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# Air Line Pilot

JUNE-JULY 2020

**THE  
PILOT-  
PARTISAN  
AGENDA**

9th Edition

PAGE 17

**RESTORING  
PUBLIC  
CONFIDENCE**  
Stabilizing the Industry

PRINTED IN THE U.S.A.



OFFICIAL JOURNAL OF THE AIR LINE PILOTS ASSOCIATION, INTERNATIONAL

In uncertain times,  
no matter what tomorrow  
holds, we remain invested

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We remain invested in you.



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**ONE VOICE**

# No Surprise



**I**t comes as no surprise during these uncertain times that our global community is turning for solutions to the foundational principles of the union movement: solidarity and collective action. Even as we recognize the urgency and scale of our work ahead to protect pilots' careers against the pandemic's economic toll, we draw inspiration from the past progress that these principles have made possible.

In launching ALPA's new "Welcome Back, Welcome Aboard" initiative, our union has charted a bold, new path to protect our pilots' jobs and livelihoods during the COVID-19 economic downturn. With the help of every member, we'll intensify our engagement from two strategic angles. We're working directly to protect jobs through legislative advocacy and contract negotiations, while we're also focused on safeguarding our members' careers by rebuilding the public's confidence to return to flying.

As we all know, airlines' adherence to the Centers for Disease Control and Prevention guidelines for COVID-19 health monitoring, protection, exposure notification, and workplace disinfection is not only important for health and safety, it's also key to regaining the confidence of the flying public to power a strong economic recovery for our industry.

With your help in submitting Data Action Reports (DARTs), ALPA has been able to quickly identify gaps in airline compliance and bring pressure to bear on our employers to resolve the issues. Our union has been highly successful in addressing individual noncompliance issues, but we're not taking our companies' conformity for granted. Our union is giving no ground as we

continue to press Congress to require our airlines to do the right thing.

As the pilot-in-command, ALPA members always represent professionalism, trust, and credibility—but this is especially true now. Through our new public-awareness advocacy efforts, ALPA will be front and center in reassuring the traveling public that pilots are on the job, ready to fly, and looking forward to greeting passengers as they come back aboard. With your support, our initiative will help increase bookings, forestall additional job-status changes for pilots, and strengthen and speed our industry's economic comeback.

The truth is, ALPA pilots never stopped flying; we've been doing the heavy lifting to fight the pandemic by transporting health-care personnel and supplies while using our voice to ensure that our companies were protecting our health and that of the flying public. Because of ALPA members' dedication, we're making progress.

Thanks to our pilots' hard work, ALPA secured a major financial lifeline for U.S. airlines earlier this year (see page 18). But we haven't stopped there, we're advocating for Congress to pursue additional job-protection remedies, including extending financial assistance directed toward worker payroll and benefits and securing employee protections during bankruptcy. Meanwhile, ALPA Canada has engaged every Member of Parliament to also call for any COVID relief legislation to include strong employee protections (see page 21).

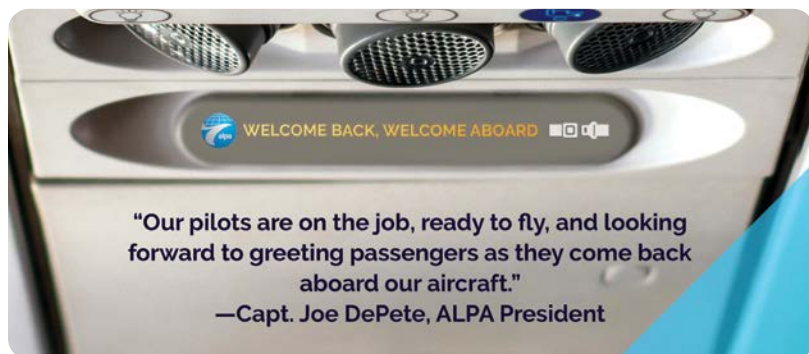
In addition, our master executive council leaders have also signed dozens of agreements to minimize the effects of the downturn on pilots' jobs and careers. Our pilot groups have been supported by our national pilot and staff team every step of the way.

Augmenting these efforts to preserve pilot jobs and kick-start the aviation economy, ALPA's public-awareness campaign will reinforce that airline pilots exercise pilot-in-command authority every time we fly. While the flying experience may look a little different to passengers now, one fundamental principle hasn't changed: It's safe to fly when your pilot says it is.

We're encouraging the flying public to once again take to the skies. I know every ALPA pilot joins me in saying, "Welcome Back, Welcome Aboard!"

*Joseph B. DePete*  
**Capt. Joe DePete**  
ALPA President

**ALPA has launched its "Welcome Back, Welcome Aboard" campaign to protect pilots' jobs and livelihoods.**



**"Our pilots are on the job, ready to fly, and looking forward to greeting passengers as they come back aboard our aircraft."**

**—Capt. Joe DePete, ALPA President**

# THANK YOU FOR BACKING THE PAC

ALPA-PAC has been at the forefront of pilot successes since its founding in 1976.

# AND WE MUST SUCCEED NOW

ALPA-PAC is front and center in the fight to get the airline industry back in the air. And the industry can't succeed without pilots. That's why we must protect our safety, security, and paychecks—now.

**SUPPORT THE PAC  
PROTECT OUR CAREERS**



**WWW.ALPA-PAC.ORG**

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Photo: Chris Weaver



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A recent photo of the main terminal of Ronald Reagan Washington National Airport. ALPA is working to restore the public's confidence in the airline industry and to get airplanes back in flight. Photo: Chris Weaver and adapted by Dit Rutland

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# COVID-19 Recovery And the Aviation Industry

By Rep. Rick Larsen (D-WA)

**R**ight now, the world is dealing with a public-health crisis unprecedented in the modern era. The COVID-19 pandemic has devastated U.S. aviation, shaken passenger confidence, and will likely result in mass layoffs throughout the industry. On April 1, just 136,023 passengers passed through Transportation Security Administration screening checkpoints at airports across the country—a 93 percent decrease compared to the same day in 2019.

In northwest Washington, including at Seattle-Tacoma International Airport and at Everett's Paine Field in my district, ALPA pilots are among the hundreds of thousands of transportation workers on the front lines, working hard to ensure the health and safety of airline crews and the traveling public.

Congress must continue to provide financial relief to the U.S. aviation industry and its frontline workers to ensure the sustainability of this critical network. In March, Congress passed the bipartisan CARES Act, which provided robust protections for the aviation and aerospace workforce. The bill also provided much-needed relief for air carriers, including approximately \$61 billion in grants and loans for passenger and cargo airlines to keep employees on the payroll.

More recently, the House passed the HEROES Act, which, among other things, strengthens working and travel conditions in aviation. The bill would require face coverings for passengers, flight attendants, and pilots when outside the flight deck; provide flight crews with certain personal protective equipment, like face cover-

ings and gloves; require airlines to submit safety risk assessments to the FAA to authorize pilots to wear face coverings in the cockpit at their discretion; and ensure that aircraft and pilot training facilities are cleaned and sanitized frequently in accordance with the Centers for Disease Control and Prevention guidance.

However, this legislation can't be Congress's last word on a COVID-19 response. Safety is the number one priority, both on the ground and in the air. Recently, Airlines for America announced that its member carriers will be strongly enforcing face-covering policies through new preflight communications, onboard announcements, and consequences for noncompliance.

Although it took far too long, I'm also encouraged to see the Department of Transportation (DOT) improve its support for frontline transportation workers by recently announcing it will send 86.8 million cloth facial coverings to U.S. airports for passenger use. This is in addition to the 3.8 million cloth facial coverings designated for aviation employees. However, the administration must improve its coronavirus testing capacity to ensure the health and safety of U.S. passengers.

There is also a clear need for a national preparedness plan for the government, airports, and airlines to mount a coordinated response to the next pandemic. A Government Accountability Office (GAO) study, published at my request in 2015, recommended that the DOT take the lead in putting such a plan together. But to date, the DOT hasn't acted, and the GAO recommendation remains open. Both the HEROES Act and House version of the CARES Act included language I championed requiring the DOT, in coordination with other federal agencies, labor unions, and key aviation stakeholders, to develop a national aviation preparedness plan for communicable disease outbreaks. This plan is needed to ensure that all levels of government, airlines, airports, and other aviation stakeholders are better prepared for a future public-health crisis.

As Congress transitions from pandemic relief to economic recovery, the House Aviation Subcommittee will continue to prioritize strengthening aviation safety and enhancing the air travel experience for passengers and aviation workers. [🌐](#)

**“In northwest Washington, including at Seattle-Tacoma International Airport and at Everett's Paine Field in my district, ALPA pilots are among the hundreds of thousands of transportation workers on the front lines, working hard to ensure the health and safety of airline crews and the traveling public.”**

**CANADA****ALPA Takes Legal  
Action Against  
Perimeter Airlines and  
Parent Company EIC**

● In an effort to protect the labour rights of Canadian pilots, ALPA filed a formal complaint on June 12 against Perimeter Aviation and its parent company, Exchange Income Corporation (EIC). The filing alleges that Perimeter and EIC have bargained in bad faith, proposing unreasonable demands and threatening to lay off almost half its pilots out of seniority order unless those demands are met. To remedy this extortion-like approach to labour-management relations, ALPA filed an unfair labour practice (ULP) complaint and an application for an interim order with the Canada Industrial Relations Board (CIRB).

“We continue to see a steady drumbeat of bad business behavior from EIC and its companies, and now we can add Perimeter Airlines to the list,” said Capt. Tim Perry, ALPA Canada president.

Since ALPA was certified as the bargaining agent for the pilots of the newly combined Perimeter and Bearskin Airlines in summer 2019, Perimeter and EIC have bargained in bad faith by threatening to lay off pilots unless unreasonable demands are met, ignoring fundamental provisions of the collective agreements, delaying and frustrating the bargaining process, and otherwise demonstrating an intent to avoid achieving a first, unified collective agreement.

The ULP complaint and application for an interim order assert that Perimeter and EIC management violated numerous provisions of the Canada

Labour Code by, among other things:

- At the company’s request, the pilots and management agreed to mitigate potential pilot layoffs and other initiatives due to the spreading impact of COVID-19. This included a temporary agreement by ALPA to have pilots based in Thompson, Man., move to a new rotational schedule of seven days on, seven days off in addition to other mitigation concessions.

- After the company laid off the seven most junior pilots, it then sought permanent changes to the collective agreement, some of which were unrelated to COVID-19 and under the threat of additional layoffs if the permanent changes weren’t agreed upon.

- On April 24, without any warning, the company advised ALPA that it would be laying off an additional 70 pilots (40 from Perimeter and 30 from Bearskin, which is also owned by EIC). There had been no discussions regarding further layoffs or layoffs to such an extent.

- Instead of imposing furloughs based on seniority, the company then proceeded with the layoffs outside of full accordance with the assurances it made to the pilots. In fact, several of the most senior pilots (including two pilots in the top 10 of seniority overall) have been included in the pilots laid off.

“Our pilots are professional and committed to the success of Perimeter Airlines,” said Capt. Riley Box (Perimeter), the Master Executive Council chair of his pilot group. “However, management’s actions have ignored fundamental provisions of the collective agreement, frustrated the

bargaining process, and otherwise demonstrated an intent to avoid achieving a unified collective agreement with our ALPA brothers and sisters at Bearskin. We urge the CIRB to immediately order management to cease and desist.”

In addition to the ULP complaint, ALPA also filed an interim order with the CIRB. By filing an application for an interim order on behalf of Perimeter pilots, ALPA is asking the CIRB to take immediate action to neutralize the immediate harm to these pilots as raised in the ULP. As ALPA’s interim order application has been filed on an expedited basis, the pilots hope to have the CIRB’s ruling on these issues in the coming weeks.

**ALPA Files Unfair  
Labour Practice  
Against PAL Aerospace**

● In an effort to protect the labour rights of Canadian pilots already facing furloughs, layoffs, and multiple safety concerns involving COVID-19, on May 13 ALPA filed an unfair labour practice complaint against PAL Aerospace Ltd., a subsidiary of Exchange Income Corporation. The filing alleges that PAL Aerospace management interfered with ALPA’s attempts—at the behest of PAL pilots—to organize the employee group, resulting in pilots revoking union membership cards.

Regardless of the intimidation tactics deployed by management, ALPA proceeded with filing membership cards on behalf of the 62 pilots at PAL Aerospace with the Canada Industrial Relations Board seeking certification to represent these pilots. ALPA’s actions follow PAL Aerospace management’s campaign of

misinformation and interference designed to create a fear of unionizing within the pilot group.

“We’re profoundly disappointed with management’s attempts to negatively influence a fair and professional union campaign, but it didn’t stop us from filing cards,” said Capt. Joe DePete, ALPA’s president. “At a time when airlines should be focused on the health and safety of their employees and customers, the PAL Aerospace management team is instead intimidating its pilots, which is why we brought an unfair labour practice action against the company.”

In a May 1 memo to PAL Aerospace pilots, Senior VP of Operations Eric Thoms misleadingly asserted to the pilots that

- if you “signed a card and changed your mind, you need to rescind it now because until you do, your original card counts.”

- “having a union in place will undoubtedly change your relationship with your employer.”

- “the union is selling you their services to represent you, and it’s important to know how much those services will cost you.”

- “if you don’t want a union later on, it’s a difficult, lengthy, and expensive process to decertify; the union will likely fight you, and the employer isn’t allowed to be involved.”

Included within this mischievous was an allegation that PAL Aerospace management “heard troubling reports of persistent contact from individuals trying to persuade others to sign a union card. We’ve been made aware of one incident where an



individual approached one of our PAL Aerospace pilots and implied that a card would be signed on their behalf, if they weren't going to sign." When Thoms was questioned about this allegation and examples of such inappropriate behavior by ALPA's counsel on May 7, the matter was referred to PAL Aerospace's outside counsel, who's been unable to produce any evidence of such allegations.

"In Canada, employees have rights that allow them to freely choose to join a union," said Capt. Tim Perry, ALPA Canada president. "It's disappointing that those rights are being undermined today, especially during a time when employees everywhere are facing so many challenges."

Pilot leaders at sister airlines PAL Airlines and Air Borealis have heard from pilot colleagues at PAL Aerospace that in addition to Thoms's memo, frontline managers are telling pilots that if they unionize, senior pilots at the sister airlines could take their jobs—a proposition that couldn't happen unless pilots at all three airlines agreed to a process for moving among sister companies and one that would require that all three carriers have collective agreements in place. (ALPA is currently negotiating a first collective agreement for PAL Airlines and will soon start first-time union negotiations for Air Borealis pilots.)

U.S.

### ALPA Leaders Underscore that Economic Survival Starts With Safety

● With a backdrop of some of the most influential investors in the world, the Master Ex-



ecutive Council (MEC) chairs from three of ALPA's largest pilot groups emphasized that economic survival starts with safety during the 13th annual Wolfe Research Global Transportation and Industrial Conference. The event kicked off on May 19 via video conference.

During the "Airline Pilot Union Leadership" panel, MEC chairs Capt. Todd Inslar (United), Capt. Ryan Schnitzler (Delta), and Capt. Chris Kenney (JetBlue) joined Allied Pilots Association and Southwest Airlines Pilots Association leaders to discuss the current challenges facing the industry.

Panelists answered questions about membership issues, communication with airline leaders, furlough concerns, and contract enforcement, and participated in a question-and-answer session with attendees.

Inslar made clear that part of the reason the airline industry is facing challenges today is due to Wall Street artificially pumping up share price via stock buybacks instead of insisting that companies invest in the future. He emphasized that the airline business model works, and once the COVID-19 pandemic is under control, the industry will recover. To ensure that passengers return to the skies, the industry needs the Centers for Disease Control and Prevention and the FAA to institute meaningful health safety measures.

Schnitzler stated that the

**A JetBlue airplane in Blue Bravest livery takes part in "Clap Because We Care" to applaud health-care and essential workers.**

problem the airline industry faces isn't a cost problem but a revenue problem. The sooner airline passengers feel safe, the sooner they'll return to flying, which will solve the revenue problem. Mandating personal protective equipment for passengers is essential to instilling passenger confidence.

Kenney commented that industry recovery requires the FAA to mandate requirements, not just provide recommendations or guidelines, to fully protect flight crews and the flying public. He noted that pilots, as frontline employees, are an important asset as the industry works toward returning to normalcy.

The three pilot leaders also stated that it's vital to protect the collective bargaining process as the airline industry weathers the COVID-19 crisis.

### JetBlue Pilots Salute Health-Care and Essential Workers With Flyover

● JetBlue pilots participated in a flyover of New York as part of the city's "Clap Because We Care" movement to honor and thank health-care and essential workers. ALPA coordinated with JetBlue and the Port Authority of New York and New Jersey to defray the costs of operating these

## NEW ALPA REPS

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

- **ENVOY AIR 121**  
Capt. Joel Tamayo,  
Chair (Capt. Rep)
- **DELTA 48**  
F/O Nicholson Reed,  
Secretary-Treasurer

flights, which took place the evening of May 7.

"All of us have been in awe of the efforts of the New York health-care and essential workers during this crisis," said Capt. Chris Kenney, the JetBlue pilots' Master Executive Council chair. "We've seen selfless dedication to their jobs while putting themselves at risk. The pilots of JetBlue, both in the air and on the ground, are proud to show our appreciation and give back to our airline's hometown.

"This global pandemic has demonstrated that our future lies in cooperation. Together with the company, the Port Authority, the FAA, and other stakeholders, we were able to make these flights happen and show our gratitude to those on the front lines," Kenney commented.

The pilots flew three airplanes with New York-themed liveries: I Heart Blue New York, Blue Finest (New York Police Department), and Blue Bravest (Fire Department of New York). The airplanes took off at approximately 7:00 p.m. at John F. Kennedy International Airport and circled the city for an hour joining in the Clap Because We Care that occurs nightly when New Yorkers go outside to applaud health-care and essential workers.

# PREFLIGHT

## Airline Industry Update



Sun Country Airlines began flying cargo operations for Amazon on May 7.

## Domestic

● Per *Air Cargo News*, on May 7 Sun Country Airlines began cargo operations for e-commerce giant Amazon with its inaugural flight between Florida and Kentucky. The carrier will sublease and operate 10 B-737-800s from Amazon, a deal that Sun Country said would represent up to 20 percent of its business when it was first announced last year.

● The *Star-Ledger* reported that United Airlines recently donated 15,000 pounds of perishable and nonperishable food that was to be used to serve customers at Newark Liberty Airport. The donations were split among the airline's community part-

ners, including City Harvest, Food Bank of South Jersey, and Community Food Bank of South Jersey.

● Per the *Seattle Times*, BP is donating three million gallons of jet fuel to FedEx Express and Alaska Airlines to help distribute personal protective equipment in the battle against COVID-19. The fuel is being supplied from BP's refineries in Whiting, Ind., and Blaine, Wash., and delivered to Chicago O'Hare and Seattle-Tacoma International Airports.

● The *Dallas Morning News* reported that American Airlines is parking its remaining Airbus A330-200s for the next two years. More than half of the airline's 900 airplanes are already grounded as travel demand has dropped to historic lows.

## International

● Per the *Financial Times*, Airbus posted a 49 percent decrease in first-quarter adjusted operating profit to 281 million euros (US\$304.7 million) as revenue dropped 15 percent amid the COVID-19 crisis.

● According to Bloomberg, Japan Airlines Co. posted its first quarterly operating loss in at least eight years and suspended its annual dividend as the COVID-19 outbreak impacted the travel industry. Its fourth-quarter operating loss was 19.5 billion yen (\$183 million), the first deficit since the company relisted on the stock exchange in 2012.

● BBC News reported that Ryanair, Europe's largest low-cost carrier, announced it's grounding more than 99 percent of its flights until July and is negotiating with

Boeing to cut the number of aircraft deliveries over the next 24 months. The airline said it would take at least two years for passenger demand to return to normal.

## Front Lines

### MEASURES NEEDED TO EXPEDITE AIRLINE INDUSTRY RECOVERY, PROTECT FRONTLINE AVIATION WORKERS

● In a June 17 letter to the U.S. Senate Committee on Commerce, Science, and Transportation, ALPA outlined additional measures needed to ensure the economic recovery of the airline industry while providing important protections for frontline workers.

"This is a pivotal time for the aviation industry, and as we take steps to stabilize the aviation economy and prepare to welcome back an increasing number of flyers during this summer travel season, some key measures should be taken to expand on the Coronavirus Aid, Relief, and Economic Security (CARES) Act, protect public health, and provide additional aid to hardworking Americans as they weather this storm," said Capt. Joe DePete, ALPA's president.

In addition to mandating guidelines that will guarantee passenger health and safety, ALPA is calling for

● extending the CARES Act worker support program or other financial instruments directed toward worker payroll and benefits beyond October 1 to ensure the stability of the airline industry and a robust rebound to passenger travel;

● ensuring health-care coverage for frontline workers, including COBRA subsidies for airline and other workers displaced as the result of industry downturn due to the pandemic;

● hazard pay for essential workers;

● bankruptcy code reform to provide protections to workers' collective bargaining agreements should companies seek to reorganize as a means to shed labor costs; and

● extended sick leave, unemployment benefits, and furlough mitigations related to COVID-19.

"We believe that taking some additional measures to further protect those who've been on the front lines during the COVID-19 crisis will be key as we work together to rebuild our industry," added DePete. "There's no question that airlines have made positive strides in enhancing public health and safety standards during this global pandemic, but absent a federal requirement, the current patchwork system will be increasingly stressed as more people return to flying. And returning to flying is exactly what ALPA wants—it's good for the economy, it's good for frontline workers, and it's good for our airlines."

## INDUSTRY TO REVIEW AIRLINE NONCOMPLIANCE REPORTS

● On June 9, the Commercial Aviation Safety Team (CAST) granted ALPA's request to include ALPA Data Action Reports (DARTs) in its data review of COVID-19 issues. This review includes Aviation Safety Action Program, Aviation Safety Reporting System, and now DART reports that demonstrate that carriers are complying with FAA and Centers for Disease Control and Prevention guidance differently and to varying degrees. Earlier this month, Capt. Steve Jangelis (Delta), ALPA's Aviation Safety chair, officially requested that CAST, the U.S. government-aviation partnership that's been successful in reducing the commercial aviation fatality risk in the United States, review the available data from multiple sources to evaluate industry responses to issues associated with COVID-19.

Despite improvements since the onset of the pandemic, ALPA has demonstrated, through DART reports filed by pilots on the front lines, that there's a patchwork of voluntary guidelines being followed today. Through the review and evaluation of this data, the aviation industry is one step closer to developing best practices around the health and safety of crewmembers while conducting operations, which is a key component in regaining public confidence in air travel and getting passengers back on board.

As part of the CAST discussion, the FAA agreed to approach RTCA, a nonprofit and former federal advisory

## ACT NOW TO ENSURE THE HEALTH OF AVIATION WORKERS

● Airline pilots, along with other aviation industry workers, are essential employees performing critical work during this unprecedented time, but many U.S. airlines aren't following health and safety guidelines from the Centers for Disease Control and Prevention and the FAA.

Pilot reports are proof that the health of not just aviation workers, but also the general public is at risk.

Join ALPA in telling Congress to compel the FAA to mandate that airlines follow these necessary health guidelines:

- Face coverings for all crewmembers, except when on the flight deck, and passengers while traveling;
- Proper cleaning, disinfecting, and sanitizing of aircraft, including the flight deck; and
- Employee notification of COVID-19 cases in the workplace.

This is a new ALPA Call to Action reflecting the latest developments, so if you've participated in the past, please take action again by going to [www.alpa.org/covid19relief](http://www.alpa.org/covid19relief). And ask your friends and family to do the same.

committee usually tasked with developing aeronautical standards, with a request to develop a standard for cleaning and disinfecting aircraft and related components.

While there's been measurable progress from an increasing number of airlines publicly promoting ways they're working to make flying healthier, there's still more work to be done to require uniform industrywide standards to not only mitigate the issue today, but also to combat complacency in the future.

## ALPA RESPONDS TO RECENT EVENTS AND STRENGTHENING DIVERSITY IN THE AIRLINE PILOTING PROFESSION

● "ALPA believes that economic, social, gender, and racial equality must form the foundation of everything we do," commented Capt. Joe

DePete, ALPA's president, on June 4 regarding diversity and inclusion in the airline piloting profession. "As the world's largest pilot union, we regard these principles as part of the fabric of the labor movement and essential to the dignity of work for those in our industry. Recent events have laid bare the cold, hard reality that we have much work to do to stamp out inequality, injustice, and institutional racism in our society.

"While the airline piloting profession today is not yet fully representative of the diverse population we proudly serve, ALPA is committed to change, and we're working to create a just and inclusive airline pilot culture. We must make certain that all individuals—regardless of race, gender, religion, or sexual orientation—find the piloting profession inspiring and

accessible. I established the President's Committee for Diversity and Inclusion, led by F/O Camila Turrieta (JetBlue), to advance this work. Our committee strives to demonstrate inclusivity and educate underrepresented communities about the career opportunities our profession offers. There's simply no place in our profession—or in our world—for discrimination of any kind.

"Every day and night, ALPA pilots safely transport passengers and cargo as an essential part of a global industry that supports the public-health crisis response, businesses of every size, communities large and small, and jobs for hundreds of thousands of workers around the world. Our union is collaborating with others across our industry to foster a safe and inclusive workplace environment that not only attracts individuals from diverse backgrounds, but also helps them flourish in their careers as airline pilots," DePete concluded.

## GLOBAL AVIATION STANDARDS PAVE WAY FOR SAFE RETURN TO AIR TRAVEL

● On June 2, ALPA applauded recommendations from the International Civil Aviation Organization (ICAO), the aviation arm of the United Nations, that provide guidance to global aviation authorities on how to safely resume air travel as the world begins to rebuild after the COVID-19 pandemic, while reiterating the organization's call for airlines to be required to adhere to established public-health protocols.

The report, "Take-off: Guidance for Air Travel through

the COVID-19 Public Health Crisis,” underscores ALPA’s efforts to establish a baseline set of uniform guidance for COVID-19 health monitoring, protection, employee exposure notification, and workplace disinfection as a key component in regaining public confidence in air travel and getting passengers back on board.

“ALPA pilots remain committed to taking the steps necessary to keep our crews and passengers healthy in order to get the aviation economy back on a positive trajectory. Airline pilots have been on the front lines of this global health crisis since day one, helping our industry weather this storm, and are ready to further connect communities around the world as airline operations begin to increase,” said Capt. Joe DePete, ALPA’s president. “It’s important that we remain focused on promoting public health and regaining confidence among the traveling public, while continuing to press lawmakers for mandatory compliance with these and other voluntary guidelines.”

The multifaceted report, developed by ICAO’s Council Aviation Recovery Task Force, highlighted the importance of strengthening public-health measures in all aspects of the “travel experience” while minimizing operational impact. Such measures, including establishing baseline health guidelines related to aircraft and flight deck cleaning and disinfecting and personal protective equipment for flight crews, are all key recommendations that ALPA has been advocating for to protect air passengers and aviation workers from COVID-19.

“This collaborative effort

by the global aviation community will enable the growth of air travel as it recovers from the pandemic. It’s crucial that all countries adopt these commonsense measures so that we can create universal guidelines that further strengthen aviation public health and consumer confidence,” said DePete.

### PROPOSED LEGISLATION WOULD MANDATE PUBLIC-HEALTH STANDARDS FOR AIRLINES

● ALPA applauds Sen. Richard Blumenthal (D-CT) for introducing the Essential Transportation Employee Safety

Act, which would mandate that airlines adhere to the Centers for Disease Control and Prevention guidelines for COVID-19—specifically as related to aircraft and flight deck cleaning and disinfecting, personal protective equipment for flight crews, and employee notification of test-positive cases in the workplace. The bill would also require the Department of Transportation to issue COVID-19 priority testing to airline pilots and other transportation workers.

“A key part of restoring confidence in the transportation system and turning around

the American economy is the establishment of enforceable public-health standards for everyone to follow, and that’s why we applaud Sen. Blumenthal for introducing the Essential Transportation Employee Safety Act,” said Capt. Joe DePete, ALPA’s president, on June 3 in support of the legislation.

### SENATE PROPOSAL RECOMMENDS COORDINATED INDUSTRY-GOVERNMENT APPROACH TO RECOVERY

● ALPA continues to back legislation to direct the U.S. Departments of Health and Human Services, Homeland Security, and Transportation to convene a joint task force on the operation of air travel during and after the COVID-19 pandemic as it passed with bipartisan support out of the Senate Committee on Commerce, Science, and Transportation on May 20.

“We applaud Senators Markey, Blumenthal, and Wicker for their leadership to ensure we have a coordinated government-industry approach to protecting the health and safety of passengers and crews in this time of a global pandemic,” ALPA commented. “Airline pilots are on the front lines in the fight against COVID-19, transporting health-care workers and critical medical supplies—and we’ll be on the front lines of helping our industry recover financially from this crisis. However, the first step to ensuring an economic turnaround is to have uniform, mandatory guidelines for airlines to follow when it comes to airplane cleaning and disinfecting, employee notification of exposure to COVID-19, and the use of masks for passengers

## ALPA SUDOKU

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

Complete the sudoku puzzle so that each column, each row, and each of the nine 3×3 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 14.

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

and crew. Hoping for voluntary compliance with these public-health standards will not cut it because hope is not a strategy—nor does it offer an appropriate flight path for recovery.”

## SENATE HEARING ASSESSES PANDEMIC DAMAGE ON U.S. AVIATION

● On May 6, the U.S. Senate Committee on Commerce, Science, and Transportation held a hearing titled “The State of the Aviation Industry: Examining the Impact of the COVID-19 Pandemic” to assess the health of the airline industry and the initial impact of the Coronavirus Aid, Relief, and Economic Security (CARES) Act on its recovery and continuation. Senators and four witnesses participated both in person and remotely.

In his opening remarks, Sen. Roger Wicker (R-MS), the committee chair, said, “Domestic air travel has declined over 95 percent compared to last year,” adding that with regard to the CARES Act, “13 major airlines and hundreds of regional and small carriers have signed up to participate.” He pointed out that 40 percent of passengers say they won’t book a ticket in the next six months.

Wicker then solicited suggestions, observing, “The committee would welcome the witnesses’ views on the need for new regulations or standards—at both the national and international levels—to harden the air transportation sector against the possibility of future pandemics.”

The hearing occurred the same day that ALPA released a report detailing some airlines’ lack of compliance with recommended federal

public-health guidelines set by the Centers for Disease Control and Prevention and the FAA. During the proceedings, Sen. Richard Blumenthal (D-CT) entered ALPA’s May 5 letter to the Senate Committee expressing these and other concerns into the hearing record.

The four witnesses included senior representatives from the Aerospace Industries Association, Airlines for America, the University of Washington’s School of Public Health, and the American Association of Airport Executives. Following brief statements from each, a question-and-answer session examined a variety of issues, including the need for CARES Act recipients to maintain baseline operations even though many of their flights are operating empty and the future of the Essential Air Service program. Dr. Hilary Godwin from the University of Washington, who served as a witness, asserted that “national-level guidance” is needed in addressing passenger health and safety to provide uniformity.

## ALPA NEEDS YOUR COVID-19 NONCOMPLIANCE REPORTS

● As Capt. Bob Fox, ALPA’s first vice president and national safety coordinator emphasized in his May 7 message to members, data will be critical to the Association’s success in moving the government to mandate the Centers for Disease Control and Prevention guidelines concerning proper cleaning, disinfecting, and sanitizing of aircraft and employee notification of COVID-19 cases in the workplace. ALPA is asking that those pilots who are flying the line to continue to provide operational data



through the Association’s DART program ([dart.alpa.org](http://dart.alpa.org)).

Even if you don’t have anything to report, please download the ALPA app and submit a test DART to familiarize yourself with ALPA’s reporting system. On the DART form, select COVID-19 Health and in the comments block simply type in TEST. The next time you fly the line, you’ll be prepared to provide the union with essential data you observe during operations.

## ALPA CANADA BOARD UPDATE ON ECONOMIC RECOVERY

● “As we continue to work with the federal government to find common ground on economic protections and solutions for our members and their employers, we’d like to share an update on the most recently announced government initiatives,” said ALPA Canada Board leaders in a May 11 communiqué to Canadian ALPA members.

“Once it became clear the Canadian economic recovery will take significantly longer than anyone may have anticipated 8–10 weeks ago, we began a dialogue about the need for an extension to the Canada Emergency Wage Subsidy Program beyond

June 6. We’re pleased to note that last Friday the prime minister announced such an extension. Details are still pending; we’ll share full details once they become available.

“This morning, the government took additional steps to support businesses ‘so they can keep their workers on the payroll and weather this pandemic.’ The government’s program will focus on the establishment of a Large Employer Emergency Financing Facility (LEEFF) to provide bridge financing to Canada’s largest employers, whose needs during the pandemic aren’t being met through conventional financing, to keep their operations going.

“Over the coming days, we’ll work to analyze the information provided. We expect your employers will be doing the same while they evaluate whether or not they will qualify,” the ALPA Canada Board leaders concluded.

For full details on the LEEFF announcement, visit [bit.ly/LEEFFprogram](http://bit.ly/LEEFFprogram).

## ALPA MEMBERSHIP CHAIR TO SERVE ON DOT WOMEN IN AVIATION ADVISORY BOARD

● On May 8, U.S. Department of Transportation Secretary Elaine Chao announced that she had appointed F/O Kandy Bernskoetter (FedEx Express), ALPA’s Membership Committee chair, to serve as ALPA’s representative to the department’s Women in Aviation Advisory Board (WIAAB).

Established on Oct. 3, 2019, WIAAB provides recommendations and strategies the FAA can administer to advance the recruitment of women for positions in the aviation industry. “Your experience and leadership



**F/O Kandy Bernskoetter (FedEx Express) has been appointed to serve on the Department of Transportation's Women in Aviation Advisory Board.**

will add valuable insights and perspectives that will help further the WIAAB's mission," said Chao, recognizing the knowledge and skills Bernskoetter can provide as a board member.

"This is a tremendous and well-deserved honor for Kandy, who continues to serve the airline piloting profession, our union, and the aviation industry with her dedication and involvement," said Capt. Joe DePete, ALPA's president. "My sincere congratulations."

## ADVANCING A DIVERSE AND INCLUSIVE WORKFORCE

● The President's Committee for Diversity & Inclusion met virtually in late April to lay the foundation for new initiatives that will help improve the piloting profession for current and future ALPA members. Capt. Joe DePete, ALPA's president, kicked off the meeting by thanking committee members for their commitment to enhancing the Association's diversity and inclusion

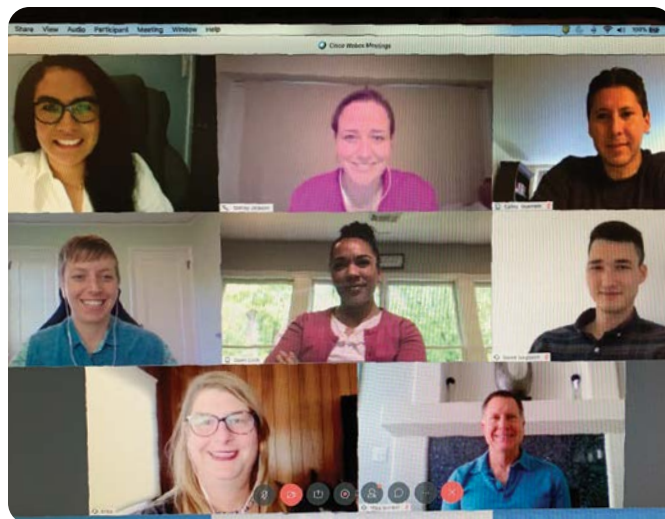
efforts. Adding his support for the committee, Capt. Bill Couette, ALPA's vice president-administration/secretary, provided an overview of his role and advice he can provide with regard to policy.

F/O Camila Turrieta (Jet-Blue), the committee's chair, led members through an exercise to develop a mission statement that reflects its purpose. Other committee members include Capt. David Takahashi (Endeavor Air) and F/Os Mark Bomber (United), Dawn Cook (Delta), Erika DeLong (United), Jessica Elliott (Delta), Casey Guerrero (Delta), Stacey Jackson (WestJet), and Robert Neighbour (FedEx Express).

Discussions focused on developing the committee's strategic plan, which will outline priorities and goals to cultivate and foster a diverse, inclusive culture that welcomes and motivates pilots to do their best and that champions dignity and respect. The committee wants to ensure that ALPA members are on the

forefront of promoting the airline piloting profession by elevating the Association's efforts to reach young people who may not consider the profession as attainable for them.

To enhance the committee members' awareness of the work and initiatives undertaken by other ALPA committees, they received presentations from F/O Paul Ryder (United), national resource coordinator; F/O Costas Sivyllis (United), Education Committee chair; Capt. Brad Ladimer (ExpressJet), Fee-for-Departure Committee chair; F/O Kandy Bernskoetter (FedEx Express), Membership Committee chair; and Capts. Tom Letson (Delta) and Jason Graves (JetBlue), Professional Standards Committee members. They also looked at ways in which they could cross-coordinate and support one another's efforts. Special guest speaker was Capt. Nina Moers, chair of the International Federation of Air Line Pilots' Associations Female Pilots' Working Group.



**The President's Committee for Diversity & Inclusion met virtually in April to develop a strategic plan.**

## CANADIAN PILOT ASSISTANCE NOW AVAILABLE 24/7

● In early May, ALPA Canada sent an update to members highlighting positive changes regarding access to Pilot Assistance in Canada. Previously, members would reach the Pilot Assistance Committee by calling the Toronto or Ottawa, Ont., ALPA offices during business hours, but ALPA Canada has now implemented a new 24/7 phone system making use of ALPA's existing Pilot Peer Support (PPS) network.

Members in Canada trying to reach Canadian Pilot Assistance can now call the ALPA PPS line, which is a 24/7 phone service that connects callers with a receptionist who will direct the call where it's needed—in this case, an available Canadian Pilot Assistance volunteer. If your airline has a Pilot Assistance Committee, you'll be connected to a trained pilot support representative from your airline; if not, you'll be connected to any one of the 10 Canadian pilot peer volunteers.

Call Canadian Pilot Assistance at 309-777-2572 (309-PPS-ALPA), worldwide, 24/7. You can also find the number on the ALPA App under Resources, then Pilot Peer Support.

## SOLUTION TO THIS MONTH'S ALPA SUDOKU ON PAGE 12.

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

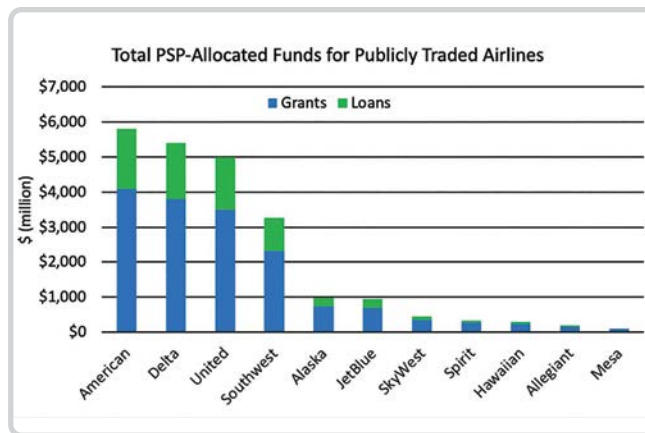


### THE CARES ACT

**T**he COVID-19 pandemic has had a significant impact on the U.S. airline industry, effectively reducing air passenger capacity to historic lows. With the U.S. economy heading toward a recession and airlines struggling to operate amid drastic reductions in passenger demand, the U.S. government sought to alleviate the negative economic impacts of COVID-19 and short-term liquidity pressures by passing the Coronavirus Aid, Relief, and Economic Security (CARES) Act into law on March 27.

Through the CARES Act, the U.S. Treasury Department offered economic assistance to the U.S. passenger airline industry through the payroll support program (PSP), an aid program to protect employment, specifically via payroll protection grants, and the loan program, a loan and/or loan guaranty program. Each program is capped at \$25 billion, for a potential total industry value of \$50 billion. Additionally, the CARES Act provided the U.S. cargo airline industry \$4 billion under the PSP, \$3 billion for airline contract workers, and \$4 billion under the loan program.

Payroll protection grants under the PSP can only be used to pay employee wages, salaries, and benefits. The amount available to each airline is based on the airline's proportion of total labor expense (payroll and bene-



Source: Company SEC 8K/10Q filings and ALPA Economic & Financial Analysis Department analysis

fits) across all U.S. airlines as reported to the U.S. Department of Transportation (DOT) for the second and third quarters of 2019. As of May 27, among publicly traded airlines, Alaska, Allegiant, American, Delta, Hawaiian, JetBlue, Mesa, SkyWest, Southwest, Spirit, and United have been granted PSP funds totaling \$22.7 billion.

All PSP recipients must comply with the required terms and conditions of the CARES Act, such as refraining from imposing involuntary furloughs or reducing employee pay rates or benefits through Sept. 30, 2020, suspending the payment of dividends and ceasing stock buybacks through Sept. 30, 2021, maintaining certain limits on executive compensation through March 24, 2022, and continuing to offer a minimum level of service as is reasonable and practical under DOT regulations.

Under the PSP, the Treas-

ury Department determined that the first \$100 million of the funds be distributed in the form of a direct grant. For amounts over \$100 million, 70 percent of the funds will be disbursed in the form of a direct grant, and 30 percent will be in the form of a loan. Loans under the PSP are issued on a senior unsecured basis payable over a 10-year term. Interest is payable semiannually at a rate of 1.0 percent in years one through five and at the secured overnight financing rate plus 2.0 percent in years six through 10. Loans may be prepaid at any time prior to maturity at par value.

The Treasury also required financial instruments as appropriate compensation for any airline receiving more than \$100 million in PSP funds. The requested financial instruments are equity interests in the airline in the form of warrants, exercisable for common

shares at their April 9 closing stock prices, at any point over a five-year period. The amount of the warrants issued is equal to 10 percent of the loan value.

Under the loan program, the funds will be in the form of loans with terms as short as possible, not to exceed five years. Airlines that receive the loans must make their best efforts to maintain employment levels as of March 24 and not reduce employment levels by more than 10 percent until September 30. Airlines that apply for the loan program must also demonstrate that they can't reasonably obtain credit elsewhere. The Treasury also determined that publicly traded airlines receiving loans must issue warrants to the Treasury, similar to the terms and conditions of the loans issued under the PSP.

Currently, Alaska, Allegiant, American, Delta, Hawaiian, JetBlue, Mesa, SkyWest, Southwest, Spirit, and United have indicated they will apply for loans. The airlines have until September to decide whether to participate in the loan program. Upon acceptance of the loans, airlines will be restricted from engaging in stock buybacks or dividend payments until 12 months after they've repaid the loans. Unlike PSP funds, loans under the loan program aren't required to be used to pay employee wages, salaries, and benefits.



## IN MEMORIAM

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

—Author unknown

### 2016

**Capt. Alan Montearth**  
Midway January

### 2018

**Capt. Oscar A. Douglas**  
Pan American January

**Capt. Henry J. Myers**  
Mesa February

**S/O Alvin C. Oppenheim**  
Delta April

**F/O John T. Goliber, Sr.**  
Pan American June

**Capt. Richard H. Mayhew**  
Pan American September

**Capt. Richard L. Baldwin**  
United November

**F/O Austin Joyner**  
Pan American December

### 2019

**Capt. Richard E. Vondrak**  
Delta January

**Capt. Ralph G. Larson**  
Pan American February

**Capt. Maurice E. Wallerson**  
FedEx Express February

**Capt. Elbert E. Baker, Jr.**  
Pan American March

**S/O John G. Howe**  
Pan American March

**Capt. Alvin C. Prussner**  
United March

**Capt. Bruce V. Leach**  
United April

**Capt. M. Dwight Wygant**  
Pan American April

**F/O Monroe Burnett**  
Pan American June

**Capt. Donald W. Hyatt**  
Pan American July

**F/O Robert N. Bacon**  
United August

**F/O Matthew J. Berszoner**  
United September

**F/O Don C. Drennan**  
Pan American October

**Capt. Duyane A. Hoffman**  
Pan American October

**Capt. Roman Ugianskis**  
United November

**Capt. Robert A. Virga**  
Eastern November

**Capt. Alan M. MacHardy**  
TWA December

**Capt. Vincent A. Monforte, Jr.**  
Continental December

**F/O Lyman A. Slack**  
Pan American December

**Capt. Richard C. Trentman**  
TWA December

**F/O David J. Vogl**  
United December

**Capt. Raymond D. Welker**  
Northwest December

**2020**

**Capt. Alexander J. Becker**  
United January

**Capt. Saffery M. Bell**  
Hawaiian January

**Capt. Michael G. Boring**  
TWA January

**S/O William A. Callanan**  
FedEx Express January

**Capt. Bill R. Danford**  
Pan American January

**Capt. John T. Gwin**  
Continental January

**Capt. Lawrence C. Albers**  
Delta February

**Capt. Paul Barnes**  
Continental February

**F/O James F. Barwick**  
Continental February

**Capt. Charles E. Devonshire**  
Delta February

**Capt. Scott W. Griesman**  
Eastern February

**Capt. Thomas A. Hamilton**  
Alaska February

**Capt. Daniel J. King**  
United February

**Capt. William H. Raimer**  
United February

**Capt. Arthur R. Turnier**  
Delta February

**Capt. James E. Williams**  
Delta February

**Capt. Richard F. Chickering**  
Delta March

**Capt. Earl R. Craighead**  
Braniff March

**Capt. Robert G. Drawdy**  
Eastern March

**F/O John Dufreche**  
FedEx Express March

**Capt. Clair M. Dunlap**  
United March

**Capt. John E. Engel**  
Northwest March

**Capt. James H. Fields**  
Delta March

**Capt. Morten Johansen**  
Endeavor Air March

**F/O Thomas E. Kana**  
Delta March

**Capt. James D. Lewis**  
Air Transport International March

**Capt. William M. Lindfors**  
United March

**Capt. Thomas R. Lund**  
Continental March

**Capt. Charles D. Martin**  
US Airways March

**F/O Carolyn P. McAdams**  
United March

**Capt. Marvin C. Meyer**  
United March

**S/O Harold N. Miller**  
TWA March

**Capt. Al L. Roper**  
Mesa March

**Capt. Lawrence G. Runnion**  
Eastern March

**Capt. Martin A. Schneider**  
Delta March

**F/O James J. Shoberg**  
Northwest March

**Capt. James H. Tresback**  
TWA March

**Capt. Roger D. Albertson**  
Northwest April

**Capt. Joseph S. Dabbs**  
Eastern April

**Capt. William K. Falkner**  
United April

**Capt. Paul J. Fox**  
Flying Tigers/  
FedEx Express April

**Capt. Bryan K. Grammer**  
Delta April

**Capt. Kenneth J. House**  
Spirit April

**Capt. Sumner K. Hushing**  
Pan American April

**Capt. Dale L. Kurtz**  
Delta April

**Capt. Thomas B. LeBoutillier, Jr.**  
Delta April

**F/O Kevin J. McAdoo**  
JetBlue April

**Capt. Michael E. McLean**  
Northwest April

**Capt. J. Dale Nadon**  
Northwest April

**F/O Charles T. Phillips, Sr.**  
Delta April

**Capt. Jack J. Prince**  
TWA April

**Capt. John J. Smokovitz**  
Kalitta Air April

**Capt. Randall L. Sohn**  
Northwest April

**Capt. Jerome G. Spring**  
Alaska April

**S/O Robert T. Thrasher**  
Delta April

**Capt. Carl E. Williams**  
Delta April

COMPILED FROM INFORMATION PROVIDED BY ALPA'S MEMBERSHIP ADMINISTRATION DEPARTMENT



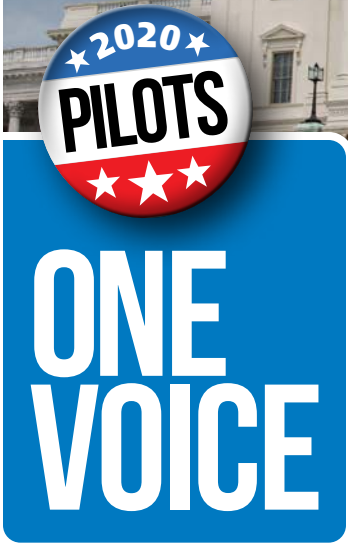
## MARKET WATCH

AIRLINES	PARENT COMPANY	STOCK SYMBOL	5/31/2019	5/29/2020	% CHG.
Air Transport International	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$21.94	\$21.54	-1.82% ▼
FedEx Express	FedEx Corporation	NYSE: FDX	\$154.28	\$130.56	-15.37% ▼
Air Borealis, Bearskin, Calm Air, PAL, Perimeter, Wasaya	Exchange Income Corporation <sup>1</sup>	TSX: EIF	\$36.24	\$25.15	-30.60% ▼
Alaska	Alaska Air Group, Inc.	NYSE: ALK	\$58.20	\$34.19	-41.25% ▼
JetBlue	JetBlue Airways Corporation	NASDAQ: JBLU	\$17.23	\$10.07	-41.56% ▼
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$24.98	\$14.43	-42.23% ▼
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$11.97	\$6.80	-43.19% ▼
Delta, Endeavor Air	Delta Air Lines	NYSE: DAL	\$51.50	\$25.21	-51.05% ▼
Envoy Air, Piedmont, PSA	American Airlines Group, Inc.	NASDAQ: AAL	\$27.23	\$10.50	-61.44% ▼
Jazz Aviation	Chorus Aviation	TSX: CHR.B	\$7.46	\$2.85	-61.80% ▼
United	United Continental Holdings, Inc.	NASDAQ: UAL	\$77.65	\$28.04	-63.89% ▼
Mesa	Mesa Air Group	NASDAQ: MESA	\$9.12	\$3.25	-64.36% ▼
Spirit	Spirit Airlines, Inc.	NYSE: SAVE	\$46.08	\$12.95	-71.90% ▼

<sup>1</sup> Exchange Income Corporation declared eligible dividends of \$0.19 per share for the month of May on May 15, 2020.



The U.S. Capitol building in Washington, D.C.



# FOR AIRLINE PILOTS

**W**hat does it mean to be pilot partisan? It means we speak with one voice to both sides of the political aisle regardless of what letter designator is next to an elected official's name.

And at a time when our industry is reeling from the impact of the COVID-19 pandemic, this has become a key factor in ALPA's progress to advocate on behalf of our members with elected leaders on Capitol Hill and Parliament Hill. Issues such as health and safety, payroll security, job retention, and the protection of our collective bargaining agreements continue to be at the forefront of our discussions.

But as you'll read on the following pages, it's not just the legislative battles caused by the pandemic that have our attention. ALPA's dedicated pilot volunteers, elected pilot leaders, and professional staff continue their work to promote the Association's pilot-partisan agenda in all aspects of the airline piloting profession, including shepherding the full implementation of FAA reauthorization priorities, repealing the excise tax on employer-provided health-care benefits, enhancing the safety of all-cargo operations, keeping GPS and satellite communications safe, engaging with government on the B-737 MAX return to service, and much more.



# THE CARES ACT

## UPDATE

By ALPA Staff

**O**n March 27, the Coronavirus Aid, Relief, and Economic Security (CARES) Act was signed into law offering a much-beleaguered U.S. aviation industry a \$61 billion economic stimulus package. Unlike financial assistance authorized to address previous air transportation crises, the CARES Act took federal aid in a whole new direction, requiring participating airlines that tap into grant money—available through a payroll support program—to use it strictly for employee compensation.

An ALPA statement about this landmark legislation noted, “By helping to stabilize the airline industry while protecting frontline aviation workers, we’ll ensure that, when the time comes,

the return to normal operations will be done safely and swiftly.” The law provides additional worker protections for airlines that participate, including a ban on laying off employees or reducing their pay rates and benefits through September 30, and most U.S. passenger carriers with ALPA members are benefitting from grants and/or loans made available by this law. Carriers are also required to maintain certain service levels.

Some airlines have cut employee schedules to help limit costs while others have announced comprehensive pilot displacements that don’t include pay protections for downgrades in equipment or status. These actions have prompted questions about wheth-



## CARES ACT: UNPRECEDENTED LABOR PROVISIONS

The Coronavirus Aid, Relief, and Economic Security (CARES) Act provides \$61 billion in direct grants and loans to the aviation industry. Layered between the grants and loans are labor protections that were agreed upon after long hours of negotiations and ALPA engagement with key Members of Congress as they debated through the month of March. Several of the worker pro-

tections included in the legislation are unprecedented in government relief legislation and highlight a major contrast to the situation following 9/11. Not only are these labor provisions a win for ALPA, but they set precedent for future relief legislation. Strong labor requirements preserve aviation jobs and ensure a level of stability during this uncertain time. Because of the CARES Act,


- collective bargaining agreements will be maintained with respect to direct relief to airlines through the payroll support program (PSP). The government via the Treasury Department can't require worker concessions or changes to bargaining agreements as a condition of PSP grants. This is a significant departure from past practice, including the post-9/11 airline industry

bailout when reductions in labor costs were a prerequisite for government funds.

- grant funding will go exclusively toward worker payroll and benefits.
- limits have been placed on executive compensation.
- airlines can't use federal relief funds on stock buybacks or shareholder dividends.
- furloughs are prohibited through September 30.

er airlines that make these decisions are complying with the intent of the CARES Act. However, enforcement of the labor protections afforded by the legislation is within the exclusive authority of the Department of the Treasury, and it has neither raised concerns about these actions nor concluded that the carriers aren't complying with the law.

More recently, airlines have asked for exemptions from serving smaller airports that have nominal demand or special allowance for consolidating flights into markets that have multiple airports, and the Department of Transportation has agreed, outlining certain stipulations.

CARES Act financial aid has provided a lifeline to the U.S. airline industry at a time when the demand for air travel had all but evaporated. While some stakeholders have called into question the way the law has been interpreted, this federal relief has been a blessing for airlines confronting a desperate cashflow and liquidity crisis. In addition, the September 30 time limit has given airlines and airline workers some much-needed breathing space to prepare for the industry adjustments that will likely come next. 

# HOUSE PASSES HEROES ACT

By ALPA Staff

**O**n May 15, the House of Representatives passed the Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act. This legislation is a \$3 trillion stimulus, health security, and tax cut bill meant to address the continuing economic and health fallout from COVID-19, with a strong focus on items the House believes weren't sufficiently addressed in the first major stimulus package, the CARES Act.

The HEROES Act provides substantial aid to state and local governments, money for public-health services and providers, assistance to the postal service, expands the small business paycheck protection program, and provides essential employees, including pilots, economic and health assistance.

This legislation directly responds to ALPA members' requests on improving health and safety. The bill mandates that air carriers comply with the Centers for Disease Control and Prevention (CDC) and FAA

standards for protective face coverings, sanitization, disinfection, and crew notification of a possible COVID-19 infection. To date, the FAA has failed to compel airlines to uniformly follow these commonsense measures, despite clear legal authority and ethical responsibility during this pandemic. The bill also requires pilots and other airline personnel access to personal protective equipment (PPE), including masks while outside the flight deck, gloves, hand sanitizer, and wipes. To allow pilots appropriate control over the use of a mask or face shield while in the cockpit, the legislation requires air carriers to submit a plan for allowing pilots to utilize a covering while at their station on the flight deck, including a safety risk assessment. These provisions ensure ALPA members are protected while on the job.

Additionally, the HEROES Act course corrects the Department of Transportation's (DOT) abdication with regard to pandemic planning. The Government Accountability Office (GAO)—the body that audits and evaluates government programs for the Legislative Branch—has long recommended that the DOT develop an aviation preparedness plan for communicable disease outbreaks, which the DOT has failed to heed. Accordingly, the HEROES Act requires the DOT to coordinate with aviation stakeholders, government, and labor unions—including pilot unions—to develop a pandemic preparedness plan, adopt the GAO's recommendations for pandemics, and ensure the proper provisioning of PPE.


This legislation also makes important changes on the economic front. The bill extends the CARES Act's antifurlough protections and prohibitions on governmental interference with collective bargaining agreements to either September 30 or the exhaustion of the payroll support program grant, whichever is later. By making this correction, Congress will ensure that carriers are prohibited from furloughing employees if they have extra federal grant money after September 30, and the Treasury Department isn't able to use grants as a tool to amend a collective bargaining agreement at any time, a problem with past relief efforts for airlines.

The HEROES Act also creates a \$180 billion Heroes Fund to provide essential

employees, including pilots, with an additional \$13 an hour in nontaxable pandemic premium pay that can be distributed retroactively to January 27 and until 60 days after the cessation of the COVID-19 emergency period.

The outlook for the HEROES Act in the Senate is less than clear. To date, the Senate has opposed moving a new health and stimulus package in the near term and doesn't support the HEROES Act. There is discussion of a mid- to late-summer Senate-drafted bill, but considerable disagreement still remains over large-scale items, including aid to state and local governments as well as pilot-focused issues regarding mandating CDC standards and pandemic premium pay.

The Senate Commerce Committee

did consider the Critical Infrastructure Employee Protection Act (S. 3728) to formalize who qualifies as an essential employee; however, the legislation didn't mandate CDC adherence or PPE provisioning. In response, Sen. Richard Blumenthal (D-CT) introduced an amendment, which subsequently became the Essential Transportation Employee Safety Act of 2020 (S.3884), with Sens. Maria Cantwell (D-WA) and Edward Markey (D-MA), that mandates health and safety standards similar to those in the HEROES Act. These competing pieces of legislation remain outstanding, and ALPA continues to monitor any developments in the Senate, as well as the overall bicameral discussions about the next relief legislation. 

## HEROES ACT PROVIDES EXPANDED BENEFIT PROTECTIONS

The Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act provided ALPA with an opportunity to seek expanded benefit protections for pilots during these uncertain times for the airline industry. The legislation would provide full subsidization of COBRA and health plan premium coverage from March 1, 2020, through Jan. 31, 2021, for pilots who are furloughed or involuntarily terminated. ALPA was able to remove income thresholds from the legislation thereby expanding access to more pilots. The Association will continue to educate Congress regarding the uniqueness of the airline piloting profession and the possibility that many of ALPA's members may experience furloughs that last beyond the end date.

In addition, ALPA secured changes to the rules governing flexible spending accounts (FSAs), which would provide pilots with more flexibility to spend down their FSA account. The legislation also includes helpful language regarding limitations on out-of-pocket costs relating to COVID-19 testing and treatment, expanded notifications by group health plans during public-health emergencies relating to early prescription fulfillment, and funding relief for single-employer defined-benefit pension plans.

The HEROES Act also gave ALPA the opportunity to advocate for and secure improvements and technical corrections to the CARES Act. Notably, language to extend the expiration

of pandemic unemployment compensation under the CARES Act from Dec. 31, 2020, to Jan. 31, 2021, was included. Other helpful corrections include provisions clarifying that money-purchase pension plans would qualify for the CARES Act expanded loans and special early distributions, as well as language clarifying that employers can approve the CARES Act expanded loans based on employee eligibility self-certification. The HEROES Act isn't expected to move in the Senate but will be the basis for discussion among the House, Senate, and White House on the next pandemic relief measure. A more detailed analysis will be available once the final legislation is enacted.

The Canadian Parliament building in Ottawa, Ont.



# FROM ATOP PARLIAMENT HILL

By ALPA Staff

Last year at this time, parliamentarians were busy wrapping up another hectic legislative session. They were also putting the finishing touches on their Ottawa-based business before returning to their constituencies to kick off the summer BBQ circuit, during what would prove to be a busy season. The reason for such a busy summer was that 2019 was a federal election year in Canada. While the official election campaign didn't begin until Sept. 11, 2019, the unofficial campaign began months before.

Leading up to the final days of Canada's 42nd Parliament, ALPA Canada re-

mained fully engaged with government officials and legislators. Once the official campaign kicked off, ALPA Canada reached out to the major political parties, including the Liberal Party, Conservative Party of Canada, New Democratic Party, and Green Party, to determine their positions on the piloting profession and aviation industry in Canada.

On Oct. 21, 2019, election day, Canadians headed to the polls to select their new government. Incumbent Prime Minister Justin Trudeau was again able to lead his Liberal Party to electoral victory. However, under Canada's first-past-the-post system, he was unable to win a clear majority of seats in the House of Commons from the Canadian electorate. This meant Canada's 43rd Parliament would be led by a minority government, relying on coalitions of support from the other parties represented in the House.

The speech from the throne on Dec. 5, 2019, marked the reopening of Parliament. As parliamentarians returned to Ottawa for the start of a new sitting, ALPA Canada connected with all elected Members of the House of Commons and



all Members of the Senate. Capt. Tim Perry, ALPA Canada president, used the occasion to write to all 338 Members of the House of Commons and 105 senators to congratulate them, connecting with new members and welcoming back returning representatives. Perry's outreach reaffirmed ALPA as the largest aviation safety and security organization in the world and as the voice of the airline piloting profession in Canada. Additionally, ALPA's annual holiday reception, which coincided with the return of politicians to Ottawa, gave ALPA and parliamentarians the opportunity to come together, reconnect, and talk about the aviation industry and the piloting profession while celebrating the holiday season.

#### **NOTABLE MINISTERIAL APPOINTMENTS**

Ministerial leadership at Transport Canada remained unchanged as Marc Garneau was reappointed minister of Transport shortly after the election. This was welcome news as Minister Garneau's reappointment brought continuity in leadership and oversight of ongoing initiatives of importance to ALPA members, including the implementation of new pilot fatigue rules as scheduled, and continued oversight of fatigue risk management systems that contribute to the safety of well-rested pilots on the flight deck.

Another key appointment to the cabinet was Filomena Tassi as Labour minister. Over the legislative session, ALPA Canada has been actively engaged with Tassi, representatives from her office, and department officials on several issues. ALPA Canada was actively involved in regulatory consultations regarding new hours-of-work provisions under Part III of the Canada Labour Code (CLC). ALPA Canada vigorously opposed proposed exemptions to the new CLC rules sought by operators that would deny pilots entitlements held by other federally regulated workers. ALPA Canada proposed reasonable modifications to the requested exemption that would accommodate in-flight operational requirements and still allow pilots to maintain the same rights as other Canadian workers.

In January 2020, ALPA Canada kicked

### **“Since Parliament’s suspension in March, ALPA leaders and staff have remained fully engaged to ensure that ALPA Canada’s collective voice is heard and that its numerous priorities remain at the forefront.”**

off the new year by holding its first board meeting of the year in Ottawa, which included staff from ALPA's Government Affairs and Communications Departments who held a session on pilot advocacy for master executive council representatives. Attendees discussed pilot advocacy for the upcoming parliamentary session, the importance of social media as an advocacy tool, ALPA's Constituency Advocate program and the benefits of engaging elected representatives as a constituent, and plans for a day of advocacy on Parliament Hill. The session wrapped up with a panel of invited guests discussing the ins and outs of making an effective and lasting impression when engaging with legislators and their staff, followed by a robust question-and-answer session.

Up until the suspension of Parliament on March 13, 2020, due to the COVID-19 pandemic, ALPA remained engaged in ongoing work on the B-737 MAX return to service and fought to have pilots participate in the flight and simulator evaluations the government is conducting. Perry was also scheduled to appear before the House of Commons Standing Committee on Transportation, Infrastructure, and Communities to discuss the B-737 MAX return to service but was unable to do so when Parliament shut down. While the focus has currently shifted to the pandemic, ALPA's periodic meetings with senior Transport Canada officials have continued.

#### **COVID-19 PANDEMIC**

Since Parliament's suspension in March, ALPA leaders and staff have remained fully engaged to ensure that ALPA Canada's collective voice is heard and that its numerous priorities remain at the forefront. This outreach includes direct contact with the ministers of Finance, Labour, and Transport to express ALPA Canada's support for the industry's viability to keep ALPA pilots flying safely during and

beyond these difficult and unprecedented times.

ALPA Canada has conducted several meetings with senior Transport Canada officials on issues related to COVID-19, including ALPA Canada's input into interim orders regarding protective measures such as the exemption of flight crews from various Canadian aviation regulations to permit safe, continuing operations.

In late April, the Special COVID-19 Committee on the pandemic, composed of all Members of the House of Commons, began regularly scheduled meetings in the House to examine the government's response to the pandemic. Chaired by the speaker of the House, the committee gave members the opportunity to consider ministerial announcements, present petitions, and question ministers, including the prime minister, regarding COVID-19.

The COVID committee met four times per week under a hybrid of in-person and virtual attendance until June 18, when it adjourned. Over the summer months, a number of special sittings in the House (committee of the whole) are scheduled to take place on July 8, July 22, August 12, and August 26.

The resumption of regular parliamentary business is set for September 21. However, it's possible this date could be pushed back to later in the year or to early 2021 as the government's focus remains on addressing the effects of the pandemic and Canada's economic recovery.

#### **BEYOND THE PANDEMIC**

ALPA Canada leaders have been working with the federal government since the start of the COVID-19 crisis to find common ground on economic protections and solutions for ALPA members and their employers.

ALPA Canada's efforts in Ottawa will

remain focused on two key areas: (1) continuing to be part of the discussion with government to identify ALPA priorities to protect pilot jobs and (2) continuing to be part of the discussion with multiple government entities to identify ALPA priorities to pilot health and welfare.

Perry has been fully engaged during this difficult time, calling on legislators, including the prime minister, to ensure that ALPA Canada's priorities are front and centre. In a letter to Minister Garneau, Perry reminded him that ALPA is looking to the federal government to "safeguard the public health, limit the economic toll on the airlines and support their swift recovery, and protect the airline workers who help power this important industry."

Despite ALPA's continued call on the government to take action to support the financial viability of Canada's aviation industry, the federal government has yet to announce an airline-specific financial aid package to shelter the industry from

the acute effects of COVID-19.

While other countries around the world have moved to support their airline industries (see page 18), the Canadian government has instead responded with programs such as the Canada Emergency Wage Subsidy and the Large Employer Emergency Financing Facility programs (see page 13).

ALPA Canada advocacy initiatives during this time have included Calls to Action to remind parliamentarians of the importance of protecting frontline employees and their families and messages to Garneau, urging the aviation regulatory agency to prioritize worker health and establish an emergency health and safety action plan to avoid dangerous situations for aircrews during crises like COVID-19 and beyond.

#### CONCLUSION

As *Air Line Pilot* goes to press, most parliamentarians aren't in Ottawa during the last days of the parliamentary

session. They're instead continuing to work from the safety of their homes, like many Canadians who've been fortunate enough to do so during the pandemic. It remains to be seen how COVID-19 will affect upcoming sittings and, moreover, the overall operations of Parliament.

It's clear that the global airline industry has been one of the hardest-hit sectors by the pandemic. Unfortunately, it remains unclear at this time whether the Canadian government will provide financial assistance specific to the airline industry.

During the last several months as the COVID-19 pandemic has loomed over Parliament Hill, ALPA Canada leaders and staff have remained focused on communicating ALPA Canada's priorities to the federal government. Looking beyond the current uncertainty and upheaval in the industry, ALPA Canada will work tirelessly in Ottawa on behalf of all members across the country to stand up for their concerns and advocate for a safe, strong, and viable industry moving forward. 🌐

## NOTABLE ACTIONS FOR THE CANADIAN AVIATION INDUSTRY

**JUNE 10, 2019**—Transport Canada renews Interim Order No. 2: Respecting Battery-Powered Handheld Lasers for an additional year. Minister of Transport Marc Garneau signs the interim order on June 10, 2019, which remains in effect until June 10, 2020. It's anticipated that the interim order will be renewed.

**JUNE 19, 2019**—Canadian government announces the approval of the merger between Canadian North and First Air.

**JULY 15, 2019**—First phase of the Air Passenger Protection Regulations takes effect.

**JULY 23, 2019**—Minister of Transport Marc Garneau receives a submission from

Air Canada and Transat A.T., Inc. regarding proposed purchase of Transat A.T., Inc. by Air Canada.

**DEC. 15, 2019**—Second phase of the Air Passenger Protection Regulations takes effect.

**MARCH 6, 2020**—Canadian government proposes amendments to Canadian aviation regulations that would require Canadian-certified airports to extend their current safety area from the existing mandated 60 metres (beyond the runway ends) to 150 metres at the ends of runways that serve scheduled commercial passenger-carrying flights.

**MARCH 25, 2020**—C-13: An Act Respecting Certain

Measures in Response to COVID-19 (COVID-19 Emergency Response Act) receives royal assent.

**APRIL 11, 2020**—C-14: A Second Act Respecting Certain Measures in Response to COVID-19 (COVID-19 Emergency Response Act, No. 2) receives royal assent.

**JUNE 3, 2020**—Minister of Transport Marc Garneau announces new measures for the use of face coverings in the Canadian transportation sector, expanding the requirements for the use of face coverings by workers and others involved in the transportation system to reduce the spread of COVID-19.

**JUNE 10, 2020**—Canadian

government announces amendments to the Canadian aviation regulations (Part VI, Division II—Aircraft Operating Restrictions and Hazards to Aviation Safety) to make permanent the provisions of the previous interim order concerning battery-powered handheld lasers first announced in 2018, then extended in 2019 to June 10, 2020. The regulations permanently prohibit the possession of handheld lasers with an output power greater than one milliwatt within a 10-kilometre radius from the geometric centre of airports and heliports, and in the municipalities of the Vancouver, B.C.; Toronto, Ont.; and Montréal, Qué., regions.

# HOW COVID-19 HAS AFFECTED GOVERNMENT OPERATIONS

By ALPA Staff

**T**he COVID-19 pandemic has impacted operations across all sectors of the economy, and government operations haven't been immune to its effects. The Canadian Parliament and U.S. Congress have had to adapt to the new realities brought about by the pandemic.

In Canada, Parliament was suspended on March 13 due to the growing concern of the spread of COVID-19. Since then, Parliament has been recalled on a number of occasions, with a limited number of Members in the House of Commons, to pass various government COVID-19 relief-related emergency measures and the legislation associated with them.

Since April 20, however, Parliament has been sitting as an all-party committee, the Special COVID-19 Committee, to examine the federal government's response to the pandemic with the Senate also returning to pass the various legislation coming out of the House.

Only a handful of House and Senate committees have been meeting on a regular basis during this time to further study and report on the government's response to COVID-19. In the House, Agriculture and Agrifood; Finance; Health; Government Operations and Estimates; Indigenous and Northern Affairs; Procedure and House Affairs; Human Resources, Skills, and Social Development; and


the Status of Persons with Disabilities Committees have convened. In the Senate, Finance and Social Affairs and Science and Technology are two key committees that have been meeting regularly.

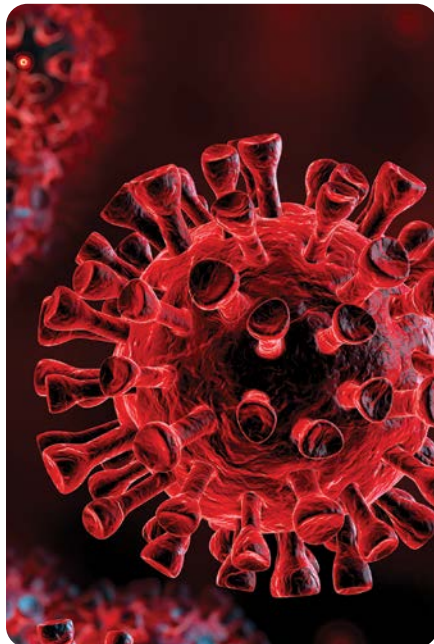
On May 26, Parliament voted in favour of suspending regular sittings of Parliament until September. As part of that agreement, the Special COVID-19 Committee increased its meetings to four days a week through mid-June and will

sit four times over the summer.

In the United States, Congress began its work on COVID-19 relief with the Coronavirus Preparedness and Response Supplemental Appropriations Act (H.R. 6074), which was enacted on March 4. Washington, D.C., lawmakers then began preparations for additional funding. The day after President Trump declared a national emergency on March 13, the House voted to pass legislation for billions of dollars in relief designed to prop up the economy. The Senate passed the bill on March 18, and it was quickly signed into law by the president. The Senate immediately began work on a third round of stimulus funding. After negotiations with Members of the House, Congress reconvened on March 27 and voted to pass the \$2 trillion Coronavirus Aid, Relief, and Economic Security (CARES) Act (see page 18).

After passing the CARES Act, Members of Congress largely avoided Washington in April, aside from passing nearly \$500 billion in funding for hospitals and small businesses late that month. Instead, they worked remotely from their homes. In-person meetings went virtual, and congressional hearings transitioned to video town halls. Constituent services became the key focus, with many members personally fighting to find personal protective equipment and other desperately needed supplies for individuals in their districts.

On May 4, the Senate gavelled back in session and senators returned to the Capitol, while House representatives extended their recess, citing the growing number of COVID-19 cases in the nation's capital. The House came together in mid-May to vote on the Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act, an additional \$3 trillion spending package. The Senate has yet to take up the bill, and negotiations for another round of COVID-19-related spending are ongoing. 





# ALPA KEEPS ITS EYE ON IMPLEMENTATION OF FAA REAUTHORIZATION PRIORITIES

By ALPA Staff

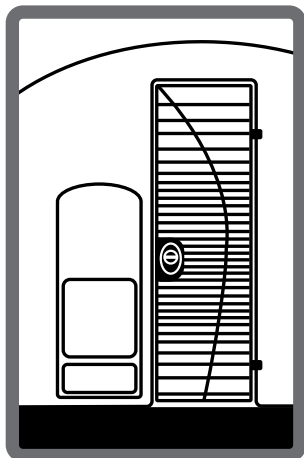
The passage of the FAA Reauthorization Act of 2018 (P.L. 115-254) was a significant achievement to move many of ALPA's long-standing policy priorities. However, passing a law doesn't mean that ALPA advocacy on those priorities stops. In the months since the legislation was enacted, ALPA has expended advocacy resources to ensure that the legislation is implemented by federal agencies as intended by Congress. ALPA will continue to work with Congress, as well as the agencies directly, to provide proper oversight to complete action as required by law. 🌐

THE FOLLOWING IS A STATUS REPORT ON SOME OF ALPA'S FAA REAUTHORIZATION PRIORITIES:

ALPA PRIORITY	IMPLEMENTED	PENDING
Secondary flight deck barriers		X
ASAP auto-acceptance	X	
Lithium battery harmonization	X	
Oxygen masks FL410	X	
Aircraft air quality		X
Women in Aviation Advisory Board	X	
Undeclared hazmat public-awareness campaign	X	
Unmanned aircraft systems regulations	X	

## UPDATE ON SECONDARY FLIGHT DECK BARRIERS

Mandatory installation of secondary flight deck barriers on all new passenger airliners was included in Section 336 of the FAA Reauthorization Act of 2018. After a variety of delays that included a government shutdown, the FAA opted to task the Aviation Rulemaking Advisory Committee (ARAC) with establishing a Flightdeck Secondary Barrier Working Group. This group was asked to develop a range of options to satisfy the requirements of Section



336. While ALPA was opposed to the working group in principle as Congress was clear in its intent to mandate the barriers, the Association participated in the process to influence the outcome. Capt. Wolfgang Koch (Delta), ALPA's Aviation Security chair, was selected to cochair the working group. The ARAC released its report on February 27, which included recommendations essentially ignoring the work done by the RTCA in 2011. With ALPA

input and direction, the final report was largely in line with the Association's expectations, and ALPA supported the overall outcome. Since receiving the report, no other movement on this issue has occurred, nor has the FAA announced next steps.

Please visit [www.alpa.org/advocacy](http://www.alpa.org/advocacy) to participate in ALPA's Call to Action on secondary barriers to insist that the FAA take immediate action to implement this important security feature.

## REGULATORY UPDATE:

# KEEPING PILOTS AND THE PUBLIC FLYING SAFELY

By Christopher Freeze,  
Senior Aviation Technical Writer

**W**hile the COVID-19 pandemic has had an unprecedented impact on the airline industry, ALPA continues to press regulators to maintain high safety standards and bring occupational health improvements to the flight deck while monitoring and acting on exemptions that could weaken the hard-won gains of recent years. The following are among several issues the Association has recently addressed.

### **MEDICAL CERTIFICATE EXTENSIONS**

Recognizing early on during the COVID-19 pandemic that aviation medical examiner resources would be scarce, ALPA successfully advocated to the FAA that pilots who had medical certificates expiring between March 31 and May 31 be allowed to continue to operate with their current medical until June 30. As *Air Line Pilot* went to press, Airlines for America (A4A), the industry trade organization for U.S. airlines, had requested another extension, but the FAA had yet to act on it.

Transport Canada also issued an extension allowing pilots who currently hold a medical certificate expiring on or before June 1 to continue to exercise the privileges of their permits, licenses, or ratings until August 1, subject to the conditions listed in the exemption notice

dated March 17. In addition, an exemption dated June 3 permits pilots who are in good health, with no changes since their last medical, to extend their current medical to as much as until March 31, 2021, simply by completing an attestation form. There are conditions that won't permit an attestation, in which case a teleconference with a civil aviation medical examiner (CAME) must occur and a decision made on whether further assessment is required. Also, some CAMEs have returned to offering in-person examinations for renewals, with appropriate personal protective equipment and other measures.

### **CHANGES TO OXYGEN MASK USE REQUIREMENTS**

ALPA has been concerned about the risk of transmissible disease spread due to the design of pilot oxygen masks, which precludes them from being properly disassembled and cleaned between uses.

During the pandemic, ALPA successfully advocated for the FAA to implement the regulatory change included in the 2018 FAA reauthorization that increased the flight level threshold from above Flight Level 250 to above Flight Level 410—at which a pilot at the controls is required to don and use the oxygen mask when the other pilot leaves his or her control station.

As stated in the ALPA Operations



Bulletin 2020-01, this rule change became effective March 23 and pilots should continue to follow their company procedures but expect their company to issue updates to flight operations manuals to reflect the regulatory changes to the requirement.

### **NEW ASAP ADVISORY CIRCULAR**

ALPA has been strongly advocating for improvements to the Aviation Safety Action Program (ASAP), including getting auto-acceptance of reports added to the 2018 FAA reauthorization. The FAA was to have acted on the provision in 2019. But due to ALPA's efforts during the pandemic, on March 31 the agency finally issued updated Advisory Circular (AC) 120-66C, which includes the auto-acceptance provision.

In addition, the AC is designed to allow more flexibility to align with the safety management system (SMS) and includes new guidance and a reference to a process flow for the ASAP and SMS interface. It also encourages an Event Review Committee (ERC) to create and develop its own policy and procedures manuals that are realistic for the operational environments.

The AC also enables all ASAPs to be continuing programs, without expiration, and subject to review by the program signatories every two years to ensure the appropriate objectives are being met. In addition, the FAA's attendance at an ERC meeting is optional, depending on what

types of reports the ERC is considering at a particular meeting.

## **CARGO OPERATIONS IN PASSENGER AIRCRAFT**

While much of the flying public has delayed travel, aircraft that would otherwise transport passengers have been pressed into service, carrying cargo in the main cabin.

Regulatory agencies and aircraft manufacturers have provided guidelines to enable operators to carry cargo in the main cabin. Most notably, the FAA issued Safety Alert for Operators (SAFO) 20008 that outlines guidance for transporting cargo while utilizing existing approved stowage locations in the passenger cabin, including overhead bins, storage closets, and under seats.

Transport Canada issued Civil Aviation Safety Alert (CASA) No. 2020-04 that addresses operational aspects, crew composition, and procedures such as a risk assessment and mitigations for carrying cargo on passenger seats and other areas of the cabin. The CASA emphasizes that dangerous goods can only be carried by operators holding an approval to do so, and dangerous goods can't be carried in the passenger cabin.

A4A recently filed two separate petitions for exemption: one to use passenger aircraft with seats installed to haul cargo

and the other with seats removed.

The first exemption, No. 18561, was issued on May 20 and allowed for cargo—excluding hazardous goods—to be loaded on installed passenger seats, as long as passengers aren't on the aircraft. The cargo can't exceed 50 pounds per seat place or 110 pounds in a single package per triple seat. In addition, 20 pounds of cargo is allowed to be placed under seats, and no cargo is allowed to extend above seat-back height. Also, cargo can't be loaded in stowage compartments where portable oxygen bottles, protective breathing equipment, or equipment containing lithium batteries are stored.

The granted exemption, effective through December 31, also called for each aircraft to have its passenger convenience and oxygen systems deactivated, have environmental control system settings configured to minimize the likelihood smoke would enter the flight deck and maximize crewmembers' ability to detect fire, provide sufficient access to the cabin-deck cargo to allow for effective firefighting, have fire extinguishers available, and be staffed with at least two trained crewmembers whose duties are to detect and fight a potential fire.

Commenting on A4A's second petition (Docket FAA-2020-0492), ALPA raised several concerns: "We support the intent of the petition and agree that it's necessary

due to these unprecedented downturns in passenger traffic to allow carriers to utilize their resources to transport emergency medical supplies," said Capt. Steve Jangelis (Delta), ALPA's Aviation Safety chair, in a June 3 letter to the Department of Transportation (DOT). "However, these are unfamiliar and unique operations that require special attention and additional safety considerations before the FAA can grant the exemption."

Regarding the requested exemption for passenger aircraft with seating removed, ALPA is urging that no dangerous goods—such as certain types of lithium batteries—be allowed in the converted passenger cabins and that cargo is easily accessible in the event of a fire, flight crews have adequate protective equipment, handlers receive additional training for loading cargo, adequate cargo restraints are installed, and airlines consult with the FAA's Cargo Focus Team to verify that they don't exceed the current operating limitations of their aircraft.

ALPA continues to monitor draft regulations and petitions for exemption in both the United States and Canada that may impact aviation safety and security. These recent examples are a testament to that vigilance and to the Association's mission to provide the line-pilot perspective. 🌐

## **UPDATE ON: ALL-CARGO OPERATIONS LEGISLATION**



By ALPA Staff

**A** new bill was recently introduced in Congress that tightens a loophole that leaves pilots on all-cargo flights subject to harm through open cockpit doors. The legislation (H.R. 6190), introduced by Reps. Brian Fitzpatrick (R-PA) and Jesus G. "Chuy" Garcia (D-IL), would require the installation of intrusion-resistant

cockpit doors on all-cargo airliners.

In the aftermath of the 9/11 attacks, Congress passed legislation requiring hardened cockpit doors on airliners. However, cargo operations were carved out of the legislation due to the efforts of special-interest groups. The proposed legislation is an effort to remedy the disparity between cargo and passenger

operations and protect the pilots of all-cargo airliners.

"For far too long, there's been a dangerous double standard when it comes to common safety and security provisions for cargo pilots," said Capt. Joe DePete, ALPA's president. "Thanks to the leadership of Reps. Garcia and Fitzpatrick, the bill will help advance commercial aviation by protecting not only pilots and their cargo but also citizens in communities on the ground and our aviation network.

"The all-cargo airline arena continues to be identified as a significant security target in our aviation system, yet current regulatory requirements allow relatively unfettered access to the all-cargo flight deck during flight operations," DePete added. "ALPA encourages Congress to pass this important bipartisan bill to mandate hardened cockpit doors on all-cargo airliners and close the gap in security for all-cargo pilots." 🌐

## UPDATE ON: SAFETY LEGISLATION

By ALPA Staff

Following the tragic crashes of and loss of life from Lion Air Flight 610 and Ethiopian Airlines Flight 302, Congress has engaged in substantial investigations and hearings on matters related to these accidents. While the B-737 MAX's maneuvering characteristics augmentation system (MCAS) has drawn the greatest scrutiny, investigatory efforts have also highlighted systemic issues with regard to aircraft certification, delegation of aircraft design, pilot training, FAA oversight of manufacturers, human factors, human-machine interface, manual flying skills, and the procedures governing the sale of aircraft. As a result, Congress has introduced, and will continue to introduce, numerous pieces of legislation to remedy perceived failures related to aircraft certification and design.

In the House, the Committee on Transportation and Infrastructure has held two formal hearings and conducted a lengthy investigation into the accidents. Rep. Peter DeFazio (D-OR), the committee's chair, has been critical of Boeing, the company's deployment of MCAS, the FAA's oversight of the manufacturer, and the legal and regulatory regime governing aircraft certification and design. ALPA expects the committee will release a broad reform bill this summer that will serve as the primary piece of legislation the House will consider.

In the Senate, multiple pieces of legislation have been introduced. Sen. Richard Blumenthal (D-CT) introduced a comprehensive bill, the Restoring Aviation Accountability Act of 2020 (S. 3337). The bill requires an independent review panel with pilot representation to examine aircraft type certificates; an audit of FAA delegation; a requirement that a manufacturer release all information related to training requirements, materials, and operational procedures prior to selling the aircraft; enhanced whistleblower protections; banning



exemptions from full-motion simulators; increased skills requirements for the delegation of FAA responsibilities in aircraft manufacturing; and retaining FAA authority over any type certificate issuance. ALPA endorsed this legislation because of its breadth, depth, and inclusion of pilots in the oversight of type certificates. Sens. Maria Cantwell (D-WA) and Tammy

Duckworth (D-IL) have introduced the Aviation Automation and Human Factors Safety Act of 2019 (S.2703), mandating safety recommendations from the NTSB and the Department of Transportation Inspector General related to increased flight deck automation, system safety assessments, pilot responses to flight deck alerts, and uncommanded flight control.

Sen. Roger Wicker (R-MS), chair of the Committee on Commerce, Science, and Transportation, recently introduced the Aircraft Safety Improvement Act of 2020 (S. 3866). The legislation requires a rulemaking on safety management systems for aircraft manufacturers, a review of human factors assumptions, and review and establishment of best practices for the delegation of FAA functions. ALPA is reviewing this legislation and expects it to be an important part of the Senate debate for any certification and delegation reform effort. [🔗](#)

## UPDATE ON: EMPLOYER- PROVIDED HEALTH-CARE BENEFIT EXCISE TAX REPEAL

By ALPA Staff

After several delays in implementation, ALPA Calls to Action, and pilots' lobbying on Capitol Hill over the past decade, the excise tax on employer-provided health-care benefits was finally repealed in December 2019. Without the repeal, more than 160 million Americans would have experienced an escalating tax on their health-care benefits, less-robust health insurance plans, or a combination of both.

For some perspective on how long the Association had been battling for this important change, approximately 10,000 current ALPA members weren't old enough to hold an ATP when this issue first surfaced. ALPA led the early opposition and worked collaboratively with other unions in opposing this misguided policy. The repeal effort exemplifies the glacial pace at which progress is made in Washington, D.C. Influencing legislation requires perseverance, teamwork, strong coalitions, and time. ALPA's proud win on this issue serves as a model of how the Association will continue to lead and succeed in Washington. [🔗](#)



# ALPA TO FAA AND INDUSTRY:

## WE MUST WORK TOGETHER TO ENSURE SAFETY AND RESTORE PUBLIC CONFIDENCE

By Christopher Freeze,  
Senior Aviation Technical Writer

In a virtual town hall meeting on May 14, the FAA hosted government and industry leaders to address the unprecedented challenges resulting from the COVID-19 pandemic.

The town hall consisted of two industry panels, with the first featuring senior airline executives who discussed the importance of safety management systems to ensure safety during this turbulent time. The second featured Capt. Bob Fox, ALPA's first vice president and national safety coordinator, and representatives from mainline, regional, and cargo operators; air traffic controllers; and the FAA's Air Traffic Organization who examined best practices in response to observed safety issues/concerns, metrics to monitor operational health, changes implemented in response to the pandemic that have altered normal operations, and initiatives under way to prepare for resuming normal operations.

Speaking on behalf of airline pilots, Fox said, "Our pilots are concerned about their health and the health of their families.... This [pandemic] has collectively changed the industry, and the sooner we all realize that, the better we're all going to be."

He noted that the International Civil Aviation Organization recently published new health guidance and the public-health corridor concept—a clean crew, a clean aircraft, and clean airport facilities. "That's where we're going to have to go to ensure a layered approach to mitigate the risks as best as possible. One way to do that is to have a standard that can hold people accountable and allow for enforcement when found to not be in compliance. That is the best way to restore the public confidence in our



**Capt. Bob Fox, ALPA's first vice president, top right, participates in an FAA-hosted meeting with government and industry leaders.**

industry," asserted Fox. He observed that any plan must include government-mandated health standards and airline compliance with the FAA's Safety Alert for Operators guidelines and guidance from the Centers for Disease Control and Prevention, Health Canada, and Transport Canada.

Several panelists referred to internal employee-reporting programs similar to ALPA's DART program, and Fox

remarked, "It's time to put together a task force that can delve into specifics and provide real-time examples to get the cleaning gear and processes in place to build a health safety network. It's important that we move fast because we have more than 50 percent of our aircraft parked. We can use those to conduct training with employees who are going to do the cleaning and teach them how to best use the products."

During the discussion, all participants agreed that collaboration between industry and government is needed to develop a solid plan that keeps passengers safe and healthy as they return to air travel. "It's important that we work quickly and together to get this work done," said Fox, offering to pursue this work under the purview of the Flight Standards Transparency, Performance, Accountability, and Efficiency Aviation Rulemaking Committee, which he cochairs with the FAA, as the successful and timely introduction of the public-health corridor concept has been instrumental in improving the overall health of the industry.

In closing, Fox noted, "We need to involve all stakeholders to determine the best way forward in order to restore public confidence in our aviation system—and I think we can and will do that, as we have in the past. We're the gold standard in this, and we can do what it takes to lead the world in this."

To view the FAA's aviation safety town hall, go to [bit.ly/faatownhall](https://bit.ly/faatownhall).

## PROTECTING THE HEALTH OF AIRLINE PILOTS

On May 11, the FAA issued Safety Alert for Operators 20009 in coordination with the Centers for Disease Control and Prevention (CDC) that provided updated interim occupational health and safety guidance for air carriers and crews in response to the COVID-19 pandemic. However, reports of some air carriers' noncompliance continue

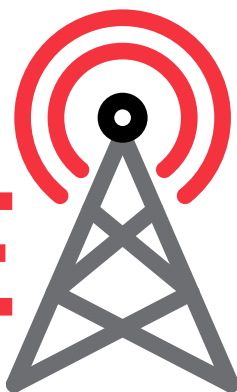
to concern ALPA.

The Association and its members continue to call on the FAA to mandate that airlines comply with CDC and FAA guidelines related to aircraft and flight deck cleaning and disinfecting, personal protective equipment (PPE) for flight crews, and employee notification of test-positive cases in the workplace. In addition, ALPA has

asked Congress to specifically direct the FAA to

- require the use of facial coverings for all airline passengers and crews, except when on the flight deck.
- ensure that airlines provide pilots with PPE while on the flight deck.
- clarify that airline pilots, as essential workers, should have access to priority COVID-19 testing.

# FCC ACTIONS COMPROMISE THE GPS SPECTRUM AND SAFETY SYSTEMS



By Christopher Freeze, Senior Aviation Technical Writer

In late April, the Federal Communications Commission (FCC) granted a license to build a ground-based 5G data network utilizing the radio spectrum adjacent to safety-critical global positioning system (GPS) and satellite communications used daily by ALPA members. The FCC granted this license to transmit to Ligado Networks (formerly LightSquared) over the objections of nearly every other U.S. government agency and more than 68 private organizations representing the interests of aviation, the military, first responders, trucking, maritime, meteorology, agriculture, and construction. ALPA's Government Affairs Department immediately made stakeholders on Capitol Hill aware of ALPA's concerns.

"GPS signals tend to be quiet and low-energy—like rustling leaves," remarked Dr. Michael Griffin, under secretary of the Department of Defense for research and engineering, during a Senate Armed Services Committee (SASC) hearing on May 6 regarding the license. "By comparison, the noise produced by Ligado's signal would be trying

to hear those leaves through the noise of a hundred jets taking off."

In a letter submitted to the SASC prior to the hearing, Capt. Joe DePete, ALPA's president, pointedly stated, "Throughout its report and order, the FCC uses words like 'possible' and 'feasible' when talking about whether Ligado can operate. These aren't the words you would want to hear your captain use when talking about successfully completing your flight the next time you're sitting in the cabin. Aviation requires certainty and guaranteed performance from its systems."

In mid-May, ALPA went further and filed a petition for reconsideration with the FCC. In the petition, Capt. Bob Fox, ALPA's first vice president and national safety coordinator, characterized the FCC's decision as "degrading the safety of airline operations and putting passengers, crews, and the safety of persons and property on the ground at additional risk in a way that the commission didn't even try to measure or quantify."

In addition to potential interference with GPS on aircraft ranging from unmanned aircraft systems to airliners,

Ligado handsets also have the potential to interfere with controller-pilot datalink communications and automatic dependent surveillance-contract when operating in oceanic and remote areas.

Fox concluded by stating that while the development of 5G is an important investment in U.S. infrastructure, "the vulnerabilities to our aviation safety and security aren't worth the risk, particularly for a band of spectrum that isn't necessary to secure a robust 5G network."

On May 22, several federal agencies formally asked the FCC to reconsider the license, citing GPS interference concerns.

In a related matter, on May 27 ALPA joined a coalition of private-sector aviation and aerospace organizations asking the FCC to reconsider parts of its C-Band order to protect aviation safety and revisit how it applies protections to adjacent band radio altimeter operations that are essential to safe air travel.

"The planned implementation of a 5G mobile wireless system in this frequency band doesn't take into consideration existing users on nearby frequencies, including aviation," said DePete in a statement supporting the petition for reconsideration. "Deploying 5G near the radio altimeter frequency—used on commercial aircraft—without adequate testing and validation that the protections are adequate could pose a serious threat to safe flight during critical operations such as landing during bad weather and fog.

"Additionally, the interference could render useless important safety equipment onboard aircraft such as the terrain awareness and warning system, which is required on all U.S. commercial aircraft and has led to zero passenger fatalities due to controlled flight into terrain for the past 15 years," DePete observed. "ALPA urges the FCC to take an active role in ensuring a safe 5G deployment in this band."

As *Air Line Pilot* went to press, the Ligado licensing issue and radio altimeter protection measures remain unresolved. However, ALPA and Congress aren't relenting. Absent the FCC acquiescing to the formal requests by ALPA, federal agencies, and other coalition partners, the Association has urged its allies on Capitol Hill to include language regarding the Ligado license in the annual National Defense Authorization Act. [🔗](#)

# BILL TO DETER FLAG-OF-CONVENIENCE FOREIGN CARRIERS NEARS CRUCIAL VOTE

By ALPA Staff

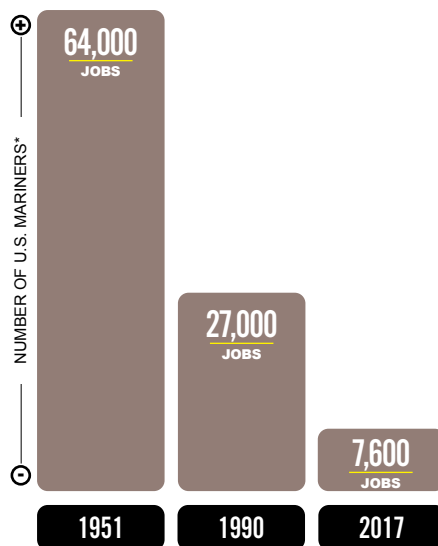
**F**ast approaching the threshold number of congressional cosponsors needed to reach the House floor, a bill to deter foreign airlines with flag-of-convenience business plans from serving the United States is amassing critical bipartisan support—thanks to ALPA's relentless advocacy.

"We all know that some foreign airlines use flag-of-convenience operations to place parts of their business in different countries around the globe to undercut tax, labor, and safety regulations," said Capt. Joe DePete, ALPA's president, at a news conference outside the U.S. Capitol when the legislation was introduced late last year. "These venue-shopping efforts allow airlines to undermine pay and benefits for workers, but they also threaten to erode the proactive safety culture that we should demand and that we've fostered in the United States."

The Fair and Open Skies Act (H.R. 3632) was passed by the U.S. House of Representatives Transportation and Infrastructure Committee on Sept. 20, 2019, with the backing of original cosponsors Rep. Peter DeFazio (D-OR),



## DECLINE OF THE U.S. MARITIME INDUSTRY



\* Job numbers are for mariners employed on U.S. flag ships in international service.  
SOURCE: International Organization of Masters, Mates & Pilots and Christopher Koch, former U.S. Federal Maritime Commission chair

chair of the committee, and Rep. Rick Larsen (D-WA), chair of the House Aviation Subcommittee. In the months since, the number of Members of Congress who've joined the list of cosponsors has steadily climbed, with a total of 155 lawmakers signing on to date.

To illustrate the danger that flag-of-convenience business models pose to airline pilots' careers, ALPA's pilot advocates point to the job decline in the U.S. maritime industry. For mariners in the United States, the proliferation of flag-of-convenience registries over the last decades has triggered a precipitous drop in the number of jobs from 64,000 in 1951 to only 7,600 in 2017.

"We don't want the airline piloting profession to be decimated in the same way that the maritime profession has suffered," said Capt. Doug Mattson (United), a member of his pilot group's Master Executive Council Legislative Affairs Committee. "Flag-of-convenience business practices have cost tens of thousands of mariners their jobs and brought down wages for workers across the entire industry. If allowed to operate international flights to U.S. soil, foreign airlines with flag-of-convenience business practices would threaten every U.S. airline pilot's job and livelihood."

Among the key provisions of the bill, the measure would prevent the Department of Transportation (DOT) from authorizing new EU airlines to serve the United States under the U.S.-EU Air Transport Agreement unless the secretary of Transportation finds that doing so would be consistent with Article 17 *bis* of the agreement. Article 17 *bis*, which ALPA played an instrumental role in developing, makes clear that beneficiaries of the U.S.-EU agreement aren't allowed to weaken labor standards.

"This bill states that preventing a foreign airline from undermining

## ATYPICAL EMPLOYMENT MODEL THREAT INTENSIFIES FOR PILOTS AROUND THE GLOBE

labor standards is, in fact, in the public interest,” said DeFazio in a news release regarding the introduction of the bill. Under current law, the DOT must ensure that granting a foreign carrier a permit or an exemption to serve the United States is in the public interest. If passed, this bill would codify in law that protecting labor standards and preventing the entry of flag-of-convenience business models are part of the DOT’s public-interest criteria. “The Fair and Open Skies Act will ensure safety throughout our airways by making sure foreign airlines aren’t skirting regulations or labor standards,” said Rep. Rodney Davis (R-IL) in the same statement.

ALPA pilots from Florida, Texas, California, and Colorado have sent the greatest number of letters urging lawmakers to cosponsor the pro-jobs, bipartisan legislation. “I’ve seen firsthand the power of ALPA’s Calls to Action, as I’ve met with Members of Congress and their staff,” said Mattson. “The awareness and interest in the issue is immediately elevated in a congressional office when the lawmaker receives input from his or her constituents on our pilots’ issues.”

ALPA members’ participation in the Association’s Call to Action on the Fair and Open Skies Act (H.R. 3632) couldn’t be more important as ALPA makes the final push to sign on cosponsors to bring the legislation to the House floor. If you haven’t already participated, add your voice today by visiting [www.alpa.org/advocacy](http://www.alpa.org/advocacy).

“We do want a level playing field,” said Michael O’Leary, Ryanair CEO, in a recent opinion piece titled “EU support for flag carriers risks long-term airline industry catastrophe,” which was published in the *Financial Times* on June 3. In the piece, O’Leary also called on the European Commission to forbid an EU country from exclusively supporting its own airlines and to act against what he called “a bias in favor of national airlines from big countries with deep pockets.”

At the same time the Ryanair CEO complained that EU countries favor their own carriers when dispensing bailouts, his airline pits one European country’s pilots against those of another by transferring flying to cheaper bases with little notice. In addition, the airline misclassifies many of its pilots as self-employed or independent contractors and fails to respect the collective bargaining agreements it has with other employees. This atypical employment model makes it impossible for Ryanair pilots, who work in more than 80 bases

across the EU, to maintain a direct employer-employee relationship regarding pay, benefits, and working conditions.

During the COVID-19 pandemic, Ryanair management has announced in layoffs, base closures, and wage cuts for its pilots and other employees. “We’re continuing to meet our pilot and cabin crew unions across Europe to finalize up to 3,000 job cuts and 20 percent pay cuts as we return to approximately 40 percent of our normal flight schedules from July onwards,” said Darrell Hughes, Ryanair’s people director in a May 15 statement. At the same time, the Belgian Cockpit Association reported that Ryanair told shareholders on May 18 that its strong cash balance will allow it to “weather Covid-19 and emerge stronger when the crisis passes.”

As a member of the International Federation of Air Line Pilots’ Associations (IFALPA) COVID-19 Response Team, ALPA has helped lead a series of meetings with Ryanair pilot representatives to assist them in developing

specific strategies and tactics to counter the company’s conflicting information and calls for concessions. “We’re working to help Ryanair pilots and other pilots who fly for transnational airlines in Europe to find ways and means to level the labour playing field by defending collective bargaining agreements and coordinating a voice for all of the company’s pilots,” said Capt. Brian Shury, ALPA Canada Board vice president and executive vice president of IFALPA’s Professional and Government Affairs group.

“Through our efforts on Capitol Hill and our work at IFALPA, ALPA is fighting to block foreign airlines’ flag-of-convenience and atypical employment models from harming our pilots,” said Capt. Bob Fox, ALPA’s first vice president, who directs the Association’s international efforts. “At the same time, ALPA is bringing our union’s resources to bear to assist the pilots of Ryanair and others in the global pilot community to protect the airline piloting profession worldwide.”

### CHINA AIR SERVICE RESTART



As international passenger flying restarts in the era of COVID-19, the United States and China are exchanging air service policy volleys—and ALPA is closely tracking the developments.

In late March, the Civil Aviation Authority of China (CAAC) announced a new policy limiting foreign airlines to no more flights than the number they were flying on March 12, a time when no U.S. passenger airlines

were flying to China due to the pandemic. This CAAC policy and others created capacity limitations that prevented both United Airlines and Delta Air Lines from resuming flights as planned in June and appear to violate the U.S.-China bilateral agreement. Cargo flights and flights to Hong Kong aren’t affected.

In response, the Department of Transportation (DOT) announced on June 3 that because of the failure of China’s government to permit U.S. carriers to exercise the full extent of their bilateral right to conduct scheduled passenger air services to and from China, it would suspend scheduled passenger operations of all Chinese

airlines to and from the United States effective on June 16.

Less than a day later, China’s aviation authority changed its position and indicated in an online statement that it would allow foreign airlines to increase flights beginning June 8, but the CAAC imposed onboard temperature checks for passengers on flights longer than four hours and other conditions.

On June 5, the United States subsequently reversed its decision to bar Chinese passenger airlines but limited China’s rights to two flights each week in the aggregate. The CAAC is to notify the DOT which carriers it selects to operate the services.



# Q&A WITH REPRESENTATIVE BRIAN FITZPATRICK

By ALPA Staff

**A**ir Line Pilot sat down with the Honorable Brian Fitzpatrick (R-PA), who represents the First Congressional District of Pennsylvania, to talk about his work on the House Committee on Transportation and Infrastructure and its Aviation Subcommittee and about the airline industry. Fitzpatrick, an ardent supporter of mandatory secondary flight deck barriers, is the recipient of this year's ALPA Pilot Partisan of the Year Award.

## **AIR LINE PILOT:** Why did you decide to run for Congress?

● **REP. BRIAN FITZPATRICK:** I believe that every American deserves a fair shot at success. I'm fighting to make certain that our institutions serve us, not Washington bureaucrats or career politicians, so that all who work hard can live fulfilling lives of dignity and opportunity.

## What sets airline pilots apart from other constituents?

● **FITZPATRICK:** Airline pilots play a vital role in commercial and trade travel across the country. Many of our airline pilots are veterans who've bravely



**Rep. Brian Fitzpatrick (R-PA) is the recipient of this year's ALPA Pilot Partisan of the Year Award.**

was killed when terrorists hijacked United Flight 175 on Sept. 11, 2001. As our nation continues to combat the threat of terrorism, it's crucial that air travel frameworks are enhanced to keep our nation safe. Protecting the cockpits of our nation's airplanes is critical in preventing commercial airliners from hijacking and deterring malicious actors around the globe. The Department of Transportation has moved slowly to implement the provision, but I'm confident that we'll have secondary barriers on aircraft in the future.

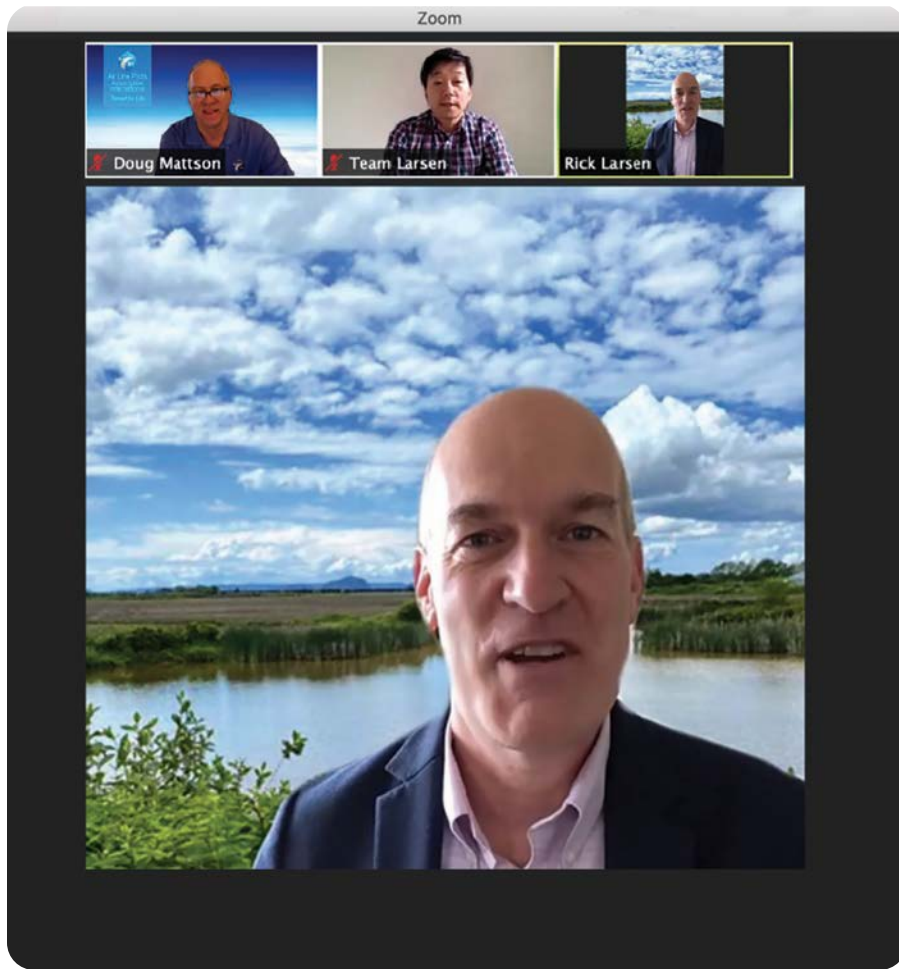
## What advice would you give ALPA members who want to get involved in legislative action?

● **FITZPATRICK:** I always enjoy hearing from my constituents. Since I serve on the Transportation and Infrastructure Committee and the Aviation Subcommittee, I value the level of expertise and the experiences that airline pilots have. I would encourage pilots to contact their Members of Congress to tell their stories and share their knowledge. We all fly often, many members as much as twice a week, but we may not know the concerns and perspectives of those flying us to our destinations. 🌐

served our country and are now using their skills to help our society. They're highly skilled and well-trained workers who understand their trade very well. Safety is always their top priority, and I know during this challenging time that they're helping to ensure that their passengers and crew are protected from COVID-19 as much as possible.

## What piece of legislation are you most proud of?

● **FITZPATRICK:** My proudest contribution to aviation policy has been adding the secondary barriers mandate in the FAA Reauthorization Act of 2018, in honor of Capt. Victor J. Saracini, who



**Capt. Doug Mattson (United), a member of his pilot group's Master Executive Council Legislative Affairs Committee, recently met virtually with Rep. Rick Larsen, chair of the House Aviation Subcommittee, and his staff to advocate for ALPA's pilot-partisan agenda.**

uals to conveniently connect from living rooms, or crew rooms, to hear their Member of Congress or Parliament speak at large virtual town halls or at intimate events in which the individual could be the only one meeting with the legislator.

Constituents' demand for virtual events will likely continue well after the COVID-19 crisis due to their increasing popularity. People want to connect with and hear what their federal legislators are working on and how they can impact the process.

ALPA members have been engaging with lawmakers through various virtual events like the ones listed below to ensure that the pilot-partisan message continues to be heard loud and clear.

**VIRTUAL TOWN HALL**

This event consists of constituents participating in a forum-style online meeting with their Members of Congress to engage on one or two topics and have a meaningful discussion. ALPA's Government Affairs Committee chairs participated in a virtual town hall with Rep. John Katko (R-NY-24) and Rep. Rick Larsen (D-WA-2) on June 3. During the town hall, Katko and Larsen shared their perspectives about legislation under consideration in Congress with the ALPA members.

**TELEPHONE TOWN HALL**

This is a large-scale event that includes many constituents who participate at one time. Callers are given the opportunity to ask questions in a moderated forum, and lawmakers attempt to answer as many questions as possible. Callers are often directed to connect with a lawmaker's office.

**VIDEO MEMBER BRIEFING**

This is a small event hosted by a Member of Congress to discuss specific policy ar-

**DISTRICT ADVOCATES: VIRTUAL EVENTS, THE NEW NORMAL**

By ALPA Staff

In early March, the world was upended by COVID-19. All aspects of how companies and individuals do business changed in an instant. Travel was canceled. Working remotely became the new normal. In-person events, including fly-ins, fundraisers, and meetings, were all put on hold or postponed. But through technology, ALPA has been able to leverage its pilot-partisan voice in a new way, including how it engages with lawmakers on Capitol Hill and Parliament Hill.

Virtual events are the new normal. Platforms like Zoom, Google Meet, and WebEx allow people to connect face-to-face so that they can build and maintain relationships. Members of Congress, for example, have adapted their political and official events to live virtual platforms, enabling them to continue to engage with constituents and lobbyists during these unprecedented times.

The new virtual environment has created a space where policymakers and their constituents can meet quickly and effectively one-on-one. It allows individ-

eas and to inform attendees of the state of current legislation.

### INDUSTRY PANEL

This event consists of participants discussing shared topics of interest to solve problems and build consensus. Access to these events can be found by following the social media channels of Members of Congress or signing up for their newsletters. Government agencies such as the FAA and Transport Canada can also be followed on social media. Capt. Bob Fox, ALPA's first vice president, took part in an industry panel during an FAA-hosted meeting in May to discuss the challenges resulting from the COVID-19 crisis (see page 29).

## DOS AND DON'TS

These are a few things to keep in mind the next time you consider attending a virtual or in-person event:

- Contact ALPA's Government Affairs Department before you attend. Department staff can provide training before you engage with Members of Congress and Parliament.
- Do your research on the event and know who's attending.

- If you don't know an answer, don't guess.
- Share your personal experiences; make it local.
- Take a photo or post it to your social networks *only* if you've been instructed to.
- Record and report any feedback to ALPA's Government Affairs Department.

Technology has allowed ALPA to share its voice and ensure that pilot issues and perspectives remain at the forefront of congressional and parliamentary debate. It's critical that the Association continues

to have face-to-face meetings to develop and build relationships. As technology persists in shaping the advocacy world, ALPA must adapt to it and embrace the momentum for the foreseeable future. 🌐

# VOTE, THEN FLY

By ALPA Staff

**D**o you plan to vote on November 3? If you're unsure where you'll be, will you be requesting a mail ballot or voting early in person? How might COVID-19 disrupt your election day plans? ALPA is here to help ensure that you have all the information you need to make an informed decision on election day.

In the coming months, ALPA will once again launch the Vote, Then Fly website to help pilots, friends, and family ensure that they have real-time voter information on candidates and ballots for November 3. The site will provide up-to-the-minute voter information and updates on presidential and Senate and House candidates on



the ballot in each state. State-by-state early/absentee voting information, including deadlines and ballot availability/return information, is available to assist those who plan to vote early or absentee this November.

In addition, Vote, Then Fly identifies the Association's most supportive champions in Congress. Based on votes, letters, and other public displays of support, ALPA is recognizing its top supporters with the tag "Pilot Partisan" and showcasing the Members of Congress who prioritize the safety and security of the airline industry and the livelihood of pilots and the future of

the profession.

Vote, Then Fly doesn't endorse any candidate. It provides information to pilots and the public on who's running for election and how to cast a vote. This year the Association is including a new feature. In addition to the election center, the site will include bills and a vote tracker to highlight how individual Members of Congress voted on legislation important to ALPA.

The Association plans to launch the Vote, Then Fly website before the U.S. national conventions. Stay tuned for more information on how and when to access this helpful tool. 🌐

# A-TEAM AWARD RECIPIENTS

ALPA's A-Team Award recognizes members who have contributed a significant amount of time and energy to grassroots and ALPA-PAC causes. To learn more, visit [www.alpa.org/ateam](http://www.alpa.org/ateam).

## CLASS OF 2020 A-TEAM AWARD RECIPIENTS

Capt. Jason Ambrosi ●●	Delta	F/O Maggie Eickhoff ●●	Delta	F/O Joe Morowitz ●●●	United
F/O Phil Anderson ●●●	United	F/O Jessica Elliott	Delta	Capt. Tom Murphy	United
F/O Cassandra Bernskoetter	FedEx Express	Capt. Reid Emminger ●●●●	Hawaiian	Capt. John Prince	United
Capt. Jim Bigham	JetBlue	F/O Jennifer Fiederer	Delta	Capt. Carlos Rodriguez ●●	United
F/O David Birch ●●	United	Capt. Ali Frohlich	Delta	Capt. Alexis Scarcella	JetBlue
Capt. James Call	United	Capt. Eric Hall ●●	Delta	Capt. Jason Schwerin	Endeavor Air
F/O Brendan Cantwell	Delta	Capt. Andrew Hobin ●●	Alaska	Capt. William Secord	FedEx Express
F/O Gareth Carter ●●	Delta	Capt. J.J. Hughes	JetBlue	F/O Costas Sivyllis ●●	United
F/O Alex Cole	United	Capt. Christian Jimenez ●●	United	Capt. James Talev	Spirit
Capt. Helena Cunningham	Delta	Capt. Steve Lofgren ●●●	United	F/O Laura Theodorson	Delta
Capt. Mark DeJarnette	Delta	Capt. Doug Mattson ●●●	United	Capt. Frank Worthen ●●●●	Hawaiian
F/O Reed Donoghue	Delta	Capt. Eric Metcalf	Envoy Air		

Four-Time Winner ●●●●  
Three-Time Winner ●●●  
Two-Time Winner ●●



# ALPA-PAC

## THE ONE POLITICAL VOICE FOR AIRLINE PILOTS

Visit [www.alpapac.org](http://www.alpapac.org) for more information or to contribute to ALPA-PAC. Our political strength depends on pilots. Now more than ever, we're stronger together.

### ALPA-PAC YEAR IN REVIEW

In 2019, ALPA-PAC had its best year on record. More than 12,800 ALPA members backed the PAC and our pilot-partisan political agenda, contributing more than \$2.4 million to our cause. These funds allow ALPA pilots and staff to build relationships with Members of Congress to educate them on the issues that impact our safety, our security, and our careers.

**12,800**  
ALPA MEMBERS CONTRIBUTED

**\$2.4**  
MILLION

### WHY IT MATTERS

The phrase "now more than ever" gets thrown around a lot when it comes to politics. But today, it's true; our political force has never been more important. Our relationships give us the opportunity to explain how the COVID-19 crisis is impacting airline pilots. In addition to health and safety concerns, we're also stressing payroll security, pilot retention, and the protection of our collective



COVID-19



PAYROLL SECURITY

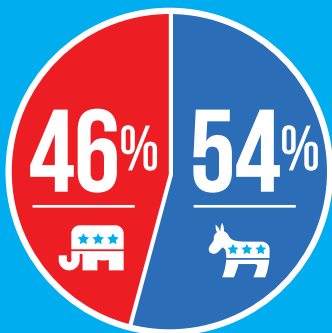


PILOT RETENTION



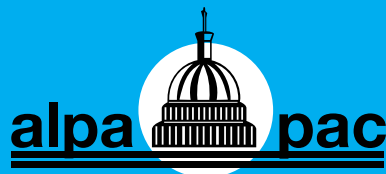
COLLECTIVE BARGAINING

bargaining agreements. We've seen strong support for our priorities, but we know we'll need more help so it's vital that we continue our education efforts.



### WHAT WE DO

ALPA-PAC is pilot-partisan and bipartisan. We talk to both sides of the political aisle. We don't care what letter is next to a candidate's name; we care about whether they support pilots.



## WE NEED TO STAY STRONG

We want to give an immense thank-you to all those who've contributed to ALPA-PAC. We wouldn't have achieved our successes without your generous support. But we're still in the trenches, and we continue to need your help. These are turbulent times for our profession and for the economy as a whole—but if your budget allows you to continue to contribute or to begin to contribute to the PAC, we hope you will.

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](http://www.alpa.org).



# 2019 ALPA-PAC ROLL OF DISTINCTION

## FROM THE PRESIDENT



### BEHNCKE CIRCLE

THE FOLLOWING INDIVIDUALS  
CONTRIBUTED \$1,000 OR MORE  
TO ALPA-PAC IN 2019.



### PRESIDENT'S CIRCLE

THE FOLLOWING INDIVIDUALS  
CONTRIBUTED \$500 TO \$999  
TO ALPA-PAC IN 2019.



### CAPITOL CLUB

THE FOLLOWING INDIVIDUALS  
CONTRIBUTED \$240 TO \$499  
TO ALPA-PAC IN 2019.



### 100 CENTURY CLUB

THE FOLLOWING INDIVIDUALS  
CONTRIBUTED \$100 TO \$239  
TO ALPA-PAC IN 2019.

**T**hank you for your support. These words have taken on a stronger meaning in the past few months.

In last year's *Air Line Pilot* devoted to our pilot-partisan efforts, I talked about the successes in the FAA Reauthorization Act of 2018. The bill was filled with provisions to protect our safety, security, and careers as airline pilots.

In 2019 and through the beginning of 2020, ALPA pushed for the introduction of bills that would eliminate flag-of-convenience airlines, mandate primary barriers on all-cargo aircraft, and harmonize the flight- and duty-time regulations of all Part 121 operations. Up until a few months ago, ALPA's pilot volunteers and professional staff were focused on delivering additional wins for our members.

Everything changed in March. Our advocacy team took to Capitol Hill virtually to protect ALPA members, and we've seen the results. The billions of dollars set aside for air carriers in response to the COVID-19 pandemic can only go out the door if the funds are used to pay the salaries of pilots and other airline employees, and our collective bargaining agreements have been protected throughout the grant and loan process.

But money isn't the only problem we face. As *Air Line Pilot* goes to press, pilots are continuing to test

positive for COVID-19. This is unacceptable and could be fixed if federal regulators like the FAA would require our employers to keep our flight decks clean and sanitized. We are frontline workers, and we should be protected.

We're using all the tools at our disposal to keep our workplace safe, protect our careers, and make sure our industry recovers at the end of this crisis. Our Calls to Action, legislative outreach, and pilot engagement are key to our success. So is ALPA-PAC.

In 2019, our PAC had its best year to date, raising more than \$2.4 million from more than 12,800 U.S. ALPA members. Those contributions help us build pilot-partisan relationships across the political divide, and these relationships are more important now than ever before.

The following pages are filled with the names of ALPA members who've made voluntary contributions of at least \$100 in 2019. Thank you to all our PAC contributors; without you, our political outreach wouldn't be possible.

Sincerely,

**Capt. Joseph G. DePete**  
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M.G. Jones  
P.R. Jones  
S.C. Jones  
L.K. Kearns  
M.B. Keene  
F.M. Kenney  
W.M. Kessler  
K.J. Kilpatrick  
B.R. King  
J.T. Kirkland

S.J. Klein  
R.A. Koons  
K.L. Koshiol  
P.M. Kraft  
J.D. Krason  
W.D. Kurz  
P.L. La Presto  
E.B. Lantz  
R.L. Lehman  
S. Lemos  
D.E. Lervik  
J.R. Leveille  
R.L. Lindvig  
D.A. Lord  
M.A. Lowe  
A.F. Luce  
R.P. Luzynczyk  
B.W. Maloney  
J.D. Mangie  
P.K. Marple  
L.R. Martinez  
C.A. Mason  
S.L. Mayer  
L.W. McCabe  
M.J. McDonnell  
T.P. McMullen  
M.W. Metzger  
T.R. Miller  
K.D. Mills  
F.R. Molnar  
S.K. Monjeau  
M.K. Mont-  
gomery  
C.C. Morton  
R.A. Morus  
T.D. Mullen  
T.D. Muller  
B.A. Murphey  
J.K. Murphey  
R.L. Myrick  
R.J. Nadelberg  
R.R. Neel  
R.D. Nevitt  
J.H. Nichols  
B.D. Niddrie  
R.J. Nolfi  
B.K. Nunnally  
S.P. O'Neal  
R.W. O'Sullivan  
S.W. Oeters  
L.M. Ott  
N.H. Owen  
A.D. Paider  
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J.L. Pinkerton  
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K.M. Powell  
D.G. Pratt  
S.W. Ramsey  
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A.N. Ratfield\*  
L.E. Rehr  
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\* PROJECT WINGMAN  
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K.D. Rush  
J. Sabba  
S.T. Sablesak  
G.M. Salling  
M. Salopek  
B.L. Sanborn  
E.P. Schafhauser  
D.L. Schneider  
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J.M. Sciaroni  
J.D. Shaw  
M. Sheehan  
T.C. Shellenbarger  
B.B. Sherman  
R.K. Silberman  
J.H. Snelling  
E.J. Snowbarger  
F.E. Snyder  
V.S. Souther  
M.J. Spain  
C.J. Spryn  
R.C. Stahl  
C.E. Stephens  
C.B. Stermer  
E.M. Stinson  
P.W. Strople  
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M.E. Taylor  
J.J. Thomas  
E.W. Thompson  
J.A. Tilton  
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N.A. Tornblom  
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D.A. Turnier  
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R.B. Vaughn  
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V.E. Wagoner  
B.G. Wallander  
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T.C. Warren  
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F.G. Wedding  
D.L. Weekley  
G.L. Werking  
T.D. Westling  
J.A. Wheaton  
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W.B. Whitmore  
D.W. Wieland  
J.C. Wiesinger  
T.A. Williams  
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D.W. Wykoff  
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G.H. Doot  
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M.J. Cortese  
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T.W. Butcher  
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M.E. Dreger  
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K.E. Duppler  
A.D. Eckert  
R.W. Eddy  
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D.A. Emery  
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N.C. Evans  
N.V. Evelich  
B. Feeley  
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R.P. Ferguson  
J.K. Fields  
J.L. Fields  
N.A. Filippov  
B.M. Fitch  
B.F. Fitzpatrick  
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R.D. Forbes  
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G.D. Freeman  
J.M. Friend  
R.D. Fuchs  
J.R. Fuentes  
K.D. Gardner  
K.H. Garske  
N.C. Garthus  
D.K. Gasperino  
D.R. Geary  
O.L. Gerbaud  
J.F. Gezik  
M.M. Ghafouri  
B.W. Gillette  
M.S. Gittleman  
B.J. Goad  
K.M. Goetz  
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R.L. Gomez  
D.P. Gordon

D.W. Grabb  
F.J. Greene  
K.A. Greimel  
D.K. Greiner  
J.M. Griffin  
J.A. Grobbin  
K.L. Guilfoyle  
P.L. Gurney  
G. Haba  
N.S. Hacken  
J.C. Hackethorn  
T.D. Hahn  
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J.M. Halverson  
A.A. Haman-Dicko  
T.O. Hansen  
C.N. Hardgrave  
J.W. Harmon  
R.T. Harris  
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G.C. Hartmann  
S.B. Hay  
A.G. Hayes  
S.A. Head  
S.D. Heckard  
C.T. Hein  
D.J. Heires  
T.A. Hensley  
D.J. Heza  
E.A. Higgins  
M.R. Hildebrand  
J.R. Hill  
K.A. Hill  
B.P. Himpelmann  
F. Hinsen  
E.C. Hinshaw  
K.A. Hjerpe  
M.D. Hoffman  
Y.S. Hoffner  
J.M. Hogancamp  
O.F. Hohbach  
D.E. Holliday  
M.E. Hoog  
L.D. Hubacher  
E.D. Hudson  
C.M. Hughes  
R.C. Hughes  
B. Hunt  
D.A. Hurst  
E.J. Ihde  
S. Irvine  
C.G. Jackson  
M.T. Jarocki  
J.K. Jarreau  
T.G. Jenkins  
K.R. Johnson  
M.A. Johnson  
T.M. Johnson  
C.D. Jones  
C.E. Jones  
M.J. Jones  
J.M. Jordan  
P.J. Joyce  
J.D. Juetten  
J. Kacmar  
J.H. Kallen  
R.N. Kallen  
D.S. Kasindi  
J.B. Kasindi  
J.J. Kelley

M.S. Kem  
K.A. Kerns  
D.L. Ketterer  
B.J. King  
E.W. King  
O. Kingman  
T.C. Kisio  
P.C. Kisling  
K.M. Kleinberg  
N. Klok  
G.W. Klopfer  
K.C. Koening  
R.A. Kordek  
T.J. Kuhn  
G.L. Lagerloef  
D.J. Langworthy  
J. LaRosa  
R. Lasater  
M.W. Le Clair  
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J.E. Lehrke  
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A.S. Lewis  
P.L. Lewis  
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K.R. Marty  
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D.J. McGann  
D.P. McGowan  
W.C. McGowan  
B.R. McIntyre  
S.J. McQuaid  
D. McQueen  
S.W. Meal  
C.A. Meneses  
S.D. Merrick  
K.S. Meucci  
E.C. Miller  
L.T. Miller  
M.D. Miller  
T.F. Miller



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K. Moncrieff  
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J.C. Moore  
T.P. Moore  
M.I. Morsy  
H.L. Morton  
A.D. Morton-Adams  
J.R. Moseley  
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S.P. Murry  
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P.K. Nanninga  
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J.A. Neal  
T.D. Nelson  
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C.W. Newman  
S.J. Nichols  
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K.J. Noll  
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J.D. O'Neill  
C.T. Oliver  
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X.G. Palmer  
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K.E. Posey  
M.D. Poskas  
B.D. Powell  
D.A. Preshlock  
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J.A. Quero  
J.I. Raices

F. Rath  
A.F. Raymer  
I.W. Reaves  
H.H. Reigle\*  
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A. Rivero  
J.A. Roberts  
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J.G. Rockwell  
V. Rodrigues  
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R.B. Rosser  
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R.N. Ashton  
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C.L. Brantley  
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B.J. Brinzo  
D.J. Britt  
E.P. Brodhurst  
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M.A. Arroyo  
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D.C. Brown  
D.O. Brown  
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J.J. Burley  
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D.W. Galatioto	A.Z. Higginboth-	J.S. Kasper	M. Loretangeli	J.A. Messina	B.M. Paine	N.A. Robinson	D.B. Stanek
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M.L. Lowe  
J.A. Lux  
K.E. Maehler  
C. Manocchia  
D.B. Martin  
L.A. Mauney  
J.J. May  
M.T. McCort  
B.A. McCue  
B.P. McGill  
J.A. McLaughlin  
S.A. Meggitt  
K.C. Melton  
B.C. Miller  
S.C. Miller  
A.D. Minney  
H.A. Monroe  
B.L. Monshor  
E.P. Moraes  
S. Morris  
J.J. Moyer  
M.L. Murphy  
T. Nave  
E.J. Nixon  
C.L. Norman Sr.  
J.N. Nyberg  
K. Oldham  
J. Omeay  
P. Osteboe  
H.J. Pae  
M.A. Paylor  
M.J. Peters  
P.R. Pinkstaff  
W.J. Posanka  
J.C. Purdy  
L.A. Putzeys  
T.M. Quinby  
J.B. Railsback  
T.D. Randall  
M.R. Richard  
K.J. Richards  
S. Roepke  
J.D. Rogness  
G. Rosenberger  
A.W. Rowland  
F. Russell  
F.M. Ruthling  
C.R. Saunders  
D.A. Schlichting  
S.B. Schwartz  
J. Scilken  
V.J. Sergi  
J.R. Sheairs  
R. Silverman  
R.E. Smith

G.T. Spatig  
C.S. Squillacioti  
M. Stafiej  
J.B. Stark  
R.L. Stenberg  
P. Stevens  
K.T. Strickland  
T.J. Sullivan  
M.B. Sundh  
D.G. Sweden  
L.C. Taylor  
B.A. Tegge  
J. Tegland  
J.K. Tygart  
T.R. Van Deman  
M.S. Van Wieren  
C.J. Vandersys  
R. Vera  
C.J. Villella  
P.A. Villem  
G.G. Vondriska  
J. Walter  
R.A. Watt  
G.F. Watts  
J. Weimer  
J.D. White  
T.F. Wimberly  
D.A. Wojtkowski  
K.L. Woller  
M.T. Woodbury  
R.C. Woods  
D.T. Zehr  
A. Zerafa  
T.C. Zimmer  
J.T. Zuk

**FRONTIER**  
D. Blackmon  
T. Bole  
M. Borozenets  
D.A. Brown  
D.S. Brown  
P.M. Calazans  
B.E. Church  
D.M. Conway  
B. Cornish  
W.R. Dalke  
J.K. Dunlap  
D.V. Elias  
S. Graham  
T.W. Gralak  
J. Hayes  
J.R. Hendry  
J.E. Holmberg  
E.A. Isaacs  
B. Ivison  
H.I. Joseph  
A.A. Jurgeleit  
T.J. Kanski  
B. Ketchum  
S.A. Love  
B.C. Lycett  
A. Manouchehrian  
C. Martin  
M.B. Maxwell  
S.K. McCrary  
S.E. Mullin  
A. Munnis  
C.D. Murray  
E.T. Myrom

S. Patterson  
C.J. Peterson  
M. Pittman  
R.S. Richter  
M.H. Rider  
C. Rish  
W.C. Robinson  
C.M. Ross  
W.M. Rouse  
J. Schierholz  
K. Shockley  
D.V. Stapleton  
I. Stepanek  
D.E. Swanson  
S. Tallberg  
A.D. Yancey

**HAWAIIAN**  
D.B. Antoniuk  
B.J. Battocchio  
G.C. Blanton  
J.F. Bryant  
D.E. Cantor  
C.J. Gill  
T.E. Dau  
A. Feldman  
J.T. Ferandin  
M.K. Gilliland  
K.G. Harris  
O.K. Hoopai  
A. Ilagan  
T.T. Katano  
S.L. Kimura  
A.L. Kinimaka  
K.T. Koshimizu  
R.S. Lee  
S.G. Lee  
C.K. MacDonald  
J.D. McLaren  
F.S. Mendiola  
L.C. Monroid  
R.T. Myint  
J.E. Olson  
B.W. Peacock  
D.W. Rose  
L. Sanchez  
M.S. Scales  
D.W. Sonke  
K.R. Sussel  
R.B. Sweet  
J.M. Takamine  
J.S. Tyau  
S.I. Williams  
K.L. Wohlhueter  
S. Yuh

**JETBLUE**  
B.N. Baldwin  
T.L. Blake  
T.L. Campbell\*  
D.W. Carr  
B.P. Dirlam  
M.C. Durham  
J.A. Ewart  
J.J. Gascoyne  
R.C. Higgins  
J.K. Hinch  
S.W. Johnson  
M.J. McCall  
D.M. Miranda  
D.A. Nowell

C.H. Obertin  
J.S. Palmer  
M.P. Reid  
T.W. Richmond  
C.M. Roderiques  
C.J. Roos  
L.W. Scales  
A.C. Schmidt  
R.C. Sivertson  
J.A. Sult  
J.J. Talley  
S.M. Thom  
K.E. Thomassen  
P.S. Walsh  
B.J. Washuta  
R.M. West  
A.J. Wyand

**MESA**  
J.V. Armstrong  
N.W. Brewton  
J.P. Cordova V  
D.J. Coryell  
C.J. Gill  
D.E. Griebel  
M.J. Hogan  
R.S. Kemp  
C.S. McNeely  
C.H. Megginson  
J.A. Muchowicz  
Y. Niu  
S.L. Oler  
C.L. Schindler  
P. Tamaddon  
A.T. Whittington

**PIEDMONT**  
P.J. Nakhoul

**PSA**  
W.R. Elisha  
C.J. LaCour

**SPIRIT**  
J. Ackerman  
B.B. Bower  
N.D. Butler  
C.A. Cueto  
C.L. DeVries  
P.J. Doroba  
D.E. Fenza  
D.I. Fuller  
J.A. Gemma  
T. Hryniw  
M.R. Hutchings  
J.J. Lucin  
P. Machado  
S.P. McCurry  
J.R. McKay  
A.A. Montoya  
D.L. Morlando  
C.S. Murashige  
J.S. Perin  
C.J. Peterfeso  
B.M. Powell  
K.E. Reilly  
B.J. Ronneburger  
E.D. Rosenthal  
J. Ruark  
S.L. Schofield  
P.J. Shea  
P.W. Slotten

D.G. Sytsema  
J. Tabet  
A.L. Turchioe  
M.P. Wickboldt  
K. Zsolczai  
M.R. Zust

**SUN COUNTRY**  
B.T. Lethert\*  
E.E. Meenk  
B.A. Roseen

**TRANS STATES**  
C.A. Bolivar

**UNITED**  
J.M. Abell  
J.R. Ackerman  
L.R. Adam  
M.S. Adam  
C.S. Adams  
K.J. Adams  
P.J. Adornato  
R.W. Aehlich  
D.G. Aglio  
C.S. Albies  
J. Albright  
J.R. Alexander  
D.A. Allan  
C.S. Allen  
T.C. Allnatt  
J.A. Altieri  
I. Amanullah  
C.M. Andersen  
D.K. Anderson  
D.S. Anderson  
M.S. Anderson  
T.M. Anderson  
P.R. Andersson  
M.J. Ando  
H.O. Andresen  
A.J. Andrews  
W.A. Anonsen  
L.G. Appelbaum  
K.M. Appezato  
C.D. Arana  
A.G. Arcamuzi  
J.W. Archuletta  
J.J. Armstrong  
J.F. Arndt  
C.J. Arnold  
C.J. Arnold  
P.J. Arrington  
P.E. Arter  
D.B. Ashby  
C.C. Athan  
R.W. Ator  
M.L. Auger  
K.J. Aunapu  
K.L. Ave  
R. Avila  
C.A. Axell  
P.P. Axelsen  
S.C. Ayel  
M.F. Aymard  
P.L. Babey  
L.D. Baca  
W. Bachesais  
D.M. Bachler  
T.M. Bacon

+ DECEASED  
\* PROJECT WINGMAN FLIGHT LEAD

P.I. Badaracco	R.B. Brown	J.A. Ciarcia	V.M. Dempsey	D.A. Fitch	M.F. Gruenthal	C.A. Hublar	S.A. Kirsch
W.L. Baer	J.L. Brunette	M.C. Ciccarello	C.S. DeSalle	J.J. Flack	J.R. Guibault	M.S. Hudak	J. Kiyokawa
C.L. Bagby	J.M. Buchanan	J.S. Clark	W.R. DeShazer	J.A. Flickinger	J.E. Guillet	B.H. Huffman	D.H. Klein
C.M. Bahnsen	K.J. Buchar	M.W. Clark	T.T. Diamond	S.D. Flood	S. Guletsky	B.D. Humphreys	E.J. Klein
D.W. Bailey	S.P. Buckley	J.R. Clausen	M.J. DiCicco	L.A. Flynn	W.R. Gum	B.P. Hunnewell	M.J. Kleman
S.S. Bailey	R.D. Buckwalter	D.R. Claxton	J.G. Dickson	E.L. Folsom	D.H. Gustafson	M.T. Hure	G.T. Kling
C.K. Bains	D.J. Burachio	S.D. Claypool	W.E. Dixon	C.W. Forbes	J.M. Haas	K.P. Hurst	D.M. Kloth
N.J. Ballack	S.A. Burgess	S.L. Cloud	D.L. Dobias	M.R. Foster	P.S. Haas	J.H. Hustad	C.C. Klotz
K.A. Balsiger	J.R. Burgwald	B. Cocchiola	R.S. Dols	B.D. Foulds	C.A. Habig	R.R. Ienna	H.D. Klusman
N.L. Barchard	K.D. Burian	E.E. Cogan	R.C. Donahue	J.W. Fox	M.L. Hagen	S.L. Ihde	D.M. Knuteson
G.J. Barnes	L.D. Burke	L.J. Cohen	R.T. Donohue	B.W. Frain	G.V. Hall	J.L. Illing	D.T. Koeth
J.H. Baron	C.J. Burnett	T.G. Coine	S.B. Dorman	J.H. Francis	J.G. Hall	J.D. Inman	A.J. Kons
W.F. Barrett	M.C. Burnham	S.C. Cole	M.T. Doser	P.J. Francisco	P.M. Hamilton	J.T. Irlbeck	G.J. Kons
K.R. Barthel	D.S. Burns	D.R. Coleman	J. Douez	K.M. Franke	E.J. Hannum	M.D. Irvine	C.J. Kopplin
J.L. Bartley	K.A. Burns	D.S. Collister	J.L. Dougherty	J.A. Franklin	O.M. Hansen	P.R. Irwin	J.K. Kost
D.L. Barton	C.W. Burpee	D.O. Colvard	R.C. Drake	R.D. Franklin	P.J. Hansen	L.W. Isabelle	L.T. Kostick
C. Bassett	J.D. Burton	P.G. Conforti	P.G. Draper	R.T. Franklin	J.T. Harbison	D.B. Jachym	P.R. Kosubinsky
B.D. Batson	G.A. Butler	M.K. Conlee	T.A. Drechsler	M.J. Frase	S. Harder	K.D. Jackson	E.H. Krafft
J.C. Battipaglia	M.A. Butler	D.H. Cook	B.G. Dressler	C.M. Freeman	R.P. Hargrove	D.A. Jacobson	R.D. Kramer
J.E. Baum	S.M. Butler	D.L. Cook	J.D. Drexler	J.H. Freeman	D.N. Harling	S.W. Jacobson	V.A. Kranian
J.A. Baumgarten	J.R. Buttars	G.R. Cook	J.W. Driskell	J.S. Freeman	T.H. Harmon	J.M. Jacobson	D.G. Kriegsies
J.H. Beaman	R.R. Butters	C.M. Cooke	J.T. Duke	S.V. Frey	F.P. Harper	M.J. Jaeger	D. Kroushinsky
M.D. Beaver	A.A. Byhre	J.B. Coombs	S.S. Dunipace	M.A. Friedman	A.C. Harris	J.A. Jakubovic	K.B. Krueger
P.L. Beavis	B.E. Cabral	T.M. Cooper	T.L. Durant	M.F. Frische	D.M. Harris	J.J. James	S.A. Kuenzi
W.J. Becker	B.G. Cady	M.J. Corcoran	I.R. Dutton	S.A. Frister	P.P. Harris	C.A. Janni	C.W. Kuhlman
C.R. Beitler	J.M. Cady	T.J. Corcoran	J.R. Duwve	T.E. Frost	R.R. Harrison	L.J. Jarman	D.R. Kuhn
N.P. Bell	R.G. Calderon	D.A. Corsetti	J.A. Eanes	M.S. Furr	R.W. Hart	D.W. Jenkins	S. Kumar
R.W. Below	R.E. Caldieri	W.J. Cosgrove	A.P. Eardley	T.S. Gander	T.A. Hartsfield	G.W. Jenkins	T.W. Kunstorf
R.A. Benda	M.C. Caldwell	L.M. Costa	D.B. Eastman	E.M. Gannon	D.V. Harvey	K.K. Jenner	T.C. Kutschera
A.A. Benedetti	J.M. Caliendo	J.A. Coull	D.W. Eastman	I.I. Garba	B. Haub	K.A. Jennings	G.W. Lair
M.R. Benton	D.D. Callender	J.D. Cousins	J.T. Eberhardt	D. Gately	M.N. Havins	J.L. Jensen	C.S. Landen
P.S. Berman	J.A. Callens	K.R. Cox	W.L. Ebert	S.K. Gates	Z.M. Hayden	D.J. Jimenez	B.A. Landon
A.J. Berry	J.D. Campbell	M.R. Cox	I.D. Edwards	B.R. Gaylord	B.A. Hayes	A.S. Johnson	C.M. Langlais
F.T. Besmer	R.M. Campbell	S.D. Cox	J.P. Egli	P.W. Gee	M.A. Hayes	C.A. Johnson	F.A. Lanning
M.G. Biesecker	C.H. Cannon	C.F. Coyne	F.M. Eissa	A.L. Gentry	P.W. Hayes	L.F. Johnson	M.M. Lansberry
M.J. Bigelow	P.H. Canovas	R.O. Crabbe	J.D. Ellis	T.W. Geraghty	T.D. Hayes	S.K. Johnson	K.M. Lapides
S.M. Biley	T.L. Cantrell	J. Craig	J.J. Ellis	R.L. Gibbs	C.M. Hearn	D.R. Johnston	C.P. Larder
E.S. Billys	N.C. Carbaugh	J.A. Craig	P.E. Emery	L.A. Giertz	S.L. Hebert	A.E. Jones	T.H. Latorre
W.F. Bissett	S.M. Cardone	S.T. Crase	S.R. Encinas	D.A. Giese	R.A. Hebinck	D.C. Jones	D.M. Lawrence
D.A. Black	S.T. Carew	S.J. Crim	J.L. Englert	J.C. Giglio	K.H. Hecht	E.M. Hecht	B.M. Layden
D.T. Blackwell	C.P. Carey	M.D. Crooks	E. Erdal	G.W. Gil	K.J. Heer	T.F. Jones	M.W. Le Roy
S.E. Blighton	E.E. Carey	J.B. Cross	D.G. Erdman	B.E. Giles	R.L. Hefner	A.E. Jorgensen	G.W. Lear
S.E. Blomgren	K.P. Carlin	W.M. Cuchna	B.C. Ermel	K.E. Gillespie	K.A. Helgason	P.R. Judson	M.K. Leavy
D.D. Boal	C.R. Carlson	C.R. Cuellar	M. Estremera	C.R. Gillson	C.J. Henderson	M.P. Julaton	D.J. Lee
M.G. Bockelman	J.A. Carmichael	A.W. Cummings	A.J. Evenhuis	M.E. Gingery	R.K. Henderson	B.R. Kadonoff	S.C. Lee
D.W. Bond	D.G. Carnegie	S.E. Cunningham	M.A. Everist	M.S. Glasser	T.R. Hendrickson	K.W. Kaltenbach	J.E. Leeper
J.M. Bono	S.C. Caron	W.W. Cunningham	B.R. Faford	J.D. Gleitz	T.W. Henning	M.B. Kane	R.M. Lehman
W.J. Borrás	M.B. Carpenter	ham	M.S. Faidley	T.B. Glick	N.P. Heraty	E. Katsompenakis	L.K. Leimer
S.G. Bortel	A.C. Carrigan	M.R. Curti	P.J. Faller	E.A. Goebel	J.M. Heroux	M.T. Keane	M.T. Leinders
J.C. Botts	J.W. Carroll	T.J. D'Angelo	M.A. Falter	G.F. Goepfrich	M.A. Herzfeld	B.A. Keegstra	C.S. Leiseca
P.R. Boucher	L. Carter	J.J. D'Antonio	E.J. Fanello	R.M. Goheen	R.T. Hino	W.F. Hoadley	I.M. Leishman
J.P. Bowen	M.L. Carter	R.A. Daanen	S.P. Farkas	D.A. Goldthorpe	D.A. Hoadley	C.J. Keen	A.P. LeMaire
J.E. Bowman	J.D. Castle	P.A. Dalton	C.S. Fath	J. Goldwasser	D.A. Hobbs	R.C. Keller	A.I. Lenhoff
L.M. Bozliniski	D.B. Castro	B.N. Dana	D.B. Faulk	M.J. Gomez	L.M. Hobek	W.C. Kellis	J.V. Lenihan
P.J. Brandmeier	B.E. Catarra	J.A. Davi	S.I. Feldman	J.A. Gonzalez	S.K. Hoefler	J.J. Kelly	P.M. Lents
D.E. Brandt	S.M. Cates	B.S. Davis	T.R. Feltis	M.G. Goodman	S.H. Hoehner	M.P. Kelly	R.B. Lentz
D.E. Bray	M.E. Caudill	J.E. Davis	C.S. Feneley	R.R. Gordon	D.W. Hoeschle	S.L. Kelly	M.J. LeTellier
S.A. Brazao	J. Cecil	T.M. Davis	K.E. Fennell	M.M. Gosselin	K.W. Hohman	P.M. Kelton	C.E. Leverone
B.J. Brecher	C.J. Cenci	Z.D. Davis	A.F. Fernandes	B.G. Graff	J.A. Holbrook	M.K. Kemp	D.E. Lewis
B.J. Brednich	A.R. Cerbins	A.C. Dawson	E. Fernandez	M.T. Grafton	G.K. Holiday	P.R. Kennedy	J.P. Lewis
J.M. Breedlove	S.R. Cerone	D.M. De Bolt	M.L. Ferrara	R.G. Granley	J.M. Holmes	M.J. Kenney	J.R. Lewis
C.A. Breker	C.B. Chamberlin	C. De Boni	M.K. Ferrari	M.T. Grant	S.L. Holmes	S.P. Kensick	M.D. Lewis
J.C. Brett	B.A. Chambers	R.N. De Cristofaro	W.J. Fetterly	R.W. Grap	R.P. Holmgren	M. Keshishian	J.K. Liles
R.E. Bristol	A.J. Champagne	M.L. De Hart	R.J. Fetzer	G.E. Graves	M.W. Holt	S.M. Kessinger	E.J. Lincoln
D.R. Broderdorf	J.W. Chandler	D.K. De Jonckheere	R.K. Fields	J.A. Gray	J.P. Hombs	M.T. Kiehl	J.A. Lind
T.G. Broderick	R.S. Chandra	M.A. De Vore	S.M. Fieldsend	A.H. Green	T.C. Hooper	W.J. Kilano	E.A. Lindell
M.J. Brooks	J. Chapa	G.S. Dean	G.M. Filippone	B.D. Green	A.J. Horsens	T.A. Kincaid	S.P. Lindemann
D.C. Brown	J.C. Chapman	J.M. DeKing	D.D. Finch	T.P. Grogan	R.L. Howard	S.C. Kinder*	E.A. Linforth
J.R. Brown	J.J. Chapman	C.P. Delaney	B.C. Fink	S.D. Gregg	W.C. Howe	B.D. King	K.J. Linsley
M.A. Brown	A.T. Chen		M.J. Finley	D.A. Greywacz	R.A. Hoyt	M.R. Kirby	M.F. Lo Grande
M.R. Brown	A.S. Chu		R.W. Fischer	R.D. Grimes	C.M. Hoza	E.W. Kirkling	D.J. Logisz



# THE PILOT-PARTISAN AGENDA ROLL OF DISTINCTION 2019

J.M. Long  
J.A. Lopez  
G.M. Lorenzo  
S. Losavio  
K.T. Loughrin  
J.N. Love  
D.P. Lucke  
P.R. Lumsden  
M.B. Luther  
P.D. Luts  
G.J. MacFarquhar  
A.R. Macino  
G.P. Madok  
J.L. Maling  
D.C. Mallari  
K.M. Malone  
R.J. Maloney  
M.C. Maly  
E.W. Mann  
F.P. Manno  
W.A. Manswell  
R.N. Mapel  
E.C. Maraist  
I.M. Marcano  
M.R. Marcinkiewicz  
D.B. Mardis  
R.H. Mark  
D.S. Marotta  
T.L. Marther  
J.W. Martin  
R.F. Martin  
T.J. Martine  
A. Martinez  
E. Martinez  
J.J. Martino  
J.K. Marut  
G.L. Mason  
M.J. Mason  
W.D. Mason  
S.A. Massey  
A.D. Mather  
A. Matziaris  
D.G. Mauldin  
J.F. Maximov  
J.B. Mayer  
K.K. Mayfield  
H.K. Mayo  
P.R. Mazzola  
M.D. McBee  
F.L. McCabe  
R.J. McCall  
R.E. McCartney  
J.R. McCarty  
M.C. McCassey  
R.S. McClelland  
P.R. McConnell  
N.P. McCracken  
M.E. McDonald  
J.G. McElligott  
O.P. McElligott  
J.J. McCalliard  
S. McGough  
G.R. McGowan  
E.M. McGrath  
P.J. McIntosh  
J.R. McIrvine  
J.S. McKenzie  
R. McKeown  
T.J. McLeod

G.L. McQueen  
J.D. McRitchie  
M.J. McSoley  
D.L. McWhorter  
A.A. Meadows  
L. Medrano  
A.M. Mellas  
W.J. Mentink  
J. Mercado  
P.M. Merlack  
A.F. Merone  
M.R. Meschi  
T.M. Messer  
J.H. Mestman  
P.S. Methot  
J.S. Meyer  
R.A. Meyer  
S.D. Meyer  
K.M. Michels  
J.V. Mihalay  
B.D. Miller  
C.H. Miller  
J.T. Miller  
W.T. Miller  
R.J. Mills  
D. Millwood  
R. Milstead  
S.P. Milton  
M.A. Minervini  
D. Mintchell  
D.H. Mitchell  
K.E. Mize  
M. Mooneyham  
G.A. Moore  
J.S. Moore  
T.G. Morey  
L.B. Morgan  
K.J. Morris Jr.  
E.A. Morse  
C.S. Moser  
E.C. Mossberg  
P.J. Mozzetta  
D.M. Mueller  
J.D. Muellner  
D.A. Muir  
S.W. Murphy  
M.L. Murray  
J.C. Mutchler  
B.M. Myers  
M.A. Naumowicz  
J.M. Nesheim  
K.R. Netherton  
L.A. Newcomer  
J.M. Newlands  
C.E. Newton  
S.H. Newton  
M.O. Nichols  
P.B. Nichols  
S.A. Nicholson  
S.W. Nicks  
S.W. Nicolson  
H.T. Nilles  
S.R. Nogueira  
J.K. Norbeck  
R.G. Norris  
K.E. Novak  
O.R. Nuila  
D.W. O'Connor  
C.N. O'Keefe  
K.P. O'Neal  
M.W. O'Neal

E.T. O'Rourke  
R.G. Odneal  
B.D. Olson  
C.G. Olson  
K.C. Opp  
J.M. Oros  
T.P. Ostigaard  
J.C. Palicka  
C.E. Palmer  
G. Panagos  
C.J. Paolucci  
B.D. Pardee  
L.K. Parsons  
J.M. Pascual  
C.G. Pasqualino  
S.P. Patel  
D.E. Paton  
D.F. Patrick  
M.J. Patrick  
D.E. Patterson  
J.A. Payne  
M.N. Pearson  
J.P. Pellegrino  
A. Pena  
D. Peros  
D.M. Perun  
M.T. Peters  
H. Petersen  
K.M. Peterson  
G.D. Petrick  
M.A. Pfaffly  
T.V. Phan  
E.R. Phillips  
G.D. Phillips  
M.T. Phillips  
J.A. Pierce  
J.L. Pierce  
T.D. Pignotti  
W.A. Pirani  
M.C. Pistole  
E.R. Pomales  
R.C. Posey  
G.S. Poulos  
D.J. Powell  
G.N. Proctor  
M.E. Protzeller  
J.V. Przygocki  
J.C. Pugsley  
P.D. Purkey  
G.S. Quick  
P.J. Quigley  
M. Raffino  
J.D. Ragland  
J.G. Raleigh  
D.E. Ramsey  
R.N. Randall  
R.P. Randall  
J.D. Rannie  
A.C. Rasmussen  
J.W. Rathgeb  
M.K. Rathmann  
M.J. Raub  
B.J. Ray  
P.A. Rea  
C.A. Redmon  
R.W. Redmond  
A.N. Reed  
C.R. Reed  
C.W. Reichenbach  
D.R. Reichle

D.A. Reily  
A.D. Rennecker  
W.J. Resnik  
W.L. Ressler  
D.A. Reynolds  
J.G. Reynolds  
C. Reynoso  
J.J. Ribera  
K.S. Rich  
J.W. Rinehart  
M.D. Ringo  
R.E. Ritchie  
M.L. Roberson  
S.A. Robinson  
R.P. Roche  
J.S. Rock  
D. Rodriguez  
J.R. Rodriguez  
K.J. Roedema  
M.T. Rog  
J.A. Romerein  
E.L. Rosenow  
T.B. Rosenthal  
A.A. Ross  
A.D. Ross  
T.P. Rowe  
W.J. Roy  
A.J. Rubbo  
T.C. Rudl  
P.A. Ruegger  
R.J. Ruley  
A.D. Russell  
N.A. Rutberg  
P.H. Ryan  
D.L. Sacoman  
M.A. Saggese  
J.A. Sais  
A.A. Salameh  
B.J. Salinas  
C.A. Sanders  
C.A. Sands  
J.C. Santucci  
D.J. Sarfati  
A.S. Savage  
S.W. Savold  
M.M. Schaefer  
S.A. Schafer  
M.J. Schenk  
S.W. Scheri  
K.J. Schlesinger  
C.P. Schnake  
J.N. Schroeder  
T.L. Schubert  
J.R. Schwab  
J.A. Schwart  
D.W. Scoles  
D.K. Scott  
G.C. Scott  
J.A. Seale  
D.A. Searles  
J.K. Sedin  
M.A. Seest  
M.A. Segaloff  
M.C. Segeren  
P.C. Semian  
D.P. Sewell  
K. Shelom  
Y. Shani  
T.M. Sharkey  
J.M. Shea  
C.J. Sheppard

R.A. Sherlock  
M.J. Shippee  
J.F. Shirtz  
W.R. Shivell  
P.A. Shope  
M.H. Shupp  
T.R. Siebenaler  
M.D. Sienkiewicz  
V.S. Sikora  
J.G. Silvasy  
G.A. Simmons  
K.E. Simmons  
J.T. Simons  
S.P. Simons  
D.T. Simpson  
C.A. Sims  
C.V. Sizemore  
A.J. Skilbred  
G.K. Skoropada  
A.A. Slaney  
M.D. Sloan  
G.S. Slocum  
B.L. Smith  
E.L. Smith  
J.B. Smith  
J.J. Smith  
L.T. Smith  
M.S. Smith  
Q. Smith  
J.M. Smithberg  
A.J. Snieder  
B.E. Snyder  
S.S. Snyder  
Y.I. Sos  
M.E. Souter  
R. Spagnuolo  
D.A. Spalding  
J.W. Spolarich  
J.S. St Clair  
K.E. Stahl  
A.D. Stanton  
J.J. Starr  
T.W. Starr  
A.D. Stavropoulos  
E.T. Stearns  
S.A. Stearns  
S.C. Stebbins  
A.D. Steffanus  
M.P. Steindl  
A.W. Steines  
T.J. Steinruck  
P.P. Stempler  
D.M. Stephens  
G.J. Stewart  
C.S. Stimson  
B.G. Stocker  
F.O. Stoddart  
T.S. Stone  
W.T. Stovall  
W.J. Strauthers  
M. Strittmatter  
E.W. Strotz  
D.L. Stroup  
R.F. Stumpf  
D.F. Sullivan  
R.M. Sultan  
A.K. Swalwell  
S.R. Swena  
B.D. Szekeres  
M.G. Takvorian

D.A. Tank  
A.H. Targosz  
J.M. Tatro  
T.R. Taylor  
W.L. Teaff  
E.R. Temple  
C.D. Tessier  
K.M. Tessier  
M.J. Testa  
B.D. Teubel  
C.B. Tharp  
G.A. Thomas  
G.A. Thomas  
N.D. Thomas  
D.L. Thompson  
J.D. Thompson  
R.W. Thompson  
S.W. Thomson  
T.G. Thomson  
G.R. Thorson  
D.M. Tidler  
A.L. Till  
M.C. Tiltrum  
M.J. Tindall  
A. Tinjar  
J.F. Tischke  
J.A. Titcombe  
G.K. Toole  
D.C. Tornabene  
G.M. Towers  
J.L. Trainor  
R.L. Trinke  
V.R. Trotman  
S.J. Trotta  
D.A. Trotter  
G.S. Turner  
J.D. Tuten  
K.J. Tyburski  
R. Valenzi  
R.S. Van Bebbler  
L.F. Van Beusekom  
J.D. Van Dyne  
J.D. Van Sicken  
A.M. Van Son

T.S. VanderWeyden  
A. Varasteh  
B.S. Vaughan  
E.B. Vaughn Jr.  
S.A. Vaughters  
R.R. Vavra  
K.A. Vedock  
C.W. Venema  
P.D. Verdon  
K.M. Vicars  
C.L. Viers  
H.A. Thomas  
D.W. Villareal  
C.R. Vincent  
K.A. Vineburg  
S.D. Vincent  
M.S. Von Grabill  
M.V. Vratil  
H.A. Wachs  
C.L. Wacker  
M.L. Wagner  
R.P. Wahl  
T.A. Walchli  
S.K. Walden  
D.K. Walker  
W.R. Wallace  
C.R. Wallis  
T.C. Walmsley  
M.L. Walters  
W.J. Walton  
E.M. Wandel  
C.A. Ward  
T.K. Wark  
C.D. Warren  
C.L. Warren  
J.E. Warus  
J.R. Waters  
B.L. Watrous  
L.M. Watts  
P.B. Weber  
S.P. Weiler  
D.M. Weiselberg  
J.A. Welter  
M.E. Wendt  
E.A. Wentz

J.D. Wheeler  
W.B. Wheeler  
J.R. Whitaker  
C.J. White  
J.P. White  
K.K. White  
N.D. White  
S.L. White  
D.P. Whitworth  
M.P. Wickman  
J.G. Wiens  
C.M. Wiggins  
F.A. Williams  
J.B. Williams  
R.D. Williamson  
F.M. Wilmer  
R.B. Wilson  
T.C. Wilson  
D.J. Winquist  
D.L. Winters  
P.B. Wolf  
R.S. Womack  
W.W. Worster  
T.N. Wredberg  
D.C. Wrede  
H.H. Wrench  
G.J. Wright  
B.L. Yoder  
C.D. Young  
J.P. Yoviene  
M.J. Zablocki  
R.M. Zahid  
M.J. Zechman  
N. Zeglen  
A. Zeigler  
C.S. Zellner  
N.C. Zikas  
D.B. Zinda  
P.H. Zumdieck

**FRIENDS OF ALPA**  
S. Bhagwandin  
A.R. Eno  
R. Kenagy  
Z. Mooneyham  
E.M. Philbin



THE FOLLOWING INDIVIDUALS CONTRIBUTED \$100 TO \$239 TO ALPA-PAC IN 2019.

**AIR TRANSPORT INTERNATIONAL**  
T.L. Rogers  
D.T. Ryan  
W.C. Sterling  
N.E. Turgeon

**AIR WISCONSIN**  
R.H. Burgess  
B.C. Franklin  
S.C. Nachod

**ALASKA**  
M.C. Airis

T.J. Aldrich  
J.D. Allard  
M.F. Allmann  
J.A. Archer  
K.C. Arrol  
S.A. Atkins  
J.N. Ballweber  
A.P. Barnych  
S.A. Bass  
B.C. Bauder  
R.D. Benner  
C.H. Blume  
J.D. Boersma  
B.S. Bowden

M.H. Bramlett  
D.L. Brannan  
S.E. Brodersen  
G.L. Bruce  
M.R. Bryant  
A.R. Burrill  
J.W. Burriss  
P.J. Carpenter  
C. Carswell  
R.A. Casey  
D.P. Castronovo

+ DECEASED  
\* PROJECT WINGMAN  
FLIGHT LEAD

M.J. Catherall	E. Misbe	D.K. Wilhelm	C.J. Alem	J.L. Austin	C.W. Beaufort	R.M. Blacklock	C.V. Brancucci
P.L. Caylor	R.G. Moran	J.D. Williams	T.P. Alex	R.W. Austin	S.A. Beauregard	C.A. Blair	B.H. Brandt
S.M. Chabert	A.R. Mosbrucker	R.L. Williamson	D.R. Alexander	D.E. Autry	M.R. Bebo	R.C. Blake	C.W. Branham
T.T. Chang	O.K. Myklebust	T.A. Willroth	D.A. Alfrey	R.L. Averett	B.R. Beck	K.R. Blakely	P.S. Brantuas
S.M. Clements	B.C. Nealy	W.H. Wimsatt	C.N. Alger	M.W. Avila	E.J. Becker	P.M. Blancher	L.J. Brauer
W.J. Collier	B.P. O'Dell*	C.S. Wood	S.D. Allan	J.R. Ayres	D.M. Beckler	A.M. Blankenship	S.U. Braun
L.J. Corley	K. Ong*	D.L. Woodall	F.J. Allen	S.J. Babbitt	P.R. Behrens	N.E. Blankenship	C.C. Bree
N.C. Corsaro	J.J. Owens	R.B. Woodrum	J.E. Allen	M.A. Baber	K.T. Behun	J.J. Bleil	T.M. Breen
K.E. Coville	J.H. Parker	T.C. Yakel	T.W. Allington	M.E. Babroski	G.M. Beisbier	C.D. Blevins	C.Q. Brehob
B.D. Cox	D.R. Patterson	B.D. Yates	N.P. Alm	K.A. Bailey	B.E. Beisheim	S.E. Bliesath	J.H. Breingan
P.J. Cullinane	J.D. Peterson		J.C. Amaya	W.E. Bailey	F.S. Bekker	J.D. Bloemke	T.M. Breum
B.A. Dagnon	M.K. Phillips	<b>COMMUTAIR</b>	P.J. Ament	S.B. Bailey-Schmidt	M.A. Belew	J.S. Blonsick	C.A. Breyer
G.S. Devore	S.W. Pifer		M.K. Amirkhanov	M.J. Bain	J.F. Bell	C.E. Bloodworth	T.A. Bright
B.J. Donaldson	C.A. Pita	<b>COMPASS</b>	J.W. Anacker	P.C. Baird	J.T. Bell	S.E. Bock	D.S. Brill
J.K. Doros	N.B. Plumb		M.M. Anderholm	D.A. Baker	M.C. Bell	E.D. Bodin	M.L. Brink
M.R. Duettra	J.K. Ramey	C.C. Bernardo	K.W. Andersen	G.M. Baker	S.A. Bellia	M.G. Boehle	D.L. Britton
R.A. DuPlain	E.A. Recker	A.W. Boike	A.M. Anderson	R.A. Baker	B.R. Bellitt	C. Boesser	T.T. Brobst
S.W. Edwards	B. Richmond	J.F. Cashion	B.C. Anderson	S.N. Bakhtiar	B.E. Belt	P.E. Boeve	E.M. Brock
E.M. Eknes	J.B. Ricketts	C.S. Forrey	B.D. Anderson	J.M. Balazs	R.Y. Ben-Hanania	R.R. Bogden	S.A. Brodersen
S.A. Ellis	D.A. Riggs	K.C. Gabele	B.H. Anderson	K.E. Balkcum	T.E. Bender	C.J. Bohannon	G.F. Broker
R.M. Elmer	D.M. Riggs	D.M. Grant	B.S. Anderson	R. Ballester	A.D. Benjamin	S.R. Bohlander	M.W. Bromback
T.S. Figenskau	K.N. Rose	B.K. Gray	B.T. Anderson	A.S. Balsone	D.J. Bennett	T.N. Bohman	R.A. Brook
L.C. Freer	A.W. Roufs	C.M. Hagstrom	B.T. Anderson	A.M. Baluch	M.D. Bennett	C.R. Bohn	J.A. Brookes
C.J. Fulbright	J.C. Russ	A.C. Hall	D.J. Anderson	R. Bamisile	M.S. Bennett	A.J. Bol*	C.P. Brooks
G.W. Funk	K.W. Russell	C.W. Hildebrand	D.R. Anderson	M.T. Bandarra	M.B. Benoit	M.A. Bole	D.P. Broome
C.T. Garry	C.D. Ruthruff	S. King	D.R. Anderson	D.J. Banitt	G. Berdini	B.J. Boma	N.J. Brothers
J.P. Geddis	J.S. Sabo	D.P. McIlwain*	H.E. Anderson	J.D. Banker	J.R. Berger	M.S. Bomar	B.S. Brown
M.E. Giese	T.F. Salacka	J.D. Meyers	J.C. Anderson	M.W. Bar	B.K. Bergeron	C.E. Bond	C.S. Brown
D.S. Glastetter	C.S. Sandor	I. Morin	J.K. Anderson	F.E. Barajas	T.F. Bergfalk	J.E. Bond	C.W. Brown
M. Gofman	T.D. Santino	K.J. Morse	K.B. Anderson	S.E. Barbaza	A.P. Bergner	K.S. Bondy	D.J. Brown
B.S. Good	M.A. Scarano	J.G. Murray	L.J. Anderson	K.A. Barker	R.J. Bergoo	G.J. Bonerb	D.M. Brown
M.G. Gravelle	R.J. Scavotto	A.J. Nakonieczny	L.K. Anderson	A.R. Barlow	C.A. Bergrud	A.G. Bonutti	D.R. Brown
A. Gugiu	M.L. Scheller	M.L. Nelson	M.C. Anderson	W.A. Barlow	J.R. Bergstrom	S.M. Borg	F.D. Brown
J.R. Haldeman	C.W. Schiemer	R.C. Nicholson	R.S. Anderson	M.T. Barnard	A.J. Bernard	C.L. Borowski	G.C. Brown
A.L. Hale	R.A. Schleiger	J.M. Patterson	T.E. Anderson	D.J. Barnes	F.H. Bernard	J.T. Borsenberger	J.T. Brown
S.J. Hebert	R.W. Schober	L.E. Quiat	T.R. Anderson	M.N. Barnes	A.J. Bernstein	J.D. Bos	M.D. Brown
D.J. Hingst	K.M. Scholz	S.A. Sauers	T.W. Anderson	R.L. Barnett	B.A. Bernstein	M.P. Boschert	M.E. Brown
M.L. Hingst	J.C. Schultheis	T.J. Schubbe	W.M. Anderson	N.D. Barney	E.D. Bernstein	S.E. Bosecker	M.T. Brown
K.M. Holman	F.F. Scott	K.L. Shier	D.E. Anding	V.P. Barnhart	V.P. Berrett	M.A. Bost	S.M. Brownell
R.M. Hood	G.R. Scott	R.K. Silberman	C.L. Andreini	C.H. Barr	K.B. Berry	G.A. Bostrom	J.L. Brummett
D.L. Hoyt	S.T. Seim	J. Sokol	A.C. Andren	J.C. Barr	K.C. Berry	J.L. Bosworth	M.J. Brunelle
M.A. Hubbard	D.N. Simon	T.E. Vanden Berg*	J.N. Ang	K.R. Barr	B.S. Beske	R.S. Bosworth	S.H. Bruning
T.F. Hubble	C.A. Smith	J.P. Walden	G.R. Annis	S.J. Barr	D.S. Beslin	K.M. Boudreau	J.P. Bruun-Anderson
C.A. Isakson	M.A. Smith	M.M. Wild	C.D. Anthony	Z.J. Barrett	B.A. Best	C.J. Bouffard	G.R. Bruyn
B.J. Jacobson	P.G. Smith		D.S. Anthony	C.J. Barronton	K. Bettencourt	B.C. Boughton	R.H. Bryant
A.C. Johnson	J.M. Stahly	<b>DELTA</b>	T.C. Anzion	S.J. Barry	K.S. Betts	B.A. Boulware	T. Bryson
W.C. Johnson	D.S. Stai		J.J. Apking	J.W. Barsness	A.N. Beuch	J.L. Bouvet	K.A. Buchberger
R.D. Jones	S.A. Stewart	B.H. Abbott	E. Aponte	D.A. Basden	A.K. Bhatia	J.A. Bowe	K.A. Buchberger
N.B. Kandarian	M.S. Sullivan	C.M. Abbott	P.W. Arbizzani	E.L. Bashakes	C.D. Biby	B.B. Bowen	B.F. Buck
B.C. Kenney	J.R. Sutherlin	R.R. Aberle	J.L. Arce-Larreta	G.A. Bashkoff	T.L. Bickford	J.H. Bowen	J.A. Buckley
R.L. Kleiger	D.C. Tallman	T.J. Aberle	D.M. Archbold	J.C. Basilone	R.H. Bicknell	A.M. Bowler	B.M. Bucksman
K.D. Kupers	D.T. Tarleton	S.K. Abery	I.G. Archibald	J.E. Bass	D.R. Biddiscombe	K.P. Bowler	R.B. Buehler
S.S. La Mascus	A.B. Taylor	J.R. Abing	L. Archibald	K.L. Bass	D.N. Biggs	J.M. Bowman	S.M. Buehler
T.A. Lannoye	G.S. Thompson	D.P. Abraham	M.L. Argir	D. Bates	J.F. Billhorn	R.L. Bowman	H.H. Bunchman
J.J. Larson	J.D. Thompson	S.L. Abramovich	M.A. Armstrong	T.J. Bates	B.J. Billington	B.V. Boyd	R.M. Burgon
A.J. Laudon	D.M. Timidaiski	R.N. Ackland	M.B. Armstrong	T.R. Bathke	B.C. Bird	T.B. Boyd	D.L. Burke
D.M. Lawrence	M.S. Acosta	M.S. Acosta	N.L. Arneson	S.W. Bauer	E.A. Birkland	J.A. Boydston	J.B. Burke
B.H. Lee	A.M. Adams	A.M. Adams	T.A. Arnold	A.M. Baumann	D.H. Bishop	R.W. Birdwell	B.J. Burkhardt
J.P. Lenney	A.W. Adams	A.W. Adams	B.R. Arrington	B.D. Baumann	J.M. Bishop	E.A. Birkland	S.C. Burns
A.R. Lindsey	T.L. Adkins	T.L. Adkins	J.W. Arsenault	A.J. Baumgartner	L.W. Bishop	D.H. Bishop	R.H. Burnside
J.D. Lisk	H.D. Agherbi	H.D. Agherbi	K.L. Ash	S.E. Bauserman	K.R. Bissell	J.M. Bishop	J.P. Burrell
R.P. Loffelmacher	D.S. Ahluwalla	D.S. Ahluwalla	B.C. Ashley	A.C. Bautista	E.R. Biter	A.R. Brabson	C.A. Burris
F.J. Love	O.A. Ahuactzin	O.A. Ahuactzin	J.A. Asunmaa	A.T. Baydala	G.J. Bitter	M.W. Bracken	M.S. Burris
T.F. Lyon	P.M. Aiesi	P.M. Aiesi	K.M. Asunmaa	D.R. Beach	A.S. Bean	J.P. Bradford	D.E. Burton
D.D. Magnusson	C.D. Aiken	C.D. Aiken	I.A. Ati	K.R. Beahan	R.E. Bearden	A.R. Bradley	M.C. Burton
P.A. Majer	K.S. Ajdaharian	K.S. Ajdaharian	R.J. Atkinson	A.S. Bean	D.J. Beardley	M.D. Bradley	M.K. Busch
S.A. Markowski	J.M. Akers	J.M. Akers	G.J. Alario	R.E. Bearden	C.E. Bizot	C.B. Brady	B.D. Bush
N.S. McQuillen	G.J. Alario	G.J. Alario	K.A. Albury	D.J. Beardley	M.S. Bizzaro	D.S. Brady	T.D. Busha
J.W. Mikkelson	K.A. Albury	K.A. Albury	J.A. Alcorn	J.C. Beattie	S.W. Black	R.M. Brady	D.E. Busse
J.J. Mikos	J.A. Alcorn	J.A. Alcorn	S.W. Aldrich	B.A. Beaudoin	J.G. Blackburn	M.D. Bragg	R.V. Butkovich
D.J. Mildes	M.E. Whitesell	S.W. Aldrich			W.C. Blackburn	P.J. Bramall	



# THE PILOT-PARTISAN AGENDA ROLL OF DISTINCTION 2019

C.A. Butler  
J.V. Butler  
M.T. Butterworth  
T.M. Byers  
T.S. Byers  
W.L. Byers  
W.R. Byrd  
R.C. Byrum  
G.A. Bywater  
M.J. Bzeih  
C.F. Calamoneri  
C.A. Caldwell  
Z.D. Caldwell  
T.H. Calgaro  
S.L. Calkins  
W.C. Callahan  
S.B. Calvert  
M.K. Cameron  
J. Cammarota  
A.J. Campbell  
J.S. Campbell  
S.G. Canfield  
J.H. Cannan  
L.M. Cannon  
R.A. Cannon  
D.W. Cantrell  
K.J. Cantrell  
S.A. Cantrell  
J.M. Capper  
J.R. Cardarelle  
R.L. Cardwell  
J.A. Carey  
T.R. Cargill  
M.L. Carlile  
B.C. Carlson  
J.D. Carlton  
J.L. Carman  
M.L. Carson  
S.T. Carson  
B.G. Cartwright  
M.R. Caruso  
J.F. Carvajal  
A.P. Case  
L.W. Case  
R.B. Case  
A.T. Casey  
E.J. Casey  
B.M. Cason  
J.S. Castle  
M.P. Catalano  
D.R. Catlett  
C.C. Caughell  
D.M. Caulfield  
J.S. Cavalier  
M.A. Cave  
T.S. Cavill  
M.R. Cervantes  
D.J. Chaffee  
S.P. Chambers  
J.M. Chan  
B.D. Chapman  
M.A. Chapman  
R.A. Chappell  
M.E. Charles  
G.I. Chavarria  
E.C. Chavez  
R.M. Cherico  
B.M. Cherialis  
P.K. Chesek  
R. Chesnut  
B.S. Chesson

M.J. Chester  
N. Chey  
D. Chiericoni  
C.G. Childers  
R.L. Childs  
R.J. Chinnock  
J.H. Christ  
A.E. Christian  
J.A. Christiansen  
M.A. Christley  
M.D. Christopher  
K.P. Chudy  
A.D. Church  
M.D. Ciabattini  
D.S. Ciappolino  
A.R. Cicheskia  
A. Cimos  
A.W. Ciulla  
B.D. Clark  
C.J. Clark  
G.L. Crane  
P.O. Clarke  
M.J. Clary  
J.S. Clayton  
M.E. Clayton  
B.F. Clementi  
E.J. Cleveringa  
R.C. Clifford  
W.L. Clouton  
F.A. Cloutier  
J.S. Cobb  
B.W. Cochran  
M.P. Cocumelli  
M.D. Coddington  
M.J. Coffey  
D.M. Cohan  
G.F. Coker  
D.J. Colbacchini  
C.E. Cole  
D.R. Cole  
E.E. Cole  
M.W. Cole  
J.C. Coleman  
R.A. Coleman  
C.E. Colletti  
C.R. Collier  
P.W. Colligan  
M.G. Colling  
P.R. Collins  
H.L. Colon  
B.C. Colson  
J.P. Colwell  
J.L. Combs  
A.W. Comella  
V.M. Compagno  
D.D. Conlan  
R.W. Conn  
C.E. Connell  
P.A. Connelly  
M.P. Connor  
A.C. Conwell  
D.R. Cook  
J.P. Cook  
T.B. Cook  
B.M. Cooley  
M.D. Coombs  
J.M. Cooper  
R.J. Coopman  
K.E. Copley  
R.D. Copley  
C.L. Copping

B.W. Cordill  
J. Cormier  
J.B. Cortney  
T.B. Cosgrove  
J.N. Costas  
L.A. Cotney  
M.A. Cotton  
F.D. Cotts  
Z.F. Counts  
E.J. Court  
D.E. Cowan  
M.A. Cowan  
C.D. Cox  
C.J. Cox  
J.A. Coyle  
N.S. Coyle  
C.P. Cozzi  
D. Craig  
M.A. Craine  
J.D. Crane  
J.L. Crane  
G.F. Craven  
C.B. Crocker  
E.C. Cronk  
L.T. Cross  
B.L. Crow  
M.A. Crowley  
E.A. Croyle  
J.L. Crumley  
J.A. Crutchfield  
L.P. Cuisot  
S.A. Cullop  
S.B. Culver  
S.W. Culver  
P.C. Cumming  
J.P. Cummins  
S.M. Cunningham  
M.F. Curland  
C.W. Curry  
D.R. Curtenius  
D.W. Cutrell  
D.A. Czarnik  
C.T. Czerwinski  
R.A. Coleman  
M.J. Daigh  
J.M. Daigle  
C.R. Dalton  
J.F. Daly  
J.R. Daly  
P.J. Daly  
D. Dames  
R.E. Danforth  
T.A. Dankenbring  
M.S. Dann  
M.B. Dantone  
V.G. Daravingas  
M.E. Dark  
J.K. Darrow  
J.H. Daub  
K.L. Daugherty  
V.W. Daugherty  
R.E. Dauk  
C.A. Daum  
C.M. Davis  
E.D. Davis  
J.J. Davis  
M.R. Davis  
N. Davis  
P.T. Davis  
L.M. Dawley  
J.C. Dawson  
J.R. Day

S.B. De Boer  
D.J. De Graw  
D.M. De Hoogh  
H. De Oliveira  
S.C. De Pew  
S.H. Deadrack  
R.S. Deal  
C.J. Deao  
D.K. Dearlove  
J.J. Deblock  
B.N. Decker  
R.L. DeGroot  
D.D. DeLorenzo  
L.D. DeLong  
P.J. Demeter  
D.K. Deming  
C.P. Demosthenous  
S.F. Dempsey  
B.A. Denham  
M.E. Denison  
D.M. Denning  
D.T. Dennis  
S.P. Derda  
P.A. Despotovic  
D.R. Detherage  
B.J. Deutsch  
C.M. Deutsch  
B.L. DeVoss  
D.S. DeYoung  
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  
J.B. Diezma  
J.M. DiFidi  
M.A. Digges  
N.J. DiGuido  
K.R. Dillon  
N.R. Dillon  
G.S. Dishart  
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  
R.M. Domenick  
W.A. Domke  
R.B. Donaldson  
S.L. Donaldson  
M.J. Donat  
G.R. Donato  
B.J. Donnellan  
G.T. Donohue  
R.A. Doolin  
B.P. Doolittle  
A.F. Dopp  
J.A. Dopson  
P.J. Dorais  
P.S. Doughty  
W.M. Downs

R.S. Doyle  
S.W. Doyle  
P.N. Drenkow  
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D.L. Drexler  
D.A. Driggs  
J. Driscoll  
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W.N. Drury  
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R.D. Duffie  
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V. Duong  
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M.K. Eggers  
J.K. Egly  
C.J. Ehlers  
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D.C. Elert  
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J.W. Eller  
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D.H. Ellis  
J.A. Ellis  
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S.J. Emmons  
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L.F. Englebrecht  
M.S. Englebrecht  
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B.E. Erban  
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S.D. Erickson  
S.L. Erickson  
T.M. Erlandsen  
A.G. Erwin  
R.J. Eslan  
N.M. Estoup  
J.T. Etheridge  
W.H. Etter  
P.R. Eustis  
D.E. Evans  
D.E. Evans  
J.H. Evans  
M.R. Evans  
B.A. Ewasko  
C.C. Fabricius  
P.J. Fahrion  
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D.B. Fallon  
R.C. Fallon  
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S.D. Farish  
M.D. Farkas  
B.W. Farmer  
J.S. Farmer  
L.P. Farrell  
P.A. Farrell  
R.T. Farrell  
R.B. Farren  
T.R. Fast  
J.A. Fatakia  
S.E. Faulk  
L.B. Fay  
D.P. Fechner  
M.S. Fedor  
R.J. Feinauer  
M.C. Fejfar  
M.T. Fenimore  
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J.W. Fergus  
B.M. Ferguson  
C. Ferguson  
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J.D. Ferrin  
S.R. Fiechtner  
S.H. Fielder  
D.C. Fields  
B.D. Fienen  
E.C. Finch  
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J.K. Fink  
P.J. Finley  
M.B. Finn  
D.M. Firestone  
M.J. Fischer

G.E. Fisher  
J.E. Fisher  
J.F. Fisher  
L.J. Fisher  
R.A. Fisher  
D.G. Fitzgerald  
J.P. Fitzgerald  
C.T. Fitzhugh  
T.P. Fitzpatrick  
J.M. Fitzsimmons  
P.J. Flanagan  
T.M. Flannery  
S.L. Fletcher  
S. Floco  
S.P. Floersch  
C.N. Flolo  
N.M. Flores  
R.K. Flowers  
J.R. Floyd  
M.C. Flynn  
J.E. Fogarty  
T.J. Fogarty  
H.M. Foley  
J.D. Foley  
S.A. Foley  
S. Fongeaillaz  
N.S. Fooks  
B.R. Ford  
C.D. Ford  
J.W. Ford  
E.C. Forsgard  
J.E. Forst  
J.C. Fosberg  
J.A. Foster  
J.M. Foster  
K.M. Foster  
R.Q. Foster  
D.W. Fowler  
J.C. Fox  
B.W. Farmer  
J.C. Fralish  
B.T. France  
G.R. Frandsen  
N.S. Frank  
K.R. Franke  
M.E. Franks  
J.J. Franz  
D.C. Frary  
S.A. Frazier  
J.A. Frazier  
S.R. Frazier  
K.D. Frederick  
C.M. Freeman  
K.J. Freeman  
P.L. Freese  
M.R. Fenwick  
J.W. Fergus  
B.M. Ferguson  
C. Ferguson  
D.N. Ferrell  
J.D. Ferrin  
S.R. Fiechtner  
S.H. Fielder  
D.C. Fields  
B.D. Fienen  
E.C. Finch  
B.T. Fingarson  
J.K. Fink  
P.J. Finley  
M.B. Finn  
D.M. Firestone  
M.J. Fischer

J.D. Furr  
E.A. Fussle  
T.L. Gable  
M.L. Gajeski  
C.R. Galardo  
J.A. Galayda  
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S.P. Gallagher  
T.M. Gallagher  
K.J. Galli  
F.S. Gallup  
R.W. Gallup  
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E.T. Gameng  
T.D. Gannett  
J.F. Gannon  
D.R. Gantt  
M.D. Gapinski  
J.P. Garbitelli  
A.I. Garcia  
F. Garcia  
J. Garcia  
K.A. 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  
D. Gaughan  
R.M. Gearhart  
J.S. Geating  
B.D. Geisler  
B.M. George  
D.C. George  
D.R. George  
J.J. George  
T.J. George  
C.A. Gerber  
M.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  
M.D. Gieraltowski  
A. Gilbert  
C.J. Gilbert  
K.A. Gilbert  
M.R. Gilchrist  
M.T. Giles  
R.D. Gill  
J.P. Gillen  
K.R. Gilliland  
R.G. Giordano  
D.M. Girardot  
T.M. Gleeson  
D.K. Glenday

+ DECEASED  
\* PROJECT WINGMAN  
FLIGHT LEAD



M.J. Glenister	D.M. Gutierrez	N.M. Harvey	D.W. Higgins	D.M. Huey	S.C. Jensen	S.E. Keefer	B.A. Kolb
J.M. Glenn	J.A. Guttin	N.F. Haseman	M.K. Higgins	H.D. Huey	K.J. Jerndt	E.M. Keithley	A.C. Kontz
M.G. Glenn	J.J. Guzzetti	M.L. Haskins	M.R. Hiipakka	A.L. Huffman	G.C. Jernigan	P.M. Kell	S.A. Koosman
T.D. Godfrey	K.R. Haas	N. Hassani	A.W. Hill	C.L. Huffman	J.D. Jessup	J.W. Kellogg	J. Kosteniuk
J.O. Godwin	C.G. Habbick	M.A. Hatem	J.H. Hill	D.S. Huffstetler	D.R. Jeter	B.D. Kelly	B.D. Kelly
J.C. Goff	W.B. Hackett	C.S. Hatfield	J.H. Hill	M.R. Hughes	J.G. Joern	G.E. Kelly	G.E. Kelly
C.M. Gohlke	M.A. Hafemann	B.R. Hathaway	J.K. Hill	B.C. Humphrey	E.O. Johannsson	K.D. Kelly	K.D. Kelly
V.E. Goins	S.D. Hagan	L.A. Hattaway	J.L. Hill	E.S. Hung	A.E. Johnson	P.N. Kelly	P.N. Kelly
G.W. Gokey	E.M. Hagman	R.F. Hawk	P.K. Hill	J.B. Hunt	B.L. Johnson	D.A. Kemper	D.A. Kemper
B.A. Golata	T.P. Hagman	R.M. Hawk	T.D. Hill	J.L. Hunt	D.D. Johnson	C.A. Kennedy	C.A. Kennedy
D.A. Goldstein	T.S. Hahn	J.P. Hawke	W.W. Hill	G.D. Hurley	D.R. Johnson	J.R. Kennedy	J.R. Kennedy
S.R. Golich	J.W. Hailey	C.E. Hawkes	T. Himley	K.M. Hurst	J.B. Johnson	T.V. Keohane	T.V. Keohane
S.C. Golis	M.C. Haizlip	K.P. Hawkins	J.Z. Hinson	S.D. Husted	J.J. Johnson	J.J. Kerekos	J.J. Kerekos
M.E. Gongol	S.D. Halbrook	K.E. Hay	P.J. Hinton	Z.K. Hutcherson	J.R. Johnson	L.F. Kerian	L.F. Kerian
T.B. Gonzalez	D.L. Hale	R.J. Hay	M.S. Hintze	R.W. Hutchins	K.B. Johnson	M.G. Kerkhove	M.G. Kerkhove
G.M. Goodhand	W.A. Haley	B.M. Hayes	T.M. Hinz	D.W. Hutchinson	M.A. Johnson	S.J. Kerr	S.J. Kerr
D.M. Goodley	D.C. Hall	D.N. Hayes	J.Z. Hitchcock	T.S. Hutchinson	M.C. Johnson	T.G. Ketterer	T.G. Ketterer
K.R. Goodwin	K.L. Hall	K.B. Hayes	C.R. Hitpas	H.E. Hutchison	M.G. Johnson	S. Khan	S. Khan
M.D. Goodwin	K.M. Hall	M.T. Hayes	A.M. Hittie	T.J. Huxel	M.W. Johnson	S.A. Khan	S.A. Khan
S.C. Gorden	R.L. Hall	D.A. Haynie	J.L. Hitzges	M.H. Hwang	N.A. Johnson	H.E. Kicera	H.E. Kicera
D.C. Gordon	W.S. Haller	R.L. Hayward	B.C. Hixon	R.T. Hyatt	N.D. Johnson	C.W. Kidd	C.W. Kidd
J.J. Gorny	R.J. Halley	B.E. Hazel	J.P. Hoar	J.J. Iannaccone	P.K. Johnson	R.L. Kienle	R.L. Kienle
C.C. Gosch	C.V. Halli	T.P. Healy	M.A. Hobel	W.T. Ice	R.A. Johnson	L.A. Kildron	L.A. Kildron
G.W. Goss	J.P. Halligan	S. Heanue	G.H. Hock	N. Igarashi	R.P. Johnson	J.L. Killen	J.L. Killen
W.A. Goss	R.R. Halligan	T.M. Heatherman	T.O. Hocking	T.S. Imrich	S.A. Johnson	S.A. Kilmer	S.A. Kilmer
B.J. Goszkowicz	P.D. Hallin	P.G. Hebert	M.W. Hodge	J.D. Ing	S.C. Johnson	K.R. Kilpatrick	K.R. Kilpatrick
G.W. Grable	E.L. Halquist	D.A. Hecht	J.P. Hodges	M.W. Innerbichler	S.M. Johnson	N.R. Kim	N.R. Kim
D.J. Gradwohl	J.E. Halverson	R.M. Hecht	N.E. Hoefler	J.J. Iovine	B.W. Jones	D.M. Kimball	D.M. Kimball
J.H. Grady	I.M. Hamlyn	E.W. Heckler	B.K. Hoeg	A.A. Ireland	C.A. Jones	G.R. Kimmel	G.R. Kimmel
J.L. Grady	K.M. Hammis	L.G. Heckman	P.L. Hoekenga	D.G. Ireland	D.M. Jones	M.A. Kimutis	M.A. Kimutis
B.V. Graham	B.G. Hammond	J.P. Hedrick	D.J. Hoffman	J.J. Isaacson	D.R. Jones	C.J. King	C.J. King
R.R. Graham	R.A. Hammond	W.G. Hedstrom	K.R. Hohorst	L.E. Isakson	J.D. Jones	J.C. King	J.C. King
M.M. Graney	R.T. Hammonds	J.T. Hegstrom	M.A. Hoke	D. Israelite	J.P. Jones	J.D. King	J.D. King
L.J. Grant	D.L. Hamrock	D.C. Heiden	P.G. Holaren	S.M. Israels	L.D. Jones	J.G. King	J.G. King
D.P. Gray	B.D. Hancock	R.R. Heidorn	C.M. Holland	A.J. Itin	L.M. Jones	J.P. King	J.P. King
R.P. Gray	F.W. Hancock	M.E. Heikkinen	K.P. Holland	E.W. Jackman	M.S. Jones	J.S. King	J.S. King
M.A. Green	D.A. Handy	B.P. Heil	M.C. Hollingsworth	R.S. Jackman	M.S. Jones	T. King	T. King
P.F. Green	M.T. Handy	J.S. Heilborn	I.J. Holloman	A.L. Jackson	T.D. Jones	K.R. Kingsley	K.R. Kingsley
K.M. Greene	I.A. Haney	K.T. Heine	P.G. Holmes	C.A. Jackson	W.S. Jones	C.L. Kinney	C.L. Kinney
S.J. Greenwald	M.J. Hanifen	F.E. Heist	J.E. Holovich	P.G. Jackson	B.L. Jordan	B.L. Kinney	B.L. Kinney
S.A. Greer	A.B. Hankins	M.B. Hellier	M.J. Holt	C.J. Jackson	N.R. Jordan	C.J. Kintz	C.J. Kintz
R.C. Greeson	T.J. Hanley	C.J. Hemmer	M.J. Holt	D.E. Jackson	P.W. Josephson	K.R. Kirby	K.R. Kirby
A.C. Gregory	J.W. Hannan	S.A. Hemmingson	M.E. Holzer	D.J. Jackson	D.A. Jossart	E.E. Kirkham	E.E. Kirkham
D.J. Gregory	M.M. Hannon	J.A. Hoogland	T.A. Hoogland	D.K. Jackson	R.P. Joyce*	D.W. Kirkland	D.W. Kirkland
K.D. Gregory	J.K. Hanohano	G.W. Hooper	G.W. Hooper	M.A. Jackson	S.B. Jucknies	G.D. Kirkland	G.D. Kirkland
L.M. Gregory	T.J. Hanschke	J.D. Hooper	M.R. Hopgood	A.W. Jacobs	C.D. Juergens	J.T. Kirvan	J.T. Kirvan
S.M. Greilach	J.B. Hansen	N.W. Hopkins	N.W. Hopkins	F.J. Jacobsen	J.J. Juhola	D.A. Kissoon	D.A. Kissoon
M.L. Greissing	P.W. Hansen	K.E. Jacobsen	K.E. Jacobsen	G.D. Jacobsen	H.T. Julliard	R.W. Kivette	R.W. Kivette
F.S. Griffin	E.T. Hanson	K.W. Jacobsen	K.W. Jacobsen	K.E. Jacobsen	A. Kahn	E.D. Klepper	E.D. Klepper
S.M. Griffin	J.L. Harber	M.G. Jacobsen	M.G. Jacobsen	K.W. Jacobsen	S.H. Kale	C.J. Kliethermes	C.J. Kliethermes
S.P. Griffith	C.T. Harlin	D.E. Jacobson	D.E. Jacobson	M.G. Jacobson	A.J. Kamataris	A.J. Klimowicz	A.J. Klimowicz
K.W. Griffiths	L.D. Harman	M.D. Jacobson	M.D. Jacobson	D.E. Jacobson	J.M. Kamuf	D.W. Kline	D.W. Kline
B.D. Grill	P.J. Harney	T.L. Jacobson	T.L. Jacobson	M.D. Jacobson	J.C. Kane	M.S. Klingenberg	M.S. Klingenberg
J.R. Grill	D.M. Harper	S.L. Jadback	S.L. Jadback	M.D. Jacobson	M.J. Kane	B.K. Klinger	B.K. Klinger
M.E. Grimm	D.W. Harper	R.J. Jaeckel	R.J. Jaeckel	T.L. Jacobson	Z.T. Kane	E.J. Klopfenstein	E.J. Klopfenstein
R.A. Groot	B.J. Harrigan	R.B. Jaeger	R.B. Jaeger	S.L. Jaddock	R.J. Kanive	M.D. Knabe	M.D. Knabe
J.W. Groover	B.S. Harris	A.C. Jaffe	A.C. Jaffe	R.B. Jaeger	J.D. Kantola	D.A. Knapp	D.A. Knapp
D.C. Gross	J.D. Harris	A.C. Jager	J.L. Jager	A.C. Jaffe	R.A. Kanzinger	B.J. Kniert	B.J. Kniert
J.R. Grotjohn	J.L. Harris	J.M. Jakubowski	J.M. Jakubowski	J.L. Jager	D.K. Kaplafka	W.C. Knott	W.C. Knott
C.A. Grove	L.K. Harris	D.S. Jameson	D.S. Jameson	J.M. Jager	R.W. Kargel	R.W. Knox	R.W. Knox
J.S. Grushkin	M.E. Harris	J.K. Janisch	J.K. Janisch	D.S. Jameson	A.K. Kasallis	S.E. Knudsen	S.E. Knudsen
W.G. Guenther	M.P. Harris	G.A. Jans	G.A. Jans	J.K. Janisch	A.L. Kassel	T.A. Knudsen	T.A. Knudsen
C.E. Guerrero	D.C. Harrison	J.A. Janka	J.A. Janka	J.A. Janka	C.A. Kastelein	T.R. Knutson	T.R. Knutson
A.J. Guffey	J.D. Harrison	G.A. Jans	G.A. Jans	G.A. Jans	D.R. Kato	J.M. Kobitz	J.M. Kobitz
K.J. Guilfoyle	J.C. Hart	P.G. Janyska	P.G. Janyska	P.G. Janyska	B.S. Kaufmann	W.F. Koch	W.F. Koch
D.P. Gullickson	S.C. Hart	W.A. Jaramillo	W.A. Jaramillo	W.A. Jaramillo	J.J. Kauza	J.R. Koegel	J.R. Koegel
J.S. Gulliver	M.W. Hartenstine	T.R. Jarman	T.R. Jarman	T.R. Jarman	M.D. Kavanagh	B.A. Koehn	B.A. Koehn
G.J. Gumpel	J.M. Hartinger	M.R. Jarrett	M.R. Jarrett	M.R. Jarrett	M.F. Kazzie	J.T. Kohler	J.T. Kohler
D.P. Gunning	W.M. Hartley	G.M. Jarvis	G.M. Jarvis	G.M. Jarvis	J.F. Kealy	R.H. Kohout	R.H. Kohout
S.B. Gurley	C.H. Hartman	M.C. Jeans	M.C. Jeans	M.C. Jeans	P.T. Kearns	M.C. Kolak	M.C. Kolak
R.F. Guthrie	M.R. Hartzel	J.A. Huesmann	J.A. Huesmann	R.W. Jefferis	S.M. Keblaitis	S.R. Kolasinski	S.R. Kolasinski



# THE PILOT-PARTISAN AGENDA ROLL OF DISTINCTION 2019

G.C. Lauth  
E.J. Lavin  
R.B. Lawing  
M.H. Lawless  
D. Lawson  
R.E. Leadens  
J.B. Lee  
J.B. Lee  
S.S. Lee  
W.E. Lee  
C.F. Legawiec  
A.M. Legear  
D.M. Lehenbauer  
R.M. Lehle  
B.A. Leibundguth  
J.D. Leighton  
R.R. Leitzen  
R.J. Lennon  
A.P. Lense  
A.C. Leone  
D.Z. LeTellier  
P.R. Leuschke  
J.J. Levar  
J.L. Leverknight  
M.C. Levitt  
A.V. Lewis  
C.J. Lewis  
C.L. Lewis  
E.C. Lewis  
H.S. Lewis  
P.A. Lewis  
R.C. Lewis  
W.L. Lewis  
J.D. Leyva  
S.R. Lichtwardt  
M.J. Liese  
E.B. Ligocki  
T.L. Ligon  
C.E. Lilya  
S.J. Lindbloom  
B.W. Lindsey  
T.D. Lindsey  
E.T. Linhof  
T.D. Linsky  
A. List  
M.E. List  
J.E. Little  
J.L. Lively  
G.A. Lizardi-Rivera  
R.A. Lloyd  
B.D. Lockhart  
S. Loeffler  
K.L. Loftus  
M.D. Lohmer  
B.F. Lohr  
R.J. Lomelli  
D.W. Lonczak  
J.B. London  
D.A. Long  
J.M. Long  
J.R. Long  
T.E. Long  
M.A. Lora  
D.H. Lord  
J.A. Loria  
K.M. LoRusso  
N.W. Losande  
M.S. Loud  
C.M. Love  
J.S. Lowe

R.G. Lowery  
G.M. Lubenau  
B.W. Lucas  
R.E. Lucas  
A.M. Luciano  
P.E. Lucke  
K.J. Ludwig  
D. Lumpkin  
M.S. Luther  
M.A. Lutman  
M.J. Lutz  
J.J. Luzar  
P.D. Lycan  
S.J. Lyczak  
C.J. Lynch  
M.T. Lynch  
C.S. Lyons  
B.M. Maas  
D.M. MacBay  
R.R. MacIntyre  
D.M. MacKay  
J.H. MacKenzie  
J.D. Maclellan  
R.N. Maddox  
C.S. Mader  
A. Madigan  
S.E. Magann  
G.J. Magee  
M.G. Maguire  
R.W. Maily  
A. Makris  
R. Malagrifa  
R. Maldonado  
C.P. Malherek  
M.D. Mallon  
B.W. Malmanger  
M.J. Maloney  
T.G. Maloof  
R.K. Mammen  
V.M. Mancuso  
E. Maninakis  
S.P. Manley  
A.C. Mann  
J.J. Mann  
S.G. Mannen  
J.R. Mansard  
R.D. Manter  
P.C. Marcini  
J.M. Marcks  
B.M. Marin  
M.A. Marinucci  
C.S. Markert  
R.M. Markley  
R.A. Marqua  
D.G. Marsh  
B.D. Marshall  
K.J. Marshall  
N.C. Marston  
C.A. Marthens  
D.E. Martin  
D.J. Martin  
F.W. Martin  
J.A. Martin  
J.E. Martin  
J.M. Martin  
K.E. Martin  
S.K. Martin  
T.R. Martin  
G.M. Marxen  
P.L. Marxsen  
J.A. Marzell

C.R. Mason  
R.W. Mason  
A.J. Massa  
D.J. Masterson  
M.V. Mastrangelo  
D.F. Matcheck  
P.J. Matera  
M.M. Mathis  
M.R. Mato  
S.R. Matsen  
R.P. Mature  
J.E. Maunz  
G.A. Mavity  
A.G. Maxie  
E.M. Maxton  
C.P. Maxwell  
D.E. Maxwell  
M.D. Maxwell  
W.P. Maxwell  
C.T. May  
D.M. Mayer  
G.B. Mayers  
M.A. Maymon  
D.M. Maynarich  
J.D. Mazer  
S. Mazzola  
J.M. Mazzone  
D.B. McAllister  
B.A. McBrearty  
R.A. McBride  
A.C. McCabe  
R.F. McCallum  
A.P. McCann  
M.C. McCartan  
F.J. McCarthy  
V.P. McCauley  
B.D. McCay  
D.J. McChesney  
C.D. McClellan  
V.M. McClellan  
R.P. McClintock  
K.S. McConaughy  
B.S. McConnell  
S.J. McCormack  
G.J. McCoy  
C.D. McCreight  
T.K. McCrocklin  
M.J. McCullough  
P.R. McCurdy  
D.E. McDonald  
M.C. McDonald  
K.M. McElligott  
J.M. McElravy  
J.R. McGee  
K.P. McGee  
M.R. McGrane  
S.M. McGrath  
B.W. McGregor  
C.R. McIntyre  
K.E. McKay  
J.M. McKee  
M.D. Mckenney  
B.D. McKenzie  
G.M. McKenzie  
K.M. McKinney  
C.S. McLaughlin  
C.M. McLemore  
R.L. McLeod  
J.J. McLeroy  
F.S. McMillan

R.C. McMillian  
B.W. McMillin  
T.P. McMullen  
K.M. McNamara  
B.P. McNamee  
M.V. McNatt  
J.J. McNeerney  
C.E. McNutt  
D.A. McPhee  
J.W. Meachen  
M.K. Meakins  
J. Medina  
I. Meel  
M.S. Mehl  
P.G. Meicke  
L.A. Meitrodt  
L.L. Mendoza  
C.J. Menninger  
A.J. Menoni  
J.F. Mensching  
M.D. Menza  
J.D. Merkel  
B.L. Merritt  
H.C. Merz  
D.W. Messier  
J.N. Messinger  
E.A. Metcalf  
J.D. Metherell  
L. Metz  
J.A. Metzger  
D.E. Meyer  
H.D. Meyer  
R.A. Meyer  
S.B. Meyer  
T.E. Meyer  
M.P. Meylor  
M.J. Michaud  
J.M. Middleton  
P.G. Mikula  
S.E. Milam  
A.J. Miller  
B.C. Miller  
C.B. Miller  
D.A. Miller  
D.R. Miller  
J.V. Miller  
K.J. Miller  
K.L. Miller  
M.D. Miller  
M.T. Miller  
R.D. Miller  
R.D. Miller  
S.T. Miller  
T.S. Miller  
J.M. Millman  
M.R. Mills  
P.J. Mills  
D.R. Millsbaugh  
D.M. Milner  
M.A. Milton  
S.M. Minear  
J.R. Mires  
M.C. Misner  
C.L. Mitchell  
J.M. Mitsuoka  
J.K. Mitzelfelt  
B.A. Miyares  
J.J. Mokalalis  
P.N. Moehle  
M.K. Moeller  
C.D. Moffat

R.K. Mohar  
M.D. Mohlman  
B.R. Molzahn  
S.Y. Mondy  
R.J. Mongillo  
E.J. Montague  
A.C. Monte  
K.S. Montgomery  
J.B. Moore  
J.S. Moore  
R.J. Moore  
S.D. Moore  
S.J. Moore  
T.B. Moore  
P.C. Morales  
C.P. Moran  
L.S. Moran  
C.D. Morcomb  
R.D. Moree  
E.A. Moreno  
J.R. Morgan  
K.J. Morgan  
P.E. Morley  
T.E. Morrill  
B.H. Morris  
G.R. Morris  
I.G. Morris  
N.A. Morris  
J.M. Morrison  
R.D. Morrison  
S.B. Morrison  
G.O. Morton  
J.S. Morton  
R.J. Morton  
R.G. Moczynski  
K.D. Moshinski  
M.S. Moss  
N.A. Motlagh  
T.C. Mottl  
P.A. Mrazik  
G.E. Mueller  
B.W. Muetzel  
D.J. Muhlenberg  
D.A. Muldrow  
J.H. Muller  
M.L. Mulligan  
J.A. Mulvihill  
M.R. Mundy  
S.W. Mungle  
J.S. Murdock  
A.C. Murray  
J.J. Murray  
J.T. Murray  
S.M. Murray  
R.A. Murrell  
M.A. Musick  
D.V. Myers  
H.M. Myers  
J.A. Myers  
R.G. Myers  
B.R. Nadolny  
H.A. Nagorsen  
E.M. Nakich  
E.M. Napier  
A.H. Naran  
C.K. Nary  
M.M. Natale  
T.D. Naugle  
R.H. Navarre  
D.D. Neal  
L.B. Neal

L.C. Nealon  
B.A. Neata  
E.K. Needle  
B.A. Neira  
C.M. NeJaime  
J.P. Nelis  
R.L. Nelke  
B.E. Nelson  
B.M. Nelson  
C.C. Nelson  
J.P. Nelson  
M.S. Nelson  
N.C. Nelson  
N.R. Nelson  
P.T. Nelson  
H.G. Nequette  
J.P. Neumann  
M.J. Neumeyer  
S.F. Nevelos  
P.P. Neveu  
T.J. Newcomb  
G.M. Neyor  
L.D. Nichols  
M.J. Nichols  
M.P. Nichols  
M.W. Nichols  
T.C. Nichols  
R.E. Nickels  
R.N. Nickerson  
J.J. Nicoloff  
B.C. Nicolosi  
P.K. Nielsen  
J.D. Nisbet  
M.R. Nolan  
C.C. Nolen  
P.F. Nolen  
T.D. Norman  
A.M. Norris  
C.D. Norris  
D.A. Norris  
M.W. Norvell  
B.R. Norwood  
K.T. Norwood  
N.L. Nuckolls  
A.C. Nunez  
J.J. Nunez  
K. Nylund  
J.M. Nypaver  
K.B. O'Connell  
T.M. O'Connor  
M.D. Oates  
B. Oberoi  
G.P. Ochenkoski  
S.E. Odland  
D.C. Odom  
S.R. Odum  
P.H. Oestreich  
C.A. Oja  
P.A. Okin  
D.G. Olbrich  
D.M. Olinski  
B.R. Olmstead  
C.M. Olsen  
D.P. Olsen  
R.T. Olsen  
I.E. Olson  
J.C. Olson  
L.R. Olson  
M.J. Olson  
P.A. Olson  
S.E. Olson

S.L. Onitsuka  
N.R. Onkow  
G.M. Orive  
J.M. Orletski  
W.A. Ormiston  
D.L. Orndoff  
G.L. Orosz  
W.L. Orr  
G.D. Osborn  
J.A. Osborne  
J.S. Osburn  
S.A. Osojnicki  
N.C. Osborn  
C.G. Otto  
J. Ouska  
D.M. Owen  
T.S. Owens  
R.W. Ozenghar  
G.J. Pabst  
P.S. Pace  
T.S. Pack  
T.M. Paczolt  
T.P. Pagano  
J.H. Page  
M.P. Paget  
J.J. Pahler  
J.C. Palen  
J.P. Palsson  
A.Y. Pan  
J.P. Papez  
C.J. Papst  
S. Paquet  
K.T. Park  
M.M. Park  
E.J. Parker  
G.J. Parker  
M.D. Parker  
N.H. Parker  
C.M. Parks  
J.W. Parks  
D.C. Parrish  
D.M. Parrot  
R. Parrotte  
J.T. Parsons  
M.L. Partain  
M.W. Paska  
S.P. Patak  
N.S. Patel  
S.W. Patellos  
J.P. Paterniti  
L.J. Paul  
M.A. Paul  
J.J. Paulson  
J.R. Pauly  
R.E. Peace  
R.W. Pearce  
S.P. Peatross  
G.K. Pechin  
C.B. Peck  
K.R. Peck  
B.D. Pedersen  
C.L. Pedrotti  
T.M. Pehrson  
M.W. Peinsipp  
A.G. Pelc  
T.A. Pelczynski  
B.Z. Peleg  
S.J. Pellegrino  
J.S. Pelt  
M.J. Peltz  
F.S. Pendleton

S.V. Pennell  
S.D. Pennington  
P.R. Perea  
C.M. Perez  
C.N. Perez  
F.A. Perez  
J.A. Perkins  
M.A. Perman  
C.L. Perry  
J.M. Peskar  
M.D. Petak  
J.M. Peters  
B.C. Petersen  
K.S. Petersen  
S.W. Petersheim  
C.M. Peterson  
G.C. Peterson  
J.B. Peterson  
J.C. Peterson  
R.A. Peterson  
V.J. Peterson  
B.R. Petricone  
S.K. Petroski  
L.A. Petruccio  
T.J. Pettinger  
G.R. Pheasant  
A.R. Phillips  
I.D. Phillips  
J.C. Phillips  
M.A. Phillips  
J.C. Pick  
E.C. Pickens  
C.A. Pickett  
J.K. Pieper  
D.H. Pierce  
T.D. Piercefield  
A.C. Pierson  
D.J. Pietruszewski  
A.C. Pifer  
G.A. Pihl  
C.M. Pillsbury  
S.J. Pinchak  
J.M. Pinkelton  
J.A. Pinkepank  
H.S. Pinyan  
J.M. Piribek  
D.S. Pittman  
N.A. Place  
C.D. Planer  
M.S. Plasterer  
R.D. Plugge  
R.M. Plumeau  
A.M. Plummer  
J.P. Poche  
P.S. Pocock  
E.J. Pogodzinski  
C.I. Polizzi  
J.L. Pollard  
J.E. Pollock  
J.H. Polo  
G.V. Pool  
J.T. Popovich  
A.J. Porta  
A.L. Porter  
T.D. Porter  
M.A. Postema  
S.H. Potter  
C.B. Poulson

+ DECEASED  
\* PROJECT WINGMAN  
FLIGHT LEAD

J.W. Poulter	M.A. Renner	W.J. Ross	J.J. Schloeder	A.B. Shenkman	T.C. Smithwick	A.H. Stone	A. Tharaldsen
K.M. Powell	R.S. Rennie	A.A. Rossano	J.R. Schlosser	R.M. Shepherd	A.D. Smitley	S.C. Stone	J.B. Theisz
S.M. Powell	J.J. Rentschlar	C.A. Rossi	C.C. Schluckebier	D.L. Sherman	A.N. Smyrnios	D.W. Stoor	N.S. Therien
W.L. Powell	J.P. Restaino	C.L. Rossing	R.L. Roth	M. Sherman	T.S. Smyth	K.A. Storey	W.K. Thibault
S.D. Press	K.E. Rexon	R.L. Roth	J.D. Schlup	R.E. Shettler	T.W. Snider	W.M. Stowe	G.A. Thiel
J.L. Prest	W.E. Rexon	S.L. Roth	K.D. Schmidt	J.J. Shields	C.D. Snyder	R.R. Strand	J.E. Thiele
J.J. Prestigia-	T.B. Rezac	R.E. Rotramel	C.P. Schmoll	E.H. Shiembob	S.A. Sodergren	S.C. Strandburg	B.D. Thoen
como	C.J. Rezotko	N.W. Rought	K.M. Schnaible	H.E. Shinn	F. Solano	M.J. Strasberg	A.M. Thomas
R.A. Pretsch	E. Rhudy	S.C. Routier	B.J. Schneider	C.H. Shirar	N. Solari	C.A. Strauch	D.G. Thomas
M.L. Preysz	D.R. Ricci	C.S. Rowan	J.F. Schneider	R.A. Shirk	L.A. Solberg	C.C. Strauss	P.B. Thomas
C.E. Price	D.M. Rice	D.J. Rowe	M.E. Schneider	C.J. Shirley	S.A. Solberg	G.G. Streit	C.M. Thompson
D.J. Prince	L.W. Rice	E.B. Rowe	J.H. Schrader	K.O. Shockley	T.A. Soli	E.M. Strohacker	D.M. Thompson
J.M. Proctor	T.J. Rice	J.N. Rowett	M.A. Schreiner	M.A. Shone	R.A. Solik	J.Z. Stukavec	G.A. Thompson
S.T. Proffitt	C.D. Richard	C.G. Rowley	J.M. Schriever	A.C. Shoup	M.R. Solomon	G.R. Strong	J.A. Thompson
J.P. Prokopovich	J.L. Richards	C.B. Roy	M.J. Schult	B.J. Showman	S.M. Soltis	B.S. Strutin	J.D. Thompson
B.M. Provinsky	B.D. Richardson	M.J. Rozborski	R.R. Schultz	T.J. Shriner	J.P. Sorensen	R.L. Studt	J.J. Thompson
B.P. Provost	E.G. Richardson	P.M. Rozek	P.C. Schulz	A.B. Shropshire	K.K. Sorensen	J.K. Stukavec	J.R. Thompson
S.A. Provost	J.W. Richardson	K.P. Ruane	D.A. Schunk	K.W. Shular	T.R. Sorensen	T.A. Sturm	M.P. Thompson
G.C. Psaros	S.D. Richter	J.K. Rubin	B.M. Schurig	J.S. Shull	C.B. Sorenson	H. Suda	R.L. Thompson
M. Pulawski	Z.D. Richter	C.L. Rucker	D.E. Schutzler	M.J. Shupe	C.A. Soriano	K.M. Sugar	T.D. Thompson
J.T. Puro	J.C. Ricker	C.C. Rude	R.E. Schwartz	M.A. Sidlow	J.L. Soricelli	C.M. Sullivan	Z.D. Thompson
E.J. Purtz	R.S. Riddle	M.V. Ruggiero	J.R. Schwarz	S.W. Sikandar	J.J. Soto	M.F. Sullivan	C.B. Thorp
A.G. Pyper	J.D. Ridgeway	P.N. Ruhe	T.D. Schwendeman	E.J. Sikes	R.J. Soto	P.L. Sullivan	M.J. Thrasher
R.D. Quarles	N.P. Riebel	C.G. Ruiz	R.E. Schwerd	C. Silko	S.C. South	R.P. Sullivan	A.R. Thurber
J.T. Quillin	J.G. Riemens-	M. Ruiz	G.A. Skorohod	M.E. Siller	T.A. Souza	D.H. Summers	M.E. Thwaites
C.C. Quinby	Van Laare	J.J. Rupke	M.J. Scrofani	D. Simmonds	C.F. Sovich	F.S. Summers	P.C. Tibbetts
G.J. Quinlan	J.S. Riffle	B.S. Rushing	K.C. Scotland	B.N. Simmons	F. Spagnolli	K.C. Summers	S.C. Tillekeratne
P.J. Raber	T.M. Rigler	B.A. Rusiniak	B.D. Scott	D.W. Simmons	F.C. Spagnuolo	F.P. Sundloff	E.M. Timberlake
G.A. Radun	C.D. Ringlee	A.W. Russell	D.R. Scott	J.B. Simmons	T.L. Spangler	R.L. Surret	M.D. Timbrook
J.S. Railsback	J.A. Riordan	T.R. Russell	D.R. Scott	M.A. Simmons	J.S. Sparks	F.R. Surti	D.W. Tinch
A.D. Rajanen	P. Rivas	G.G. Rutlin	J.P. Scott	J.D. Simms	T.J. Sperbeck	P.J. Svensson	S.P. Tobelmann
C.A. Rakov	C.F. Rivera	S.B. Ryan	R.C. Scott	N.T. Simonds	G.M. Spletstoeser	M.T. Swalm	B.C. Tocco
R.A. Ralston	B.D. Roach	J.P. Rydland	T.L. Scott	R.L. Simpson	R.R. Spodar	B.J. Swanson	R.M. Todd
P. Ramprashad	G.K. Robarts	D.J. Ryno	Z.J. Seanger	R.W. Simpson	J.E. Sprague	E.B. Swanson	P.N. Tomeo
D.R. Randall	S.J. Robb	A.M. Sachs	J.D. Sear	J.F. Singletary	A.R. Springston	R.J. Swanson	C.A. Tomko
B.J. Rasch	R.D. Robbins	J.C. Sadler	A.H. See	J.C. Sinsabaugh	A.C. St. Germain	S.P. Swanson*	D.W. Tomlinson
A.M. Ratliff	R.D. Roberts	G.J. Salazar	K.L. See	N.C. Sites	M.A. St. Denis	S.L. Swantz	S.M. Ton
R.S. Rauk	R.R. Roberts	M.C. Salkowski	A.J. Seeberger	J.P. Sittler	L.A. Staab	D.D. Swarthout	T.M. Tonnesen
D.J. Raun	J.G. Robertson	A.H. Seeratan	A.H. Seeratan	R.M. Skelton	C.L. Stack	A.W. Swartz	D.C. Torbensen
R. Rausa	L.C. Robertson	M.S. Seifert	M.S. Seifert	K.W. Skene	R.A. Stackpoole	S.M. Swartz	J.W. Torgerson
H.M. Rawji	J.F. Robie	M.A. Seifried	M.A. Seifried	G.A. Skonberg	S.A. Stadelman	N.J. Sweeney	R.E. Torn
T.G. Raymer	H.G. Robinson	M.R. Seiler	M.R. Seiler	R.T. Slater	D.E. Stallard	T.R. Sweeney	A.J. Torres
R.W. Raynett	J.D. Robinson	P.A. Selkey	P.A. Selkey	K.R. Slayton	J.S. Sweetser	J.S. Sweetser	M.R. Toth
R.J. Razin	P.D. Robinson	T.J. Sellen	T.J. Sellen	M.A. Slipstein	R.A. Stamer	J.L. Swenson	M.D. Townsend
W.O. Read	T.E. Robinson	P. Senesourin	P. Senesourin	G.H. Slook	R.B. Standard	M.D. Swift	J.J. Tracey
N.M. Readenour	W. Rocafort	G.A. Senior	G.A. Senior	F.J. Slyfield	C.W. Stansberry	R.C. Switzer	W.C. Trainor
J.R. Reading	J.R. Rocheleau	K.H. Sercel	K.H. Sercel	A. Smark	J.A. Stanton	A. Sylvester	R.P. Trapaga
W.D. Records	J.W. Rock	M.L. Sexton	M.L. Sexton	J.H. Smetzer	K.P. Stapleton	B.H. Szymanski	A.S. Treon
J.L. Redilla	M. Rockey	J.C. Shaak	J.C. Shaak	A.R. Smith	W.T. Stapleton	L.M. Tabenken	J.E. Trim
J.M. Reed	A.D. Rodriguez	M.T. Shadle	M.T. Shadle	B.K. Smith	C.E. Staten	S.R. Taglia	J.A. Tringali
S.T. Reed	J.I. Rodriguez	E.A. Shafer	E.A. Shafer	B.M. Smith	A. Stavros	K.R. Tahara*	A.A. Trochez
J.T. Reeman	C.W. Roe	T.D. Sartz	T.D. Sartz	B.S. Smith	P.D. Stavros	E.W. Tatko	W.S. Trogdon
G.J. Reese	J.A. Rogers	C.H. Sassone	C.H. Sassone	C.A. Smith	T.A. Stayer	J.A. Taub	B.F. Troiani
H.H. Reese	J.D. Rogers	M.E. Saul	M.E. Saul	C.A. Smith	E.M. Stegman	A.R. Tavelli	A.L. Trout
D.B. Reeves	T.A. Rogers	E.W. Saunders	E.W. Saunders	C.R. Smith	E.C. Steiger	J.R. Taylor	M.A. Troxell
J.E. Reeves	G.P. Roland	B.P. Savage	B.P. Savage	D.W. Smith	J.L. Stephens	R.F. Taylor	K.S. Troxler
R.K. Regan	S.B. Roman	R.B. Sawyer	R.B. Sawyer	E.R. Smith	J.W. Stephens	R.G. Taylor	B.F. Tschannen
T.D. Regeski	K.H. Roman-	F. Saxon	F. Saxon	E.W. Smith	J.L. Stephenson	T.J. Taylor	P.B. Tschida
J.R. Reichel	Perez	R.D. Scalise	R.D. Scalise	G.D. Smith	C.O. Stern	C.R. Tebbe	A.G. Tsekoun
C.R. Reif	M.J. Romero	N.A. Scally	N.A. Scally	J.C. Smith	B.W. Stevens	K.E. Teel	C. Tsui
W.R. Reif	M.F. Rome-	S.M. Scanlon	S.M. Scanlon	J.D. Smith	T.B. Stevens	A.C. Tefft	M.K. Tucker
C.S. Reifel	ro-Garcia	J.J. Scarpelli	J.J. Scarpelli	J.E. Smith	R.M. Stewart	A.W. Teigen	A.K. Tullis
M.S. Reilly	R.J. Rosales	R.M. Schank	R.M. Schank	J.P. Smith	B.D. Stewart	B. Tenze	G.W. Turner
C.A. Reindl	P.N. Rose	L.E. Schaper	L.E. Schaper	K.W. Smith	B.L. Stewart	L. Terrazas	L.D. Turner
S.T. Reiners	D.A. Rosen	C.C. Schelitzche	C.C. Schelitzche	L.B. Smith	M.F. Stewart	Torres	S.D. Turnwall-
J.M. Renard	D.B. Rosenbar-	B.A. Schellman	B.A. Schellman	D.E. Shaw	A.T. Stobaugh	M.G. Terrell	Schumack
M.F. Renard	ger	R.W. Schier	R.W. Schier	W.M. Shaw	M.A. Stocker	L.A. Tessler	A.R. Turrentine
T.M. Renaud	B.J. Rosenblum	S.R. Schimelp-	S.R. Schimelp-	W.M. Shaw	D.S. Stockton	R.T. Tessnow	K.J. Twining
B.L. Rendini	D.E. Rosene	fening	fening	W.M. Shaw	J.A. Stockwell	G.T. Tetraut	P.R. Tynning
T.J. Rendulich	K.E. Rosengren	C.D. Schirra	C.D. Schirra	J.P. Sheehan	J.D. Stockwell	M.L. Thaler	C.M. Ubelhor
B.C. Renken	G.S. Ross	D. Schlegel	D. Schlegel	J.L. Shelton	C.A. Stokes	K.L. Thannisch	N. Uchal
	J.F. Ross						



# THE PILOT-PARTISAN AGENDA ROLL OF DISTINCTION 2019

A.D. Uhan  
R.B. Ullery  
C.A. Ulmer  
B.B. Unck  
G.R. Underhill  
B.H. Underwood  
A.D. Unertl  
E.F. Unger  
O.C. Unger  
J.J. Urban  
D.J. Ureda  
C.B. Utas  
S. Vaezi  
M.J. Vaisvil  
B.B. Valecruz  
J.J. Valente  
J.G. Valvano  
W.R. Van Horne  
J.G. Van Hoven  
J.H. Van Huffel  
T.J. Van Nevel  
D.P. Van Patten  
C.M. Vanchure  
R.H. VanDam  
R.E. Vandiver  
E.L. VanDonkelaar  
E.L. Vanlandingham  
K. Vanscoy  
T.C. VanSlyck  
B.P. Vauclin  
D.R. Veeneman  
S.T. Veith  
T.W. Velasco  
A.M. Venable  
J.A. Venable  
R.J. Verner  
M.R. Veronie  
J.A. Verser  
S.J. Vester  
S.Y. Vetek  
B.L. Vetter  
D.J. Vetter  
M.H. Viana  
K.L. Vieten  
G.O. Vilaridi  
S.R. Vincent  
B.R. Vining  
W.R. Virata  
A.J. Vivinetto  
A.M. Vliet  
J.N. Vocca  
E.F. Von Ibsch  
K.M. Von Kaenel  
J.S. Vrsek  
J.M. Vrtis  
D.S. Waduge  
C.J. Wagner  
C.J. Wagner  
E.H. Wagner  
J.J. Wagner  
K.E. Wagner  
M.J. Wagner  
T.A. Wagner  
L.T. Waite  
S.G. Waite  
J.A. Wakefield  
B.M. Walborn  
D.B. Waldman  
C.S. Waldmann

S.D. Waldron  
D.M. Walker  
J.M. Walker  
M.L. Walker  
N.M. Walker  
W.E. Walker  
K.R. Walkosz  
A.R. Wall  
G.P. Walsh  
W.F. Walsh  
A.M. Walter  
I.T. Walters  
W.L. Walters  
K.A. Wanner  
C.M. Waples  
J.B. Ward  
J.R. Ward  
T.R. Ward  
A.S. Wargo  
K.S. Warm  
T.W. Warren  
N.R. Warrick  
J.W. Warstler  
R.B. Wartman  
R.A. Waterston  
B.D. Watkins  
G.S. Watkins  
J.A. Watson  
J.K. Watson  
D.M. Watt  
B.E. Watts  
M.R. Watts  
J.A. Weatherman  
Y.M. Weaver  
G.D. Webb  
G.P. Webb  
M.P. Webb  
G.J. Weber  
P.C. Weber  
R.J. Weber  
S.L. Weber  
J.R. Webster  
G.R. Weddick  
C.G. Weemhoff  
R.A. Wegner  
E.Q. Wehrman  
M.E. Weinkrantz  
S.B. Weiss  
J.M. Wellons  
M.J. Welsch  
B.A. Wentz  
J.A. Wentzel  
B.J. Werhan  
C.W. Werner  
R.A. Wesolowski  
I.K. West  
J.M. West  
J.P. Westbrooks  
J.S. Whalen  
D.J. Wheeler  
M.C. Wheeler  
T.W. Wheeler  
J. Whereatt  
B.D. White  
C.M. White  
D.L. White  
K.W. White  
M.W. White  
S.G. White  
T.N. White  
W.D. White

W.E. Whitnell  
F.L. Whittington  
T.G. Whittles  
T.A. Whitty  
C.M. Whitworth  
M.G. Whyte  
A.R. Wickes  
B.K. Wiemeyer  
S.W. Wilczynski  
J. Wild  
P.D. Wilder  
G.W. Wildermuth  
A.W. Wiley  
S.F. Wiley  
C.T. Wilkinson  
J.C. Wilkinson  
J.W. Wilkinson  
M.D. Wilkinson  
W.L. Wilkinson  
M.T. Willey  
B.K. Williams  
D.L. Williams  
D.M. Williams  
J.R. Williams  
K.A. Williams  
S.G. Williams  
T.J. Williams  
D.R. Williamson  
B.N. Willing  
C.R. Willson  
E.T. Wilmot  
A.D. Wilson  
C.C. Wilson  
C.M. Wilson  
D.J. Wilson  
J.L. Wilson  
J.M. Wilson  
P.M. Wilson  
A.M. Wilton  
J.J. Wilwert  
D.C. Wines  
K.D. Winkler  
L.H. Winward  
H.M. Wisdom  
R.J. Wisniewski  
P.A. Withered  
J.R. Wittber  
B.D. Wittke  
M.A. Wodishek  
L.A. Wolf  
J.A. Wolfgang  
B.P. Wolke  
E.D. Wood  
K.M. Woodard  
W.A. Woodcock  
O.L. Woodland  
M.E. Woosley  
P.C. Working  
M.W. Worling  
D.A. Worst  
B.J. Worthington  
D.A. Wray  
D.A. Wright  
K.J. Wright  
K.R. Wright  
L.B. Wright  
J.B. Wuebben  
H.J. Wullschlegler  
B.C. Wyrzykowski  
B.S. Yager  
R. Yagur

T. Yamamoto  
N.P. Yarolimek  
E.J. Yoast  
S.L. Yokes  
B.R. Yosfan  
J.W. Yost  
M.N. Yost  
C.S. Young  
D.L. Young  
G.S. Young  
W.T. Young  
M.F. Youngquist  
A. Zahedi  
G.T. Zahn  
M.S. Zahniser  
C. Zapata  
E.P. Zarembo  
T.C. Zarnowski  
C.G. Zayac  
W.D. Zendner  
J.R. Zerbo  
D.P. Ziegler  
P.S. Zielinski  
S.E. Zilla  
D.E. Zimmerman  
S.M. Zimmerman  
M.J. Zimniewicz  
J.S. Zucker  
E.J. Zumbunnen  
J.G. Zuppan  
J.C. Zurales  
B.A. Zwicker

### ENDEAVOR AIR

A.J. Albrecht  
W.L. Anderson  
H.E. Arcamuzi  
C.E. Bates  
R.W. Benedetti  
R.L. Berger  
J.M. Bizzell  
J.A. Bruzgis  
B.W. Burkemper  
H.W. Christie  
C.T. Coughlan  
B. Cowell  
S.K. Dahlager  
T.A. Dalicandro  
E. Davis  
D.L. Drexler  
E.M. Graham  
M.A. Hammer  
S.J. Harris  
R.P. Hartman  
M.E. James  
N.E. James\*  
M.T. Johnston  
S.E. Kammerman  
K.L. Knisely  
D.J. Krieger  
P.M. Kucharski  
G.E. Lee  
R.K. Logan  
M.A. Lorenz  
B.K. Matarrese  
R.M. Mills  
M.J. Monaghan  
J.S. Mutart  
A.V. Nevrekar  
K.T. Nixon  
E.J. Norberg

G.A. O'Connor  
B.J. Palmer-Jackson  
R.M. Piechotte  
S.G. Robinson  
C.J. Rust  
T.N. Schmidt  
T.A. Scott  
D.L. Sprague  
A.J. Stoebling  
L. Thrysoe  
L.K. Venberg  
C.G. Wheeler

### ENVOY AIR

F.A. Alvarez  
P.G. Belobrajdic  
Z.J. Blackburn  
N.R. Chapo  
F.A. De Filippo  
K.S. Doo  
A.C. Dossett  
J. Eppard  
C.N. Faith  
J.A. Fierro  
W.B. Fryzel  
K.C. Gilkes  
J.D. Hampton  
C.G. Herget  
P.L. Holtkamp  
A.S. Hughes  
P.C. Jennings  
A. Kozyrev  
D.A. Levine  
J.E. Morales-Lube  
N.A. Moritz  
A.C. Rose  
R.A. Russo  
J. Tamayo

### EXPRESSJET

K.C. Clough  
A.B. Dominguez  
M.B. Dunn  
J.T. Famellette  
M. Kupetz  
T.A. McGreer  
D. Oeswein  
R.M. Perryman  
R.T. Quesnel  
S.A. Sherfey  
C.T. Shulak  
S.L. Warner

### FEDEX EXPRESS

G.A. Achors  
C. Adams  
T.J. Agha  
K.L. Ahlstrom  
A.L. Allen  
C. Anastassatos  
C. Anderson  
T.J. Anderson  
P.M. Andress  
W. Arbeiter  
J.R. Arnett  
J.J. Aylward  
L.A. Ballard  
M.L. Ballard  
S. Ballard  
L. Balthazar

A. Bartlett  
H. Baumstark  
D.B. Baysinger  
J.A. Beach  
M.S. Beck  
J.A. Belt  
J.L. Bennett  
B.C. Bernett  
N. Berra  
L.J. Bertus  
D.H. Besecker  
B. Bircherm  
V. Bonasso  
J.G. Bookas  
T. Borowiec  
A. Boykov  
J.M. Brennan  
R. Bright  
D. Brockwell  
P.F. Broda  
B.A. Browning  
G.H. Bruckmeier  
P.F. Buckley  
D.J. Budzinski  
F.W. Burke  
B. Burns  
G.A. Bynum  
K.M. Callahan  
J.E. Cardenas  
E.S. Carl  
C. Carter  
M.E. Casey  
M.L. Castillo  
R.F. Caulk  
R.H. Chandler  
R.A. Chapa  
G.D. Chase  
C.L. Chenoweth  
T.D. Christ  
S.A. Cline  
D.L. Colwell  
L.M. Cooper  
C.A. Covic  
A.D. Coward  
D.S. Craig  
M.P. Cruff  
A. Crum  
J.L. Culver  
J.J. Daronco  
T.J. Deau  
H. Debruhl  
D.T. deGavre  
E.D. Dertien  
J.A. Di Janni  
J.T. Dimsdale  
M.C. Domeyer  
E.A. Donat  
S. Donovan  
J. Dorchak  
W.S. Dorman  
D.R. Dorsey  
G.E. Duncan  
G.D. Dunne  
A.J. Dziki  
P.A. Eagle  
M.T. Earnest  
J.A. Eck  
K.R. Eissler  
S. Emswiler  
P.W. Erickson  
M. Evans

J.M. Koontz  
D.R. Kroc  
L.S. Laine  
M.A. Land  
D.L. Landis  
J.W. Lawson  
M. Leavitt  
P.R. Lenz  
T. Lipscomb  
G.E. Livaditis  
C.D. Lowery  
K.W. Lukens  
R.P. Lundquist  
C. Luplow  
C.J. Lutat  
P. Madden  
K.A. Mahoney-Littell  
M.S. Marino  
R.A. Matthews  
A.J. Mattos  
N.M. Maurer  
W. May  
D.K. Mayes  
F.P. Mazzone  
S.A. McCabe  
W.C. McCann  
U.R. McClendall  
D.E. McGourin  
G.A. McGuire  
K. McMillin  
P.C. Meagher  
P. Meehan  
T. Melton  
D.J. Mendez  
T.N. Merrell  
R. Michaud  
P. Micou  
L.A. Miller  
L.R. Milsap  
J.R. Mitchell  
W.R. Mitts  
J.D. Mock  
R.P. Moe  
R. Monju  
S.P. Moraes  
C.J. Moran  
K.R. Moran  
J.S. Morgan  
J.B. Morrison  
J.D. Morton  
E.A. Mulert  
R.J. Mulholland  
P.M. Mullen  
D.T. Nanney  
D.W. Nell  
M.J. Nelson  
E.G. O'Brien  
P.M. O'Dair  
S. O'Leary  
B. O'Rourke  
J.D. Oliver  
N.A. Oliver  
J.L. Olliges  
K.M. Olsen  
R.H. Olson  
R.D. Oppedal  
J.E. Paul  
T.M. Payton

\* DECEASED  
PROJECT WINGMAN  
FLIGHT LEAD

B.J. Perry  
J.F. Perry  
M.F. Phelps  
H.G. Pilcher  
W.R. Pope  
D.J. Powell  
G.W. Powell  
J.M. Quirk  
M. Rackley  
A. Radtke  
R.L. Ransom  
K. Ray  
T. Rentz  
D.G. Risch  
B.R. Rosko  
T.M. Royston  
G.J. Ryan  
R. Salazar  
R. Salvador  
D.R. Sampson  
W.T. Schild  
T. Schmidtko  
T. Schoeneberger  
J.M. Seabold  
E.O. Sears  
J.H. Shaw  
M.B. Shideler  
K.W. Shields  
R.E. Shiver  
J.D. Siminski  
G.L. Simmeth  
B.K. Simmons  
D. Slipko  
B.J. Smith  
S. Smith  
D.E. Snyder  
M.A. Steger  
J.S. Stephens  
K.A. Stokes  
B.A. Storo  
G.S. Stow  
D.A. Strandberg  
T.E. Stroud  
D.S. Swiatkowski  
J. Tavyrtzky  
D.A. Taylor  
W.J. Tetlow  
W.G. Tew  
R.H. Tilp  
W.P. Tompkins  
H.F. Treffeisen  
D. Trudeau  
D.L. Underhill  
D.S. Ulrich  
J. Vaskovich  
M.B. Vaughan  
P.P. Vu  
M.G. Wade  
J.P. Wahleithner  
V. Walker  
B.P. Warcup  
L. Washington  
H.E. Waters  
T. Weckerling  
E.M. Weingram  
D.G. Wells  
M.L. Wells  
A.P. Wember  
W. West  
D.M. Whittemore  
D. Wigginton

P.D. Wilkerson  
A. Williams  
D.H. Williams  
L.B. Wood  
J. Woods  
E.T. Yee  
R.M. Zesbaugh

#### FRONTIER

F.R. Adajania  
A.L. Alt  
N.S. Ashment  
A.G. Bailey  
J. Barton  
J. Beaty  
A. Bjorklund  
S.A. Bloemsmma  
R.J. Brennenman  
W.H. Brooks  
D. Bumby  
W. Cavill  
A.W. Chibnik  
E.Y. Clark  
B.R. Critchley  
S.C. Crook  
J.C. Cullum  
S.S. Curtis  
R.D. Dahlberg  
J.S. Decker  
A.C. Dessauer  
J.D. DuVernay  
D. Eastman  
B.C. Eldredge  
T.D. Elenburg  
A.L. Ellsworth  
D.S. Farnam  
B. Fett  
P. Fey  
E.T. Fore  
A.M. Gall  
C.A. Garcini  
J.T. Glasner  
E.W. Greco  
C.M. Greener  
S.E. Guadagni  
D. Guggenheim  
L.K. Gustke  
T. Herrmann  
G.J. Holzinger  
T.J. Hover  
T.R. Irving  
F. Jenkins  
B.M. Jewett  
J.D. Johnston  
D.C. Jordan  
S.P. Kazy  
N.R. Klocke  
J. Kohler  
D.M. Kornberg  
T.S. Koziel  
B.A. Largent  
M.J. Leach  
R.J. LeCouteur  
A. Lefler  
D.S. Ligon  
S. Lohrenz  
T.J. Lymberopoulos  
R. Marques  
T.T. McWilliams  
D. Mezo

R.R. Mohaghegh  
B.A. Montgomery  
M.L. Morningstar  
M.J. Mundt  
B.M. Nold  
L.N. Owens  
M. Parmenter  
K.R. Paul  
J.M. Peters  
B.J. Piche  
M.S. Plummer  
J.C. Pottage  
J. Price  
M.P. Ranspot  
D.P. Richardson  
W.A. Robbins  
M. Romano  
R. Russell  
C.D. Ryan  
S.E. Sandstrom  
K.E. Schiller  
J.M. Schoenleber  
K.A. Sisson  
S. Sparks  
C.M. Sterns  
C.S. Sundquist  
C.B. Tate  
M. Thomas  
H.A. Tovar  
J. Trujillo  
R.W. Turner  
S.C. Turner  
J.L. Tyler  
W.E. Tyler  
S.E. Ulwelling  
J.A. Urbanczuk  
J. Wagner  
J.B. Watkins  
J.R. West  
J.E. Whelan  
D.K. Williams  
M.J. Wright  
J. Wyatt  
C.E. Zebeau  
M. Zielinski  
K.A. Zubrod

#### HAWAIIAN

P.J. Adams  
M.K. Aio  
C.R. Aldrich  
D.S. Allen  
N.K. Allen  
L.E. Anderson  
R.L. Baldwin  
J.B. Barayuga  
J.K. Bartholomew  
I.K. Bouret  
D.S. Brayham  
K.P. Bunten  
R.D. Buskas  
L.W. Chan  
K.W. Chong  
R.T. Chow Hoy  
C.J. Cintron  
M.B. Compton  
A.N. Doles  
M.E. Drake  
A.J. Eckenfels  
L.T. Edel

C.M. Elley  
R.A. Espinosa  
C.R. Eveland  
P. Fata  
B.M. Fields  
K.M. Fujimoto  
H.T. Fukuji  
M.C. Garnett  
J.D. Gunn  
J.L. Hahm  
J.M. Harris  
T.S. Hebert  
T.E. Henderson  
R.D. Hickman  
A.K. Higa  
C.G. Holcomb  
A.H. How  
P.L. Huber  
J.G. Hunter  
S.B. Hunter  
J.T. Jones  
P.J. Kelley  
J.L. Kochi  
K.A. Kolonick  
D.T. Kurihara  
M. Langton  
D.W. Lau  
K.A. Lavik  
J.D. Layaoen  
J.A. Le  
P.J. Lisonbee  
M.J. Lombardi  
J.A. Luksan  
K.S. Martin  
B.G. Masuyama  
K.W. McBride  
P.A. McCarthy  
M.D. Merrill  
I.O. Misaro  
D.L. Moore  
E.P. Mulligan  
S.K. Nagamine  
L.H. Nakabayashi  
G.M. Nakamura  
M.C. Naval\*  
B.R. Nesler  
D.R. Nichols  
T.B. Nicholson  
W.S. Noyes  
N.K. Okasako  
J.K. Paragoso  
L.H. Payne  
E.E. Pearson-Pomerantz  
J.D. Peterson  
J.C. Petrides  
F.B. Pierce  
R.O. Rabanal  
S.S. Rhodes  
B.S. Richardson  
P.M. Rorden  
B.E. Roy  
P.C. Searl  
L.L. Sebastian  
M.W. Sternal  
S.F. Strobel  
R.D. Taintor  
C.E. Taylor  
J.M. Tefan  
P.B. Thigpen  
M.J. Tom

Z.A. Tyler  
D.J. Ushiroda  
J.C. Wade  
K.R. Watson  
B.G. Weeks  
D.B. Werner  
T.R. Wheeler  
D.F. Whitmore  
R.L. Williams  
B.J. Willkie  
R.C. Willoughby  
C.T. Yamashiro  
J.M. Yamashita  
D.T. Yamauchi  
A.K. Zarka

#### JETBLUE

C.M. Abell  
J.K. Adkins  
O. Barak  
J.D. Bassett  
J.D. Burns  
S.J. Callaghan  
R.T. Chapman  
S.R. Chinn  
J.P. Costello  
B.S. Dawson  
C. Di Santo  
E.G. Eckman  
J.C. Evans  
R.P. Fleitz  
A.A. Fleming  
G.A. Frey  
E.T. Heemskerck  
J.C. Hjemvick  
N.C. Hoffmann  
G.J. Howes  
C.J. Huebner  
G. Izzo  
G.K. Jean  
C.J. Kelly  
B.S. Klar  
K.M. Koshlap  
J.L. Malcomb  
E.D. Maniatis  
J.E. Oden  
J.Z. Oldham  
A.L. Ortiz  
P.W. Phillips  
J.L. Pratt  
J. Ramos-Green  
M.B. Riley  
M.A. Sharp  
S.J. Shaw  
W.R. Thompson  
J.W. Traeger  
C.D. Tzitzis  
C.K. Ulmann  
C.E. Vargas  
K.J. Walsh  
J.J. Weitendorf  
K.T. White  
D.L. Wojtanowski  
T.A. Young

#### MESA

C.L. Abruzzese  
P.E. Allred  
P.X. Cabezas  
Cattani  
T.A. Campbell  
L.W. Clark

D.W. Colclasure  
B.F. Collins  
J.R. Emery  
B.K. Gales  
P.L. Ghodeswar  
T.P. Gilleran  
R.G. Gould  
S.T. Grantham  
D.R. Hellstern  
C.J. Hess  
W.J. Knapp  
M. Krajca  
E. Larsen  
W. Leal  
D.P. Leo  
E.J. Mann  
D.D. McCormick  
M.C. Mestre  
M. Mork  
J.S. O'Brien  
R.R. Perez  
W. Porrata-Doria  
A.T. Raihan  
R.E. Redfern  
D.W. Ridener  
T. Russell  
R. Sajib  
S.D. Schomberg  
R.A. Shankman  
A.J. Silva  
R.A. Steck  
S.M. Wallace  
M.L. Whitman  
K.J. Wilson  
G.T. Winter  
J.M. Zola

#### PIEDMONT

R.W. Howe  
A.W. Laskey  
R.B. Shirey Jr.

#### PSA

M.S. Bondur  
M.A. Cippant  
A.J. Dechter  
J. Ebbert  
J.M. Galbraith  
M.A. Howe  
D.E. Johnson  
D.M. Latimer\*  
J.T. Rogers

#### SPIRIT

D.R. Anspach  
S. Arango  
C.G. Bachmann  
J.E. Barnes  
J.C. Baumgardner  
M.S. Berkowitz  
R.P. Bloker  
R.A. Bowland  
P.J. Chamberlain  
K.S. Clifford  
T. Connors  
J.V. Costanza  
D.P. Dedmon  
B.T. Feigt  
H.M. Ferry  
N.A. French  
G.A. Gallego

O.W. Grabb  
C.N. Greenhouse  
G.R. Hale  
R.M. Handwerk  
S. Hatchwell  
P.A. Hill  
E.J. Jarema  
C.T. Johnson  
C.M. Jones  
E.B. Jones  
S.W. Justmann  
B.L. Keeney  
J.W. Kennedy  
D.A. Kenzie  
A.D. Kinnear  
C.J. Kirin  
C.S. Knausenberger  
A.C. Kriewall  
S.A. Larson  
C.B. Lowery  
M.J. Mack  
W.E. McClure  
C.W. McCluham  
N.C. Meier  
C.B. Mencil  
R.S. Myles  
C.C. Nelson  
B.J. Nomann  
M.D. Nowell  
P.A. Olechowski  
J.P. Payne  
J.W. Poczatek  
D. Poletti  
M.J. Rainey  
E.S. Ramig  
W.B. Ransdell  
M.W. Richards  
M.E. Roberts  
D.E. Rosenstein  
M.L. Ruble  
E.M. Sager  
J.G. Sanford  
T.E. Schneider  
R.D. Schooley  
P.E. Shobert  
A.R. Sodano  
R.S. Stanton  
S.J. Stevenson  
J.A. Stratton  
D.E. Tellmann  
W.A. Thomas  
L. Torres  
A.E. Turner  
R.S. Varney  
D.N. Vetter  
T.W. Wheat  
M.E. Wilchcombe  
B.H. Wiley  
R.A. Wolter

#### SUN COUNTRY

D.J. Hicks  
S.P. Larson  
W.M. Outlaw  
L.A. Patterson  
Y.N. Vang

#### TRANS STATES

N.R. Caron  
S.B. Dickerson  
M.A. Kisker

#### UNITED

R. Aaronson  
J.H. Abegg  
T.M. Abendroth  
J.T. Abraham  
M.J. Abrams  
B.D. Acuff  
R.L. Adair  
C.N. Adams  
S.T. Adams  
J.J. Agosta  
W. Ahmad  
D.D. Ahmadpour  
C.J. Ainsworth  
A. Alcazar  
D.S. Aldrich  
C.J. Alesandrini  
P.J. Alfaro  
D.M. Alfonso  
J.S. Algeri  
J.A. Ali  
C.D. Allen  
D.F. Allen  
T.S. Allen  
J.K. Allison  
T.C. Allman  
G.S. Alonge  
D.M. Alsing  
D.E. Altier  
C.M. Amaral  
L.E. Ambrose  
F.J. Ancona  
B.J. Andersen  
C.J. Anderson  
D.R. Anderson  
J.A. Anderson  
J.B. Anderson  
J.H. Anderson  
R.G. Anderson  
S.J. Anderson  
M.D. Andreasen  
M.A. Andrews  
D.M. Anfora  
R.A. Angelo  
E.C. Anonsen  
S.E. Antonacci  
K.F. Aoki  
S.B. Arcamuzi  
M.W. Arensmeyer  
J.J. Ariens  
L.K. Armstrong  
M.C. Armstrong  
R.W. Aronsson  
S.A. Ashton  
M.L. Askew  
C.E. Atherton  
J.J. Atherton  
D.G. Atkinson  
C.M. Augustine  
E.H. Austin  
G.H. Avedikian  
R.E. Avery  
M.D. Babcock  
J.P. Badding  
M.S. Baden  
R.E. Bagley  
D.C. Baker  
E.M. Baker  
J.E. Baker  
S.A. Baker



# THE PILOT-PARTISAN AGENDA ROLL OF DISTINCTION 2019

S.L. Baker  
S.M. Baldwin  
C.P. Bales  
W.A. Bales  
N.C. Balovich  
J.A. Bang  
J.E. Banitt  
C.S. Bannwarth  
D.R. Banwart  
J.S. Barath  
S.J. Barbosa  
D.J. Barker  
J. Barker  
L.M. Barker  
J.R. Barkley  
C.J. Barnes  
C.R. Barnett  
J.A. Baron  
F. Barredo  
P.J. Barrera  
W.G. Barrett  
D.L. Barritt  
C.K. Barry  
C.P. Barsamian  
D.S. Bartholomew  
P.A. Basso  
G.R. Bates  
J.D. Battaile  
R.B. Bautista  
M.A. Baynes  
S.C. Bays  
P.E. Bear  
K.D. Beard  
R.C. Beard  
C.J. Beckman  
P.A. Bedell  
M.S. Beguelin  
C.K. Behnam  
D.B. Belke  
J.A. Bell  
J.L. Bell  
J.W. Bell  
M.L. Bell  
D.V. Bellissimo  
K.D. Beltrano  
R.H. Beltrano  
V.A. Benfatti  
S.I. Bengé  
R.G. Bennett  
C.A. Berdahl  
L.A. Berente  
L.N. Berge  
A.P. Bergmann  
S.M. Berk  
B.A. Berman  
D.A. Bernstein  
A.A. Berrett  
G.J. Bertaina  
M.J. Betelak  
J.W. Betik  
H.S. Bhana  
P.A. Bickelmann  
C.A. Bielanski  
I.P. Biggins  
G.S. Birdee  
D.L. Bishop  
K.W. Blackerby  
B.A. Blind  
R.B. Blom  
S.K. Blomgren

A.J. Blood  
M.J. Blouin  
G.C. Boeckmann  
K.B. Boehle  
D.A. Boehmer  
A.D. Bogen  
B.W. Boggess  
B.K. Bogue  
D.P. Bohnen  
R.T. Bolinger  
N.M. Bollum  
J.K. Boltinghouse  
J.S. Bolz  
S.K. Bonnell  
S.C. Bonnington  
W.R. Bookheimer  
D.L. Boone  
K.W. Borchelt  
E.A. Borne  
B.N. Bossart  
M.A. Boswell  
C.A. Botko  
D.M. Botta  
S.P. Bottoms  
K.M. Bowen  
R.C. Bower  
J.A. Bowling  
J.L. Bowman  
J.R. Boyer  
J.P. Bradley  
K.C. Bradshaw  
B. Bragagnolo  
G.V. Brandenburg  
A.B. Brandsoy  
J.B. Brandt  
B.D. Brant  
S. Brashear  
S.D. Brashear  
A.A. Braun  
M.D. Breckbill  
T.E. Breem  
E.J. Brennan  
J.R. Brennan  
P.A. Brennan  
P.E. Bretz  
Z.A. Bridge  
D.L. Briggs  
D.K. Bright  
B.O. Briller  
F.M. Bringhurst  
M.B. Brinkley  
S.W. Bristow  
N.J. Broussard  
D.D. Browdie  
C.F. Brower  
A. Brown  
A.P. Brown  
D.F. Brown  
E.L. Brown  
G.A. Brown  
G.E. Brown  
K.F. Brown  
L.H. Brown  
M.D. Brown  
P.J. Brown  
C.A. Brownrigg  
J.W. Brucato  
R.J. Brust  
B.C. Bryant

P. Bublewicz  
J.L. Buchanan  
R.O. Buchanan  
D.D. Buckley  
S.L. Buckner  
E.S. Buenviaje  
D.W. Bullard  
R.C. Bunker  
A.S. Buoniconti  
A.J. Burda  
T.M. Burgess  
I.P. Burgoon  
D.B. Burgy  
D.M. Burke  
J.P. Burke  
R.G. Burke  
K.F. Burkhardt  
A.L. Burns  
P.W. Burns  
K.D. Burnstein  
R.A. Busby  
A.L. Bush  
D.M. Bush  
T.D. Bush  
K.L. Bustle  
S.A. Butcher  
M.J. Butorac  
A.J. Byers  
D.N. Byrne  
M.W. Byron  
A.P. Cadden  
D.S. Calder  
J.P. Calderon  
C.D. Caler  
S.R. Call  
J.A. Callaway  
K.K. Calori  
M. Calzetta  
J.E. Cameron  
W.R. Cannon  
J.T. Canny  
F.X. Capano  
M.J. Caradonna  
T.C. Carefoot  
S.C. Carll  
K.A. Carlson  
C.A. Carlton  
T.L. Carpenter  
M.J. Carpino  
A.J. Caruana  
D.A. Cassell  
D.R. Cassella  
J.A. Cassidy  
A.R. Castillo  
L. Castillo  
R.A. Catanach  
G.T. Catarra  
A.C. Cater  
C.C. Cates  
D.H. Caudle  
P.V. Cauthen  
M.D. Chagaris  
S.L. Chamberlin  
M.A. Chambers  
M. Chamlou  
J.F. Champion  
M.G. Champion  
C.E. Charaf  
F.R. Charmfroosh  
G.J. Charriere

K. Chay  
R.A. Chehy  
R.A. Chiapusio  
B. Ching  
J.E. Chipman  
B.N. Christensen  
J. Christian  
M. Christian  
B.D. Chupailo+  
S.M. Chuplis  
B.C. Cinelli  
O.L. Cisneros  
J. Clark  
J.R. Clark  
K.A. Clark  
S.L. Clark  
T.M. Clark  
D.A. Clavey  
C.R. Cleys  
C.R. Clift  
J.C. Clinton  
J.J. Clinton  
A.R. Cluck  
R.J. Cluxton  
K.L. Coakley  
G.W. Coates  
D.W. Cochran  
S.M. Cogar  
B.A. Cohen  
D.J. Cohen  
R.W. Coleman  
C.C. Colley  
D.M. Collins  
M.A. Collins  
T.J. Colucci  
A.M. Combs  
D.A. Comey  
A. Compani  
M.J. Compton  
J. Conahan  
E. Concepcion  
K.L. Conley  
B.W. Conner  
P.J. Connolly  
T.L. Connor  
M.C. Conrad  
T.P. Constant  
A.J. Cook  
C.A. Cook  
D.L. Cook  
L.B. Cook  
T.L. Cook  
J.R. Cooke  
K.P. Cooledge  
G.L. Cooper  
H.J. Cooper  
J.R. Cooper  
J.R. Cooper  
M.F. Cooper  
C.C. Copping  
J.C. Corbin  
P.L. Costello  
T.N. Cottam  
K.M. Cotterly  
A.L. Cottrell  
E.B. Coumou-Vuijk  
R.F. Covahey  
M.B. Covington  
G.D. Cox  
A.M. Coyle

J.C. Craig  
J.S. Craig  
D.T. Cramer  
T.L. Cramer  
S.M. Crampton  
N.C. Crandall  
R.N. Crawford  
C.D. Crosby  
D.C. Crossman  
B.L. Cruce  
J.T. Crudo  
V.G. Cruz  
J.L. Cruze  
T.B. Cucchi  
W.S. Cuel  
J.S. Cundiff  
S.A. Cunningham  
M.B. Cuppernull  
D.R. Curry  
K.L. Curry  
J.R. Curtis  
R.S. Curtis  
J.L. Cyr  
J.M. D'Ambra  
M.S. D'Arpino  
D.E. Dahl  
W.C. Dale  
K.M. Daley  
A.M. Danos  
T.A. Dardis  
M.C. Dargen  
W.J. Davidson  
C.C. Davies  
B.F. Davis  
C.G. Davis  
R.A. Davis  
R.E. Davis  
W. Davis  
D.L. Dawson  
G.R. Day  
M.A. Day  
H.L. De Forest  
J.K. De Grado  
J.P. De Luca  
M.R. De Luca  
D.A. De Marchis  
M.J. De Santis  
D.M. De Sutter  
S.M. De Vaughn  
F.W. Deal  
J.L. Deans  
B.S. Decker  
M.H. Decker  
R.T. Decker  
S. DeFrancesco  
A. Del Valle  
J.L. DeLeon  
M.J. DeLozier  
E.R. Demkowicz  
L. DeNooy  
J.A. Denton  
R.J. Engel  
W.L. Engelson  
S.B. Eno  
D.G. Erazo  
P.A. Ercole  
D.M. Erickson  
M.L. Erwin  
D.A. Escola  
M.W. Essner

C.M. Dietz  
D.W. Digman  
J.V. Discipio  
C.T. Dixon  
K.C. Dixon  
R.W. Dixon  
R.P. Dohrendorf  
M.E. Donahue  
S.M. Donahue  
G.B. Dooyes  
L.D. Dorenkamp  
R.R. Dorhout  
J.L. Dorman  
S.M. Dorrance  
T.L. Dorroh  
W.C. Doster  
S.E. Douglass  
A.D. Dove  
M.W. Down  
D.E. Dowse  
D.C. Drane  
G.L. Draughon  
J.A. Drews  
D.S. Drinkard  
R.J. Dryfka  
D.E. Dubois  
D.J. Duckett  
B.R. Duden  
J.P. Duggan  
V.L. Duggan  
J.P. Dullard  
K.D. Dummer  
M.A. Dumolt  
B.T. Duncan  
J.I. Duncan  
R.G. Dunham  
J.J. Dunlap  
C.W. Dupon  
D.A. Durkin  
R.E. Dutcher  
C.K. Dyson  
R. Dziaba  
H.G. Earle  
J.W. Fitzgerald  
B.A. Eberling  
J.M. Ebert  
N.T. Eberwine  
C.A. Ebner  
T.R. Edminster  
N.A. Edridge  
P.J. Egan  
I.R. Egap  
T.A. Ehlebracht  
G.F. Eichelbaum  
R.S. Eichelbaum  
B.B. Eide  
I.D. Eka  
P.J. Ekern  
A.L. Elmore  
D.M. Emerson  
J.A. Emerson  
R.J. Engel  
W.L. Engelson  
S.B. Eno  
D.G. Erazo  
P.A. Ercole  
D.M. Erickson  
M.L. Erwin  
D.A. Escola  
M.W. Essner

T.W. Estep  
M.T. Ethington  
L. Eulitt  
P.F. Everstijn  
J.A. Ewing  
J.M. Fair  
J.A. Faivre  
K. Fakhri  
M.T. Falese  
R.L. Falk  
T.L. Fanning  
J.D. Farkas  
T.L. Farkas  
A.C. Farmer  
D.H. Fasth  
A.T. Faulk  
S.E. Fedon  
R. Feher  
M.S. Ferency  
R.L. Ferguson  
J.M. Fernand  
X.F. Fernandez  
J.L. Ferrari  
A.G. Ferrell  
M.L. Fick  
F.W. Fidler  
D.J. Findley  
H.M. Fink  
C.P. Fisher  
J.M. Fitch  
S.E. Fitch  
E.C. Fitje  
J.W. Fitzgerald  
M.A. Fleck  
S.A. Fleisch  
K.L. Fletcher  
W.C. Fletcher  
P.G. Flissinger  
E.H. Florence  
E.E. Fluque  
M.T. Foisy  
K.M. Foley  
D.J. Foltz  
R.P. Fonte  
N.M. Forbes  
J.C. Forrest  
T.A. Fortes  
T.C. Foss  
R.T. Foster  
S.R. Fowler  
J.C. Fox  
J.K. Fox  
S.H. Foy  
J.M. Francis  
K.N. Frank  
R.F. Frank  
S.C. Franklin  
A. Frazier  
R.E. Freaney  
K.W. Freeberg  
B.A. French  
K.E. Frickeleton  
M.M. Friedley  
R.K. Friedman  
G.M. Friedrich  
B.S. Frisbey  
F.X. Froncek  
J.M. Frye  
R.G. Fuchs  
J.Q. Fulgenzi  
G.M. Fuller

N.D. Funk  
M.B. Furey  
B.M. Furrow  
C.J. Fuson  
J.C. Gacharna  
J.W. Galbreath  
R.M. Galis  
T.J. Gallagher  
M.A. Galles  
A.V. Gallo  
G. Gallucci  
D. Garcia  
E.G. Garcia  
C.B. Gardner  
Hoople  
B.J. Garrett  
S.A. Garrett  
P.M. Garvey  
M.A. Gassner  
S.M. Gatzulis  
E.M. Gause  
K.J. Gebhardt  
K.M. Gentry  
P.A. Gerard  
Z.C. Gerbner  
M. Gerhard  
B.S. Gerwe  
A.L. Getz  
D.C. Gibbons  
W.J. Gillen  
G.E. Gillies  
K.P. Gilpin  
M.A. Giuliano  
S.A. Gleeson  
E. Goci  
B.Y. Godlove  
G.K. Godshall  
R.C. Golden  
T.C. Golden  
B.A. Goldfarb  
M.G. Goldstein  
S.R. Gomen  
J.T. Gomez  
J.D. Gommoll  
J.R. Gongwer  
G.F. Gonzalez  
J.L. Goodman  
E. Gordon  
M.S. Gordon  
D.J. Gorman  
R.W. Gorski  
M.V. Gowan  
B.P. Grant  
C.R. Grant  
K.L. Grant  
S.G. Grant  
T.F. Grant  
W. Grau  
E.S. Grauer  
B.J. Graver  
M.A. Gray  
S.A. Gray  
M.J. Green  
D.R. Greene  
R.P. Greene  
R.T. Greene  
T.G. Greene  
W.Y. Greenlea  
B.L. Greenwood

+ DECEASED  
\* PROJECT WINGMAN  
FLIGHT LEAD

A.T. Greer	B.D. Hennessy	J.J. Jarmon	A.C. Kisling	M.J. Larson	D.G. MacIsaac	E.C. McManus	P.H. Mullis
B.T. Gregorius	C.J. Hensel	S. Jee	A.J. Kittleson	T.A. Larson	R.A. Mack	M.C. McMillin	J.A. Mundle
D.N. Griffin	M.H. Hermansen	L.D. Jeffries	R.R. Kjerstad	T.E. Larson	D.J. Madden	M.C. McMullen	P.F. Murphy
F.W. Groff	E. Hernandez	R.D. Jethwa	L.S. Klauer	J.A. Lascurain	J.P. Madden	C.G. McNeight	M.D. Muscarello
G.N. Gross	V.G. Herrera	C.A. Johann	J. Kleisler	J.J. Laven	A.A. Maddox	M.A. McRedmond	M.S. Musser
D.M. Grubb	W.D. Hersey	K.J. John	K.A. Klineman	M.J. Law	B.I. Maddox	M.J. McSheehy	J.E. Myers
D.M. Guerriero	D.R. Hess	A.E. Johnson	J.H. Klinker	B.W. Lawrence	J.G. Mages	M.S. McSheehy	M.A. Myers
J.A. Guilliod	D.W. Hess	B.C. Johnson	B.J. Klipp	J.D. Lax	J.D. Magnani	J.B. Meade	T.W. Myers
C.T. Gullaksen	J.M. Hess-Yoder	J.C. Johnson	K.M. Kmetz	P.J. Maher	P.J. Maher	M.L. Means	R.A. Naert
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J.D. Gunning	S. Hickey	L.J. Johnson	T.L. Knight	N.E. Maki	N.E. Maki	D.L. Meek	J.B. Nannini
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C.E. Wisemann  
K.B. Wojtaczka  
J. Wolff  
G.P. Womack  
D.M. Wong-Ward  
B.V. Wood  
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J.M. Woodford  
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F.T. Yanni  
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C.A. Yeates  
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**Capt. Matt Harris (United), left, and F/O Shaun Regan clean the flight deck of a United B-767-400.**

## Exercising Flight Deck Cleanliness During the COVID-19 Pandemic

By ALPA Staff

**F**or nearly a decade, ALPA has raised concerns about inadequate flight deck health and safety practices, including the need for standardized methods for disinfecting cockpit oxygen masks. The Association's white paper "Enhancing Pilots' Occupational Health Protections" and its strategic plan directive to address these issues through the union's Health and Environment Working Group have helped raise awareness within the aviation industry. However, the COVID-19 pandemic has brought a renewed sense of urgency to this campaign and the need to ensure that the flight deck is a safe environment for airline pilots to work.

F/O Ellen Brinks (Delta), ALPA's Aeromedical Committee chair, acknowledges, "Despite its catastrophic effect on the airline industry, COVID-19 has given us a means to underscore the need for better flight deck cleanliness standards throughout the industry."

On May 11, the FAA issued revised Safety Alert for Operators (SAFO) 20009, drawing guidance from the U.S. Centers for Disease Control and Prevention (CDC) to highlight specific health and safety cockpit practices necessary to curb the COVID-19 outbreak. While the SAFO fell short of mandating the CDC's recommended guidelines to ensure airline compliance, the alert outlined important steps pilots can take to protect themselves from this serious virus.

Citing more than a half doz-

en studies, the CDC—and, subsequently, the FAA—called for the use of cloth face coverings "while in public places and when social distancing is not practicable" as an important component of personal protective equipment. The agencies observed that individuals can be asymptomatic and not realize they're infected, and the use of face coverings helps prevent the virus's transmission to others.

The updated version of the SAFO stressed routine hand washing and advocated

that airlines make available alcohol-based hand sanitizers as well as disinfectant wipes for flight deck surfaces that crewmembers frequently touch. The use of disinfectants in cockpits is a shared responsibility involving both ground crews tasked with cleaning the aircraft and pilots, particularly those whose trip pairings involve multiple airplanes.


Hand sanitizers are regulated by the U.S. Food and Drug Administration whereas disinfectants are controlled by the Environmental Protection Agency (EPA). Sanitizers reduce the presence of bacteria while disinfectants kill a broad range of microorganisms. Disinfectants sometimes include chemicals like hydrogen peroxide that decontaminate these surfaces by presenting destructive free radicals that attack cell components.

The EPA provides a list of approved disinfectants (List N), but be advised that some of these products can damage certain surfaces. For example, a Boeing multioperator message (MOM) issued on April 23 acknowledged that a multipurpose cleaner called Sani-Cide EX3 shouldn't be used "on glass surfaces or transparencies, such as displays, HUDs, windows, or digital readouts." The chemicals in this disinfectant have been known to cause hazing

on glass and plastic surfaces. In addition, ethyl alcohol in disinfectant wipes can be potentially detrimental to certain aircraft materials, posing the risk of small cracks on windows and damage to thermoplastic materials.

Boeing's MOM and an Airbus operators information transmission issued on February 6 outline disinfectant products that can be used, and ALPA members can easily access these and other related documents at [www.alpa.org/coronavirus](http://www.alpa.org/coronavirus) in both the Pre-flight and Air Safety Organization sections.

Pay special attention to each disinfectant's dwell time, or the period a disinfectant should remain on a surface to properly cleanse it. For example, Clorox disinfecting wipes require four minutes of surface-time presence while Lysol wipes require 10 minutes. Aircraft manufacturers encourage periodically reapplying damp wipes to keep areas covered for the recommended dwell time, but be aware that the application of soaking-wet wipes has the potential to penetrate exteriors and degrade underlying electrical wiring.

The Public Health Agency of Canada's March 9 letter addressing "recommended disinfection and sanitary practices for aircrafts" and the agency's broader "Preventing COVID-19 in the workplace: employers, employees, and essential service workers" webpage offers similar guidance. 

### FIND OUT MORE

U.S. ALPA members with questions about COVID-19 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. Canadian members with questions are encouraged to call Canadian Pilot Peer Support at 309-777-2572. ALPA members can also contact the Association's Engineering & Air Safety Department at 1-800-424-2470, 8:30 a.m. to 5:30 p.m. eastern time.



## Five Questions for ALPA's Aeromedical Group Chair

By Christopher Freeze, Senior Aviation Technical Writer

*Editor's note: This column showcases the efforts of a cross section of ALPA pilots who volunteer their time and talents to advocate for the union's priorities and the cadre of knowledgeable and passionate staff specialists who support them.*

**A**LPA's Aeromedical Group, which falls under the Association's Air Safety Organization Pilot Assistance Group, helps pilots work through medical concerns that may affect their FAA medical certification. The group also advocates for improvements to health-related safety standards on board aircraft.

*Air Line Pilot* sat down with F/O Ellen Brinks (Delta), the group's chair, to learn more about the pilot who leads these efforts and how ALPA's staff helps the Aeromedical Group achieve its goals.

### AIR LINE PILOT:

#### 1. How did you get into aviation/flying?

● **F/O ELLEN BRINKS:**

After a trip to Europe, and an aptitude test that said I'd be very good at farming, I brainstormed with my dad about careers that would involve

traveling since I loved my experience abroad. While I appreciate the farming community that I grew up in, it just wasn't for me. He suggested becoming a pilot, and I loved the idea. To teach me responsibility and instill a good work ethic, my parents required me to get an after-school and summer job to pay for my flight lessons. It took some time, but I did it. One of the proudest moments in my life was being a high schooler with a pilot's license. I entered college in September 2001 to finish my flight ratings and afterward flight instructed for many years due to turbulent times in the industry. I was hired by ExpressJet in 2012 and by Delta in 2015.

#### 2. How did you first become involved with ALPA work?

● **BRINKS:** I first started volunteering with ALPA at

F/O Ellen Brinks (Delta) chairs ALPA's Aeromedical Group, which helps pilots with health issues that might affect their FAA medical certification.

ExpressJet. I've always found that to make the most of anything, I get involved. Helping pilots when they're in a tough spot or have a question is very rewarding to me. Since I was in a new city by myself, it was also a great way to meet my colleagues. I enjoy helping people and found something that I was passionate about within the Pilot Assistance Committee there.

#### 3. What are your roles and responsibilities as the Aeromedical Group chair?

● **BRINKS:** I support all of the Aeromedical Committee chairs and the peer program chairs at each of ALPA's pilot groups as well as oversee and administer the Pilot Peer Support (PPS) training program that our peer volunteers attend. I'm also the main point of contact for medical certificate questions, leave policies, return-to-flight status after a leave, and insurance questions for pilot groups that lack an Aeromedical Committee chair. Some current aeromedical topics we're addressing include COVID-19 concerns, occupational health issues surrounding air quality and fume events, oxygen mask disinfection, and radiation and related cancers.

#### 4. How do you see ALPA national and staff helping you achieve your goals?

● **BRINKS:** Peter Drucker, who was a management

consultant, educator, and author, stated, "Management is doing things right; leadership is doing the right things." ALPA's national officers embody the essential characteristics required for true leadership, and along with ALPA's dedicated and professional staff, make up a very effective team. As the COVID-19 pandemic spread and impacted the global airline industry, the only way we've been able to make it through this crisis so far is by working together as one cohesive group.

Because most pilots put a high value on their own personal health and the health of their family, during this pandemic we've heard from many ALPA members. That we've been able to respond to all of the pilots who've reached out to the Air Safety Organization is a true testament to the support of ALPA's leaders, pilot volunteers, and staff. I can't express enough gratitude for the assistance I've received from the fantastic team around me during this crisis.

#### 5. What advice would you give to new pilots who want to get involved with ALPA?

● **BRINKS:** Find something that you enjoy doing or have a background in. Having a natural interest makes for a clear direction. If you want to learn something new, volunteering is a great way to get involved and gain new skills. From an Aeromedical Group or PPS perspective, one of the questions we ask is "can you talk to a pilot?" If you can do that, then we'll have a spot for you as a volunteer. 🌐



# RECENTLY RETIRED



## Fellow ALPA Members

**E**very year we say good-bye to many proud airline pilots who retire from the ranks of airline flying. They have served the profession during some of our industry's most turbulent times. We

would like to recognize their service in *Air Line Pilot*.

**Capt. Joe DePete**  
ALPA President  
**Capt. Ken Binder**  
ALPA R&I Committee Chair

### 2016

Capt. Geoffrey W. Carlson	Envoy Air	October
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### 2019

Capt. Galen W. Sokolowski	WestJet	November
---------------------------	---------	----------

### 2020

Capt. John N. Thompson	Sun Country	January
Capt. Albert J. Kukral	Frontier	February
Capt. George S. Marsh	FedEx Express	February
Capt. Thomas F. Hager	Sun Country	February
Capt. David W. Lillie	Air Wisconsin	March
F/O Mark M. Hicks	Endeavor Air	March
Capt. Denis L. Bonderud	FedEx Express	March
Capt. Harry G. Maugans	FedEx Express	March
Capt. Timothy J. Sparks	FedEx Express	March
Capt. John Polonenko	Jazz Aviation	March
Capt. John M. Walsh	Jazz Aviation	March
Capt. Thomas W. Tuite	Kalitta Air	March
Capt. David R. Powell	Mesa	March
Capt. Timothy Roberts	PSA	March
Capt. Thomas L. Agganis	United	March
Capt. Ross W. Beller	United	March
Capt. Frank J. Cavignano	United	March
Capt. Anthony A. Courser	United	March
Capt. Robert H. Duboise	United	March
Capt. James C. Fee	United	March
Capt. Daniel J. Hassenger	United	March
Capt. Gary L. Knapp	United	March
Capt. Robert M. Shine	United	March
F/O Nigel R.D. Penn	WestJet	March
Capt. Steve P. Catalano	American	April
Capt. Joseph G. Dinges	Delta	April
Capt. Jeffrey L. Eggleston	Delta	April
Capt. Ralph A. Greenawald	Delta	April
Capt. Ronald D. Johnson	Delta	April
Capt. Paul F. Librizzi	Delta	April
Capt. Dale D. Pepper	Delta	April
Capt. Michael Salvo	Delta	April
Capt. Joel S. Smith	Delta	April
Capt. Daniel L. Trenholm	Delta	April

Capt. James L. Morrison	Endeavor Air	April
Capt. Robert E. Riney	Envoy Air	April
Capt. David O. Anderson	FedEx Express	April
Capt. Jeffrey D. Guinn	FedEx Express	April
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Capt. Barry A. Brayford	Jazz Aviation	April
Capt. David D. Leslie	Piedmont	April
Capt. Charles R. Parnell	PSA	April
Capt. Thomas L. Dusin	United	April
Capt. Frank C. Skinner	United	April
Capt. Ted C. Barker	Alaska	May
Capt. John N. Burkett	Alaska	May
Capt. Kevin P. Hampson	Alaska	May
F/O Jacquelyn L. Marty	Alaska	May
Capt. Jeff A. Mefford	Alaska	May
Capt. Daniel J. Schrader	Alaska	May
Capt. Ralph D. Young	Alaska	May
F/O Joseph P. Alfano	Delta	May
Capt. John P. Barilovich	Delta	May
Capt. David A. Bell	Delta	May
Capt. Thomas L. Bell	Delta	May
Capt. Gerard L. Brilliant, Jr.	Delta	May
Capt. John S. Brookes	Delta	May
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Capt. Joseph E. Cough	Delta	May

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Capt. Stephen V. Geelan	Sun Country	May
Capt. Max Alipour	United	May
F/O Russell H. Bell	United	May
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Capt. Julie A. Tizard	United	May
Capt. Watson W. Tranter	United	May
Capt. Anthony Vandermolen	United	May
Capt. Bardwell H. Wiggins	United	May
Capt. Gerald A. Wroblewski	United	May

Compiled from information provided by ALPA's Membership Administration Department. Names only appear once in the print version.



# BUILDING ON A PATCHWORK OF HEALTH STANDARDS



In the early stages of the COVID-19 pandemic, ALPA was often the lone voice in calling for uniform public-health standards to protect flight crews and passengers. By identifying shortcomings in airline compliance with important public-health guidelines, the Association has brought forth public pressure to help resolve its concerns about maintaining safety on the flight deck and in the cabin. The implementation of a uniform set of public-health requirements is not only important for the health and safety of crewmembers, but is also key to regaining the public's confidence in flying.

As ALPA continues to press Congress and Parliament to require airlines to do the right thing and adhere to a common set of public-health standards, the Association has also been working to restore consumer confidence in the airline industry, increase bookings, and forestall additional job actions by the airlines.

Thanks to ALPA's efforts, more and more airlines are publicly promoting the ways they're working to make flying healthier, bookings are up, and airplanes are being brought out of storage and put back into service. Of the 34 U.S. and Canadian carriers with ALPA-represented pilots, 14 include information on their public websites devoted to the health actions they've recently taken (see list on right).

While it's apparent that airlines are headed in the right direction, uniformity of message and practice are crucial toward achieving the two goals we all share: creating the safest air transportation system possible in light of the pandemic and bringing passengers back to the skies.

The following is a compilation of those health adaptations made as of June 4:



## OF THE EIGHT U.S. CARRIERS:



### MASKS:

Two indicate they'll provide masks, while six ask passengers to bring their own.



### SOCIAL DISTANCING:

Four state they won't be selling middle seats, but all have different dates for when this policy will end. One simply states that it's promoting social distancing.



### ENHANCED CLEANING:

All advertise enhanced cleaning procedures. Four tout electrostatic spraying while one promotes ultra-low-volume fogging.



### AIR FILTRATION:

Four highlight onboard HEPA filters.



### TEMPERATURE

**SCREENING:** Two are currently taking passenger temperatures prior to boarding.



### BOARDING/DEPLANING:

Three cite revamped boarding/deplaning procedures.



### IN-FLIGHT SERVICE:

Two mention adjusting in-flight service.



## OF THE SIX CANADIAN CARRIERS:



### MASKS:

While the Canadian government mandates masks for crews and passengers, two indicate that passengers must provide their own or they won't be permitted to travel.



### SOCIAL DISTANCING:

One states that it was the first to practice social distancing, while one states that the government of Nunavut has requested that, wherever possible, passengers who've been isolated as part of the its COVID-19 prevention measures are separated from other passengers while traveling.



### ENHANCED CLEANING:

Three list enhanced cleaning on all flights, one cites enhanced cleaning after certain flights, one indicates that all materials from aircraft seat pockets will be removed, and one highlights using a hydrogen peroxide-based solution cleaner.



### \* TEMPERATURE

**SCREENING:** Two indicate they're requiring passenger temperature screenings.

\* The Canadian government is in the process of phasing in mandatory temperature screening prior to security checkpoints.



## NATIONAL OFFICERS

For complete biographical information on ALPA's national officers, visit [www.alpa.org/leaders](http://www.alpa.org/leaders).



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First Vice President



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Administration/  
Secretary



**Capt. Joseph Genovese**  
Vice President—  
Finance/Treasurer



**Capt. Russell Sklenka**  
(FedEx Express)  
Executive  
Administrator



**F/O Paul Ryder**  
(United)  
National Resource  
Coordinator

## EXECUTIVE VICE PRESIDENTS

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



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(Alaska)



**Capt. Andrew Massey**  
(Delta)



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



**Capt. Wes Clapper**  
(JetBlue)



**F/O Mike Hamilton**  
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**Capt. Sean Creed**  
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International, Air  
Wisconsin, Mesa, Pied-  
mont, PSA, Spirit



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Endeavor Air, Express-  
Jet, Sun Country



**Capt. Tim Perry**  
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PAL, Air Transat, Bear-  
skin, Calm Air, Canadian  
North, First Air, Jazz Avia-  
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Morningstar Air Express,  
Perimeter, Sky Regional,  
Wasaya, WestJet, West-  
Jet Encore

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

**\*Air Georgian—GGN MEC**  
613-569-5668 x6225

**Air Transat—TSC MEC**  
1-888-337-2033

**Air Transport International—ATI MEC**  
404-763-4973

**Air Wisconsin—ARW MEC**  
1-800-ALPA-ARW

**Alaska—ALA MEC**  
206-241-3138

**Bearskin—BRS MEC**  
807-628-5683

**Calm Air—CMA MEC**  
204-461-4331

**Canadian North—CNP MEC**  
780-691-8989

**CommutAir—CMT MEC**  
518-332-7494

**\*Compass—CPZ MEC**  
507-215-1664

**Delta—DAL MEC**  
404-763-4925

**Endeavor Air—EDV MEC**  
1-833-EDV-ALPA

**Envoy Air—ENY MEC**  
817-685-7474

**ExpressJet—XJT MEC**  
281-987-3636

**FedEx Express—FDX MEC**  
901-752-8749

**First Air—FAB MEC**  
1-877-459-3272

**Frontier—FFT MEC**  
303-373-2572

**Hawaiian—HAL MEC**  
808-836-2572

**\*Island Air—AIS MEC**  
202-797-4021

**Jazz Aviation—JAZ MEC**  
1-800-561-9576

**JetBlue—JBU MEC**  
844-ALPA-JBU

**Kalitta Air—CKS MEC**  
907-854-8435

**Kelowna Flightcraft—KFC MEC**  
877-373-3131,  
ext. 6225

**Mesa—MAG MEC**  
602-306-1116

**Morningstar Air Express—MAL MEC**  
519-771-3257

**Perimeter—PAG MEC**  
204-803-9272

**Piedmont—PDT MEC**  
339-987-1277

**Provincial—PVL MEC**  
709-697-0033

**PSA—PSA MEC**  
703-481-4444

**Sky Regional—SKV MEC**  
416-679-8210

**Spirit—SPA MEC**  
1-855-SPA-ALPA

**Sun Country—SCA MEC**  
952-853-2393

**\*Trans States—TSA MEC**  
772-708-7748

**United—UAL MEC**  
847-292-1700

**Wasaya—WSG MEC**  
807-624-7270

**WestJet—WJA MEC**  
403-472-4446

**WestJet Encore—WEN MEC**  
867-445-1756

\*Pilot group in custodianship

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President



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Vice President/  
International Federation  
of Air Line Pilots'  
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**Capt. Rod Lypchuk**  
Vice President—  
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**Other Organizations**  
ALPA Aeromedical Office 303-341-4435  
Connexus Credit Union 1-800-845-5025

## ALPA Accident/Serious Incident Hotline

If you are involved in an accident, incident, or alleged violation of a federal aviation regulation, contact your local or central air safety chairman, regional safety chairman, or the worldwide ALPA accident/serious incident hotline at 202-797-4180 (collect calls are accepted) for an immediate response 24 hours per day. As a backup number, call 703-892-4180.

To report a safety problem or airspace system deficiency, call 1-800-424-2470 or e-mail [EAS@alpa.org](mailto:EAS@alpa.org).

## Pilot Peer Support

To contact a Pilot Peer Support volunteer, call 309-PPS-ALPA (309-777-2572).

## 2020 EBCB Schedule

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

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

## ALPA INFORMATION NUMBERS

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

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

**Accounting and Finance**  
(Finance@alpa.org)  
703-689-4144

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

**ALPA Aeromedical Office**  
303-341-4435

**ALPA Canada Board**  
(CanadaBoard@alpa.org)  
613-569-5668

**ALPA Main Number**  
703-689-2270

**ALPA Memorabilia**  
(SMDR@alpa.org)  
703-481-4458

**ALPA-PAC**  
202-797-4033

**ASPEN**  
703-689-4220

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

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

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

**Computer Help Line**  
(HelpDesk@alpa.org)  
703-689-4357

**Council Services**  
(CSC@alpa.org)

**Creative Services**  
(CreativeServices@alpa.org)  
703-481-4440

**Discipline and Discharge**  
(Rep@alpa.org)  
703-689-4235

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

**Election Dates LEC/MEC**  
703-689-4212

**Engineering and Air Safety**  
(EAS@alpa.org)  
1-800-424-2470

**FAA Enforcement or Medical Certificate Action**  
(Rep@alpa.org)  
703-689-4235

**Government Affairs**  
(GovernmentAffairs@alpa.org)  
202-797-4033

**Human Resources**  
(HumanResources@alpa.org)  
703-689-4108

**Information Technology and Services**  
(ITServices@alpa.org)  
703-689-4134

**IT Operations and Services**  
(ITOS@alpa.org)  
703-689-4245

**Legal**  
(Legal@alpa.org)  
202-797-4097  
703-689-4326

**Member Insurance**  
(Insurance@alpa.org)  
1-800-746-2572

**Membership Administration**  
(Membership@alpa.org)  
1-888-359-2572 (1-888-FLY-ALPA), option 3

**Organizing**  
(OrganizingInfo@alpa.org)  
703-689-4179

**Purchasing**  
(Purchasing@alpa.org)  
703-689-4135

**Representation**  
(Rep@alpa.org)  
703-689-4235

**Real Estate and Insurance**  
(RealEstateDept@alpa.org)  
703-689-4105

**Retirement and Insurance**  
(RI@alpa.org)  
703-689-4114

**Strategic Member Development and Resources**  
(SMDR@alpa.org)  
703-689-4242

**System Board of Adjustment**  
(Rep@alpa.org)  
703-689-4235



# ALPA Insurance During the Pandemic

## **SUBMIT A CRITICAL ILLNESS CLAIM:**

If you are covered under ALPA's Critical Illness plan and become infected with COVID-19, you may be eligible for a benefit. Please file a claim.

## **FURLOUGHED MEMBERS:**

If you are moved to "F1" ALPA membership status due to being furloughed and are currently enrolled in one or more ALPA-sponsored insurance plans, please visit our website for information on how your coverage may be affected.

## **LEARN MORE:**

[memberinsurance.alpa.org](https://memberinsurance.alpa.org)  
[Insurance@alpa.org](mailto:Insurance@alpa.org) | 1-800-746-2572



**Make sure ALPA insurance  
is part of your flight plan.**

AIR LINE PILOTS ASSOCIATION, INT'L