believe security and a positive experience for Canadian travellers must and can go hand in hand. 

Minister Garneau is a member of the Liberal party of Canada. ALPA also requested submissions from the Conservative party of Canada and the New Democratic party. Unfortunately, at press time no other responses were received. Future submissions will be published in upcoming issues of Air Line Pilot.

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Capt. Joe DePete, ALPA's president, left, and Capt. Claude Buraglia, the Jazz pilots' Master Executive Council (MEC) chair, take time out for a photo during the Jazz MEC meeting.

CANADA

Jazz MEC Welcomes ALPA's President To Montréal

● Capt. Joe DePete, ALPA's president, joined the Jazz Aviation pilots' Master Executive Council (MEC) at its regular MEC meeting in Montréal, Qué., in late May—the first time in a decade that an ALPA president has attended a Jazz MEC meeting. Capt. Claude Buraglia, the pilots' MEC chair, noted, "In just the five months that President DePete's been in office, we can already see a positive change in the Association at the governing level. It was an honour to host him."

DePete told the MEC that he's committed to engaging with all ALPA members and breaking down internal barriers between groups.

WestJet Airlines Announces Acquisition

● WestJet Airlines Ltd. recently announced that it will be acquired by private equity firm Onex Corp in an all-cash transaction valued at \$5 billion, including debt, subject to regulatory and shareholder approvals. Under the terms of the agreement, WestJet shareholders will receive \$31 for each share held.

Capt. Dave Colquhoun, the WestJet pilots' Master Executive Council (MEC) chair, reaffirmed to the pilot group that the MEC will continue to work with management to ensure the pilot perspective is considered throughout this transaction.

"Onex is a reputable organization with a history of respecting labour relations, and its willingness to pay such a premium to purchase WestJet Airlines demonstrates its understanding of the value our airline brings to the table," said Colquhoun. "We also ex-

pect and encourage the new ownership group to continue working collaboratively with WestJet pilots to leverage our trusted brand and expertise."

As a reassurance to the pilots, Section 1-2.01 of their new collective agreement specifically provides that their contract remains in full force and effect upon a corporate sale. There are also additional protections in the Canada Labour Code that amplify this requirement.

ALPA Welcomes Air Borealis Pilots

● On June 11, the Canada Industrial Relations Board (CIRB) certified ALPA as the representative for the Air Borealis pilots. ALPA filed membership cards with the CIRB on April 4, after an overwhelming majority of Air Borealis pilots made their voices heard. It was the fastest card campaign in ALPA history and clearly showed that Air Borealis pilots are ready for ALPA representation.

The pilots fly Twin Otters out of Goose Bay, NL, and Labrador, for PAL Airlines, a regional carrier headquartered in St. John's, NL. PAL operates scheduled passen-

ger, cargo, air ambulance, and charter services.

FEE FOR DEPARTURE

ExpressJet Pilots: The Deal's Not Done

● The ExpressJet Master Executive Council (MEC) kicked off its "The Deal's Not Done" communications campaign in Houston, Tex., on June 6 during a company-sponsored cookout to celebrate the launch of ExpressJet's first Embraer 175. The campaign is designed to apply pressure to management to come back and negotiate the contractual gains the pilots agreed to delay during the fast-tracked Contract 2018 negotiations that mainly focused on wages. Additional work rule enhancements were codified in the Letter 2 addendum that management assured the pilots would be negotiated "shortly after" the sale of ExpressJet to ManaAir, LLC, which closed in January 2019.

"ExpressJet pilots are just as committed to the growth and success of our airline as management, but management's job is not over," said F/O Joe Mauro, the pilots' MEC chair. "It's time to finish what we started and come to an agreement on a pilot contract that

ALPA NEGOTIATIONS UPDATE

The following is a summary of the status of ALPA contract negotiations by airline as of **June 7:**

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 April 5, 2019. Negotiations continue June 24–28 and July 8–12, 15–19, and 22–26.

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

TRANS STATES—A Section 6 notice was

filed on Feb. 7, 2018. Negotiations continue June 25–28.

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

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



ExpressJet pilots don their “The Deal’s Not Done” campaign lanyards outside the airline’s training center prior to the company-sponsored E175 launch cookout in Houston, Tex.

includes career-progression opportunities as well as an adequate work/life balance.”

In April 2017, the pilots’ Negotiating Committee made an initial pass to management for a start to Section 6 negotiations. The committee didn’t hear from management for more than a year, keeping progress on a 10-year-old concessionary contract at a standstill.

However, in August 2018 management notified ALPA that a ratified pilot contract would be required to facilitate the upcoming sale of ExpressJet to ManaAir, which is partially owned by United Airlines. The timeline management allowed after more than a year of not wanting to negotiate? A mere 45 days. In order to place the company in a position to succeed, the pilots ratified Contract 2018 in the allowed timeline.

“ExpressJet pilots were tricked,” said Mauro. “Management has indicated that further investment in the

pilot group will not occur. Our operation continues to be made ‘more efficient,’ but in reality, it’s being cheapened, and the solid foundation that’s been built on the backs of the ExpressJet pilot group is being dismantled at the same time other regional airlines are seeing significant investment, even outside of Section 6 negotiations, to attract and retain quality pilots. Management is ensuring that other regionals become better places to work every day.”

MAINLINE

United MEC Releases Leading Edge Podcast

● The United Master Executive Council has released the first episode of its *Leading Edge* podcast. The podcast discusses a variety of topics focused on the interests of United line pilots. In episode 1, “The Railway Labor Act [RLA],” F/O James Belton (United), the pilot group’s MEC spokesperson, and Katy Adams, ALPA’s strategic communications advisor, discuss

- Why United pilots are governed by the RLA,
- Section 6, and
- The process of collective bargaining in the airline industry.

Download or subscribe to the *Leading Edge* podcast on Apple Podcasts and Google Play.



NEW ALPA REPS

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

● **AIR WISCONSIN 50**
Capt. Daniel Batchelder, Chair (Capt. Rep)

● **AIR WISCONSIN 50**
Capt. Andrew Dubiel, Vice Chair (F/O Rep)

● **AIR WISCONSIN 50**
Capt. Whitney Starling, Secretary-Treasurer

● **CALM AIR 205**
F/O Nicholas Harman, Vice Chair (F/O Rep)

● **CALM AIR 213**
Capt. Nicolas Archambault, Chair (Capt. Rep)

● **CALM AIR 213**
F/O Daniel Priest, Vice Chair (F/O Rep)

● **EXPRESSJET 176**
Capt. Craig Barnes, Vice Chair (Capt. Rep)

● **EXPRESSJET 180**
F/O Sean McGrath, Chair (F/O Rep)

● **EXPRESSJET 180**
Capt. John Breiling, Vice Chair (Capt. Rep)

● **ENVOY 126**
F/O Arshpreet Dhillon, Secretary-Treasurer

● **SKY REGIONAL 207**
Capt. Donald Poulin, Chair (Capt. Rep)

● **SKY REGIONAL 207**
F/O Matthew Stubbs, Vice Chair (F/O Rep)

● **SKY REGIONAL 207**
Capt. Chris Noseworthy, Secretary-Treasurer

● **WASAYA 236**
Capt. Mark Lavoie, Vice Chair (Capt. Rep)

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

● **COMMUTAIR 152**
Capt. Earl Blowers, Chair (Capt. Rep)

● **DELTA 54**
Capt. Mark Young, Chair (Capt. Rep)

● **DELTA 66**
Capt. Michael C. Kirk, Secretary-Treasurer

● **FRONTIER 165**
Capt. Douglas Zink, Chair (Capt. Rep)

● **PSA 69**
Capt. Michael Nagy, Chair (Capt. Rep)

● **WESTJET 227**
F/O Adam Harmer, Vice Chair (F/O Rep)

PREFLIGHT



Airline Industry Update

Domestic

● Reuters reported on June 9 that **Boeing announced it's continuing "to work with global regulators to provide them the information they need to certify the B-737 MAX update and related training and education material and safely return the fleet to service."**

● **The FAA recently announced that it released its 20-year Aerospace Forecast for fiscal years 2019–2039, which anticipates steady growth for airlines deploying larger airplanes to accommodate a 2 percent annual rise in passenger traffic.**

● According to the *Chicago Business Journal*, **in late April United Airlines officially unveiled its new livery, which features three shades of blue—Rhapsody Blue, United Blue, and Sky Blue—and a larger globe on the tail.** The livery change for United's fleet of airplanes is expected to be completed by 2026.

● **The Transportation Security Administration (TSA) announced that it expects to screen more than 260 million passengers between Memorial Day and Labor Day.** "This summer we're expecting to screen over 2.7 million travelers on peak days," said Patricia Cogswell, the TSA's acting deputy administrator.

● **Per AAEA Security Smart-Brief, the Department of Transportation on May 15 ordered the suspension of all commercial passenger and cargo flights between the United States and Venezuela, citing reports of unrest and violence around airports in the South American country.**

International

● **Air Transat announced that it's begun renewing its fleet, taking delivery of the first of 15 A321neoLRs that will be added to the company's operations by 2022.**

● Reuters reported that **Ryanair recently posted its weakest annual profit in four years—1.02 billion euros (\$1.14 billion), down**

United unveils its new livery, which features three shades of blue and a larger globe on the tail.

from 1.45 billion euros (\$1.62 billion) in the previous year. The airline said earnings could fall further next year as it grapples with overcapacity, Brexit, and delays in delivery of the B-737 MAX.

● According to the Associated Press, **Emirates Chief Commercial Officer Thierry Antinori resigned in early May, days after the Gulf airline announced its weakest profit in a decade.** Adnan Kazim, the airline's divisional senior vice president, has replaced Antinori.

● **Brussels Airport announced that it's testing a self-driving shuttle bus that uses sensors to navigate through traffic and around obstacles.** The shuttle is currently undertaking demonstration trips, without passengers, to test the technology. The airport expects passengers to be able to use the vehicles by mid-2021.

Front Lines

ALPA PRESIDENT NAMED TO FAA DRONE ADVISORY COMMITTEE

● Capt. Joe DePete, ALPA's president, has been named by Elaine Chao, secretary of the Department of Transportation (DOT), to the FAA's Drone Advisory Committee (DAC). The committee, which was established in 2016, is charged with advising, recommending, and tasking the FAA on improving

the efficiency and safety of integrating unmanned aircraft systems (UAS) into the national airspace system.

"I appreciate the confidence that Secretary Chao has placed in the world's largest nongovernmental air safety organization, and ALPA stands ready, willing, and able to assist the DOT and the FAA on this important work to keep flying safe," said DePete. "I look forward to working with the DAC members to ensure that we do all we can to safely integrate all new entrants into our airspace."

DePete served since 2017 as a member of the DAC subcommittee, where he worked on Technical Group 3 advising the DAC on determining sources of funding for UAS integration and implementation. DePete has also been instrumental in leading initiatives to begin collaborating with new entrants on operational integration and safety enhancements.

The DAC is composed of 32 executives from various industries that are directly impacted by the integration of UAS into the national airspace. The committee includes members from the piloted and remotely piloted aviation industry, state and local law enforcement, manufacturers, retail, and the technology industry. ALPA and the National Air Traffic Controllers Association are representing the views and perspectives of aviation labor and as experienced operators in the national airspace system.

ALPA PARTNERS WITH U.S. OFFICIALS TO FIGHT HUMAN TRAFFICKING

● ALPA announced on June 12 a new partnership with



the Department of Transportation (DOT), the Department of Homeland Security's (DHS) Blue Campaign, and U.S. Customs and Border Protection to fight human trafficking through the Blue Lightning Initiative (BLI) (see page 55). Through an interactive training module, ALPA pilots can access the resources needed to help protect the basic right of freedom and bring those who exploit human lives to justice.

"Public awareness is key to identifying and reporting human trafficking," said U.S. Department of Transportation Secretary Elaine L. Chao. "Each tip may make the difference in saving someone's life."

"U.S. Customs and Border Protection is proud to partner with those who stand up against human trafficking and exploitation, which has no place in society," said Acting Commissioner John P. Sanders. "Through the Blue Lightning Initiative, we're equipping a critical group of airline professionals who are in a unique position to identify and report signs of potential exploitation and trafficking to law enforcement authorities. Through partnerships like BLI, we can help stop human exploitation."

"As flightcrew members responsible for the operation of tens of thousands of

flights across North America, airline pilots, working with our partner crewmembers, are uniquely positioned to help combat the vile act of human trafficking," said Capt. Joe DePete, ALPA's president. "Through our partnership with the Blue Lightning Initiative, ALPA pilots now have access to education and training that help identify potential human-trafficking victims and alert the authorities."

The Blue Lightning Initiative trains aviation industry personnel to identify potential traffickers and human-trafficking victims and to report their suspicions to federal law enforcement.

ALPA AND PHMSA COLLABORATE ON HAZMAT SAFETY

● Capt. Joe DePete, ALPA's president, met with Pipeline and Hazardous Materials Safety Administration (PHMSA) Administrator Howard "Skip" Elliott in mid-May at ALPA's headquarters in Washington, D.C. The two discussed the ongoing collaboration between ALPA and PHMSA to promote the U.S. Department of Transportation's (DOT) "Check the Box" undeclared hazardous materials educational initiative. They also examined the implementation of the interim final rule that PHMSA published earlier this year that harmonizes U.S.



Capt. Joe DePete, ALPA's president, center; Skip Elliott, the Pipeline and Hazardous Materials Safety Administration administrator, right background; and their advisors discuss hazardous materials.

regulations on lithium battery shipments with International Civil Aviation Organization technical instructions.

"ALPA has been very impressed with the responsiveness of PHMSA to our concerns regarding the dangers of undeclared hazardous materials shipments," said DePete. "The 'Check the Box' program is a game-changer."

DePete and Elliott also discussed DOT Secretary Elaine Chao's upcoming keynote address at ALPA's Air Safety Forum in July, during which she'll highlight the Check the Box initiative and other safety topics.

ALPA OFFERS TESTIMONY ON PROTECTING THE NATIONAL AIRSPACE SYSTEM

● In early May, ALPA submitted testimony to the U.S. Senate's Commerce, Science, and Transportation Committee in advance of the May 8 hearing regarding new entrants in the national airspace system (NAS). ALPA's testimony once again highlighted the need for the safe integration of new technology and commer-

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

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

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 15.

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

cial aviation operations into the NAS.

The future growth and success of U.S. commercial aviation depends on continued safe, dependable, and efficient access to shared public resources such as the NAS, air traffic management, ground infrastructure, and airport services. However, expanded markets and technological advances in space operations are enabling new commercial companies to access these limited resources, which has become a critical challenge for the aviation community.

To protect the unparalleled levels of safety that the commercial aviation industry has reached in the United States, ALPA has been calling for lawmakers and industry stakeholders to begin integration planning now. The integration of commercial space operations is multidimensional, complex, and will require the same level of skill, commitment, and innovation that commercial space rocket scientists are using to design

today's advancements in spaceflight.

ALPA advocated that integration should begin with the formation of a government and industry activity that envisions the integrated operations, documents the needed improvements to the NAS, and puts a plan in place to ensure that the integration gets under way. Commercial space integration will improve the safety and efficiency of the NAS for all airspace users, and a strategy to fully integrate commercial space operations into existing NAS operations is a critical first step to achieving this important goal.

SHARING PILOTS' PERSPECTIVE ON AIR QUALITY ISSUES

● Capt. David Baron (Alaska) presented ALPA's perspective on cabin and cockpit air quality at the Aerospace Medical Association's Annual Scientific Meeting in Las Vegas, Nev., in early May. The audience included a broad international group of airline medical directors, airline managers,



aeromedical staff, and regulators from around the globe. Other panelists included representatives from Airbus, Harvard Medical School, and MedAire, a travel-risk mitigation service.

Baron described "fume events" from both aircraft systems design and health perspectives and cited deidentified actual cases of pilots with exposure symptoms, high carbon monoxide levels, and an unusual case of pilots suffering long-term health effects. He referenced ALPA's work with Airlines for America on its Cabin Air Quality Task Group. He also stressed

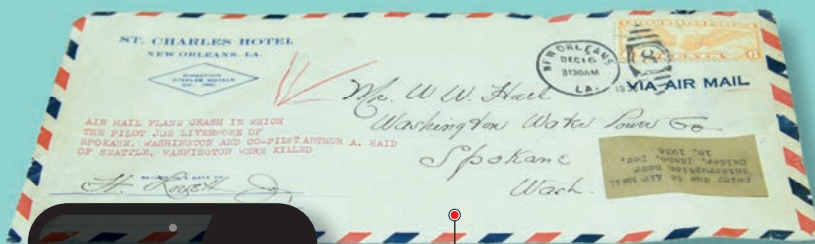
Capt. David Baron (Alaska) presents ALPA's perspective on cabin and cockpit air quality at the Aerospace Medical Association's Annual Scientific Meeting.

the importance of continued education for pilots, cabin crewmembers, management, and maintenance workers and emphasized the need for continued data collection and research leading to aircraft design improvements where appropriate.

ALPA TO NASA WORKSHOP: A MINIMUM OF TWO PILOTS IN THE COCKPIT IS ESSENTIAL

● ALPA members and staff participated in a NASA workshop on autonomous flight and reduced crew flight for medium-sized cargo operations at NASA Ames research center in Mountain View, Calif. The workshop, held in late April, explored the "art of the possible" in developing technologies for autonomous applications.

Capt. Bill Secord (FedEx



This letter was on the fatal December 1936 flight flown by Joe Livermore and Art Haid.

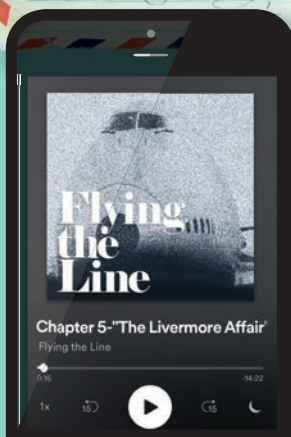
“It is apparent that Joe Livermore, on the night of Dec. 18, 1936, should probably have canceled his flight. But he was so depressed, under pressure, and fearful of losing his job that he didn't. He and Art Haid would pay with their lives for that error in judgment.”

—GEORGE E. HOPKINS, AUTHOR OF *FLYING THE LINE*, ALPA'S UNOFFICIAL BIOGRAPHY

Podcast Recounts ALPA's Trailblazing History

FLYING THE LINE chronicles the time before the safe working conditions, labor protections, and employee benefits today's airline pilots enjoy. It's the story of Capt. Dave Behncke and 24 "Key Men" who joined together to form ALPA, fighting their adversaries every step of the way and against formidable odds.

● **To learn more** about the founding of ALPA and the early days of airline flying, check out ALPA's *Flying the Line* podcast. Subscribe on Apple Podcasts, Google Play, Spotify, and other popular platforms (search *Flying the Line*) to be the first to know when new episodes are released.





Capt. Bill Secord (FedEx Express), standing, addresses the audience during NASA's workshop on autonomous flight and reduced crew flight for medium-sized cargo operations.

Express) participated on a panel that explored reduced crews and autonomous operations. He made clear that it's "ALPA policy that an airline flight crew shall always be a minimum of two fully qualified, certificated, and landing-current pilots in the cockpit." Secord also reminded attendees that it's essential for all aircraft to have the ability to adapt to the continuously dynamic operational environment. Without this ability, an autonomous aircraft would force all other aircraft piloted by humans in the cockpit to accommodate their flight.

FAA Acting Deputy Administrator Carl Bureson was also on hand to deliver a keynote address, and he highlighted the many chal-

lenges the FAA faces with the continued efforts to safely integrate today's unmanned aircraft systems (UAS) into the national airspace system, let alone the use of UAS for airline cargo or passenger services.

CANADA DRONE REGULATIONS NOW IN EFFECT

● On January 9, Transport Canada published new rules for flying drones in Canada. These rules took effect in late May.

ALPA participated in the development of the regulations, providing extensive feedback to various proposals throughout the process, and has continued to work with Transport Canada and remotely piloted aircraft systems stakeholders during the implementation phase to maximize safety for those who travel by and work in the air.

Catch ALPA at the 2019 EAA AirVenture Oshkosh!

Join us for the world's greatest aviation celebration. Stop by the ALPA booth (#3026) in Exhibit Hangar C in the EAA Four Corners area.

Interested in volunteering or simply want to know more about ALPA's Oshkosh activities? Visit www.alpa.org/Oshkosh.

We'll see you there!

Unfortunately, ALPA still believes the regulations don't go far enough. "While we remain in favour of proceeding with the regulations to immediately improve our regulatory framework, this fast-growing sector of aviation still needs better regulations to ensure the safety of our skies," said Capt. Tim Perry, ALPA Canada president.

UPGRADES TO ALPA'S MOBILE APP ARE HERE

● ALPA's tech experts have been working on upgrades to the ALPA mobile app for both Apple and Android users, and the rollout of new features has begun. When launching

the app after downloading the latest update, you'll find

- "My Account" is now responsive (i.e., easier to use on your mobile device),

- Enhancements to Known Crewmember,

- Access to Pilot Peer Support (under the Resources tab), and

- Mobile-friendly tools to help ALPA reps do their jobs.

ALPA is committed to providing members with the best resources and services—look for another update with additional new features in the coming weeks.

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

R&I FINANCIAL WELLNESS SURVEY COMING SOON

FEEDBACK FROM U.S. AND CANADIAN PILOTS NEEDED

By Capt. Ken Binder (FedEx Express), National R&I Committee Chair

ALPA's National Retirement & Insurance Committee, along with master executive council R&I Committees, works tirelessly to ensure that you and your family have appropriate benefits available when you need them. At the national level, we do this in a number of ways—from providing life, disability, dental, and accident & illness plans to engaging with Charles Schwab to provide you with complimentary, world-class financial planning.

We would like to know how you're doing in your financial life and how ALPA can bet-

ter assist you. But we need direct feedback from you. Watch your e-mail inbox around late June for our Retirement & Insurance Survey on Financial Wellness. It shouldn't take more than 10–15 minutes to complete and will provide ALPA with a wealth of information on how we can best serve you and your retirement and insurance needs, with actionable takeaways and a gauge of financial well-being that we hope to build on for years to come.

Thank you in advance for taking the time to complete this important survey.

SOLUTION TO THIS MONTH'S ALPA SUDOKU ON PAGE 13.

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



ASO UPDATE



● CAPSTONE ACCIDENT INVESTIGATION COURSE PREPARES ALPA REPS

In late May, ALPA conducted its semianual Advanced Accident Investigation Course in Grand Forks, N.D., with the continuing support of the University of North Dakota and the Grand Forks Airport Authority, which again made their donated FedEx B-727 available for the course.

Sixteen pilots from nine ALPA pilot groups, along with four University of North Dakota students, participated in the mock accident investigation. The Aircraft Systems Group documented the cockpit and relevant aircraft

Students conduct a mock accident investigation during ALPA's Advanced Accident Investigation Course in Grand Forks, N.D.

systems components, while the Operations Group conducted crew interviews and reviewed flight crew training records, pilot certificates, the medical history of the flight crew, human performance issues, dispatch paperwork, and weather information. In addition, the Structures Group documented structural damage, the CVR Group transcribed the voice recording, and the Survival Factors Group documented the emergency egress systems.

F/O Steve Demko (United), ALPA's Advanced Accident Investigation Course director, said, "This course setting allows our ALPA investigators to experience the process of NTSB/TSB investigations, while also learning how to interact in investigative groups during the field phase."

The next Advanced Accident Investigation Course is scheduled for September.

● ALPA HOSTS FAA CHARTING FORUM

In late April, ALPA hosted the FAA's Aeronautical Charting Forum (ACF) and Instrument Procedures Group (IPG) at the Association's Conference Center in Herndon, Va. Nearly 100 aviation industry representatives from U.S. and Canadian airlines, International Civil Aviation Organization (ICAO) stakeholders, and labor organization officials attended to discuss additions and modifications to aeronautical charting products and instrument procedure design.

With support from ALPA's Engineering & Air Safety Department, representatives from the Association's Air Safety Organization presented members' interests to ensure that planned changes to aeronautical charts and instrument procedures won't generate safety or operational concerns.

The two groups gathered to discuss upcoming developments for navigational products and to achieve consensus on numerous matters affecting flight crews in all aspects of aviation. The IPG discussions included updates to technical and



design orders on performance-based navigation, especially as they pertain to standard instrument departures and standard terminal arrival routes. Also discussed were changes to instrument flight procedures to align with ICAO and Canadian instrument procedures standards.

The ACF included presentations on the discontinuation of VOR services, notices to airmen, and charting revisions to prevent wrong-surface landings and runway incursions, while discussing charting improvements and standardizing items like airport diagrams, instrument procedures, helicopter routes, and unusable airways.

The next ACF will be held in late October in Silver Spring, Md.

● SHARING AIRLINE PILOTS' PERSPECTIVE AT UNMANNED VEHICLE EXPO

F/O James Belton (United), F/O Vas Patterson

(United), and Mark Reed, a staff engineer in ALPA's Engineering Air & Safety Department, represented ALPA's Air Safety Organization (ASO) at the Association for Unmanned Vehicle Systems International (AUVSI) Xponential 2019 held in late April in Chicago, Ill.

AUVSI is the world's largest nonprofit organization devoted to unmanned systems and the robotics community. Nearly 9,000 industry professionals attended this unique event. The Association's ASO is instrumental in shaping the safe integration of unmanned aircraft systems into the national airspace system.

CORRECTION

On page 25 of the print version of the May issue, Capt. Rick Cameron (United) and Christoph Schewe, the International Federation of Air Line Pilots' Associations managing director, were misidentified. Cameron is on the left, and Schewe is on the right.



IN MEMORIAM

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

—Author unknown

2011	Capt. Gene C. Russell	US Airways	February
2015	Capt. Robert M. Boyd	Continental	April
2016	Capt. David A. Boswell	US Airways	February
2017	Capt. Lloyd J. Stephens	United	August
2018	Capt. Robert G. Dawson	Eastern	June
	Capt. James E. Kiedrowski	Northwest	June
	Capt. Thomas R. Curtiss	America West	July
	Capt. Roger D. Sims	Continental	July
	F/O Kenneth D. Brodeur	Braniff	October
	Capt. Dave J. Cody	Polar Air Cargo	December
	Capt. Thomas E Mullins	TWA	December
2019	Capt. Jack R. Moore	Braniff	January
	Capt. Denis S. Getman	United	February
	F/O James F. Gutmann	Delta	February
	Capt. Merlin R. Hauan	Braniff	February

Capt. Stephen E. Pyle	TWA	February
Capt. Rex M. Winters	Braniff	February
F/O Richard F. O'Neill	Pan American	March
Capt. Alan S. Popwell	Delta	March
Capt. Sal J. Porrello	Eastern	March
Capt. Michael B. Shaffer	Air Canada Jazz	March
Capt. Barry D. Sheldon	Delta	March
Capt. J. Frank Shepherd	US Airways	March
Capt. William E. "Pappy" Boynton	Braniff	April
F/O Raymond A. Bukovszky	Continental	April
F/O Michael R. Butler	Northwest	April
Capt. Don H. Cagle	Delta	April
Capt. Eugene J. Casadaban	Eastern	April
Capt. Robert L. Crosby	United	April
Capt. John A. Gallagher	United	April
Capt. Leslie R. George	Eastern	April
Capt. Mitchell M. Griffin	Northwest	April
Capt. Elmer E. Hinkle	Delta	April

Capt. Herbert V. Hymas	Pan American/United	April
Capt. Robert G. Jewett	United	April
Capt. Dennis R. Kozacek	FedEx Express	April
Capt. Timothy J. Moran	Delta	April
Capt. Norman Mysen	TWA	April
Capt. William P. Nolan	United	April
Capt. Edwin L. O'Rourke	Delta	April
Capt. John C. Pierce	Delta	April
Capt. Nathan P. Reigeluth	Mesa	April
Capt. Seiji Shinozuka	United	April
Capt. Grover C. Turner	Braniff	April
Capt. Norman W. Abare, Sr.	Delta	May
Capt. Douglas W. Files	United	May
Capt. Larry W. Fussell	Northwest	May
Capt. Iredell Jones	ATA	May
Capt. Orvis C. L'Roy	Braniff	May
Capt. Douglas S. Tremblay	Northwest	May
Capt. Serge Tremblay	Jazz Aviation	May

Compiled from information provided by ALPA's Membership Administration Department



EVAS
EMERGENCY VISION ASSURANCE SYSTEM

1 (800) 441-9230

info@visionsafe.com | visionsafe.com



7000⁺
EVAS Systems

Over 7000 EVAS systems protecting airplanes worldwide.

3 Incidents
/day
In the US alone

Due to smoke, fire, or fumes on aircraft.

120⁺
Certified Aircraft

EVAS is certified on over 120 aircraft types.

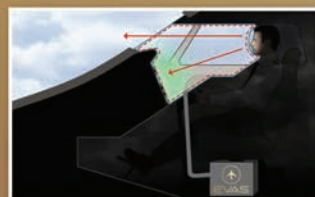
Normal View



Smoke View



EVAS View





EDUCATION COMMITTEE UPDATE



● **COLLEGIATE AVIATORS COMPETE IN NIFA SAFECON 2019**

Nearly 400 collegiate aviators from 29 flight programs descended on the University of Wisconsin in mid-May to compete in the National Intercollegiate Flying Association's Safety and Flight Evaluation Conference (NIFA SAFECON). This annual event, which ALPA proudly sponsors, promotes safety, professionalism, and excellence through education and competition.

NIFA SAFECON 2019, held May 13–18 at the Southern Wisconsin Regional Airport, included events designed to test flight students' aviation knowledge and skills such as navigation, aircraft recognition, and landings. Adverse weather conditions also added an unexpected layer of difficulty, giving collegiate aviators a glimpse at real-world operational scenarios.

ALPA Education Committee volunteers presented the 2019 NIFA SAFECON national and regional top pilots with scholarship awards. Visit bit.ly/

Education Committee members Capt. Kayan Todiwalla (TSA), left, and Capt. Fred Kopec (Delta) staff ALPA's booth at the National Intercollegiate Flying Association's Safety and Flight Evaluation Conference.

nifaSafecon for the official competition results.

In addition, Cpts. Fred Kopec (Delta) and Kayan Todiwalla (TSA) spoke with collegiate aviators about ALPA and the piloting profession. They connected with hundreds of students and coaches throughout the week at ALPA's booth and hosted an information session to answer questions.

● **TEACHING STUDENTS ABOUT WOMEN WHO CHANGED AVIATION**

Among the many ways that ALPA demonstrates its commitment to recruiting the next generation of airline pilots, ALPA hosted students from Cardozo High School



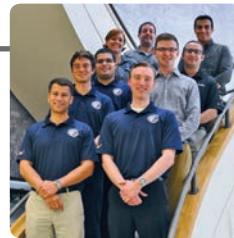
Fly Girls author Keith O'Brien, center, poses for a photo with Calvin Ngo and Donnella Brown-Durhart from Cardozo High School in Washington, D.C.

in Washington, D.C., during a recent Aero Club of Washington luncheon.

Calvin Ngo, 17, and Donnella Brown-Durhart, 16—who participate in a unique program at their high school that highlights the airline piloting profession—joined ALPA to listen to an inspiring talk from author Keith O'Brien on the history of aviation. He discussed his best-selling book, *Fly Girls: How Five Daring Women Defied All Odds and Made Aviation History*, which chronicles the story of five women who broke barriers (and world records) to become pioneers of the airline industry. *Fly Girls* examines the flight careers of Ruth Elder, Amelia Earhart, Ruth Nichols, Florence Klingensmith, and Louise Thaden, known as the “radicals” of aviation during the 1920s and 30s.

● **EDUCATION COMMITTEE CHARTS COURSE TO INSPIRE NEXT GENERATION**

Securing the future of the profession—one of ALPA's strategic goals—involves a multipronged approach that was determined by the 2018 Board of Directors. Sparking student interest in aviation, mentoring aspiring aviators, and preparing future generations of pilots to join the ranks



Pilot representatives from ALPA's Education Committee gather for a meeting at the Association's Herndon, Va., offices.

of ALPA members are just a few of the ways in which ALPA's Education Committee is working to achieve this goal.

Core Education Committee volunteers convened in the Association's offices in Herndon, Va., in April to review the status of ongoing projects and chart a course moving forward.

The meeting, led by F/O Costas Sivyllis (United), the Education Committee chair, kicked off with a comprehensive review of ALPA's strategic plan and related initiatives. The group also discussed the state of the industry, pilot supply, expanding its outreach at grade schools and universities, and other items. As a result, the committee is in the process of developing an updated plan of action.

● **MENTORING CANADIAN AIR CADETS**

In mid-April, more than 500 young cadets from the Air Cadet League of Canada took

part in the Triple AAA Career Expo at the Jazz Aviation hangar in Toronto, Ont., to learn about careers in aviation and aerospace. The event included static aircraft displays, special presentations throughout the day, and exhibitor booths where cadets could connect with industry representatives.

Representing ALPA, Capt. Jacques Mignault (Air Transat) spoke with cadets, their parents, and members of the public about airline piloting careers and encouraged them to pursue the profession.

The Air Cadet League of Canada is geared toward students ages 12 to 18. Through the organization, cadets have an opportunity to participate in a wide range of activities and learn valuable life and work skills. Event organizers were appreciative of ALPA's involvement, noting that it was industry participation that made the career expo a success.



Capt. Jacques Mignault (Air Transat), center, and cadets attend the Triple AAA Career Expo in Toronto, Ont.



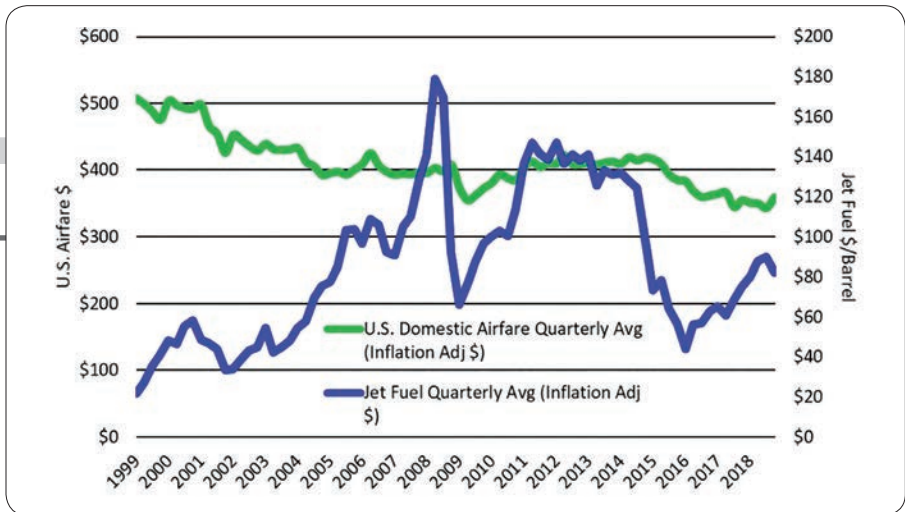
INDUSTRY STATS

U.S. DOMESTIC AIRFARE AND JET FUEL

According to data from the U.S. Department of Transportation's Bureau of Transportation Statistics, average domestic airfare increased to \$359.30 in the fourth quarter of 2018, up 1.2 percent from \$354.98 in the fourth quarter of 2017, on an inflation-adjusted basis in constant 2018 dollars. Fares were based on the total ticket value, which consisted of the price charged by the airline plus any additional taxes and fees levied at the time of ticket purchase. Fares did not include charges for optional services such as baggage fees.

During the same time in 2018, West Texas Intermediate crude oil prices averaged \$59.08 per barrel, up \$2.49 per barrel from the average price in the fourth quarter of 2017, on an inflation-adjusted basis in constant 2018 dollars. Brent crude oil prices also rose by \$4.83 per barrel to an average of \$67.71 per barrel in the fourth quarter of 2018. Due to the rise in crude oil prices, jet fuel prices increased accordingly by \$7.54 per barrel to an average of \$82.46 per barrel in the fourth quarter of 2018.

Conventional wisdom dictates that an



Source: Energy Information Administration and U.S. DOT Bureau of Transportation Statistics—National Level Domestic Average Fare Series

increase in airline operating expenses, such as higher fuel costs, would lead to an increase in average domestic airfares for consumers. However, the relationship between airfare and jet fuel prices has varied. From 1999 to 2018, the correlation between airfare and jet fuel prices had a linear relationship of -35.6 percent. A negative linear relationship exists when one variable increases while another decreases; the larger the number, the stronger the relationship between the variables. In this case, the low negative correlation indicates that the relationship between airfare and jet fuel prices is more influenced by random chance than strong linearity.

This lack of linearity can be better explained if the data is split into two 10-year periods, specifically 1999 to 2008 and 2009 to 2018. From first quarter 1999

to fourth quarter 2008, the relationship between airfare and jet fuel prices had a strong negative correlation of -68.4 percent. Then from first quarter 2009 to fourth quarter 2018, this relationship changed to a significant positive correlation of 70.5 percent.

While many factors may have influenced the inverted change in the relationship between airfare and jet fuel prices, it appears that the relational shift occurred after 2008. During this time, the U.S. airline industry was impacted by significant mergers, such as Delta and Northwest, as well as financial shocks from the global financial crisis. Currently, average domestic airfare prices closely mirror changes in jet fuel prices; however, market-changing developments and macroeconomic factors may alter the relationship in the future.



MARKET WATCH

AIRLINES	PARENT COMPANY	STOCK SYMBOL	5/31/2018	5/31/2019	% CHG.
WestJet, WestJet Encore	WestJet Airlines Ltd. ¹	TSX: WJA	\$20.01	\$30.19	50.87% ▲
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$8.35	\$11.97	43.35% ▲
Spirit	Spirit Airlines, Inc.	NYSE: SAVE	\$36.69	\$46.08	25.59% ▲
United	United Continental Holdings, Inc.	NASDAQ: UAL	\$69.59	\$77.65	11.58% ▲
Bearskin, Calm Air	Exchange Income Corporation ²	TSX: EIF	\$33.91	\$36.24	6.87% ▲
Air Transport International	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$21.00	\$21.94	4.48% ▲
Jazz Aviation	Chorus Aviation ³	TSX: CHR.B	\$7.40	\$7.46	0.81% ▲
Alaska	Alaska Air Group, Inc. ⁴	NYSE: ALK	\$60.81	\$58.20	-4.29% ▼
Delta, Endeavor Air	Delta Air Lines	NYSE: DAL	\$54.05	\$51.50	-4.72% ▼
JetBlue	JetBlue Airways Corporation	NASDAQ: JBLU	\$18.89	\$17.23	-8.79% ▼
Mesa	Mesa Air Group	NASDAQ: MESA	\$12.00	\$9.12	-24.00% ▼
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$37.00	\$24.98	-32.49% ▼
Envoy Air, Piedmont, PSA	American Airlines Group, Inc.	NASDAQ: AAL	\$43.54	\$27.23	-37.46% ▼
FedEx Express	FedEx Corporation	NYSE: FDX	\$249.12	\$154.28	-38.07% ▼

¹ WestJet Airlines Ltd. declared a quarterly dividend of \$0.14 per share on May 7, 2019.

² Exchange Income Corporation declared eligible dividends of \$0.1825 per share for the month of May on May 17, 2019.

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

shares for the month of May on May 22, 2019.

⁴ Alaska Air Group declared a quarterly cash dividend of \$0.35 per share on May 9, 2019.

From left, Capt. Jill Mills (United), Capt. Reid Emminger (Hawaiian), Capt. Bill Secord (FedEx Express), and F/O Dawn Cook (Delta) take ALPA's pro-pilot message to Capitol Hill.



PILOT-PARTISAN:

ADVANCING SAFETY, SECURITY, AND THE PROFESSION

Advocating on behalf of airline pilots is what we do. It's the very reason our union was formed. And although we've achieved numerous and significant safety, security, and quality-of-life improvements since our inception in 1931, we continuously encounter threats to the U.S. and Canadian airline industry that take on new and different forms: the proliferation of flag-of-convenience and atypical business models, a skewed competitive field that includes global airlines receiving illegal subsidies, pushback from special-interest groups that misinterpret or seek to change safety and security legislation purely to improve their

bottom line—just to name a few. And although the threats have changed, one single constant remains unchanged: the pilots of the Air Line Pilots Association, International continue to be the leading advocates for our industry and our profession.

On both Capitol Hill and Parliament Hill, ALPA engages with political allies who rise above party distinctions, champion our causes, and help advance our pilot-partisan agenda. Read on to learn what ALPA's vast network of pilot volunteers, elected leaders, and professional staff are doing to ensure a level playing field for our members and the North American airline industry.



Left: Sen. Martha McSally (R-AZ) poses with members of ALPA's Arizona contingent. From left, F/O Taylor Skinner (Compass), Capt. Mark Manausa (Frontier), F/O Steve Johnson (Delta), McSally, Capt. John Stemmler (Frontier), and Capt. Greg Sumner (United).

Below: Capt. Joe DePete, ALPA's president, welcomes pilots to the Legislative Summit and impresses upon them the importance of their role.

PUTTING A CONSTITUENT FACE ON ALPA PRIORITIES

PILOTS PUT ADVOCACY INTO ACTION WITH CAPITOL HILL VISITS



By Kevin Cuddihy, Contributing Writer

On June 5, 156 pilots—in full uniform—from 38 states mobilized on Capitol Hill to conduct approximately 200 meetings with Members of Congress as the closing flourish of ALPA's 7th Annual Government Affairs Legislative Summit. Serving as the voice of ALPA and the airline piloting profession, they met with these federal decision-makers to advocate for the Association's pilot-partisan agenda.

During this year's summit, which took place June 3–5 in Washington, D.C., attendees learned about ALPA's legislative agenda and how to present issues

thoughtfully and personally—and how to “make the ask” of Members of Congress to support the Association's legislative priorities. They then put what they learned into action during “Hill Day,” the summit's finale.

THE POWER OF UNIONISM

Capt. Joe DePete, ALPA's president, opened the Legislative Summit, highlighting the power of unionism, remarking, “We're all proud to be airline pilots” while discussing the associated responsibilities. “ALPA pilots are leading boldly on the issues facing us and our profes-

sion,” he asserted.

ALPA's president referenced the FAA Reauthorization Act of 2018 and the high level of “ALPA wins” the bill contained. He noted that this year ALPA's legislative priorities focus on

1. installing secondary cockpit barriers as mandated by the FAA reauthorization act,
2. restricting flag-of-convenience and atypical business models, and
3. enacting one level of safety and security for all-cargo operations.

Capt. Bob Fox, ALPA's first vice president, noted, “Your presence here represents the dedication that every airline pilot has to the Association's mission of ensuring aviation safety and security while advancing the profession's future.”

The first two days of the summit consisted of presentations to inform the pilots on ALPA's top issues and discuss best practices during their visits with Members of Congress. They heard from ALPA staffers and pilot subject-matter experts on the nuts and bolts of the Association's positions, from advocacy professionals on persuasion and story-telling techniques and social media protocol, and from Members of Congress and their staffers on how to quickly get their points across in the limited amount of time these meetings allow.

“Tell *your* story” was a common theme, as pilots were reminded repeatedly to bring a personal aspect to their hill visit to make a true impact and be remembered. “The key to the process,” stated Fox, “is combining emotion with information in a way to make it memorable and—most importantly—actionable.”

“ALPA pilots—and all who rely on air



Capt. Bob Fox, ALPA's first vice president, speaks to the crowd of pilot advocates.



transportation—are depending on you to tell your story this week,” added DePete. “Because of all who came before you and because you’re here today, the lawmakers of this country will be listening.”

RESONATING WITH LAWMAKERS

“We’re highly trained professionals who constantly review our operation, identify contingencies, and seek out ways to make a very safe system ever safer,” ALPA’s president said. “We deliver on the responsibility we shoulder every flight of every day, 365 days a year. This commitment is part of our shared value of advancing safety, and it’s the reason for the immense credibility we carry when we walk down the halls of Congress.”

Fox also discussed pilot activism, tracing it back to the Association’s 24 “Key Men,” and particularly Capt. Dave Behncke, ALPA’s first president. “Capt.

Behncke pioneered the approach we still use today to raise awareness on the hill,” he said. “Having pilots share their personal stories with decision-makers firsthand and putting a real face to it.”

And the fact that those faces belonged to constituents was important. “Putting a constituent face on these issues brings ALPA to life,” said Vanessa Kermick, ALPA’s grassroots representative. She reiterated the need to not only make the stories personal but also to reinforce the impact the issue has on the Member of Congress and on the state or district.

The pilots saw success with this model, too. F/O Taylor Skinner (Compass) was attending his first Legislative Summit and reported success after his Capitol Hill visits. “All elected officials who we met with agreed to support our stance on flags of convenience and said

Top: F/O Taylor Skinner (Compass) speaks with Rep. Debbie Lesko (R-AZ) about secondary cockpit barriers.

Bottom: Capt. Mark Manausa (Frontier) discusses ALPA’s legislative priorities with Rep. Ruben Gallego (D-AZ).

they would try to enforce secondary barriers,” he said. “I believe this success was because we were able to help put a face to the pilots being affected.”

Capt. Andrew Hobin (Alaska) met with five different Members of Congress or their staff and concurred. “Legislative affairs make a difference,” he said. “We have to engage with lawmakers—and our efforts are making a difference.”

During visits on the hill, ALPA members were also encouraged to engage in a social media campaign regarding ME3 unfair subsidies.

GETTING ALPA'S MESSAGE HEARD

When ALPA pilots visit their Members of Congress on Capitol Hill, the pilots’ messages come across loud and clear. Is it the amount of training coming through? The air of authority? An extension of pilot-in-command?

The first step in making ALPA’s voice heard is, of course, showing up. During ALPA’s 7th Annual Government Affairs Legislative Summit, Sen. Todd Young (R-IN) addressed the pilots,

noting the influence of so many pilots taking to Capitol Hill together. “Your presence here together in Washington, D.C., is pivotal in ensuring that your voice is heard on your issues.”

And when ALPA pilots show up, they show up prepared. In between meeting with pilots in his office and rushing off to the House floor for a vote, Rep. Salud Carbajal (D-CA) addressed pilot advocates, sharing, “I’m always impressed with the knowledge level [pilots] have, not only of their field

but legislation that affects them and the industry,” he said. “It’s important for me to hear that voice from ALPA and the pilots.”

Rep. Ruben Gallego (D-AZ) estimated that he speaks to pilots roughly 10 times a year both in Washington, D.C., and back home. After his most recent meeting with ALPA members, he praised them for being “very well-versed—more well-versed than a lot of other constituents who come to talk about their particular interests.” He noted that when

an ALPA pilot visits, “I can get an honest assessment about what I need to know in terms of making decisions when it comes to the airline industry.”

Rep. Bennie Thompson (D-MS), chair of the House Homeland Security Committee, observed that pilot visits resonate because “when you visit me in my office, you’re talking about safety, you’re talking about security,” he explained. “It’s not personal wants and needs. That says a lot about who you are as professionals.”

MAKING THE ASK

“The meeting essentially didn’t happen unless you make the ask,” cautioned Matt Irwin, an ALPA political and legislative assistant. The ask is what ALPA would like the Member of Congress to do in response to these visits and the issues.


For secondary barriers, it’s sending a letter to Department of Transportation Secretary Elaine Chao—writing their own or cosigning a colleague’s—reiterating the intent of Congress in its language regarding the implementation timeline; for flag-of-convenience and atypical business models, it’s a request to support the forthcoming proposed legislation from Rep. Peter DeFazio, ALPA’s 2019 Pilot Partisan of the Year (see “Honoring Top Advocates”); and for one level of safety and security, it’s an appeal to support legislation coming up later in the year.

And these asks can be made by any ALPA pilot to his or her Member of Congress. Tweet at them, write an e-mail, or best of all, visit them in their home districts or in their offices in Washington, D.C. Every voice matters and every visit helps. (See “District Advocates: Advancing ALPA’s Pro-Pilot Agenda,” page 31.)

Skinner is already planning to return to Capitol Hill later this summer. “It’s so important for pilots to get out there and share their experiences with elected officials,” he acknowledged. “Protecting our careers and ensuring the safety of the passengers on our flights is critical.”

KEEPING ON COURSE

“Regardless of where we fly or what we carry,” DePete reiterated, “ALPA pilots know that the strongest safety asset on any flight is the presence of at least two fully qualified, highly trained, and well-rested pilots on the flight deck.”

With that knowledge and background on ALPA’s current priorities, the contingent of ALPA pilots walked the few blocks to Capitol Hill before dispersing to a myriad of offices surrounding the Capitol’s iconic Rotunda. And while the faces on the other side of the desk changed, the voice of ALPA’s pilots never strayed from course—keeping North American aviation the safest form of transportation in the world. 



HONORING TOP ADVOCATES

Remarking that Rep. Peter DeFazio (D-OR) has “been in the trenches with us in the fight for safer skies since he first came to Congress in 1987,” Capt. Joe DePete, ALPA’s president, honored him as ALPA’s Pilot Partisan of the Year during a banquet at the Association’s 7th Annual Government Affairs Legislative Summit.

DePete ran through an impressive, decades-spanning list of priorities that DeFazio has fought side by side with ALPA—calling for the installation of secondary cockpit barriers, opposing flag-of-convenience business models, mandating that state-owned enterprises comply with trade agreements, creating

the Federal Flight Deck Officer program, and banning smoking on airplanes, to name just a few. DePete concluded, “He’s been one of the strongest champions for pilots in Congress.”

After a standing ovation, DeFazio updated pilots on the status of current ALPA priorities in Congress and invited feedback, saying, “I’m always happy to be informed by pilots” before closing his speech with “thank you for keeping me safe for about six million miles.”

DePete also recognized the 2019 Class of A-Team members—pilots who jumped into the Association’s advocacy work, checking off every single box on ALPA’s advocacy to-do list. Receiving the honor for the first time were Capt.

Capt. Joe DePete, ALPA’s president, honors Rep. Peter DeFazio (D-OR) as Pilot Partisan of the Year.

Jason Ambrosi (Delta), F/O David Birch (United), Capt. Gareth Carter (Endeavor Air), F/O Maggie Eickhoff (Delta), Capt. Eric Hall (Delta), Capt. Andrew Hobin (Alaska), F/O Christian Jimenez (United), and F/O Taylor Skinner (Compass). Receiving the honor for the second straight year were F/O Phil Anderson (United), Capt. Steve Lofgren (United), Capt. Doug Mattson (United), and F/O Joe Morowitz (United). And receiving the honor for the third straight year—each year ALPA has honored the A-Team—were Capt. Reid Emminger (Hawaiian) and Capt. Frank Worthen (Hawaiian).

To learn how you can become an A-Team member and join the Class of 2020, visit www.alpa.org/ateam.

ALPA’s top advocacy pilots, the members of the A-Team Class of 2019.



FAIR AND OPEN SKIES: SAFEGUARDING THE U.S. AIRLINE INDUSTRY

By ALPA Staff

In the last several years, the U.S. airline industry has encountered developing headwinds affecting the competitiveness of U.S.-based carriers and the careers of their pilots. If unchecked, the global growth of flag-of-convenience air carriers and atypical employment practices will radically alter pilots' career stability, safety, and economic security as well as upend the global aviation system.

Since the early 1990s, U.S. Open Skies policy has liberalized global aviation services to increase market-access opportunities for airlines, employees, and passengers. This system has generally worked because it created fair and equal opportunities for airlines of all parties to compete, creating a mutually beneficial marketplace in which foreign countries gained access to the U.S. market while the U.S. gained access to theirs, which created more jobs for all. However, this system will only continue to work if the provisions of U.S. Open Skies agreements are properly enforced, fair terms are upheld, and labor standards are placed at the forefront.

Flag-of-convenience airlines present a major anticompetitive hurdle. This business model, which originated in the maritime industry, allows a carrier or corporation to shop the globe for the most permissive legal, regulatory, safety,

and labor environment available to operate aspects of its business in countries with less-stringent laws and legal enforcement. For the American maritime industry, this arrangement resulted in the U.S.'s share of world cargo carriage plummeting from 25 percent to 2 percent, with 88 percent of U.S. seafaring jobs disappearing. In aviation, these flag-of-convenience operations are beginning to grow in Europe and South America, and if they're not stopped, they'll continue to proliferate across the globe.

In addition, there's a growth of atypical employment models in which employers—through a variety of schemes—are seeking to dissolve their direct relationship with their pilots and cabin crews. These arrangements, which may include misclassifying pilots as self-employed or independent contractors, are meant to undermine the right to collectively bargain and dismantle the traditional employee-employer relationship related to safety, pay, benefits, and working conditions. In Europe alone,

approximately 15 percent of all pilots are employed under atypical employment contracts in which the status of all aspects of their job—safety, retirement, and collective bargaining—are subject to a tenuous and complicated patchwork of different countries' laws.

In the U.S. Congress, efforts are under way to end these unfair business practices as they relate to U.S. pilots and U.S. airlines. In the House, Rep. Peter DeFazio (D-OR), chair of the Transportation and Infrastructure Committee, plans to introduce a bill to tackle flags of convenience and atypical employment. His bipartisan bill, which is based on the previous Congress' Flags of Convenience Don't Fly Here Act (H.R. 2150) and included in the House-passed FAA reauthorization bill, will

- clarify that the Department of Transportation (DOT) must conduct a public-interest test before issuing a foreign air carrier permit.
- revise the public-interest test to examine whether a foreign air carrier is a flag of convenience or is otherwise undermining labor standards in a way disadvantageous to U.S. workers and carriers. This broadened focus to include the erosion of labor standards is new and meant to prevent atypical airlines from operating to the U.S.
- ensure that new foreign air carrier permits issued by the DOT for EU airlines follow the labor chapter (Article 17 *bis*) of the U.S.-EU Open Skies agreement and uphold labor standards.

ALPA is building on last year's success in getting a bipartisan amendment to the Senate's FAA reauthorization bill on flags of convenience by finding the appropriate sponsors for a Senate companion bill. The Association will continue to work with Members of Congress to halt the migration of these business models into the American market, slow their growth internationally, and level the playing field for the U.S. airline industry. 🌐

“There’s a growth of atypical employment models in which employers—through a variety of schemes—are seeking to dissolve their direct relationship with their pilots and cabin crews.”

Call Out Qatar for Its Assault on U.S. Aviation

By Frank LoBiondo, Contributing Writer and Former Chair of the House Aviation Subcommittee

In this era of divided government and divisive politics, the Trump administration's unwavering focus on ensuring our past and future trade agreements are fair for American workers is one area in which Republicans and Democrats can and should readily agree. There is also bipartisan support for stronger enforcement of provisions than previous administrations have put forth, including labor standards and fair competition. At this moment Washington and Wall Street hopefully await a final trade deal with China while lawmakers review the trilateral agreement with our neighbors Canada and Mexico. As these deals near the finish line, the administration must now focus on enforcing existing agreements.

In January 2018, the U.S. and Qatar signed an important new set of understandings on their Open Skies agreement that would level the playing field for U.S. commercial carriers and their workforces. Key provisions included the eventual elimination of subsidies to Qatar's state-owned airline, Qatar Airways, greater financial transparency through the release of financial statements audited using international accounting standards, and an understanding not to introduce fifth-freedom flights, which originate from countries (like those in the EU) to the United States without connecting through Qatari cities. However, Qatar isn't living up to its end of the deal.

Illegal subsidies should be called out where they occur, even by our allies. The Trump administration continues to take aggressive action against unfair foreign subsidies, including in the aviation sector. Recently the U.S. announced it could levy \$11 billion in tariffs on Euro-

pean goods by this summer due to Europe's continued subsidizing of Airbus to the detriment of our aircraft manufacturers and aviation jobs. This was the correct measured approach to the decade-old dispute. Now, in response to Qatar, our government should take appropriate action as well.

In the past three years, Qatar has injected more than \$2.3 billion in subsidies to its airline in the form of cash infusions, discounted fuel, forgiven loans, and free aircraft. U.S. airlines don't fly to the Middle East and other international markets blanketed by Middle East hubs because they're unable to compete against state subsidies like those Qatar supplies to Qatar Airways. The negative impact is measurable: the U.S. aviation industry estimates that for every international route a U.S. carrier loses or forgoes, up to 1,500 U.S. jobs are lost.

Furthermore, with a presumed heavy-handed assist from its state sponsor, Qatar

Airways purchased a 49 percent stake in the failing Italian airline Meridiana, rebranded it Air Italy, and funneled some of Qatar's widebody fleet to Air Italy to launch flights directly to U.S. cities. For nearly a year, Air Italy has served in effect as a shell company, providing direct transatlantic service from Milan, Italy, to Chicago, Ill.; Los Angeles and San Francisco, Calif.; Miami, Fla.; and New York, N.Y., and all while eroding market share for U.S. carriers and jobs for U.S. airline workers.

Adding insult to our economic injury, due to the lack of financial transparency, these blatant transactions occurred in late 2017 as Qatar was finalizing its civil aviation commitments with the U.S., despite a clear

“Illegal subsidies should be called out where they occur, even by our allies.”

understanding by all parties that new fifth-freedom flights would not be introduced.

Former President Reagan famously said, “Trust, but verify.” On other international agreements, President Trump has used aggressive executive action and Twitter to verify that commitments with the U.S. are honored. He must do so again now to support U.S. airlines and their workers.

The Trump administration can take two immediate steps to enforce the January 2018 commitments. First, the

Department of State and the Department of Transportation must demand that Qatar comply with the financial transparency commitments it made by releasing audited financials so that the full extent of subsidies to Qatar Airways are known. Pressure on the Qataris to reduce subsidies will build once the cloak of secrecy is lifted.

Second, the State Department must directly engage with the Qatari government to stop the Air Italy end-run around the agreement not to introduce fifth-freedom flights. Secretary of State Mike Pompeo has rightly been outspoken in calling out Qatar for not abiding by the letter as well as spirit of its commitment to the United States. Other senior-level administration voices must be heard and supported by career diplomats if Qatar is truly to get the message.

From military support to antiterrorism efforts, Qatar has long been a good partner for advancing our shared goals. The U.S. remains committed to its strategic alliance and friendship with Qatar, but it will no longer be taken advantage of in this “three-card Monte” scheme. Friends should be trusted to honor their word and know they'll be held accountable when they don't.

The Honorable Frank LoBiondo was a former chair of the House Aviation Subcommittee and a former Republican U.S. representative. He now serves as CEO of LoBo Strategies and as an advisor to the Air Line Pilots Association, International.



2019

HOT TOPICS

LEGISLATIVE AND REGULATORY ISSUES ON ALPA'S PILOT-PARTISAN AGENDA

By ALPA Staff

The following are among the **hot-button issues** on ALPA's legislative and regulatory agenda that the Association's elected leaders, members, and staff are working to advance in 2019.

1. SECURITY



With the surge in e-commerce and an increasing global export-import economy, cargo operations are expanding at a record pace. Given the burgeoning growth of cargo operations, both internationally and domestically, ALPA continues to advocate for one level of safety and security for all-cargo and passenger operations.

Focusing on the security aspect of cargo operations, ALPA has long advocated for intrusion-resistant cockpit doors (IRCD) for all-cargo aircraft. Currently, flight decks on many cargo aircraft are unsecured; they lack any sort of hardened cockpit door to adequately secure the cockpit during flight operations. This unrestricted access to the flight deck during flight creates a significant security risk.

At present, at least one cargo airline with ALPA pilots allows foreign nationals

to serve as animal handlers, and they're seated directly behind the pilots. The vetting process for these foreign nationals is based on a security threat assessment and not on a fingerprint-based criminal history records check (CHRC), as is required for crews that have access to the flight deck. This creates an avoidable and significant security risk to flight crews during flight operations.

ALPA is advocating for legislation during the 116th Congress that requires IRCDs on Part 121 all-cargo aircraft and a provision that all individuals with access to the flight deck be required to have successfully completed a CHRC.

ALPA is also advocating for the expansion and improvement of security identification display area (SIDA) operations to ensure that all cargo carried on Part 121 aircraft is handled exclusively within the SIDA. A loophole exists in the current regulations that allows for part-time SIDA and for smaller all-cargo aircraft that feed cargo to large aircraft to be operated outside a SIDA at certain airports. This vulnerability exposes all-cargo operations to increased security threats due to greater access to SIDA areas without requiring additional vetting for all employees operating within the SIDA. In addition, some airports lack physical barriers between the public and SIDA areas.

At ALPA's urging, the FAA Reauthorization Act of 2018 calls for more federal study of airport perimeter security and

access control measures, including at all-cargo airports. ALPA will continue to advocate for improvements to perimeter security and for the expansion of SIDAs to include all operations that handle cargo carried on Part 121 all-cargo aircraft.

ALPA is also advocating for improving the ability of pilots to report security incidents. The Aviation Safety Action Program (ASAP) encourages voluntary reporting of safety issues to identify risk in aviation. Recently, the Transportation Security Administration's (TSA) Airport Access Control Working Group identified the need for expanded and more formalized collection of security-related data. The group noted that the "TSA should consider expanding the appropriate platforms to provide for greater information sharing between public and private sectors, especially as it relates to domestic threats."

However, current law doesn't provide for reporting and sharing of security-related incidents to the appropriate TSA and Department of Homeland Security (DHS) agencies. This prevents the TSA and the DHS from collecting the appropriate data on emerging aviation security-related threats. Therefore, ALPA recommends that the TSA and the DHS collaborate with the FAA and industry partners to expand the use of ASAP reporting to include security-related information reported by employees. ALPA is working to have legislation introduced in the U.S. Congress in the coming months to address the shortfall in security-related data collection.


Antihijacking procedures referred to as the "common strategy" were created in the 1970s by the FBI, the FAA, ALPA, and airlines and were later revised after 9/11. Common strategy training is intended to address all types of security threats encountered during passenger and all-cargo operations. Unfortunately, all-cargo flight crews aren't required to be trained to the same standard as passenger crews on techniques and proper procedures designed to prevent the hostile takeover of an aircraft. Furthermore, the current training tactics, techniques, and procedures provided by the TSA don't reflect the realities of an attack occurring on

board an aircraft lacking a physical barrier to the flight deck. ALPA advocates for the creation of an Aviation Security Advisory Committee (ASAC) Working Group to develop

- an all-cargo common strategy.
- training, tactics, and procedures and standard operating procedures for flight deck security on all-cargo aircraft with or without an IRCD.
- related TSA training requirements, including for all-cargo flight crews operating with or without an IRCD.

ALPA is working with regulators on policy changes to require that all-cargo airlines implement all-cargo common strategy training and procedures upon their completion by the ASAC.

2. SAFETY

 So far in the 116th Congress, despite beginning the year with a government shutdown, several bills have been introduced that ALPA supports.

On April 10, Sen. Richard Blumenthal (D-CT) and Rep. John Garamendi (D-CA) introduced bicameral legislation (S.1112/H.R. 2208) that would enhance cabin air quality by mandating the installation of carbon monoxide detectors in aircraft supply systems and establish training and reporting requirements to help crewmembers identify air-contamination events in the cabin. ALPA has endorsed this legislation and is grateful to Blumenthal and Garamendi for their efforts to keep U.S. skies safe and healthy.

On April 11, the Safety Is Not for Sale Act (S. 1178) was introduced by Sen. Ed Markey (D-MA). S.1178 would make additional safety information available to airline pilots in the cockpit and provide airlines with more safety data about the equipment they operate, while also making onboard safety enhancements easier to acquire. The legislation came about as a result of the two B-737 MAX crashes and the resulting hearings in the U.S. Senate. Of primary concern to Markey is that a safety feature, the angle of attack (AOA) indicator, was an optional, for-purchase feature and not included free of charge. S. 1178 would provide that this and other nonrequired safety-enhancing features

be free of charge when purchasing an airplane operating under Part 121.

ALPA supports S. 1178, which will ensure that air transportation in the United States maintains the highest possible safety standards and continues to set the bar for commercial aviation around the world. As a result of Markey's legislation, Boeing announced on May 5 that all new and previously delivered MAX aircraft, "will have an activated and operable AOA disagree alert and an optional angle of attack indicator."


The Aviation Funding Stability Act of 2019 (H.R. 1108/S. 762) is bicameral and bipartisan legislation introduced by Transportation and Infrastructure Committee Chair Peter DeFazio (D-OR) and Aviation Subcommittee Chair Rick Larsen (D-WA) in the House of Representatives and by Sen. Jerry Moran (R-KS) in the Senate. Both bills were introduced as a result of the prolonged government shutdown and would protect FAA programs and personnel, and the U.S. aviation industry as a whole, in the event of a future lapse in the agency's appropriations by drawing funding from the Airport and Airway Trust Fund. The House bill was recently reported favorably out of the Transportation and Infrastructure Committee and will go next to the full House of Representatives for consideration. It has a total of 138 cosponsors.

On March 14, Rep. Pete Stauber (R-MN) and Rep. Mark DeSaulnier (D-CA) introduced H.R. 1775, the Notice to Airmen Improvement Act of 2019. The bill establishes an FAA task force on notice to airmen (NOTAM) improvements. The task force, which will be composed of representatives from airlines, labor, and general and business aviation, as well as aviation safety and human factors experts, is charged with reviewing existing methods

for presenting NOTAMs to pilots.

To streamline and optimize pilot review, the task force will recommend best practices to improve NOTAM completion, comprehension, and presentation and will work with air carriers, other airspace users, and aviation service providers to implement these solutions. Providing clear and effective communication to pilots by improving the NOTAM system is an ALPA priority and important safety policy enhancement. On May 16, the House Transportation and Infrastructure Committee reported the bill favorably out of committee, which allows it to be considered by the full House of Representatives.

3. COMMERCIAL AIRSPACE OPERATIONS

 The magnitude and complexity of space transportation operations are placing new demands on aviation infrastructure, including the national airspace system (NAS). As space vehicles transition through airspace that has primarily been used by traditional aircraft, new policies, regulations, and procedures are necessary to provide for safe and efficient operations of both important industries.

As with any new entrant or in the case of commercial space, where enhanced technologies are introducing significant advancements in capability, there must be a means to safely integrate this technology with existing aircraft operations and infrastructure without decreasing the existing level of safety. The safety of the traveling public must remain the highest priority for the FAA and the aerospace industry. Commercial airline and space transportation operators need to better understand each other's operations to reduce the likelihood of disruptive op-

“[T]he Safety Is Not for Sale Act (S. 1178)...would make additional safety information available to airline pilots in the cockpit and provide airlines with more safety data about the equipment they operate while also making onboard safety enhancements easier to acquire.”

erations affecting both sectors. Additionally, the FAA must be given the adequate resources to support more complex analysis, licensing operations, safety oversight, air traffic control services, and NAS integration driven by these demands.

ALPA is playing an active role in advancing commercial space operations and believes that the future success of both commercial aviation and space operations depends on the ability of the United States to maintain or enhance the current standard of safety in the NAS. While the Association seeks to maximize the current and future potential of both sectors to drive the economy and contribute to the U.S. status as the global leader in technological innovation, neither will be possible if integration isn't done safely.

Congress has been involved in advancing commercial space operations, and both chambers have held hearings in the relevant committees of jurisdiction. In the House, Capt. Joe DePete, ALPA's president, testified at a Transportation and Infrastructure Committee hearing on the future of aviation, emphasizing the importance of integration and maintaining the safety of the NAS. Sen. Ted Cruz (R-TX) has introduced S. 919, the Space Frontier Act, and ALPA's Government Affairs Department has been working with him and interested stakeholders to ensure that the safety of the NAS remains at the forefront of all policy discussions.

ALPA is sharing with the commercial space sector the history of commercial aviation and how the Association has played a role in making air transport the safest mode of transportation. ALPA is working to bring the aerospace community together, as well as Congress, to collaborate as all stakeholders pursue the mutual goal of achieving efficient access to a safe NAS.

4. VISAS



In spring 2016, the Air Wisconsin Master Executive Council made ALPA's Government Affairs Department aware that it had received notice that a Labor Condition Application (LCA) had been filed by Air Wisconsin to hire a foreign pilot through the H-1B Visa program. What began as a

single LCA notice has grown into an increasingly concerning issue. ALPA has been working behind the scenes with its supporters on Capitol Hill to get more information and to let the U.S. Customs and Immigration Service and the Department of Labor (DOL) know that Congress is paying attention.

While the first LCA sought to hire a foreign pilot through the H-1B program, the real concern has been the potential use of E-3 visas. The E-3 Visa program provides U.S. work visas to citizens from Australia. In recent years, there has been a flood of E-3 visa applications to hire foreign pilots. A vast majority of the E-3 visa applications has been submitted by a carrier with non-ALPA-represented pilots. Some airlines with ALPA-represented pilots are increasing their use of the E-3 visa program as well. It's important to note that the number of LCAs filed is much greater than the actual number of Australian pilots hired using E-3 visas.

ALPA has expressed its opposition to the use of both visa programs on several grounds. Most importantly, they require that the occupation for which the foreign worker is being sought is defined as a "specialty occupation." To qualify as a specialty occupation, an occupation must require at least a bachelor's degree in the specific occupational specialty as a minimum for entry—and air carriers don't require airline pilots to hold degrees in academic fields directly related to their employment.

While H-1B visas remain an important concern, the rapid growth of E-3 visas is particularly worrisome, both because of the magnitude and because E-3s lack some of the key labor protections applicable to H-1B visas. Among other things, H-1B employers must disclose whether they're "H-1B dependent." For large employers, this means that H-1B employees make up 15 percent or more of the workforce. If an employer is H-1B dependent, the employer must provide assurances that U.S. workers haven't been displaced and that good-faith efforts have been made to recruit U.S. workers. Employers using the E-3 visa program don't have to provide such assurances or demonstrate that good-faith efforts to recruit workers

have been made.


ALPA has engaged the DOL on several occasions. Alexander Acosta, DOL secretary, and his staff have been thoroughly briefed on the issues and have expressed their willingness to help ensure that neither of the visa programs are misused. ALPA will continue to engage the DOL and work through other avenues as necessary to ensure that the E-3 visa process isn't misused to hire foreign pilots to undercut the market for U.S. pilots.

5. EXCISE TAX



The excise tax on employer-provided health-care benefits, also known as the Cadillac Tax, will take effect in 2022 absent further delays, full repeal, or other modifications to existing law. Left unaddressed, the Cadillac Tax will equal 40 percent of the value of health benefits exceeding thresholds projected to be \$11,200 for single coverage and \$30,150 for family coverage in 2022. The thresholds are indexed to the consumer price index (CPI) in subsequent years. The CPI increases at a much slower rate than the actual cost of health-care coverage, essentially guaranteeing that all health-care plans will eventually be subject to the tax.

ALPA continues to support legislation that repeals this onerous tax on working families. H.R. 748, the Middle Class Health Benefits Tax Repeal Act of 2019 sponsored by Rep. Joe Courtney (D-CT), has 329 bipartisan cosponsors. In the Senate, S. 684 has been introduced by Sens. Martin Heinrich (D-NM) and Mike Rounds (R-SD) with 23 original bipartisan cosponsors. S. 684 now has 37 bipartisan cosponsors. The Middle Class Health Benefits Tax Repeal Act should soon be brought to the floor for a vote.

ALPA has played a leading role in opposing the excise tax during consideration of the Affordable Care Act. Initially, opposition to the tax was spearheaded by organized labor. Today, there is widespread support for a full repeal of the tax, including Fortune 500 companies, the National League of Cities, insurance companies, and other diverse stakeholders. 



FROM ATOP PARLIAMENT HILL

By ALPA Staff

Through sustained engagement and representation in Ottawa, much progress has been made on several of ALPA's long-standing priorities in Canada. During the last year, the federal government has moved on several important initiatives that address the Association's calls for increased safety and security for pilots, crews, and passengers, as well as the Canadian airline industry.

LASER STRIKES ON AIRCRAFT

ALPA has long called upon the government of Canada to impose stronger mea-

asures to address and deter laser strikes on aircraft. In 2018, ALPA's efforts were acknowledged, as Canada Board representatives joined Minister of Transport Marc Garneau to announce an interim order to ban the possession—outside of a private dwelling—of battery-operated handheld lasers more powerful than one megawatt anywhere within 10 kilometres of an airport or heliport in any municipality within the greater Toronto, Ont.; Montréal, Qué.; and Vancouver, B.C., areas.

This past April, the government

extended that order and confirmed it would become a permanent measure, likely through Canadian aviation regulations.

This measure is a necessary tool to address laser attacks on aircraft and increases safety for pilots, crews, and passengers. Since implementation, there's been a considerable decrease in reported laser incidents. While this is positive news, one laser strike on an aircraft is one too many. ALPA will continue to engage and call on the government to extend the order to include all airports and heliports across the country.

REMOTELY PILOTED AIRCRAFT SYSTEMS

On January 9, Transport Canada published new rules for flying remotely piloted aircraft systems (RPAS), one of the fastest growing aviation sectors in Canada. These new rules took effect the beginning of June and improve Canada's regulatory framework in the sector.

Throughout the process, ALPA participated in the development of the regulations and provided extensive feedback to various proposals. The Association will continue to collaborate with Transport Canada and RPAS stakeholders during the implementation phase of these regulations to maximize safety for those who travel by air and work in the air transport industry.

Although ALPA supports proceeding with the regulations, the Association believes they don't go far enough. ALPA will continue to work with the federal government on this issue to ensure the safety of Canadian skies.

FLIGHT- AND DUTY-TIME REGULATIONS

In December 2018, the federal government announced updated flight- and duty-time regulations for professional pilots in Canada. For too many years, Canada's flight- and duty-time regulations had been acknowledged by aviation industry experts as inadequate for ensuring that pilots were well rested. These long-overdue regulations, which ALPA supports, are science-based and achieve significant improvements to better manage the length of time a crewmember can be on the job.

The government concurrently intro-

duced fatigue risk management systems (FRMS), which will be used to validate that the existing regulations are appropriate and will allow operators the flexibility to vary from the prescribed limits based on their unique operations—as long as they can demonstrate that pilot alertness and safety won't be affected. ALPA is leading an FRMS Working Group, composed of several other pilot associations, to develop letter-of-understanding guidelines to help pilot groups negotiate with their managements. The responsibility for pilots to report fit for duty is a critical component of the fatigue regulations and has a significant impact on how FRMS will be implemented.

For nearly a decade, ALPA has advocated for science-based fatigue rules that properly address pilot fatigue. Though these new fatigue rules don't encompass all of the Association's recommendations, they ultimately improve safety for pilots, crews, and passengers.

AIR PASSENGER BILL OF RIGHTS

Beginning July 1, airlines will have a new air passenger rights regime to manage. In 2018, Parliament passed Bill C-49, the Transportation Modernization Act, which required the Canadian Transportation Agency (CTA) to establish a new air passenger rights regime through regulation. Throughout the legislative and regulatory processes, ALPA engaged with government officials and legislators, urging that any legislation or other initiative, such as the Passenger Bill of Rights, must not compromise safety, must recognize Captain's Authority, and must reflect the principle of "safety first."

In addition, the federal government issued a rarely used cabinet directive ordering additional regulations on the minimum care for air passengers affected by tarmac delays of less than three hours. The directive compels the CTA to "make a new regulation respecting a carrier's obligations towards passengers in the case of tarmac delays of three hours or less and will apply regardless of whether the delays are within or outside of an air carrier's control."

LEGALIZATION OF CANNABIS

Last October, the use of cannabis became legal in Canada. While discussions

"The responsibility for pilots to report fit for duty is a critical component of the fatigue regulations and has a significant impact on how FRMS will be implemented."

around the acceptable use of cannabis continue within the industry, Transport Canada announced its new policy setting restrictions on cannabis usage in the air sector. The policy, announced on June 3, prohibits flight crews and flight controllers from consuming cannabis for at least 28 days before being on duty. The policy is consistent with other federal departments, and it doesn't prevent Canadian air operators from implementing more-stringent prohibitions for their employees.

CANADIAN AIR TRANSPORT SECURITY AUTHORITY

Canada's Federal Budget 2019 announced the government's decision to transition the Canadian Air Transport Security Authority (CATSA) to an independent, not-for-profit entity. Bill C-97, the Budget Implementation Act, 2019, once passed, will enact certain provisions of the budget, including the Security Screening Services Commercialization Act. This act would replace CATSA with a nonprofit corporation subject to cabinet oversight. Once the act is passed, the not-for-profit entity would be established and operational within a year. ALPA will continue to monitor the progress of this legislation to identify opportunities to advance pilot concerns related to airport screening.

SUPPORTING CANADA'S FLIGHT SCHOOLS

In April, the House of Commons Standing Committee on Transport, Infrastructure, and Communities presented its report *Supporting Canada's Flight Schools*. The committee began its study of the challenges facing Canada's flight schools in November 2018 and invited many expert and industry witnesses to provide testimony, including ALPA.


The committee sought to "identify the challenges that flight schools are facing

in providing trained pilots to industry and to determine whether the infrastructure available to flight schools meets the needs of the schools and the communities where they are located." The importance of well-trained pilots was acknowledged by the committee, with its report containing several recommendations, including that the government work with various industry stakeholders to support and encourage the growth of Canada's flight training industry to provide qualified pilots to the Canadian airline industry.

The committee's report makes informed recommendations to the government to assist and cultivate a strong flight school industry. In doing so, it complements the ongoing discussion taking place to address the pilot shortage in Canada's airline industry. ALPA will remain engaged in this and other important discussions to ensure that the collective voice of ALPA pilots continues to be heard.

BUILDING ON IMPORTANT WORK

The end of June will mark the closing of Parliament and most notably the end of a busy parliamentary session filled with numerous legislative and regulatory initiatives. Members of Parliament will return to their constituencies to begin the official campaign leading up to the federal election on October 21.

More than ever, this is an occasion for those who work in the profession (and all Canadians) to meet with their elected representatives, and those who want to be elected, to discuss their priorities and raise their concerns over the issues that matter most to them. For airline pilots, it's a chance to build on the important work that ALPA does year-round in Ottawa. It's also an opportunity to continue the discussion about the piloting profession and the safety and security of Canadian skies. 



Left: ALPA pilots meet with Rep. Katie Porter (D-CA), at her Irvine, Calif. office. From left, F/O Boyd Kelly (Delta), Capt. Tom Dowdle (United), Porter, F/O Deborah Mueller (United), Capt. Gary Schank (Delta), and Capt. K.C. Mueller (United), all constituents of Congressional District 45.

Below: F/O Josh Krason (Delta) with the district director for Rep. Ben McAdams (D-UT).



DISTRICT ADVOCATES: ADVANCING ALPA'S PRO-PILOT AGENDA

By ALPA Staff

Last year, nine new senators and 89 new representatives were elected to the serve in the 116th Congress. Acting as ALPA ambassadors, district advocates from across the country have seized the opportunity by stepping up and meeting these new members and their staff to familiarize them with ALPA's pilot-partisan message.

These meetings focus on a variety of ALPA issues, including the implementation of the FAA Reauthorization Act of 2018, which was passed into law in October of last year. ALPA pilots are drawing attention to the requirement that secondary cockpit barriers, which ensure that the cockpit door is secure at all times, be installed on all newly manufactured airliners. Although the mandate in the FAA bill is clear, it has yet to be carried out due to attempts by some to reinterpret the bill's language to delay the installation of this important security feature. ALPA pilots are optimistic that by meeting with these new Members of Congress, they'll ensure that

the letter of the law is carried out.

Additionally, pilots are briefing these senators and representatives about U.S. Open Skies agreements, which are critical to ensuring a level playing field for U.S. airlines in the global marketplace. ALPA members are highlighting that the government of Qatar hasn't lived up to its political commitment to compete fairly with U.S. airlines because it's subsidizing Qatar Airways, the state-run airline, to the tune of billions of dollars.

It's critical that ALPA members share the Association's messaging on Capitol Hill. Capt. Hartley Phinney (Delta) met with Rep. John Rose (R-TN), a new Member of Congress, to introduce ALPA and its pro-pilot agenda. "During the meeting, I informed Rep. Rose that I was headed to

Atlanta, Ga., for training and that pilots retrain every year. Rep. Rose connected with me on the importance of safety to a pilot's job. It's crucial that ALPA's safety and security messages reach all new Members of Congress."

The common thread in all of the Association's advocacy tools is ALPA members. Pilots are essential to helping deliver the Association's messaging to Congress. ALPA's district advocates, 470 pilots strong across the U.S., play a key role in putting a constituent face on the piloting profession.

If you're interested in joining ALPA's district advocate team or want to learn more, contact Vanessa Kermick, the Association's grassroots representative, at Vanessa.Kermick@alpa.org.

"ALPA pilots are optimistic that by meeting with these new Members of Congress, they'll ensure that the letter of the law is carried out."

ALPA-PAC:

Amplifying Our Voice in Washington, D.C.

ALPA-PAC TAKES OFF



CAPT. J.J. O'DONNELL

In 1976, Capt. J.J. O'Donnell, ALPA's president, established ALPA-PAC, the Association's Political Action Committee. He knew that for pilots to be influential in Washington, D.C., they needed a strong political voice. With the PAC, U.S. ALPA members would be able to pool their resources to educate decision-makers about the priorities important to them and the realities of flying the line.



THE J.J. O'DONNELL TROPHY FOR EXCELLENCE IN POLITICAL ACTION

recognizes the pilot group that led the Association in contributions and commitment to ALPA-PAC over the past year. The trophy was awarded to the Hawaiian Airlines pilots for 2018.

ALPA-PAC CONTRIBUTIONS

1976
\$91,000

2017-2018
\$4.6 Million

ALPA's Political Action Committee takes voluntary contributions from member pilots and combines them into one big pot of political influence. In its first year of existence, ALPA-PAC raised \$91,000. In the previous election cycle, ALPA-PAC raised more than \$4.6 million from more than 12,000 pilots. **ALPA-PAC is a political force to be reckoned with.**

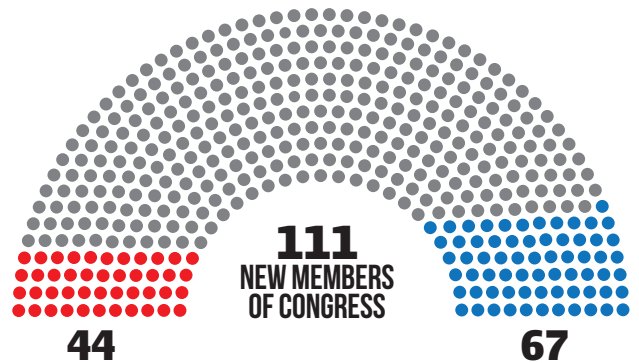
18 MASTER EXECUTIVE COUNCILS HAD 100% OFFICER PARTICIPATION IN 2018:

- Air Transport International • Air Wisconsin • Alaska
- CommutAir • Compass • Delta • Endeavor Air
- ExpressJet • FedEx Express • Frontier • Hawaiian
- JetBlue • Kalitta Air • Mesa • Piedmont • Sun Country
- United • Virgin America

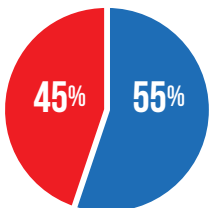
NEW MEMBERS OF CONGRESS

Our strong political voice is more important than ever.

There are 111 new Members of Congress, and many are unaware of the issues that matter to pilots, including fatigue rules, secondary cockpit barriers, the Federal Flight Deck Officer program, hardened cockpit doors, ASAP and HIMS, flags of convenience, the Essential Air Service program, ME3, and tax hikes on health insurance. ALPA-PAC can help inform decision-makers about these important issues and how they affect airline pilots.



MOST BIPARTISAN PAC



Our PAC is the most bipartisan labor PAC in Washington, D.C. We don't care if a candidate is Republican, Democrat, Independent, Libertarian, Green, Whig, Know-Nothing, Federalist, or anything in between. What we care about is whether a candidate supports pilots.



We need your support
to make ALPA-PAC even stronger.

BACK THE PAC!

VISIT WWW.ALPA-PAC.ORG TO LEARN MORE.

Disclaimer: The descriptions of the Air Line Pilots Association PAC are not a solicitation to contribute to the PAC. Only ALPA members, ALPA executives, senior administrative and professional staff personnel, and their immediate family members living in the same household are eligible to contribute to ALPA-PAC. ALPA-PAC maintains and enforces a policy of refusing to accept contributions from any other source. ALPA members may learn more about ALPA-PAC and about contributing to ALPA-PAC by entering the members-only portion of www.alpa.org.



2018 ALPA-PAC ROLL OF DISTINCTION



BEHNCKE CIRCLE

THESE INDIVIDUALS EACH CONTRIBUTED \$1,000 OR MORE TO ALPA-PAC IN 2018.



PRESIDENT'S CIRCLE

THESE INDIVIDUALS EACH CONTRIBUTED \$500-\$999 TO ALPA-PAC IN 2018.



CAPITOL CLUB

THESE INDIVIDUALS EACH CONTRIBUTED \$240-\$499 TO ALPA-PAC IN 2018.



CENTURY CLUB

THESE INDIVIDUALS EACH CONTRIBUTED \$100-\$239 TO ALPA-PAC IN 2018.

FROM THE PRESIDENT

Thank you! Because you understand the importance of supporting ALPA's political voice in Washington, D.C., in 2018, the Air Line Pilots Association Political Action Committee (ALPA-PAC) had its best year ever, raising more than \$2.38 million from 12,338 ALPA members.

Your contributions to the PAC add fuel to our tanks, powering our efforts to foster strong relationships with influential decision-makers.

Washington politics may be partisan, but our PAC isn't. ALPA-PAC disbursements in the 2018 election cycle were split 45 percent and 55 percent between Republicans and Democrats. Once again, ALPA-PAC was the most bipartisan labor PAC in D.C. ALPA members have strong political opinions that span both sides of the aisle, but our PAC is decidedly pilot-partisan, advocating only for the safety, security, and livelihood of our pilots. This means our PAC builds relationships with the Freedom Caucus, the Progressive Caucus, Republicans, Democrats, Federalists, Whigs, and everyone in between.

This issue of *Air Line Pilot* is filled with victories we secured in

the FAA Reauthorization Act of 2018. We should be proud of these successes, but we must remain vigilant to ensure that our wins aren't stripped away. The PAC is a key element in our education efforts, and the immense PAC support from ALPA pilots means we'll have a strong voice as we fight for our priorities.

We're heading into another election season, and our political outreach will be more important than ever. A strong PAC helps build a pilot-partisan majority in the House of Representatives and Senate. Our fights are never over, and the relationships we build through ALPA-PAC are essential.

Throughout the following pages, you'll see the names of all the ALPA members who made voluntary contributions of at least \$100 in 2018. Pilot contributors make our political outreach possible, and I hope you'll join me in thanking these pilots who've chosen to support our work.

Sincerely,

Capt. Joseph G. DePete
President, Air Line Pilots
Association, International



THE PILOT-PARTISAN AGENDA ROLL OF DISTINCTION 2018



BEHNCKE CIRCLE

THE FOLLOWING INDIVIDUALS CONTRIBUTED \$1,000 OR MORE TO ALPA-PAC IN 2018.

AIR TRANSPORT INTERNATIONAL

B.F. Twomey

ALASKA

E.G. Baches
P.A. Barbin
J.A. Brown
B.D. Burks
D.D. Dorn
M.J. Frahm
S.A. Hansen
T.C. Hunter
K.M. Louis
R.A. Madden
W.P. McQuillen
S.R. Mokos
C.J. Notaro
E.G. Scheller
J.T. Sluys
P.L. Stuart

AIR WISCONSIN

K. Reinert

DELTA

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D.V. Adler
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T.F. Briellmann
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G.M. Januszewski
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T.R. Dilbeck
R.J. Dominguez
S.L. Donaldson
B.B. Drader
G.D. Duncan
A.R. Eathingier
M.A. Eickhoff
B.D. Eandler
D.B. Farmer
D. Faulkner
J.E. Fernandes
R.R. Fernandez
W.A. Ford
D.W. Freeman
P.J. Garland
J.R. Gaus
M.P. Geddie
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J.L. Goggin
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J.D. Goodwin
R.I. Goodwin
T.J. Greenfield
W.J. Gregory
D.A. Grenier
P.J. Gribbin
D.S. Grimes
R.A. Hale
E.N. Hall
D.S. Hamilton
M.J. Hanson
R.P. Harper
D.K. Hartmann
R.H. Harwood
R.S. Havard
E.R. Havrilla
M.S. Hayes
H.C. Hayward
C.A. Hazleton
R.L. Hazzard
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N.N. Hillard
J.T. Hooley
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J.M. Howell
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S.E. Jangelis
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S.R. Johnson
M.G. Jones
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B.D. Kelly
M.S. King
D.C. Kloss
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G.J. Krasnov
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C.G. Logan
C.S. Lopez-Torres
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D.F. Marino
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S.H. Martin
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J.C. Saia
M.S. Saltzman
W.J. Sawtelle
R.E. Schnitzler
S.M. Schroeder-Whitney
D.A. Schultz
R.T. Selmer
M.H. Shanahan
B.J. Shinnick
M.J. Slupski
C.V. Smith
T.E. Snyder
J.J. Stava
D.W. Stout
D.J. Stowell
C.T. Suhr
J.G. Sumner
M.A. Sweat
C.E. Swindells
D.B. Talaber
S.R. Tarves
D.L. Taylor
E.B. Thiel
J.F. Thompson
J.R. Timmerman
C.J. Tinsley
T.F. Todaro
C.S. Truxal
S.J. Uvena
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D.G. VanderEnde
B. Voigts
C.R. Voisinnet
B.T. Vorhees
T.J. Ward
K.W. Watts

R.S. Weaver
I. Webber
G.G. Weistroffer
R.C. Wheeler
J.L. White
R.C. White
T.F. Wilkinson
L.W. Williams
D.W. Wykoff
J.M. Yeisley
C.A. Youngdale

ENDEAVOR AIR

C.J. Finlayson
M. Johansen

ENVOY AIR

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T.H. Maxwell

EXPRESSJET

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R.L. Stevens

FEDEX EXPRESS

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J.G. DePete
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C. Franklin
D.F. Garcia
B.L. Harden
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M.J. Harrison
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W.F. Secord
D.J. Shaw
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V.E. Tansey
J. Tegland
M. Worthington
R.P. Zins

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T.D. Smith

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D.E. Coley
R.R. Emminger
D.B. Grant

JETBLUE

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R.C. Eyman
J.J. Hughes
R. Nazario

KALITTA AIR

D.W. Shipner

MESA

D.P. Cox
A.J. Hughes
R.A. Moore
J.D. Nelson

SPRIT

B.L. Coley
K.H. Tweed

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F.A. Adams
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J.A. Anderson
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B.K. Bagenski
G.G. Baker
C.R. Bankole
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J.M. Barker
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C. Barlow
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C.R. Barnett
J.D. Bassett
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J.R. Bayless
S.L. Beard
L. Beck
R.H. Bell
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S.D. Benton
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J.E. Blankenship
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C.J. Bowers
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J.J. Clymo
J.A. Coleman
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A. Collins
R.D. Colombatto
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T.T. Cook
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A.S. Cornelison
S.A. Cousens
J.J. Cowen
J.M. Cramer
M.W. Crane
J.B. Crawford
S.B. Crawford
S. Crim
J.N. Crouch
J.P. Crytser
S.J. Curran
S.T. Curry
C.M. Curtice
K.F. Daill
C.K. Davies
R.C. Davison
P. Dawson
M.J. De Santis
T.P. Delaney
S.H. DeLong
M.A. Devore
J.D. Dirkmaat
C.J. Dolson
J. Doniach
B.E. Dormer
J.R. Drake
D.A. Drews
J.H. Duke
E.W. Easterlin
P.W. Ellis
D.P. Evans
G.E. Everhard
D.E. Fandrei
C.L. Faust
D.K. Featherston
J.W. Fields
T.E. Finnegan
Q.A. Fleming
J.D. Fletcher
B.A. Florence
D.A. Foster
R.S. Fox
A.R. Freeman
M.E. Freeman
K.R. Futrell
F.A. Garcia
A.E. Gaspari
J.S. Gatchell
J.A. Genovese
J.F. Gezik
S.H. Gillen
J.J. Gillett

K.A. Girard
A.M. Gubern
D.L. Goodwin
D.S. Gourley
J.A. Grobbin
G.B. Guy
D.E. Hahn
R.M. Hallett
M.J. Hamilton
J.B. Hanson
N.E. Harwood
P.L. Hastert
D.J. Herbon
C.W. Howard
T. Hulihan
R.D. Colombatto
S.M. Combest
T.T. Cook
E. Cormican
A.S. Cornelison
S.A. Cousens
J.J. Cowen
J.M. Cramer
M.W. Crane
J.B. Crawford
S.B. Crawford
S. Crim
J.N. Crouch
J.P. Crytser
S.J. Curran
S.T. Curry
C.M. Curtice
K.F. Daill
C.K. Davies
R.C. Davison
P. Dawson
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G.F. Coker
D.J. Colbacchini
C.E. Cole
D.R. Cole
E.E. Cole
J.C. Coleman
R.A. Coleman
C.E. Colletti
C.R. Collier
P.W. Colligan
M.G. Colling
H.L. Colon
B.C. Colson
M.L. Colson
J.L. Combs
A.W. Comella
V.M. Compagno
D.D. Conlan
C.E. Connell
P.A. Connelly
A.C. Conwell
D.R. Cook
J.P. Cook
T.B. Cook
B.M. Cooley
D.C. Cooper
J.M. Cooper
R.J. Coopman
K.E. Copley

R.D. Copley
C.L. Copping
S.S. Corbett
J.B. Cortney
T.B. Cosgrove
L.A. Cotney
F.D. Cotts
S.M. Counts
Z.F. Counts
D.E. Cowan
M.A. Cowan
C.D. Cox
C.J. Cox
C.P. Cozzi
R.A. Craft
D. Craig
M.A. Craine
J.D. Crane
J.L. Crane
G.F. Craven
C.B. Crocker
B.L. Crow
E.A. Croyle
J.L. Crumley
J.A. Crutchfield
L.P. Cuisot
S.A. Cullop
R.C. Culver
S.W. Culver
P.C. Cumming
J.P. Cummins
S.M. Cunningham
M.F. Curland
D.R. Curtenius
D.W. Cutrell
D.A. Czarnik
C.T. Czerwinski
A. Da Silva
M.J. Daigh
J.M. Daigle
J.R. Daly
D. Dames
R.E. Danforth
M.S. Dann
V.G. Daravingas
J.K. Darrow
J.H. Daub
K.L. Daugherty
A.E. Davis
C.M. Davis
E.D. Davis
J.J. Davis
M.R. Davis
N. Davis
P.T. Davis
L.M. Dawley
J.R. Day
S.B. de Boer
D.J. De Graw
D.M. De Hoogh
H. De Oliveria
S.C. De Pew
S.H. Deadrick
R.S. Deal
C.J. Deao

D.K. Dearlove
J.J. Deblock
C.A. Deck
R.L. DeGroot
L.R. Deist
D.C. Dellenbusch
L.D. DeLong
D.K. Deming
D.P. Demosthenous
S.F. Dempsey
B.A. Denham
M.E. Denison
D.M. Denning
D.T. Dennis
S.P. Derda
P.A. Despotovic
B.J. Deutsch
C.M. Deutsch
B.L. DeVoss
R.A. Deweese
R.A. Dhanraj
R.J. Dial
C.K. Diamond
N.R. Diaz
M.A. Dickman
M.T. Diebolt
S. Dieffenbach
M.J. Dieringer
J.A. Dietman
F.C. Diezma
M.A. Digges
N.J. Diguideo
N.R. Dillon
G.S. Dishart
R.S. Dittman
D.M. Dixon
J.E. Dixon
R.J. Dixon
K.D. Dobberman
B.A. Doberstein
D.W. Dodge
G.C. Doherty
M.J. Doherty
A.B. Dokter
G.R. Dolson
W.A. Domke
M.E. Don Carlos
R.B. Donaldson
M.J. Donat
G.R. Donato
B.P. Doolittle
A.F. Dopp
J.A. Dopson
P.J. Dorais
W.M. Downs
M.E. Doyle
R.S. Doyle
S.W. Doyle
J.M. Drew
D.L. Drexler
D.A. Driggs
J. Driscoll
G.J. Drobenare
W.N. Drury
M.A. Duben
B.A. Dudas

J.J. Dudley
C.R. Dueweke
G.P. Duff
J.M. Duff
J.W. Duff
R.D. Duffie
M.S. Duncan
S.P. Dunkle
F.W. Dunlea
J.N. Dunn
M.E. Dunn
V. Duong
M.L. Durham
M.E. Durkton
S.G. Dweck
D.M. Dybas
S.T. Dyer
D.D. Dyerly
J.J. Eannace
L.G. Eaton
G.P. Eberlein
J.R. Echols
K.A. Eckert
M.G. Edison
J.P. Edmunds
M.J. Edwards
M.D. Eekhof
C.D. Efferston
M.K. Eggers
J.K. Egley
C.J. Ehlers
S.G. Eisel
R.J. Eisemann
D.W. Eisenhart
B.J. Elder
S.T. Eldert
J.L. Eldredge
T.R. Eldridge
J.M. Eller
J.W. Eller
D.M. Elliott
J.S. Elliott
M.D. Elliott
S.M. Elliott
D.C. Ellis
J.A. Ellis
K.A. Ellis
S.D. Elmore
J.E. Eley
J.T. Emery
M.L. Emmett
S.J. Emmons
L.A. Empie
C.J. Enderlin
J.T. Engle
L.F. Englebrecht
M.S. Englebrecht
T.J. Episcopio
J.S. Erb
B.E. Erban
J.M. Erickson
S.D. Erickson
S.L. Erickson
T.M. Erlandsen
A.G. Erwin
R.J. Eslan
J.T. Etheridge
W.H. Etter
P.R. Eustis
D.E. Evans
D.E. Evans

J.H. Evans
M.R. Evans
B.A. Ewasko
T.A. Eyre
C.C. Fabricius
P.J. Fahriou
M.A. Fairley
P.J. Fakkeldij
D.B. Fallon
R.C. Fallon
J.R. Falzarano
J.R. Fancher
R.K. Faraon
M.C. Faraone
S.D. Farish
M.D. Farkas
J.S. Farmer
P.A. Farrell
R.T. Farrell
R.B. Farren
A.M. Fasnacht
T.R. Fast
J.A. Fatakia
E.R. Faulk
L.B. Fay
D.P. Fechner
M.S. Fedor
D.P. Fehrenbacher
G.L. Feinauer
M.C. Fejfar
M.T. Fenimore
J.W. Fergus
C. Ferguson
D.N. Ferrell
J.D. Ferrin
S.R. Fiechtner
S.H. Fielder
D.C. Fields
E.C. Finch
B.T. Fingarson
J.K. Fink
J.W. Finley
P.J. Finley
J.B. Finney
M.J. Fischer
G.E. Fisher
J.E. Fisher
J.F. Fisher
D.G. Fitzgerald
J.P. Fitzgerald
T.P. Fitzpatrick
J.M. Fitzsimmons
P.J. Flanagan
D.M. Flannery
T.M. Flannery
M.I. Fletcher
R.K. Fletcher
S. Floco
C.N. Flolo
N.M. Flores
R.K. Flowers
J.R. Floyd
J.T. Flye
M.C. Flynn
A.J. Fode
J.E. Fogarty
T.J. Fogarty
J.D. Foley
S.A. Foley
T.J. Foley

N.S. Fooks
B.R. Ford
E.C. Forsgard
J.E. Forst
J.A. Foster
K.M. Foster
R.Q. Foster
D.W. Fowler
R.S. Fowler
J.C. Fox
J.C. Fralish
B.T. France
G.R. Frandsen
N.S. Frank
M.E. Franks
J.J. Franz
S.A. Frazer
J.A. Frazier
R.T. Frazier
K.D. Frederick
T.J. Freel
K.J. Freeman
P.L. Freese
T.N. Freidinger
M.R. Fretschel
M.A. Frey
P.D. Frey
P.S. Frey
C.K. Fromm
D.J. Godwin
B.M. Frost
C.F. Fruge
T.R. Fuhrman
M.R. Fuller
S. Fuller
E.A. Fussle
T.L. Gable
A.R. Gaedick
T.A. Gaffney
M.L. Gajeski
J.A. Galayda
A.A. Gallagher
S.P. Gallagher
T.M. Gallagher
E.F. Gallier
R.W. Gallup
E.T. Gameng
J.F. Gannon
J.F. Gantt
M.D. Gapinski
A.I. Garcia
F. Garcia
T.G. Garcia
L.D. Gardner
M.W. Gardner
R.L. Gardner
G.R. Garretson
T.A. Garrett
N.G. Gary
G.H. Garzon
M.J. Gasik
B.R. Gatheridge
R.G. Gatti
D. Gaughan
J.S. Geeting
D.C. George
D.R. George
J.J. George
T.J. George
C.A. Gerber
J.P. Gerchy

L.D. Gerlach
J.T. Germyn
B.E. Geronime
T. Gerundo
S.C. Gerwing
L.F. Giacometti
D.A. Gibbs
M.H. Gibbs
K.A. Gibson
R.J. Gibson
S.A. Gibson
T.J. Gibson
M.D. Gieraltowski
A. Gilbert
K.A. Gilbert
M.R. Gilchrist
P.C. Gilcrest
M.T. Giles
R.D. Gill
J.P. Gillen
D.M. Girardot
T.M. Gleeson
D.K. Glenday
M.J. Glenister
J.M. Glenn
M.G. Glenn
D.W. Gluck
T.D. Godfrey
J.M. Godwin
J.O. Godwin
J.C. Goff
C.M. Gohlke
V.E. Goins
D.A. Goldstein
S.R. Golich
S.C. Golis
T.B. Gonzalez
G.M. Goodhand
K.R. Goodwin
M.D. Goodwin
S.C. Gorden
D.C. Gordon
J.J. Gorny
C.C. Gosch
G.W. Goss
G.W. Grable
D.J. Gradwohl
J.H. Grady
J.K. Grady
J.L. Grady
R.R. Graham
M.M. Graney
B.W. Granger
C.A. Gravesen
K.J. Grawert
R.P. Gray
M.A. Green
P.F. Green
T.A. Green
K.M. Greene
S.J. Greenwald
S.A. Greer
R.C. Greeson
D.J. Gregory
K.D. Gregory
L.M. Gregory
M.L. Greising
S.G. Grewal
F.S. Griffin
S.M. Griffin

S.P. Griffith	D.C. Harrison	J.A. Hickox	E.S. Hung	J.J. Johnson	K.R. Kilpatrick	N.A. Lahr	J.E. Little
B.D. Grill	J.D. Harrison	R.K. Hicks	J.B. Hunt	K.B. Johnson	J.L. Kim	J.M. Laine	J.L. Lively
J.R. Grill	J.C. Hart	D.W. Higgins	P.K. Hupperich	M.C. Johnson	N.R. Kim	T.P. Lalor	R.A. Lloyd
S.A. Grimstead	S.C. Hart	M.K. Higgins	G.D. Hurley	M.G. Johnson	D.M. Kimball	D.L. Laman	M.C. Lockwood
R.A. Groot	M.W. Hartenstine	M.R. Hiipakka	K.M. Hurst	M.W. Johnson	G.R. Kimmel	J.N. Lammers	K.L. Loftus
J.W. Groover	W.M. Hartley	J.H. Hill	C.S. Huson	N.A. Johnson	M.A. Kimutis	G.R. Lamonarca	M.D. Lohmer
C.A. Grove	C.H. Hartman	J.H. Hill	S.D. Husted	R.J. Johnson	C.J. King	W.B. Lancaster	D.W. Lonczak
J.S. Grushkin	M.R. Hartze	J.K. Hill	R.W. Hutchins	R.P. Johnson	J.G. King	M.N. Lanese	J.B. London
W.G. Guenther	N.M. Harvey	J.L. Hill	D.W. Hutchinson	S.A. Johnson	J.P. King	C.J. Lang	J.M. Long
C.E. Guerrero	N.F. Haseman	P.K. Hill	H.E. Hutchison	S.C. Johnson	J.S. King	E.T. Lang	J.R. Long
A.J. Guffey	M.A. Hatem	T.D. Hill	T.J. Huxel	S.M. Johnson	T. King	M.T. Lange	T.E. Long
K.J. Guilfoyle	C.S. Hatfield	W.W. Hill	M.H. Hwang	T.V. Johnson	K.R. Kingsley	C.F. Lanks	M.A. Lora
D.P. Gullickson	B.R. Hathaway	T. Himley	R.T. Hyatt	B.W. Jones	C.L. Kinney	B.T. Lanouette	D.H. Lord
J.S. Gulliver	L.A. Hattaway	J.C. Hinkle	W.T. Ice	C.A. Jones	S.M. Kinney	B.E. Lantis	J.A. Loria
G.J. Gumpel	R.F. Hawk	M.H. Hint	N. Igarashi	D.M. Jones	K.R. Kirby	C.J. LaPenna	K.M. LoRusso
D.P. Gunning	J.P. Hawke	P.J. Hinton	T.S. Imrich	D.R. Jones	E.E. Kirkham	E.R. Lapine	M.S. Loud
S.B. Gurley	C.E. Hawkes	M.S. Hintze	J.D. Ing	J.P. Jones	D.W. Kirkland	M.E. LaPorte	C.M. Love
R.F. Guthrie	C.R. Hawkins	C.R. Hitpas	M.W. Innerbichler	L.D. Jones	G.D. Kirkland	C.J. Laquidara	J.K. Lovejoy
D.M. Gutierrez	K.E. Hay	A.M. Hittie	J.J. Iovine	M.S. Jones	J.T. Kirvan	B.P. Large	J.S. Lowe
J.A. Guttin	R.J. Hay	J.L. Hitzges	A.A. Ireland	T.D. Jones	D.A. Kissoon	J.H. Larkin	J.D. Lozano
K.R. Haas	B.M. Hayes	B.C. Hixon	D.G. Ireland	W.S. Jones	R.W. Kivette	M.R. Larkin	G.W. Lubenau
C.G. Habbick	D.N. Hayes	J.P. Hoar	L.E. Isakson	L.E. Jordan	E.D. Klepper	T.A. LaRose	B.M. Lucas
W.B. Hackett	M.T. Hayes	M.A. Hobel	D. Israelite	N.R. Jordan	D.W. Kline	M.L. Larrabee	R.E. Lucas
M.A. Hafemann	D.A. Haynie	T.O. Hocking	S.M. Israels	P.W. Josephson	M.S. Klingenberg	B.E. Larrivy	A.M. Luciano
S.D. Hagan	R.L. Hayward	M.W. Hodge	A.J. Itin	D.A. Jossart	B.K. Klinger	D.R. Larsen	P.E. Lucke
E.M. Hagman	B.E. Heald	J.P. Hodges	E.W. Jackman	S.S. Joyce	D.A. Knapp	E.A. Larson	K.J. Ludwig
T.P. Hagman	K.J. Healey	K.T. Hodgson	R.S. Jackman	S.B. Jucknies	B.J. Kniert	J.S. Larson	M.S. Luther
J.W. Hailley	T.P. Healy	N.E. Hoefler	S.V. Jackman	C.D. Juergens	K.M. Knoblauch	M.D. Larson	M.A. Lutman
M.C. Haizlip	S. Heanue	P.L. Hoekenga	A.L. Jackson	J.J. Juholta	J.A. Knoop	B.J. Lasher	J.J. Luzar
S.D. Halbrook	T.M. Heatherman	G.E. Hoekstra	C.A. Jackson	A. Kahn	W.C. Knott	N.J. Lassas	P.D. Lycan
W.A. Haley	P.G. Hebert	K.R. Hohorst	C.C. Jackson	S.H. Kale	S.E. Knudsen	N.S. Lasure	S.J. Lyczak
D.C. Hall	D.A. Hecht	P.G. Holaren	C.J. Jackson	A.J. Kamataris	T.A. Knudsen	M.S. Lauer	C.J. Lynch
K.L. Hall	E.W. Heckler	C.M. Holland	D.E. Jackson	J.M. Kamuf	T.R. Knutson	M.H. Laughlin	B.M. Maas
M.J. Hall	L.G. Heckman	M.P. Holland	M.A. Jackson	M.J. Kane	K.H. Ko	J.E. Lauterbach	K.G. Maas
R.L. Hall	J.P. Hedrick	R.C. Hollenbeck	F.J. Jacobsen	R.J. Kanive	J.M. Kobitz	G.C. Lauth	D.M. MacBay
S.S. Haller	W.G. Hedstrom	K.C. Hollingsworth	G.D. Jacobsen	J.D. Kantola	W.F. Koch	M.H. Lawless	T.M. Mace
R.J. Halley	J.T. Hegstrom	I.J. Holloman	K.W. Jacobsen	R.A. Kanzinger	B.A. Koehn	J.P. Lawson	R.R. MacIntyre
C.V. Halli	D.C. Heiden	P.G. Holmes	M.G. Jacobsen	D.K. Kaplafka	D.J. Koenig	R.E. Leadens	J.M. MacKay
J.P. Halligan	M.E. Heikkinen	M.J. Holt	D.E. Jacobson	R.W. Kargel	J.T. Kohler	J.B. Lee	J.H. MacKenzie
R.R. Halligan	B.P. Heil	M.E. Holzer	M.D. Jacobson	A.K. Kasallis	T.J. Kohner	S.S. Lee	J.D. MacLellan
P.D. Hallin	J.S. Heilborn	K.H. Honneffer	T.L. Jacobson	C.A. Kastelein	R.H. Kohout	W.E. Lee	R.N. Maddox
E.L. Halquist	K.T. Heine	T.A. Hoogland	S.L. Jadback	D.R. Kato	M.C. Kolak	C.F. Legawiec	C.S. Mader
J.E. Halverson	F.E. Heist	G.W. Hooper	R.J. Jaekel	B.S. Kaufmann	S.R. Kolasinski	A.M. Legear	S.E. Magann
M.D. Hamilton	C.J. Hemmer	J.D. Hooper	R.B. Jaeger	M.F. Kazzie	B.A. Kolb	D.M. Lehenbauer	B.A. Magee
K.M. Hammis	S.A. Hemmingson	M.R. Hopgood	J.L. Jager	J.F. Kealy	J.E. Koltes	R.M. Lehle	G.J. Magee
B.G. Hammond	C.D. Hendershot	J.A. Hoppe	J.K. Jakubiec	P.T. Kearns	A.C. Kontz	B.A. Leibunoguth	D.L. Magro
R.T. Hammonds	W.G. Henderson	A.M. Hopper	J.M. Jakubowski	P.K. Keating	J.G. Korhonen	J.D. Leighton	M.G. Maguire
B.D. Hancock	B.T. Hendrickson	J.F. Hornack	D.S. Jameson	S.E. Keefer	M.A. Korosi	R.R. Leitzen	R.W. Mailly
F.W. Hancock	C.E. Hendrix	D.A. Horne	J.K. Janisch	P.M. Kell	K.R. Kotula	V.A. Lemaire	R. Malagrifa
D.A. Handy	R.L. Hendron	R.L. Horton	J.A. Janka	J.W. Kellogg	R.S. Kovner	R.J. Lennon	M.D. Mallon
M.J. Hanifen	C.A. Henegar	J.A. Houck	G.A. Jans	G.E. Kelly	B.J. Kowaleski	A.P. Lense	B.W. Malmanger
A.B. Hankins	M. Henriksen	S.D. Houk	P.G. Janyaska	K.D. Kelly	S.J. Kramer	A.C. Leone	T.G. Maloff
R.J. Hanley	I.D. Henry	W.E. Hourin	T.R. Jarman	D.A. Kemper	M.T. Kramis	P.R. Leuschke	R.K. Mammen
J.W. Hannan	R.L. Henry	J.B. Houseman	M.R. Jarrett	C.A. Kennedy	L.D. Kranz	M.C. Levitt	V.M. Mancuso
J.K. Hanohano	R.L. Henry	J.D. Houston	M.C. Jeans	J.R. Kennedy	L.J. Kraska	A.V. Lewis	S.P. Manley
J.B. Hansen	S.B. Henry	T.J. Howard	R.W. Jeffers	T.V. Keohane	J.D. Krason	C.J. Lewis	A.C. Mann
E.T. Hanson	J.A. Herman	M.D. Howe	S.C. Jensen	M.J. Kerekes	S.J. Krasovic	E.C. Lewis	J.J. Mann
J.L. Harber	R.A. Herman	A.G. Howell	K.J. Jerndt	L.F. Kerian	T.A. Krauss	L.A. Lewis	S.J. Manning
C.T. Harlin	T.L. Hermel	G.B. Howell	J.D. Jessup	C.G. Kerker	B.R. Kreager	P.A. Lewis	J.R. Mansard
L.D. Harman	Y. Hernandez	J.M. Herndon	D.R. Jeter	M.G. Kerkhove	C.J. Kudlacz	R.C. Lewis	R.D. Manter
D.M. Harper	J.M. Herndon	R.E. Hess	T.R. Jett	A.G. Kerkman	M.R. Kuester	A.J. Lewton	P.C. Marcin
D.W. Harper	D.D. Hethcock	J.C. Huck	J.G. Joern	S.J. Kerr	B.C. Kugler	J.D. Leyva	M.A. Marinucci
B.J. Harrigan	C.E. Hewins	D.J. Hudson	E.O. Johannsson	T.G. Ketterer	B.J. Kunz	M.J. Liese	C.S. Markert
B.C. Harris	B.L. Hewlett	D.M. Huey	A.E. Johnson	S. Khan	C.C. Kupec	E.B. Ligocki	R.M. Markley
B.S. Harris	P.J. Heye	H.D. Huey	B.D. Johnson	S.A. Khan	J.F. Kurt	T.D. Ligon	R.A. Marqua
J.L. Harris	J.A. Heymann	A.L. Huffman	B.L. Johnson	H.E. Kicera	K.C. Kyer	T.D. Lindsey	B.D. Marshall
J.M. Harris	M.B. Hiatt	C.L. Huffman	B.P. Johnson	C.W. Kidd	V.P. La Penna	E.T. Linhof	K.J. Marshall
L.K. Harris	B.A. Hibbs	D.S. Huffstetler	D.D. Johnson	R.L. Kienle	J.D. Labrie	T.D. Linsky	N.C. Marston
M.E. Harris	D.R. Hickey	M.R. Hughes	D.R. Johnson	L.A. Kildron	D.E. LaFrance	D.W. Lippert	C.A. Marthens
M.P. Harris	D.R. Hickman	B.C. Humphrey		J.L. Killen	B.H. Lague	A. List	D.E. Martin
				S.A. Kilmer	W.S. Laham	M.E. List	

+ DECEASED



THE PILOT-PARTISAN AGENDA ROLL OF DISTINCTION 2018

100 CENTURY CLUB CONTINUED

D.J. Martin
F.W. Martin
J.A. Martin
J.E. Martin
J.M. Martin
T.R. Martin
G.M. Marxen
P.L. Marxsen
J.A. Marzell
C.R. Mason
R.W. Mason
A.J. Massa
J.J. Matar
M.M. Mathis
S.R. Matsen
R.P. Mature
J.E. Maunz
G.A. Mavity
A.G. Maxie
C.P. Maxwell
D.E. Maxwell
W.P. Maxwell
D.W. May
D.M. Mayer
M.A. Maymon
D.M. Maynarich
J.D. Mazer
K.H. Mazurek
S. Mazzola
J.M. Mazzone
R.A. McBride
R.F. McCallum
A.P. McCann
G.T. McCann
F.J. McCarthy
V.P. McCauley
B.D. McCay
D.J. McChesney
C.D. McClellan
R.P. McClintock
G.J. McCollum
K.S. McCough
B.S. McConnell
G.J. McCoy
C.D. McCreight
T.K. McCrocklin
M.J. McCullough
D.E. McDonald
M.C. McDonald
K.M. McElligott
J.M. McElravy
J.R. McGee
K.P. McGee
M.R. McGrane
S.M. McGrath
T.F. McGrath
C.R. McIntyre
K.E. McKay
J.M. McKee
M.D. McKenney
B.D. McKenzie
K.M. McKinney
C.S. McLaughlin
R.L. McLeod
J.J. McLeroy
F.S. McMillan

D.M. McMinn
T.P. McMullen
K.M. McNamara
B.P. McNamee
M.V. McNatt
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R. Wainwright
E.G. Walborn
B.H. Walker
I.S. Wallace
T.B. Wallace
T.C. Walmsley
B.J. Walsh
D.L. Walsh
D.W. Waltrip
J.B. Waltrip
J. Wang
P.R. Warbalow
J.P. Warbiany

C.A. Ward
D.E. Ward
A.D. Wasser
J.B. Waters
D.D. Weatherly
B.H. Weaver
A.W. Weber
M.J. Weber
A.L. Weeks
A.J. Weggemann
M. Wegner
M.D. Welter
D.J. Wenzel
J.P. Weselmann
M.D. Westblade
D.A. Westlake
M.J. Weyenberg
M.A. Wheeler
A.P. Whipple
K.J. Whitaker
D.J. White
K.F. White
N.D. White
D.L. Whitman
E.W. Wichmann
T.D. Wicklund
R.D. Widholm
C.S. Widick
C.N. Wilcox
T.V. Wildes
C. Wildi
D.R. Willard
B.L. Williams
D.J. Williams
D.R. Williams
J.W. Williams
M.L. Williams
R.B. Williams
S.A. Williams
R.S. Willis
B.T. Wilson
D.C. Wilson
D.E. Wilson
D.E. Wilson
R.B. Wilson
M.A. Wiltchik
J.D. Winkle
J.C. Wisecarver
C.E. Wisemann
K.B. Wojtaczka
J. Wolff
G.P. Womack
D.M. Wong-Ward
J.M. Woodford
T.A. Woodworth
B.A. Worry
A.M. Worster
A.S. Wright
T.E. Wright
T.P. Wright
M.D. Wrobel
M.C. Yankovich
F.T. Yanni
E.E. Yarham
R.G. Yauchzy
C.A. Yeates
J.K. Yevcak
J.R. Young
R.J. Yovanovich

W.B. Zane
C.S. Zellner
R.J. Zerr
R.J. Zettel
J.W. Ziebell
R.H. Zimmer-
mann
A.T. Zollo
M.T. Zook

**FRIENDS OF
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P.D. Heffley
R. Kenagy
C. Kuhn

+ DECEASED



Capt. Joe DePete, ALPA's president, welcomes attendees to the opening ceremonies of this year's Pilot Assistance Forum.

several of his union's member-support networks are based on what his organization has learned from ALPA's Pilot Assistance.

Rinaldi shared with attendees how NATCA relied on its assistance programs to help its members endure the stressful and often distracting events of the 35-day federal government shutdown that occurred earlier this year. "Why shut the government down?" he asked rhetorically, adding, "If everybody's going to get paid, let everybody come to work." Rinaldi advocated for the Airport and Airway Trust Fund to be used to support FAA activities in the event of a future shutdown, an idea that has taken seed in legislation (H.R. 1108) currently before Congress and is supported by ALPA.

FORUM FEATURES

The two-day forum featured thought-provoking presentations, panel discussions, and breakout sessions, giving participants a better understanding of the many challenges confronting airline pilots and the resources available to help. To provide an overview of the programs and how they work together, F/O John Taylor (United), ALPA's Pilot Assistance Group chair, moderated a panel discussion on meta-leadership with those who chair the primary Pilot Assistance disciplines: Capt. Tom Letson (Delta), Professional Standards; F/O Ellen Brinks (Delta), Aeromedical; Capt. Murray Munro (Jazz Aviation), Canadian Pilot Assistance; Capt. John McFadden (United), CIRP; and F/O Craig Ohmsieder (Spirit), HIMS.



Paul Rinaldi, president of the National Air Traffic Controllers Association, talks about the benefits of employee assistance programs.

PILOT ASSISTANCE WEEK SHOWCASES ALPA HEALTH, WELLNESS PROGRAMS

By John Perkinson, Senior Staff Writer, and Christopher Freeze, Senior Aviation Technical Writer

ALPA spotlighted Pilot Assistance during the week of May 20–24, highlighting the invaluable work of Aeromedical, Canadian Pilot Assistance, Critical Incident Response Program (CIRP), Human Intervention Motivation Study (HIMS), and Professional Standards—critical components that make up the Air Safety Organization's (ASO) Pilot Assistance structure. Nearly 275 pilots attended the week's events, which included the Pilot Assistance Forum, an awards reception and banquet, and separate interdisciplinary functions.

"You can judge an organization by how it comes to its members in need," said Capt. Joe DePete, ALPA's president, in his opening remarks at the Pilot Assistance Forum, which kicked off Wednesday afternoon, May 22. "That's why our

union's Pilot Assistance mission at every level—national, MEC [master executive council], and local—is to help ensure that pilots are mentally and physically prepared to perform their jobs."

DePete continued, "We're here this week to not only learn the latest in each of ALPA's Pilot Assistance disciplines, but to also recognize the work that our Pilot Assistance volunteers do almost entirely behind the scenes. And we're here to acknowledge the tremendous value that these volunteers bring to all our members."

ALPA's president welcomed Paul Rinaldi, president of the National Air Traffic Controllers Association (NATCA), who presented the opening keynote address. "We have to learn every day from each other," said Rinaldi, acknowledging that

“Meta-leadership is the practice of leading people and teams, each with different responsibilities and pathways, to the same goal,” explained Taylor, “and part of that is seeing that the five disciplines don’t operate in individual sandboxes but visualizing them as a single beach.

“Within Pilot Assistance,” he continued, “it’s commonplace for a pilot to access one aspect but require the services and expertise of one or more of the other disciplines. But at the end of the day, Pilot Assistance is just about talking to our fellow pilots and offering guidance or a helping hand.”

In a panel titled “Meet the Doctors,” ALPA Aeromedical representatives and the FAA examined current issues and challenges pertaining to the health and wellness of airline pilots. Dr. Quay Snyder, ALPA’s aeromedical advisor and president of the Aviation Medicine Advisory Service, talked about how the government views the use of certain medications. The group also discussed handling conditions like depression.

“Federal law says it’s illegal,” remarked Dr. Michael Berry, the FAA federal air surgeon, when asked about the use of marijuana and Part 121 flying. He elaborated that you don’t have to be under the direct influence of the drug. “If you test positive, you’re in trouble,” he said. David Noble, ALPA’s Canadian pilot health consultant, acknowledged during the forum that while marijuana is legal in Canada, Canadian pilots weren’t permitted to smoke it or use cannabis-related products. However, Transport Canada recently revised its regulations, and flight crews and flight controllers are now prohibited from consuming cannabis for at least 28 days before being on duty.

Wrapping up Wednesday’s forum presentations, Capt. Bob Fox, ALPA’s



Capt. Bob Fox, ALPA’s first vice president and national safety coordinator, explains the Association’s new DART program.

first vice president and national safety coordinator, briefed the group on the new Data Action Report (DART) program, established to improve member access to ALPA resources. “DART is designed to support MECs that are experiencing high turnover and are task-saturated,” he explained. “It will enable them to provide the full service of ALPA to their members—be it Pilot Assistance or other union business. A streamlined approach to pilot engagement has the added benefits of educating others at the MEC and LEC [local executive council] levels while leveraging the collected data for contract enforcement.”

The PSA pilots will be the first to employ the ALPA-wide program, which will soon be available as a stand-alone smartphone/tablet app and later as a function of the ALPA mobile app. Other MECs are slated to join the DART network within the next few months.

SLEEP SCIENCE

On Thursday, Dr. Alan Kubey, a clinical instructor at Thomas Jefferson University Hospital and a supplemental consultant at the Mayo Clinic, shared insights in the study of sleep, including light and circadian physiology, as well as interventions to promote alertness.

Kubey recommended not looking at electronics or drinking coffee right before going to bed and suggested that taking a brief nap in the afternoon can be helpful. He also noted, “Light serves as the strongest external stimulus to maintaining circadian alignment to Earth’s 24-hour day/night cycle, and you’re continuously interacting with it. If you can manage your exposure to various light colors—blue for day, red and orange tones for evening, and little to no light at night—you can train your circadian cycle.”



Dr. Alan Kubey provides an educational and entertaining presentation on sleep science as it pertains to pilots.

Aircraft cabin air quality was the subject of a panel discussion that addressed the appropriate measures to ensure the proper care of crews and passengers regarding a smoke or fume event. Judith Anderson, an industrial hygienist for the Association of Flight Attendants-CWA, observed that oil and hydraulic fluid can leak or spill into the engine or APU compressor creating airborne contaminants. Brinks pointed out that www.alpa.org/fume is available as a data collection point for ALPA pilots who encounter smoke or fumes in the cabin and encouraged members to use it.

Capt. Steve Jangelis (Delta), ALPA’s Aviation Safety chair who moderated the discussion, recalled two flights he’s been on as a pilot and as a passenger that experienced cabin smoke. Jeff Pavlak, ALPA’s legislative and policy representative, highlighted the Cabin Air Safety Act of 2019 currently before Congress, which would require airlines to conduct investigations after fume events. Paul Roux, a senior principal engineer with Pall Aerospace, explained how suppliers and manufacturers are attempting to better address these problems using new technologies.

“The brain you take off with is not the brain you land with,” claimed Capt. Paul Westfield (FedEx Express), ALPA’s aeromedical subject-matter expert, during a lunchtime keynote address. He noted that expecting pilots to perform at the peak of their abilities at all times throughout a flight isn’t realistic, stating that the premise assumes “cognition is a static quality.”

Westfield identified the different cognition classifications, acknowledging that “different parts of the brain are active doing different tasks.” He highlighted the importance of not flying when fatigued,



Capt. Paul Westfield (FedEx Express), an ALPA aeromedical subject-matter expert, discusses cognition and how it changes during a flight.



Capt. Ben Kalom (United), center, recipient of this year's Pilot Assistance Award, stands with F/O John Taylor (United), ALPA's Pilot Assistance Group chair, left, and Capt. Joe DePete, ALPA's president.

observing that an individual who is excessively tired doesn't have access to what he called "relevancy filters." In scenarios in which multiple problems are occurring, the affected individual is often unable to effectively determine which issue is the most critical.

Addressing accidents or critical incidents before the accompanying psychological impact can affect job performance, health, and relationships is crucial to flight crew recovery. Capt. Murray Munro (Jazz Aviation), ALPA's Canada Pilot Assistance chair, moderated a panel discussion surveying how pilot volunteers responded to the First Air Flight 6560 accident in 2011.

"The pilots were based in Yellowknife, which is a small, close-knit town," remarked Capt. Will Brander (First Air), his pilot group's Professional Standards chair, "and the CIRP volunteers were invaluable not only to our flight crews, but to the whole community." Capt. Peter Black (First Air), his pilot group's MEC chair, recollected, "From this accident, the company saw just how devastated our pilots were, and it reinforced the importance of having a 'band of brothers and sisters' that can be called upon to help in time of need."

The forum also featured Thursday-afternoon breakout sessions that included an aeromedical chairs meeting, a CIRP presentation titled "The First 72 Hours," and an opportunity to meet the new HIMS chairs. Forum attendees were also able to sit in on a presentation called "Building a Superhuman Pilot," which dealt with employing health and wellness strategies to maximize pilot potential, and a segment called "Understand-



Capt. Murray Munro (Jazz Aviation), left, receives the Presidential Citation from Capt. Joe DePete, ALPA's president.

ing Diverse Perspectives" about sexual harassment and social-media complications that can occur in the workplace.

RECOGNIZING EXCELLENCE

The highlight of Pilot Assistance week was the awards reception and banquet, which was held at the Steven F. Udvar-Hazy Center near Washington Dulles International Airport.

"Each of us has a duty, a calling to help one another," DePete told the audience during the evening's opening ceremonies. "The many ALPA Pilot Assistance volunteers who commit their time and talents—and who often go unnoticed because of their nature of their work—are evidence of this calling."

DePete thanked the many pilot volunteers in attendance and introduced special guests as well as previous Pilot Assistance Award honorees before welcoming the banquet's guest speaker, the Honorable Jennifer Homendy, who became the 44th member of the NTSB last August.

In her presentation, Homendy related how she recently talked with her daughter about famous female pilots and cited a quote by aviation trailblazer Amelia Earhart: "Some of us have great runways already built for us. If you have one, take off. But if you don't have one, realize it is your responsibility to grab a shovel and build one for yourself and for those who will follow after you."

Homendy continued, "And I think that's exactly what ALPA does and what each of you do. You build that runway and you grab the shovel and you make it better for everyone who follows you—not just yourself. And I hope that's what I'm going to do at the NTSB."

DePete presented the prestigious 2018


Pilot Assistance Award to Capt. Ben Kalom (United), his pilot group's Aeromedical Committee chair and a member of ALPA's Aeromedical Group for 28 years.

"Ben has been instrumental in promoting and advancing the physical and emotional wellness of airline pilots for many years," said DePete, pointing to Kalom's work on the effects of aging, disease, and infection as well as FAA and company medication standards. Kalom was also a cofounder of the United pilot group's Support Outreach Assistance Resources program, a precursor to ALPA's Pilot Peer Support program.

Kalom addressed the crowd, thanking ALPA for the recognition and emphasizing the importance of the union's Pilot Assistance programs in being there for members when they need assistance. Thanks to these special resources, he noted, "Going it alone is unnecessary."

Munro received the 2018 Presidential Citation. About the Jazz Q400 pilot, DePete stated, "Capt. Munro has been the lynchpin of the ALPA Air Safety Organization's Canadian Pilot Assistance structure, serving as the chair for 15 years and as an active member of the group for 28 years." DePete highlighted Munro's work with the Jazz Pilot Wellness program and his personal engagement and support following several major aircraft accidents and incidents, including his remarkable efforts with the crew of CanJet Flight 918, who survived a hijacking at the airport serving Montego Bay, Jamaica, on April 19, 2009.

In addition to the Pilot Assistance Forum and its subsequent awards reception and banquet, more than 150 ALPA pilots and other airline representatives spent the balance of the week at the Association's Herndon, Va., Conference Center for interdisciplinary training, meetings, and a workshop. These sessions included Pilot Peer Support (PPS) initial training. Members of the Aeromedical Group also spent time developing PPS recurrent training, which they hope to make available to volunteers soon.

On Tuesday during Pilot Assistance week, Professional Standards held a one-day training course, and ALPA's CIRP chairs convened for a meeting. The Canadian Pilot Assistance Group also met and earlier in the day held a Canadian Pilot Assistance CIRP workshop. 



ALPA's Executive Board convenes for its 124th regular meeting at the Association's Herndon, Va., Conference Center.

EXECUTIVE BOARD MAKES CHANGES TO PROMOTE ENGAGEMENT, DISCUSSION, AND DEBATE

By John Perkinson, Senior Staff Writer

The 124th regular meeting of ALPA's Executive Board, held May 14–16 at the Association's Herndon, Va., Conference Center, had a noticeably different look and feel as compared to previous gatherings of the union's national officers, executive vice presidents, and master executive council (MEC) chairs. The new administration elected to break from recent tradition and introduce new features to the meeting's agenda, including panel discussions, briefings from national committee chairs, and more time spent in plenary to encourage engagement, discussion, and debate.

OFFICER REPORTS

Capt. Joe DePete, ALPA's president, explained the new approach in his report to the Executive Board, remarking, "ALPA is changing—and changing for the better." He observed, "We listened and responded quickly to our members' direction. You put a priority on greater transparency and inclusiveness—and so have I... To succeed, we all need to be fully engaged and giving 100 percent."

DePete provided an overview of the union's projects and initiatives, including the Pilot Career Development Initiative and the Pilot Peer Support program, and



Capt. Joe DePete, ALPA's president, outlines how his administration is placing a greater emphasis on pilot engagement.

shared his views on trade unionism, union solidarity, and worker dignity. He also updated the group on three important priorities for the Association: fair competition; concerns of ALPA members at small-to medium-sized carriers; and safety and security, particularly as they relate to achieving one level of safety and security for cargo pilots.

"As men and women who love to fly, I know we're all eager to see where the future takes air transportation," DePete concluded. "As the president of the Air Line Pilots Association, International, I'm confident that the aerospace industry can work together to maintain the high level of safety and efficiency."

Speaking to the Executive Board for the first time as an ALPA national officer, Capt. Bob Fox, the Association's first vice president, talked about his new role. "Joe has me leading the international agenda of

the Association," he noted while providing a briefing of the recent 74th International Federation of Air Line Pilots' Associations (IFALPA) Conference (see "Building Bridges' to Connect the World's Airline Pilots," in the May 2019 issue). Fox outlined global threats to the piloting profession, acknowledging that ongoing efforts to reduce standard cockpit crew complement is a concern for all airline pilots.

"We were able to get IFALPA to make a common statement about this issue," he said, adding that the federation universally recognized the "serious reduction in flight safety" posed by any decrease in the number of airline pilots assigned to a flight. In addition, Fox discussed threats to competition posed by transnational airlines, flags-of-convenience carriers, and airlines whose home nations don't live up to their international trade agreements. He also talked about the work ALPA's Air Safety Organization (ASO) is undertaking in the areas of pilot assistance and jump-seat and reported on the new Data Action Report (DART) system, which will help Association representatives engage with their pilots, collect data, and enforce their contracts.

"We're placing a new emphasis on our members to make sure everything we do reflects their interests," said Capt. Bill Couette, ALPA's vice president-administration/secretary, who discussed the Association's work to improve its information technology offerings and support. He identified multiple enhancements to ALPA's mobile app as well as additional upgrades in development. He also reviewed efforts to replace ALPA's five current content management systems with a single platform.

In addition, Couette highlighted ALPA's Professional Development Group and the work of the union's Education, Leadership, and Membership Committees to enhance the professional development and well-being of current and future ALPA members. As an example of promoting the piloting profession, he noted, "During the 2018–2019 academic year, pilot volunteers from the Education Committee met with 18,445 grade-school students at 126 schools and other events."

Capt. Joseph Genovese, ALPA's vice president-finance/treasurer, commented that at last year's Board of Directors (BOD) meeting, "the BOD voted in a dues reduction from the current 1.9 percent to 1.85 percent starting on Jan. 1, 2020." He discussed the work of the Structure, Services, and Finance Review Committee, which was established to revisit policies and procedures as part of the planning process for the upcoming dues reduction. Genovese noted that the Association is focused on ensuring that it maintains the same level of service to members while becoming more efficient in the way it does business.

He also provided an overview of the Association's current budget and finances, observing that ALPA ended 2018 with a surplus that allowed the Association to recapitalize important strategic assets like the Major Contingency Fund. Genovese thanked the MEC chairs for their sound budgetary practices, stating, "While we've made good progress, there is still a lot of work to do."

GROUP DISCUSSION

Changes to the Executive Board agenda included the addition of four panels composed of pilots and senior staff. Topics were designed to spark deliberation on the union's organizational practices and challenges confronting the airline piloting profession. During a panel titled "Improving IT and Communications Support," Capt. Ryan Schnitzler (Delta), his pilot group's MEC chair and a panelist for the discussion, asserted, "Communications is the new battlefield. We have to do it better. We have to do it faster."

"The key is the institutional knowledge that comes with having longtime staffers," said F/O Don Loepke (FedEx Express), his pilot group's MEC secretary-treasurer and a panelist for the discussion titled "Rethinking ALPA Staff Models by Airline Segment." Loepke observed that having



During a panel discussion, F/O Don Loepke (FedEx Express), his pilot group's Master Executive Council secretary-treasurer, center, acknowledges the value that "longtime staffers" provide.

experienced ALPA employees helps create a more seamless transition when new pilot leadership is elected.

F/O Mark Lockwood (Delta), a member of ALPA's Leadership Committee, moderated a panel titled "Supporting Volunteer Training in a Period of High Turnover." He acknowledged the tremendous amount of pilot movement between carriers, particularly at fee-for-departure (FFD) airlines, noting that many MECs are experiencing high turnover among their committee volunteers and elected representatives and officers.

During the "Scope—RJs and Mainlines" discussion, panelists noted that over the last five years, the average first-year salary of FFD first officers has risen by approximately 65 percent. Evin Isaacson, an ALPA senior attorney, observed that as airlines look for ways to attract pilots, some FFD carriers are applying for "specialty occupation" visas (e.g., H-1B, E-3) to hire foreign pilots. She noted that the United States makes 10,500 E-3 visas available each year. The group discussed the effects these visas are having on the profession and was charged with brainstorming tactics to address these and other scope concerns.



U.S. Secretary of Labor Alexander Acosta answers questions from the audience.

LABOR VIEWS

"The economy is doing amazingly well, but we can't take it for granted," said U.S. Secretary of Labor Alexander Acosta in a special presentation to ALPA's Executive Board. He addressed the topic of regulation and the need to eliminate what he deemed unnecessary rules, asserting, "All of us have safety rules. We have an obligation to our companies and our customers to be safe, but we also need to be efficient."

Acosta credited DePete for making him better aware of the problems associated with airlines using atypical employment models and the efforts of nations like the United Arab Emirates and Qatar to sidestep Open Skies agreements to create unfair advantages for their homebased carriers.

COMMITTEE BRIEFINGS

Two of the Association's national committee chairs explained the work and purview of their committees and outlined current hot topics. Capt. Wolfgang Koch (Delta), the ASO's Aviation Security chair,

reviewed the security-related improvements covered by the FAA Reauthorization Act of 2018 and highlighted a number of ALPA projects, including partnering with the FBI on a program to address disruptive passengers and the latest "Street Smarts" video on active shooter awareness available to members.

Capt. Steve Jangelis (Delta), the ASO's Aviation Safety chair, briefed the group on voluntary safety programs, pilot training and qualifications, P-56 restricted airspace in the Washington, D.C., area, unmanned aircraft systems, and the use of commercial airspace, particularly as it relates to space travel. He also described ongoing advocacy efforts in the areas of dangerous goods, cargo, and operations at remote airports and provided an update on the B-737 MAX 8.

UNION BUSINESS

The Executive Board acted on resolutions, including one that amended ALPA's new electronic nomination processes beginning this fall. The amendment requires members interested in running for local council office to indicate their willingness to serve prior to the opening of a nomination ballot. The board also voted to allow the Association's Election and Ballot Certification Board to electronically certify ballots.

The Executive Board approved amendments to ALPA's merger policy to reflect experience from recent mergers, requiring, among other things, ALPA's president, when convening a joint meeting of MEC chairs and merger representatives to explain the policy and its goals, to include the entire MECs in such meetings. In addition, a national officer will serve as Professional Development Group (PDG) coordinator and will provide oversight for the PDG.

During the meeting, the Executive Board was also advised that Capt. Mark Harrison (FedEx Express) had been appointed by the Executive Council to serve as the Association's national advocacy coordinator.

The next regular meeting of the Executive Board is scheduled for October in Tysons Corner, Va. [🌐](#)



Capt. Wolfgang Koch (Delta), ALPA's Air Safety Organization Aviation Security chair, briefs the Executive Board on the Association's security structure and recent activities.

ALPA JOINS BLUE LIGHTNING INITIATIVE

PARTNERS WITH GOVERNMENT TO COMBAT HUMAN TRAFFICKING

By John Perkinson, Senior Staff Writer

Human trafficking is one of the most profitable black-market industries in the world, generating an estimated \$150 billion annually, and North America isn't exempt. The International Air Transport Association projects that nearly 25 million people will become victims of human trafficking this year and, of those, it's believed that hundreds of thousands will enter and exit Canada and the United States.

To help fight this growing criminal plague, ALPA has partnered with U.S. federal government agencies—the Department of Transportation (DOT), the Department of Homeland Security (DHS), and Customs and Border Protection—to participate in the Blue Lightning Initiative. The four organizations recently announced the initiative in a joint press release, which noted that the Blue Lightning Initiative is a component of the DHS Blue Campaign, training airline personnel to detect human-trafficking activity and report it to federal law enforcement officials.

MODERN-DAY SLAVERY

The DHS characterizes human trafficking as a “modern-day form of slavery involving the illegal trade of people for exploitation or commercial gain.” Men,



women, and children are transported for a variety of purposes, including sexual exploitation, forced labor, and forced marriage. Others may be conveyed for the purpose of organ removal.

“As flightcrew members responsible for the operation of tens of thousands

of flights across North America, airline pilots, working with our partner crewmembers, are uniquely positioned to help combat the vile act of human trafficking,” said Capt. Joe DePete, ALPA's president, in the joint statement. “Through our partnership with the Blue Lightning Initiative, ALPA pilots now have access to education and training that help identify potential human-trafficking victims and alert the authorities.”

In addition, U.S. Transportation Secretary Elaine Chao remarked, “Public awareness is key to identifying and reporting human trafficking. Each tip may make the difference in saving someone's life.”

The press release noted that more than 100,000 airline workers have already been trained, which is important because human-trafficking victims are often transported via airliners. The United Nations (UN) Office on Drugs and Crime estimates that 60 percent of these individuals are transported across international borders to unfamiliar surroundings where they can be more easily manipulated.

Complicating matters, this offense is extremely lucrative. Canada's National Action Plan to Combat Human Trafficking observes, “Human trafficking is often characterized as a ‘low-risk/high-reward activity’ because of the fact that the crime is clandestine, therefore difficult to detect and investigate, which contributes to the relatively low prosecution rates worldwide.” Victims can be repeatedly or continuously exploited, enhancing their potential for profitability.

Online training for ALPA pilots is ex-

“As flightcrew members responsible for the operation of tens of thousands of flights across North America, airline pilots, working with our partner crewmembers, are uniquely positioned to help combat the vile act of human trafficking.”

pected to launch this summer; and while participation isn't mandatory, it's encouraged to help members better understand how to assist in a team response and become aware of the available resources. Airline employees, in many respects, offer a last line of defense because once victims get off these flights, they tend to disappear from society and become nearly impossible to track, let alone rescue. Educating pilots about what to look for and how to respond provides an additional layer of defense for these victims. Training consists of a brief tutorial, which will be accessible on the members-only site at www.alpa.org/BLI.

CIRCUMSTANTIAL EVIDENCE

Last year, an American Airlines ticket agent encountered two teenage girls who had no identification and one-way tickets from Sacramento, Calif., to New York, N.Y. She became even more concerned when the tickets were flagged for potential credit card fraud.

"I think it was the way they kept looking back and forth at each other like they weren't really sure," the agent later told news media. "And then they were texting someone on the phone and that person was giving them answers."

The ticket agent contacted local law enforcement officials, who interrogated the girls and learned that a man they met on social media had invited them to New York for the weekend to earn money modeling in music videos. This was simply a ploy to lure them to the human-trafficking perpetrator.

On a Hawaiian Airlines flight from Los Angeles, Calif., to Honolulu, Hawaii, a flight attendant noticed an older Asian man traveling with three Caucasian girls. Although they claimed to be family, something about their behavior struck the flight attendant as odd.

In addition to talking with them, the flight attendant examined the man's required agriculture form, comparing it to information on the passenger manifest. It was then that he noticed all three girls were listed as having the same name. Honolulu sheriffs questioned the four passengers upon arrival and categorized the situation a trafficking case, referring it to the FBI.

In Europe, a campaign is in the works

to educate members of the public about ways to protect themselves. Those who suspect they could be abducted or forced to travel against their will are advised to hide a spoon in their undergarments. Spoons are recommended because they're metal, can be worn more comfortably than forks and knives, and trigger screening devices.

Once the concealed metal object is detected, the individual will be taken to a more private location for an additional search and questioning. At that time, he or she can advise security agents of the situation.

For all the cases of human trafficking that have been identified and prosecuted, many others go undetected, making the need that much greater for other airline employees—including pilots—to learn about the Blue Lightning Initiative.


SINCE THE BEGINNING OF TIME

Examples of slavery span history, and efforts to curtail it have been largely intermittent and isolated until the turn of the last century. A worldwide campaign to end this criminal activity began in 2000 when the UN formally adopted resolutions in support of a Global Plan of Action to Combat Trafficking in Persons.

To bring aviation into the fold, the UN

High Commissioner for Human Rights collaborated with the International Civil Aviation Organization to compile a comprehensive set of strategies specific to the industry. *Guidelines for Training Cabin Crew on Identification and Response to Trafficking in Persons* (Circular 352), which was published in 2018, acknowledges, "Using a layered approach to address the trafficking in persons requires the involvement and training of multiple stakeholders, such as flightcrew members and all aviation personnel."

The United States and Canada have adopted their own rules and policies for airlines and their employees. And while the UN circular specifically applies to flight attendants and those who come in frequent contact with passengers, included is information on the important role pilots can play.

To learn more about what's being done to curb human trafficking, contact ALPA's Engineering & Air Safety Department at EAS@alpa.org or 1-800-424-2470, visit the DHS Blue Campaign at www.dhs.gov/blue-campaign and the DOT Blue Lightning Initiative at bit.ly/govBLI, and read "Slavery in the 21st Century: What You Need to Know About Human Flying and Trafficking," in the May 2018 issue of *Air Line Pilot*. 



NOTIFY AUTHORITIES

ON THE GROUND:

In Canada and the United States, call **1-866-DHS-2-ICE**, the ICE Homeland Security Investigations tip line, toll free 24 hours a day. In cases of immediate danger, call 911 or contact local authorities. When traveling abroad, call **01-8002-872-6199**, the international number.

IN FLIGHT:

Use ACARS or the Domestic Events Network. Your airline may have additional reporting protocols.

DHS RECOMMENDS:

"If you see something, say something®." Make sure to indicate that you're participating in the Blue Lightning Initiative.



All-Cargo Flight-Time/Duty-Time:

ENDING THE CARVEOUT WITH ONE UNIFIED VOICE

More than two dozen pilots assembled at the Association's headquarters in Washington, D.C., on May 8 to discuss flight-time/duty-time concerns for all-cargo pilots. In attendance were representatives from ALPA pilot groups along with members of Teamsters Local Union No. 1224, which represents pilots from several all-cargo air carriers, and the Independent Pilots Association (IPA), which represents the pilots of UPS.

At the follow-up to the All-Cargo Symposium held in April (see "All-Cargo Conversation Focused on Safety, Security, and Flight/Duty Time" in the May 2019 issue), Capt. Joe DePete, ALPA's president, emphasized that "the phrase 'one level of safety' means something to me."

The cargo carveout from FAR Part 117's fatigue rules stems from a flawed cost-benefit analysis of the regulations in 2012 as applied to all-cargo operations compared to passenger operations. "The conclusions of the report cited the costs to the all-cargo industry as being \$550 million over a 12-year period, while providing a benefit of only \$31 million," said Capt. Brian Noyes (United), ALPA's Flight Time/Duty Time Committee

chair. "This, however, only factors in the aircraft, the crew, and its contents. It fails to consider numerous other factors that can occur in an accident, like the location. Recent accidents, like Atlas Air Flight 3591, have been in sparsely populated areas. But move the accident site 10 miles to the west, and that



Capt. Brian Noyes (United), ALPA's Flight Time/Duty Time Committee chair, presents research on fatigue.

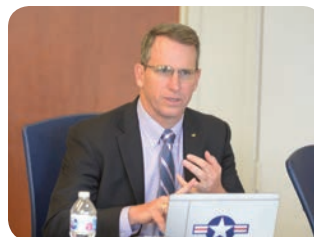
Capt. Joe DePete, ALPA's president, opens the all-cargo flight time/duty time meeting.

places it in the heart of downtown Houston."

A major focus of the meeting was whether pilots wanted to reopen the rulemaking process to refine Part 117 or simply lobby to include all-cargo operations in the rule. "Because of the type of operations all-cargo pilots fly, they are the ones who truly need the science-based rules of Part 117 the most," said Dr. Peter Dimitry, a fatigue consultant.

"Science has yet to discover any biological differences between pilots who fly passengers and ones who fly all cargo," said Capt. Rich Hughey (FedEx Express), ALPA's President's Committee for Cargo chair. "Both operate large airplanes in the same airspace and, in many instances, at the same airports in the same cities while doing the same job. There is no basis for one group of pilots to have different or less safe fatigue rules."

"We are strongly in favor of seeing cargo operations under Part 117," said Capt. Robert Travis (UPS), IPA president. "Our union sued the FAA to end the exemption in the wake of the UPS Airlines Flight 1354 accident



Capt. Rich Hughey (FedEx Express), ALPA President's Committee for Cargo chair, explains the unique issues that all-cargo operations face.

in Birmingham in 2013. We pointed out to the NTSB that if all-cargo operations were in the regulation the trip line the flight crew flew would never have been allowed, as it was the most noncompliant of the 650-plus in the system. But even with the data in hand, the message fell upon deaf ears."

U.S. Senate bill S.826, the Safe Skies Act of 2019, sponsored by Sen. Amy Klobuchar (D-MN) is currently being reviewed in committee. It calls for the inclusion of all-cargo operations in Part 117 rules.

"There are passenger carriers that would like to revise Part 117 for their benefit and not the pilots' benefit. For instance, the passenger industry would love to see 'legal to start, legal to finish' inserted. So this act appears to be a great opportunity for all-cargo pilots to get into Part 117," said Russ Leighton, aviation safety coordinator for Teamsters Local 1224 and director of safety for the Coalition of Airline Pilots Associations.

"Standing up another Aviation Rulemaking Committee can be very risky, and with new players like Amazon entering the industry, we would stand to lose many of the gains we currently enjoy."

—Christopher Freeze, Senior Aviation Technical Writer



Capt. Robert Travis (UPS), Independent Pilots Association president, advocates for a unified strategy.



Skin Cancer: What You Need to Know

By ALPA Staff

Skin cancer is the most commonly diagnosed form of cancer in Canada and the United States, and airline pilots are at an increased risk. Most types of this cancer are triggered by increased levels of ultraviolet (UV) radiation from the sun. According to research identified in the *Journal of the American Medical Association*, “Airline pilots can be exposed to the same amount of UV-A [UV rays with the longest wavelength] radiation as that from a tanning bed because airplane windshields do not completely block UV-A radiation.”

While limited amounts of UV radiation help the body to produce vitamin D, overexposure is a leading cause of skin cancer. The good news is that individuals can take precautions to mitigate this risk. And if diagnosed with skin cancer, the disease is often curable.

The most common form of skin cancer is basal cell carcinoma, which originates in the basal cells at the bottom of the epidermis, or outer skin layer, and it’s highly treatable. The second most common type is squamous cell carcinoma, which develops in the epidermis and breaches the underlying tissue. If found early, it’s treatable as well. However, in a minority of cases, it can spread to other parts of the body and require additional attention.

Malignant melanoma is the most serious type of skin cancer, and growths often appear

darkly pigmented and asymmetric with uneven, irregular borders. While melanoma may be cured if diagnosed and removed early, it can be fatal if left untreated.

Other forms of this prevalent disease include Merkel cell and Kaposi carcinomas and lymphoma of the skin, but these are extremely rare.

Individuals with light-colored skin are more likely to develop skin cancer. Other risk factors include a family

Apply sunscreen at least 20 minutes before exposure to the sun and reapply often.

history of the disease, the presence of lots of freckles/moles, and extensive time spent outdoors.

Treatment for skin cancers varies depending upon the location, type, and size of the growth. Basal cell carcinoma can be treated with cryotherapy (freezing), excisional biopsy (surgical removal), or by scooping out the cancer using electrodesiccation (cauterization). Typical procedures for removing squamous cell carcinoma include cryotherapy or Mohs micrographic surgery in which layers of the tumor are progressively shaved off until the cancerous cells are eliminated. Malignant melanomas usually require surgical excision with a wide-skin margin. Metastasized melanomas also necessitate the use of chemotherapy, radiation therapy, and/or immunotherapy.

Aviation medical examiners will usually allow pilots with superficial nonmelanoma skin cancers to continue flying before and after treatment, but the condition and the therapy will require documentation. Basal cell carcinoma and squamous

cell carcinoma that can’t be eradicated, require additional attention, or spread to other parts of the body are considered temporarily disqualifying for medical certification, as are melanomas. Talk to your physician about the appropriate treatment for a full recovery.

The Aviation Medicine Advisory Service, ALPA’s Aeromedical Office, offers the following tips to help protect yourself:

- Stay out of the sun between 10:00 a.m. and 4:00 p.m.
 - Wear hats and sunglasses when outdoors.
 - Use water-resistant sunscreen with SPF 15–30.
 - Be aware of reflected sunlight off water, sand, concrete, and snow.
 - Apply sunscreen at least 20 minutes before sun exposure and reapply often—particularly when exposed to water or perspiration.
 - Avoid sun lamps and tanning booths.
 - Read medication labels for possible skin-sensitizing side effects.
 - Don’t smoke.
 - See a physician regarding any suspicious skin lesions.
- Routine exercise, sufficient sleep, and a healthy diet can also help maximize your natural defenses. 🌿

SAVE YOUR SKIN!

In the United States, the American Cancer Society (www.cancer.org) provides education and advocacy regarding the prevention of skin cancer. U.S. ALPA members with questions about skin cancer can contact the Aviation Medicine Advisory Service, ALPA’s Aeromedical Office, at 303-341-4435, Monday through Friday, 8:30 a.m. to 4:00 p.m. mountain time. The article “Skin Cancer and Melanoma” is available from the office’s resource library at www.aviation-medicine.com.

Above the 49th parallel, the Canadian Cancer Society (www.cancer.ca) is a national, community-based organization of volunteers whose mission is the eradication of skin cancer as well as other forms of the disease. Canadian ALPA members with questions are encouraged to call David Noble, the Association’s pilot health consultant, in the Association’s Toronto, Ont., office toll-free at 1-800-561-9576.



Retired FedEx Pilot Builds Cars To Help Save Lives

By John Perkinson, Senior Staff Writer

After a career in the skies, Capt. Bob McKee (FedEx Express, Ret.) is directing much of his attention these days toward more earthly pursuits—namely cars. And in conjunction with the 2019 World Golf Championship—FedEx St. Jude Invitational, which takes place in Memphis, Tenn., on July 24–28, he'll once again auction off a classic roadster to raise money for a world-renowned charity.

For the fourth time in the last five years, McKee and his wife, Cindy, are spearheading a car-building auction featuring a replica of a 1965 Shelby Cobra. McKee and a team of FedEx Express pilots will assemble the car and display it at several prominent locations around the city before it's sold at the Gala Pairings Dinner and Charity Auction



Capt. Bob McKee (FedEx Express, Ret.) in the cockpit of a B-767 before his retirement in December 2017.

at FedExForum on July 23. All proceeds will go to St. Jude Children's Research Hospital. "It's a lot of fun and a truly remarkable organization to support," said McKee.

The Shelby Cobra built for the 2018 Gold Tournament Auction in front of St. Jude Children's Research Hospital in Memphis, Tenn.

The retired B-767 pilot came up with the idea in 2014 on the way home from training. Waiting to catch a flight, he met Ken Aagaard, then an executive vice president of CBS Sports who had attended the tournament and had a daughter undergoing brain-stem cancer treatment at the hospital. Fortunately, her cancer was in remission and she'd soon be released.

The two talked about St. Jude's legacy and how the hospital covers the cost of treatment, travel, housing, and food for patients and their families. Founded by actor Danny Thomas in 1962, the hospital focuses on children's catastrophic diseases, particularly leukemia and other cancers, and costs approximately \$2.8 million per day to run.

They later toured the facility together, contemplating ways they might help support it. McKee noted that he had always enjoyed building cars in his spare time, and Aagaard said that he could coordinate some on-air coverage of the car build during next year's tournament—and an idea was born.

McKee contacted Factory Five Racing for a basic kit and other auto-parts manufacturers. When these companies heard what he was proposing, many were happy to donate their goods. McKee then put together an assembly team, including FedEx Express pilots Capt. Eric Armstrong (Council 26 secretary-treasurer), Capt. Mike Bray, and others (the make-up of the team varies

from year to year).

The first two car builds were conducted just off the 18th green while the tournament was taking place. "Our pilots were under a tent, assembling this car from a basic frame all the way to the completed project," said McKee. Because the event only lasted four days, he divulged that the team constructed the vehicle in advance, took it apart, and essentially reassembled it on the golf course. More than 3,000 holes were predrilled, and the group needed to account for every bolt and washer before they headed to the country club. McKee noted that "because of the location, lots of people stopped by to watch what we were doing and talk with us."

The FedEx Express pilot team attended the 2015 tournament but missed the event the following year. However, team members have constructed a car for every event since 2016. "This will be the fourth Shelby Cobra we've built; and for the first three, we raised a little over a quarter of a million dollars," McKee pointed out.

Last year, the structure of the tournament and its name changed, compelling the team to build the Cobra off the golf course grounds. They've relocated to a nearby warehouse, and this year's group includes McKee, Armstrong, Bray, Capt. Shon Driscoll, plus Tony Zullo and Ron Everitt from Factory Five Racing who are assisting the pilots.

McKee, who retired from FedEx Express in December 2017, observed that the bulk of funding for St. Jude Children's Research Hospital comes from personal donations. To learn more about the hospital or to make a donation, visit bit.ly/carbuild.

Photos courtesy of Capt. Bob McKee (FedEx Express, Ret.)



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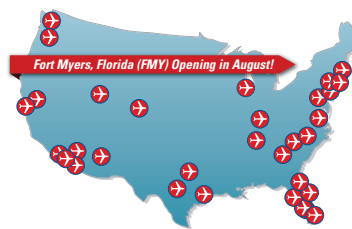
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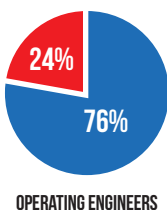
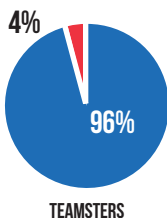
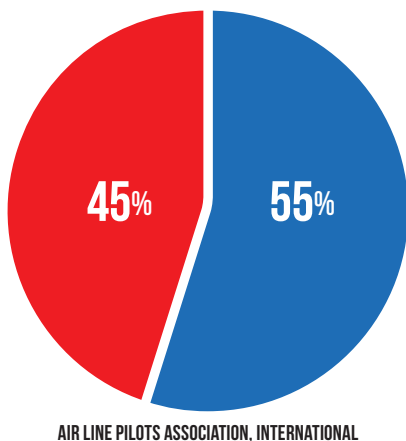


4 MYTHS YOU THOUGHT WERE TRUE ABOUT ALPA-PAC

ALPA'S POLITICAL ACTION COMMITTEE (ALPA-PAC) is the Association's political access tool in Washington, D.C., and across the country. It's funded by members' voluntary contributions and serves as a critical complement to ALPA's lobbying efforts, greatly helping to advance pilot-partisan issues on Capitol Hill. **To better familiarize members with this ALPA asset, let's debunk a few myths surrounding ALPA-PAC.**

Myth 1:
ALPA-PAC ONLY CONTRIBUTES TO DEMOCRATS

FACT: In fact, ALPA-PAC is the most bipartisan labor PAC in the country. We call it being pilot partisan. The PAC counts conservative Republicans, liberal Democrats, and moderates of all stripes among its greatest allies. If you're for pilots, ALPA-PAC is for you.



Myth 2:
MY DUES MONEY AUTOMATICALLY GOES TO ALPA-PAC, SO I DON'T NEED TO GIVE MORE



FACT: ALPA-PAC is funded 100 percent by voluntary contributions from ALPA members living in the United States—your dues dollars don't support the PAC or its work in any way. Keep in mind that by having a well-funded PAC, ALPA is able to back candidates who support our pilot-partisan agenda.

Myth 3:
ALPA-PAC BUYS VOTES

FACT: ALPA-PAC doesn't buy votes—there is absolutely no quid pro quo agreement. What ALPA-PAC gets us, however, is access—an ear. It's a key to open the door. Building relationships with decision-makers and educating Members of Congress through the PAC is invaluable to ALPA's success in advocating for airline pilots.

Myth 4:
ALPA-PAC ONLY SUPPORTS CURRENT MEMBERS OF CONGRESS

FACT: ALPA-PAC also helps elect pro-pilot candidates to office. Earning ALPA-PAC's support as a candidate is a rigorous process that requires a demonstrated commitment to pilots and the support of local pilots. But when it works, there's a true ALPA champion inside Congress and someone we know we can rely on for support.



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2019 EBCB Schedule

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

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