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# Air Line Pilot

MAY 2019

**HOW  
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IMPACT  
YOU**

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## ONE VOICE

# Union Solidarity Knows No Borders



**G**lobal challenges require global solidarity. It's true now more than ever, as the world's airlines carry more than four billion passengers a year and over 52 million metric tons of freight. In these times, the challenges and opportunities airline pilots encounter in the cockpit and working with their companies can cross borders and span continents—and so must our collaboration.

I often say that unions are the social glue that brings the political left and right together, but unions also pull airline pilots together across miles and over oceans. Such solidarity empowers workers to speak with one voice, despite differences in location and language and equipment and experience.

One clear benefit of collective labor agreements is a stronger safety culture. Through data-driven decisions by highly trained and experienced pilots and other workers, unionism helps make possible the risk-predictive model for air transportation that is taking the global industry to the next level of safety.

Regardless of where we fly or what we carry, ALPA pilots know that the strongest safety asset on any flight is the presence of at least two fully qualified, highly trained, and well-rested pilots in the cockpit. We're confident that others recognize this fact—in our industry and beyond. During the 74th conference of the International Federation of Air Line Pilots' Associations, for example, the world's pilots affirmed their opposition to reduced-crew operations (see page 25). Every airline pilot recognizes that these operations carry significant additional risks over existing dual-pilot operations. ALPA has highlighted the safety value of having at least two pilots in the cockpit—a fact that has been supported by the safe outcome of tens of thousands of flights every day taking place on thin metal tubes moving safely through the lower stratosphere.

Just as the world's airlines connect more than 21,000 city pairs for commerce, more than double the connectivity of 20 years ago, airline pilots are more interconnected than ever when it comes to labor issues affecting our profession. Pilots in both the United States and Canada work under a single

regulatory and legal framework—a distinct advantage that many of the world's pilots don't enjoy and one of many reasons that atypical employment is so harmful.

Atypical employment appears in different forms—it might be working under individual temporary contracts with an airline, through an employment agency, or as a purportedly “self-employed” individual. With more than 80 bases across Europe, Ryanair uses just such atypical employment. Its pilots lack a single legal framework to govern their complex employment arrangements—a situation that allows the company to exploit pilots when negotiating. Rather than the dignity that comes with a stable career, the pilots go to work knowing their jobs could disappear at any time.

But ALPA pilots' recognition that such exploitation by management exists connects us to all airline pilots across the globe. As a result, we stand shoulder to shoulder with Ryanair pilots, and they have clearly shown that they will not be divided. They've demanded dignity in their work through the power of unionism and collective bargaining agreements.

Union solidarity and worker dignity knows no borders or boundaries. The indisputable power of union representation—along with the full engagement of its members—is the solution for the world's pilots as we work together to improve the safety of our industry, the dignity of our work, and the future of our profession.

*Joseph G. DePete*

**Capt. Joe DePete**  
ALPA President



**RYANAIR  
PILOT BASES**  
With more than 80 bases across Europe, Ryanair uses atypical employment.

**“The indisputable power of union representation...is the solution for the world's pilots as we work together to improve the safety of our industry, the dignity of our work, and the future of our profession.”**

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### About the Cover

Whether operating a narrowbody airplane in the Arctic or flying a widebody to Europe, pilots across the globe benefit from the advancements made within the international aviation community.  
Photo: Getty Images

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## Why International Issues Matter

By Capt. Bob Fox, ALPA First Vice President

**A**s airline pilots, we know far too well that emerging attempts by managements to increase profitability will inevitably spread across the entire airline industry landscape. Within our free-market environment, any perceived advantage that has the opportunity to boost revenue and efficiency will likely become a recurring theme at our bargaining tables for years to come. Pushing back against efforts that threaten to undermine our careers or create an unsafe working environment is the foundation on which our union was built. For nearly 90 years, ALPA has been committed to enhancing pilot pay and working conditions, as well as advancing safety for our members.

ALPA's "Key Men," the founders of our union, understood and capitalized on the unique perspective and knowledge that pilots provide to the airline industry. And as aviation's influence expanded around the world, the need for a strong, unified voice became ever more important. To ensure that pilots had a "seat at the table" when international aviation policy was being formulated, ALPA joined forces with colleagues from other countries and founded the International Federation of Air Line Pilots' Associations (IFALPA) in 1948.

ALPA's leadership within the international community has been unwavering since our predecessors helped establish this important international voice (see page 25). Today, regardless of the aircraft we fly—whether operating a narrowbody in the Arctic or flying a widebody to the Far East—pilots throughout North America have benefited from the advancements we've made within the international aviation community.

IFALPA's commitment to elevate and advance these international standards for airline pilots helps us all. Oftentimes, it's our colleagues overseas who are the first line of defense against threats that cut across borders, including cabotage, the realities of international economics, the exploitation of labor laws, the formation of global


airline alliances, and the need for corresponding global labor alliances.

When it comes to developing global aviation policy, the International Civil Aviation Organization (ICAO) is responsible for establishing protocols and standards that the majority of the world's airline industry agrees to comply with. The work of ICAO has a direct effect on each one of us. Because ICAO has been responsible for such standards as age 65 and multicrew pilot licensing, it's important that we influence the agenda—rather than simply react to it—to achieve our objectives.

Fortunately, we have a voice in ICAO through our role at IFALPA. And as a result, our U.S. and Canadian members play an important function in the international community. Through IFALPA, we have the ability to influence ICAO and other international aviation organizations. ALPA pilots and staff work at every level of IFALPA on a wide range of important technical and industrial issues, such as the criminalization of accidents, flight crew fatigue, flight time/duty time, pilot shortages, and labor law standardization. In March, we formally engaged Dr. Fang Liu, the honorable secretary general of ICAO, to develop and implement a strategy to review global pilot training and qualifications needed to operate transport-category aircraft in scheduled operations. We recently received a commitment from ICAO that it will conduct an exploratory meeting in July.

In our busy day-to-day lives, it's easy to lose sight of the importance international issues and developments have on our careers. But in today's global aviation environment, international issues dramatically influence the entire aviation industry. If we sit back and only react to these developments, we can't expect to survive in the increasingly global marketplace.

As ALPA members, we need to be fully informed on all issues. We must be well positioned to critically assess their effect on us and to develop strategies advocating for or against these policies before they're implemented.

ALPA, as a member of IFALPA, is the only North American union that has a seat at the table where international decisions are being made that directly affect our careers. By working together with our fellow international pilot unions on issues important to our profession, whether safety- or industrial-related, we're collaboratively tackling global challenges with one unified voice. 

**“By working together with our fellow international pilot unions on issues important to our profession... we're collaboratively tackling global challenges with one unified voice.”**



## 'United We Bargain, Divided We Beg'

By Capt. Evan Cullen  
President, Irish Air Line Pilots' Association

**C**onsider this: After drastic pay cuts, lost pensions, and continually working to the regulatory flight-time limits, an airline creates an internal job market that effectively encourages individual pilots to bid against each other for work. Bid too high and you risk not getting any work and income. Your contracts can be effectively terminated with no notice. And if you raise a concern too vociferously, you can be moved to a different base with little or no notice and no compensation. Ryanair pilots faced this in the past—and this is why the Irish Air Line Pilots' Association got involved in representing them.

In Europe, we don't have one labor law—28 different countries fall under the EU, each one with its own view. In the U.S., pilots in Alaska and Florida work under the same legal framework. But pilots in Greece and Ireland don't have that advantage. While Europe does have a single aviation regulator, the European Union Aviation Safety Agency (EASA), we also have 28 national aviation authorities interpreting and implementing regulations with subtle but significant variations. The general framework of EASA regulations is, for all its faults and weaknesses, a considerable benefit compared to the fact that all social legislation is purely a national preserve so that, for example, the law on taking industrial action varies widely from country to country.

These differences make it easier for airlines to create atypical employment models like the one at Ryanair—nearly half of the pilots work under complex individual contracts, allowing management to whipsaw pilots individually and by base. Also, under European law an individual can't take action in one EU country that may stop a business opportunity in another EU country. As a result, Ryanair pilots in different countries couldn't strike to support each other despite working for the same management.

These differences benefit management while making it difficult for Ryanair pilots to develop a cohesive and collective plan of resistance. For example, pilots in Germany must give 24 hours' notice of a strike but can't strike on seniority, while those in Ireland must give seven days' notice but

can strike on seniority.

Despite these challenges, Ryanair pilots persevered. Following the pilots' efforts involving unassociated individual strikes in multiple countries, Ryanair agreed to recognize unions. But even this accomplishment was complicated because "recognizing" unions means different things in different EU countries. Nonetheless, the hard-won recognition is only a first step in what will likely be a thousand-mile journey.

So what are the lessons we've learned that are important for our fellow pilots in the U.S. and Canada to know?

First, the Railway Labor Act (RLA) is an incredible asset for pilots in the U.S., as is the Canada Labour Code for pilots in Canada. Both laws are probably the best pieces of legislation that any pilot anywhere in the world has. In the U.S., you need to build on the RLA; there are people who'd like to undermine it and see airline workers broken up. In Canada, you need to protect what you have and not let other interests water it down.

Second, unity among all airline pilots in the U.S., Canada, and the world is extremely important. Throughout the Ryanair struggle, we knew that Irish ALPA had the support of ALPA, International. It's clear that ALPA understands that the world for pilots is bigger than any country, any EU union, or any U.S. or Canadian union. More than ever, transnational pilot unity is the only answer.

It's vital that U.S. and Canadian pilots learn from Irish ALPA's Ryanair experience because more atypical employment models are coming. The pilots in the U.S. dodged a bullet with Norwegian Air International's (NAI) flag-of-convenience scheme this time due to its operational and financial difficulties. But now there's a vacuum in international long-haul, and someone else will fill it. It might be a rebuilt NAI, Ryanair, or an upstart like LEVEL, another new low-cost, transatlantic airline. But it's coming. NAI's economic instability has presented us with a strategic opportunity to shore up our defenses and mount an offense, if necessary.

We'll all need to lean on our unity and present a strong front to stop airlines with atypical employment models from succeeding. If the world's airline pilots don't get it right on atypical employment models, we know that we won't be bargaining, we'll be begging. However, as ALPA has always done for us, your brothers and sisters at Irish ALPA stand shoulder to shoulder with you in this fight. 🌐



**"More than ever, transnational pilot unity is the only answer."**



WestJet Encore pilots operate a fleet of 47 Bombardier Q400s.

**CANADA**

## WestJet Encore Pilots Approve First-Ever Collective Agreement

● On May 2, WestJet Encore pilots ratified their first-ever collective agreement with WestJet Airlines. Of the 90 percent of eligible pilots who cast ballots, 92 percent voted in favour of the agreement, which includes increased wages, stronger job security, and improved working conditions.

“Throughout negotiations, we continued to communicate with our pilots and their elected representatives and made the best use of the vast ALPA resources to achieve our goal of getting a good first deal for our pilots,” said Capt. Ryan Petrie, the pilots’ Master Executive Council (MEC) chair. “This agreement represents a step in the right direction, bringing our pilot wages closer to levels in line with our industry peers, along with enhancing our work rules and benefit structure.”

The pilots entered negotiations with management in June 2018. After several months of bargaining that ended with the help of a mediator, they reached their first collective agreement. The five-year deal is effective back

to Jan. 1, 2019, with implementation of many items upon ratification, and provides increases in wages and improvements to working conditions and quality of life for the pilot group.

“This contract is thanks to the dedication and professionalism of our WestJet Encore negotiators and elected leaders, our pilots, and ALPA staff,” acknowledged Capt. Ryan Leier, the pilots’ MEC vice chair. “Thanks also go to airline management and the mediator for their efforts in working with us to reach this agreement.”

“This agreement is beneficial for the long-term sustainability of WestJet, WestJet Encore pilots, and all our WestJetters,” said John Aaron, WestJet Encore’s vice president and general manager. “We thank ALPA and the pilots’ Master Executive Council for their continued commitment and dedication to WestJet Encore pilots, and we’re pleased that by working together throughout this process we were able to solidify an agreement that is favourable to all parties.”

WestJet Encore pilots joined ALPA in 2017. The pilot group’s more than 500 members operate a fleet of 47 Bombardier Q400s from bases in Calgary, Alb., and Toronto, Ont.

## PAL Pilots File Cards for ALPA Representation

● On April 4, an overwhelming majority of PAL Airlines (including Air Borealis) pilots filed membership cards with the Canada Industrial Relations Board (CIRB) asking to be represented by ALPA. It was the fastest card drive in the Association’s organizing history. Under Canadian regulations, the CIRB will now investigate the application for certification, which may include confirming the cards’ authenticity with those pilots who submitted one.

“We’re excited to soon welcome the pilots of PAL Airlines to our union,” said Capt. Joe DePete, ALPA’s president. “Pilots are strongest when they speak with one voice. By adding nearly 100 pilots, we’ll continue ALPA’s mission to strengthen and protect the piloting profession in Canada and the United States. We look forward to working with our new members and their employer to achieve the pilots’ contract and overall goals.”

When the CIRB completes its investigation, which could take up to 30 days, it will announce the decision concerning ALPA’s certification application. Once the CIRB is satisfied that ALPA has the support of the majority of the pilot group, the Association will become the legal bargaining representative for the ap-



An Air Borealis DHC-6-300 Twin Otter departs Nain Airport in Labrador, Canada.

proximately 100 PAL Airlines and Air Borealis pilots.

“We look forward to working with the PAL and Air Borealis pilots, expanding our ALPA family of Exchange Income Corporation pilot groups beyond Bearskin, Calm Air, and Wasaya,” said Capt. Tim Perry, ALPA Canada president. “From day one, ALPA’s vast resources will be at their disposal, and we’ll be ready to work with them in achieving a contract that secures their futures and enhances our profession as a whole.”

**FEE FOR DEPARTURE**

## PSA Agreement Raises the Bar For Pilot Pay

● On April 3, pilots at PSA Airlines announced that they’d reached an agreement with management that substantially raises the bar for wages in the regional airline industry.

“This agreement is the result of our mutual commitment to providing both our current and future pilots with the best possible career path in the airline industry,” said Capt. Steven Toothe, the PSA pilots’ Master Executive Council chair. “Our first officers will see hourly wage rate increas-



es of up to nearly 20 percent above the regional industry average. Our captains will see wage rate increases of up to 12 percent above the regional industry average.”

In addition to increases of up to \$12 per hour for all PSA pilots, highlights of the agreement include

- first-year first officer pay of \$49.96 per hour, rising to \$55.95 for a fourth-year first officer.
- an \$18,000 signing bonus paid over two years.
- captain hourly pay increases to ensure that pilots continue to progress at competitive rates as they upgrade until they flow to American Airlines.
- premium pay for all hours flown above 75 per month.

Although the current collective bargaining agreement isn't amendable until 2023, management and the pilots recognized the need to make improvements now to stay competitive in a rapidly changing regional airline environment.

“We applaud PSA pilots and management for working together to create a competitive salary structure that will help attract and retain highly trained and qualified pilots,” said Capt. Joe DePete, ALPA's president. “The Association has long maintained that

competitive wages, an adequate work/life balance, and career progression are key to attracting and maintaining a strong pipeline of pilots to the profession. Through this new agreement, PSA pilots worked to ensure that, from recruitment to retirement, their airline is a top contender for aviators at any stage of their career.”

PSA has been undergoing dynamic growth. When the current contract was signed in April 2013, the carrier, based in Dayton, Ohio, employed approximately 550 pilots. Now, more than 1,900 pilots operate PSA flights under the American Eagle brand.

PSA Airlines is a wholly owned subsidiary of American Airlines and operates 150 regional jets on 800 daily flights to nearly 100 destinations, including bases in Washington, D.C.; Philadelphia, Pa.; Charlotte, N.C.; Knoxville, Tenn.; Dayton and Cincinnati, Ohio; and Norfolk, Va.

## MECs Continue to Build Stronger Pilot-to-Pilot Programs

● On April 10, 32 pilots from three Master Executive

Councils (MECs)—Endeavor Air, CommutAir, and Sun Country—gathered at ALPA's offices in Herndon, Va., to learn about the Pilot-to-Pilot (P2P) program and receive training to become P2P volunteers. P2P helps strengthen two-way communication between line pilots and elected union leaders.

The daylong training, coordinated through ALPA's Strategic Member Development & Resources Department, was supported by Capt. Wes Reed (FedEx Express), ALPA's Strategic Preparedness and Strike Committee chair. Because

more than three quarters of the pilots were first-time ALPA volunteers, the agenda included information on ALPA's history, industry outlook, finances, and legal guidelines. MEC chairs or officers participated in person or via conference call during lunch to discuss MEC-specific issues and answer the new volunteers' questions. P2P planning sessions by groups were held the following day.

**ALPA representatives gather at the Association's Herndon, Va., offices for Pilot-to-Pilot training.**



## ALPA NEGOTIATIONS UPDATE

The following is a summary of the status of ALPA contract negotiations by airline as of **April 26:**

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

Conciliation continues.

**AIR WISCONSIN**—A Section 6 notice was filed on Oct. 1, 2010. Air Wisconsin filed for mediation on June 17, 2013. Pilots and management reached a tentative agreement on

Aug. 4, 2015. The pilots rejected the tentative agreement on Oct. 7, 2015. The pilots and management reached a tentative agreement on April 26, 2018. The pilots voted against the tentative agreement on July 3, 2018. Mediation

continues.

**DELTA**—A notice to bargain was sent April 5, 2019. Negotiations continue May 14–16.

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

**TRANS STATES**—A Section 6 notice was

filed on Feb. 7, 2018. Negotiations continue May 21–23 and June 25–28.

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

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

**MAINLINE**

## Delta Pilots Present Opening Contract Proposal

● On April 5, the Delta pilots' Master Executive Council (MEC) chair and Negotiating Committee presented the company with their opening proposal to officially begin direct negotiations under the federal Railway Labor Act.

Delta's nearly 14,500 pilots have provided the union with feedback on negotiating priorities over the last year. "Delta has recovered to become an investment-grade enterprise that's the envy of the industry in terms of performance, profitability, and customer service," said Capt. Ryan Schnitzler, the pilots' MEC chair. "Our pilots sacrificed greatly during the bankruptcy era and are seeking to restore the value lost in key areas such as retirement, insurance, compensation, job security, and scope," he observed.

"Our negotiators are prepared to diligently work with management at every available opportunity to achieve a new agreement," remarked

Schnitzler. "As management has demonstrated in past negotiations, I'm optimistic that the company will once again be equally focused on reaching a timely, industry-leading contract."

The pilots' current contract becomes amendable on Dec. 31, 2019.

## Alaska MEC Joins Oneworld Cockpit Crew Coalition

● In late March, the pilots of the Oneworld Cockpit Crew Coalition (OCCC) voted to add the Alaska Master Executive Council (MEC) as a full member at the OCCC's semiannual meeting in London, England, hosted by the British Airline Pilots' Association. Capt. Will McQuillen, the pilots' MEC chair, and Capt. John Sluys, the MEC's Scope, Alliance, and Code Share chair, attended on behalf of the Alaska pilots. Because Alaska Airlines has added more code-share agreements with Oneworld alliance airlines, members of the OCCC realized the importance of including the Alaska pilots as voting members.

"One of our strategic goals is to be engaged with the pilots who fly for the partner airlines of Alaska," said McQuillen. "Being a full voting member of the OCCC means that we can further expand our relationships with pilots around the world as we seek to collectively improve, protect, and enhance all our careers."

Sluys has attended OCCC meetings as an observer for several years and now will serve as the delegate to the OCCC.

"It takes time to develop a relationship and build trust, especially on an international level. These relationships with our peers are vital to our future," said Sluys. "Our companies meet and discuss strategy and develop complex commercial agreements as they build worldwide networks. Pilots must take a similar approach to ensure that we're on equal footing and aware of the landscape around us. It's important to share our experiences and discuss our safety and industrial concerns in a way that helps each other. Pilot alliances are one of the best ways to do this."

The OCCC is composed of the member associations representing the pilots of Alaska Airlines, American Airlines, British Airways, Cathay Pacific, Finnair, Iberia, Japan Airlines, LATAM Airlines, SriLankan Airlines, and Qantas.

**REGIONAL**

## Frontier Pilots Elect MEC Officers

● In late March, the Frontier pilots elected Master Execu-

tive Council (MEC) officers to lead the airline's 1,400 pilots.

Elected were Capt. Tracy Smith as MEC chair, Capt. Paul Kesely as MEC vice chair, and Capt. Alan Christie as MEC secretary-treasurer. The officers' two-year terms took effect on April 1.

Smith was reelected to a second term as MEC chair. An Airbus 320/321 pilot based in Orlando, Fla., he's been with Frontier since 2013.

Kesely was elected to his first term as MEC vice chair. He's an Airbus 320/321 pilot who's been with the airline since 2003.

Christie was reelected to his first full term as MEC secretary-treasurer. He's a Las Vegas, Nev.-based Airbus 320/321 pilot and has been with Frontier since 2003.

## NEW ALPA REPS

As of April 10, the Election Ballot and Certification Board certified elections results for the following local councils:

- **DELTA 1**  
Capt. Todd Kohner,  
Chair (Capt. Rep)
- **FEDEX EXPRESS 26**  
Capt. Tony Cutler,  
Chair (Seniority  
Block #3 Rep)
- **FRONTIER 169**  
F/O Gary Holzinger,  
Vice Chair (F/O Rep)
- **MESA 84**  
F/O James Muchowicz,  
Vice Chair (F/O Rep)
- **MESA 87**  
Capt. Mark Veney,  
Vice Chair (F/O Rep)



From left, Capt. Akseli Meskanen, Finnair pilots' board member; Capt. Kelly Ison, Allied Pilots Association International Alliance Committee chair and acting Oneworld Cockpit Crew Coalition (OCCC) chair; Capt. Will McQuillen, Alaska Master Executive Council (MEC) chair; and F/O Mark Keane, British Airways MEC chair, take time out for a photo during the OCCC's semiannual meeting in London, England.

# PREFLIGHT



## Airline Industry Update

### Domestic

● **The FAA announced that it's established the Joint Authorities Technical Review to ensure the safety of the B-737 MAX** by evaluating aspects of the airplane's automated flight control system, including its design and pilot interaction with the system, to determine its compliance with all applicable regulations and identify future enhancements that might be needed. The task force held its first meeting on April 29 and is led by Christopher Hart, a former NTSB chair.

● **AAAE Security SmartBrief reported that the Transportation Security Administration has contracted to procure 300 computed tomography systems for U.S. airports.** The agency will begin implementing the 3-D scanning systems this summer, with the project slated for completion in 2020.

● **Hawaiian Airlines remained the nation's**

**A new concourse in New York's LaGuardia Airport Terminal B is scheduled to fully open this year.**

**most-punctual carrier in 2018**, according to the Department of Transportation, marking the 15th straight year that the airline has achieved the best on-time performance in the U.S. industry. Hawaiian's flights averaged an 87.8 percent on-time rate in 2018, exceeding the U.S. industry average by 8.6 percentage points.

● **Per Airport Improvement magazine, a new concourse in New York's LaGuardia Airport Terminal B is scheduled to fully open this year, with improved facilities and new gates.** The Western Concourse will feature a central hall, pedestrian bridges, and a more efficient departure and arrival area. The project, funded by the Port Authority of New York and New Jersey, is part of an \$8 billion initiative to update and expand the airport.

### International

● **According to the Associated Press, Etihad Airways reported a \$1.28 billion loss in 2018**, the third-straight year

the government-owned long-haul carrier has lost more than a billion dollars.

● **The United States is scrutinizing state-owned Qatar Airways' deal to acquire a stake in Air Italy**, according to Reuters. "We're looking very closely at this recent decision by Qatar to take on 49 percent of this airline," said Secretary of State Mike Pompeo.

● **Bloomberg reported that Ryanair Holdings was one of the 10 biggest polluters in Europe last year, a first for a company that doesn't run coal-fired powerplants**, according to Transport & Environment, a Belgium-based research group that analyzed EU carbon emissions. The group found that Ryanair's carbon dioxide emissions rose 6.9 percent last year.

## Front Lines

### POMPEO PLEDGES TO ENFORCE OPEN SKIES AGREEMENTS

● **On April 29, Secretary of State Mike Pompeo took part in a wide-ranging discussion**

covering the State Department's major foreign policy priorities. ALPA members from Delta, FedEx Express, Spirit, and United attended the event, which was cohosted by *The Hill* and the Partnership for Open and Fair Skies.

When asked how the Trump administration plans to enforce Open Skies agreements with the governments of the United Arab Emirates and Qatar, Pompeo pledged, "The Trump administration will endeavor to make sure every commitment made by every part of the agreement will continue to be honored and enforced."

Pompeo addressed the pilots and flight attendants who were in attendance, saying that the Trump administration is "absolutely focused on making sure it protects American jobs wherever it possibly can and will continue to do that."

ALPA continues to urge the U.S. Departments of

**Secretary of State Mike Pompeo, left, discusses the United States' commitment to enforcing Open Skies agreements with *The Hill's* Editor-in-Chief Bob Cusack during a wide-ranging conversation.**



State and Transportation to continue to press the government of Qatar and to vigorously enforce Open Skies agreements and defend fair competition and jobs for American workers.

In 2018, Qatar and the United Arab Emirates both made commitments to the U.S. government to operate their airlines on market-based principles, disclose financial information, and not to fly additional fifth-freedom EU-U.S. nonstop flights. Since that commitment, Qatar Airways has taken a substantial stake in Air Italy. It has begun providing the airline with new airplanes and using them to serve the United States, most

recently from Milan, Italy, to Los Angeles and San Francisco, Calif.

As a result of ALPA's relationships and outreach, lawmakers from both sides of the political aisle including Sen. Bob Menendez (D-NJ) and Sen. James Risch (R-ID) raised serious concerns about Qatar's decision to break its pledge to the U.S. government. In a letter to Pompeo and Secretary of Transportation Elaine Chao, ALPA made clear that this effort by Qatar is an example of flooding subsidized capacity into U.S. markets that threatens U.S. airlines. The CEOs of American Airlines, Delta Air Lines, and United Airlines also published a similar letter.

## ALPA LAUDS INTRODUCTION OF SAFETY IS NOT FOR SALE ACT

“The Air Line Pilots Association, International applauds the introduction of the Safety Is Not for Sale Act,” said Capt. Joe DePete, ALPA's president, on April 11. “The bill would make additional safety information available to airline pilots in the cockpit and provide airlines with more safety data about the equipment they operate, while also making onboard safety enhancements easier to acquire.

“We commend Sens. Ed Markey (D-MA), Dianne Feinstein (D-CA), Richard Blumenthal (D-CT), Robert Menendez (D-NJ), Amy Klobu-

char (D-MN), Chris Van Hollen (D-MD), Ron Wyden (D-OR), Jeff Merkley (D-OR), and Tina Smith (D-MN) for their leadership in ensuring that air transportation in the United States maintains the highest possible safety standards and continues to set the bar for commercial aviation around the world.

“As the world's largest non-governmental aviation safety organization, ALPA is deeply aware that aviation safety work must never be considered complete,” observed DePete. “To protect the passengers, crews, and cargo we fly, the U.S. airline industry must constantly enhance the equipment, processes, training, and procedures that have

**THIS IS THE ONLY AISLE WE CARE ABOUT.**

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

**BACK THE PAC!**  
[WWW.ALPA-PAC.ORG](http://WWW.ALPA-PAC.ORG)

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).



A member service of Air Line Pilot.

made commercial air transportation the safest mode of transportation in history. We urge Congress to swiftly pass this measure as the latest effort in the United States' never-ending commitment to making a safe air transportation system even safer."

### CABIN AIR QUALITY BILL INTRODUCED IN CONGRESS

● On April 10, Sen. Richard Blumenthal (D-CT) and Rep. John Garamendi (D-CA) introduced bicameral legislation in the U.S. Congress that would enhance cabin air quality by mandating the installation of carbon monoxide detectors in aircraft supply systems and establish training and reporting requirements to help crewmembers identify air contamination events in the cabin. ALPA endorses this legislation and praises Blumenthal and Garamendi for their efforts in the fight to keep North American skies safe and healthy.

Fume events occur when cabin air is contaminated by external sources or by oil and other aircraft engine lubricants that are designed to stay within the engine. When those oil/lubricants are heated and pressurized, they can make their way past gaskets and seals and into the aircraft bleed air systems, ultimately entering the cabin and flight deck through the environmental control system.

"This legislation would protect the flying public and airline crews by ensuring the cabin air they breathe during flights is safe—free from any hidden and toxic fumes," noted Blumenthal when introducing the Cabin Air Safety Act. "Our bill would require the FAA and aircraft manufacturers to stop ignoring this horrific

issue, mandating thorough investigation of dangerous cabin air quality reports, proper training and resources for pilots and flight attendants, and the installation of carbon monoxide sensors on commercial flights."

ALPA has been working with regulators and industry to understand the complex factors involved when fume events occur in the aircraft. In February, ALPA hosted a meeting on the topic to provide updates on a range of efforts, including the relevant language in the FAA Reauthorization Act of 2018 and a new industry-formed task force (see "Cabin Air Quality: Learning More from Increased Reporting," in the April 2019

issue of *Air Line Pilot*). ALPA pilots also shared information on the programs currently in place to mitigate cabin air quality deficiencies at their airlines as well as lessons learned.

### ALPA URGES PASSAGE OF AVIATION FUNDING STABILITY ACT

● In late March, the House Transportation and Infrastructure Committee completed markup of the Aviation Funding Stability Act of 2019 (H.R. 1108), which in the event of another government shutdown would authorize the FAA to draw funding from the Airport and Airway Trust Fund (see page 18).

"The safety of our skies

should never be used as a political bargaining chip," commented ALPA. "Rep. Peter DeFazio's bipartisan bill ensures that the hardworking safety professionals in our complex and interconnected aviation system will never again be asked to work without pay during a government shutdown.

"ALPA has long advocated for a dedicated and stable funding source for the FAA so that the safety and security of our aviation system is not put at risk during a government shutdown, and we stand ready to continue to work with all Members of Congress and the administration to keep commercial aviation the safest mode of transportation in the world.

"We urge the full House of Representatives to move quickly to pass this bill, and we also urge the Senate to act expeditiously on its version, which ALPA also supports, as the two versions must be reconciled before the bill can be signed into law," remarked the Association.

### ALPA PRESIDENT TESTIFIES BEFORE NMB AGAINST RULE CHANGE

● In testimony before the National Mediation Board (NMB) in late March, Capt. Joe DePete, ALPA's president, spoke against a proposed rule change that would lead to a two-year ban on organizing activities upon the decertification of a union representative. If not blocked, the rule change would mean that a group of employees that chooses to remove a party from representation duties would *not* be permitted to select a new representative for two years.

In his testimony, DePete stated that the rule change

## ALPA Sudoku

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

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

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

The solution to this month's ALPA sudoku can be found on page 18.

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

“would make it more difficult for employees to maintain collective bargaining rights upon decertification and could lead to an erosion of existing bargaining relationships and agreements.” He noted that the proposed change—which is unnecessary because an established process already exists for aviation workers to remove or change union representation—would limit the rights of workers and could introduce instability in the airline industry at a time when demand is growing for both passenger and cargo air transportation.

ALPA applauds Sen. Patty Murray (D-WA) and Reps. Peter DeFazio (D-OR), Daniel Lipinski (D-IL), and Rick Larsen (D-WA), who’ve sent letters to the NMB in opposition to this rule change. The Association stands in solidarity with the Flights Attendants-CWA, the Transportation Trades Department AFL-CIO, and the International Association of Machinists and Aerospace Workers in opposing the rule change.



## ALPA DETAILS PILOTS' CONTRIBUTION TO COMPANIES' SUCCESS AT CAPA SUMMIT

● In remarks during a CAPA Centre for Aviation 2019 Airline Leader Summit panel titled “Working with Unions to Achieve Optimal Outcomes,” Capt. Bob Fox, ALPA’s first vice president, drove home for global airline decision-makers how employee unions contribute dramatically to their airlines’ stability and success, both in today’s strong economic environment and in preparing for the future.

Speaking to high-level airline industry leaders gathered in Dublin, Ireland, on May 3 for the summit, Fox explained that throughout ALPA’s history, the Association has often

**From left, Filip Cornelis, director of Aviation for the European Commission; Pat Byrne, CEO of CityJet; and Capt. Bob Fox, ALPA’s first vice president, take part in CAPA’s recent summit.**

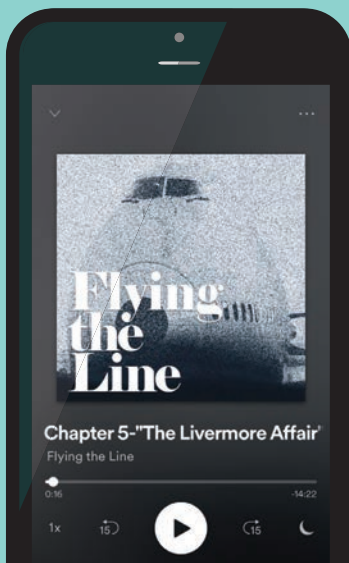
worked closely with airline managements to achieve a common goal of strengthening airlines’ position, stability, and competitiveness.

“It’s about building that relationship and trust with your management team so that we can work together for the common good,” explained Fox, the sole labor representative on the panel. He gave compelling examples of successful joint efforts by labor and management that benefited the company as

well as passengers and air cargo shippers.

As ALPA’s national officer charged with guiding the union’s international affairs work, Fox also seized the opportunity to point out to the global influencers gathered that airline pilots are collaborating right now with airline managements to make certain that U.S. airlines and U.S. workers do business on a level playing field. “Currently in the United States, we’re working with our management teams to ensure that the Trump administration enforces the agreement they had with Qatar,” said Fox.

Addressing a packed room, Fox’s comment referenced a report from the Trump administration that it has taken steps to bring the United Arab Emirates and Qatar into compliance with both countries’ U.S. Air Transport Agreements. He made clear ALPA’s position that the U.S. administration must now ensure Qatar delivers on its agreement by embracing market-based principles and financial transparency and



## Podcast Recounts ALPA’s Trailblazing History

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

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

**“Earning a decent salary was one thing; living to spend it was another. While the pilots were fighting for ALPA’s right to exist, a new battle loomed. It was about safety, and the pilots had a word for it—they called it ‘pushing.’”**

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

not operating additional fifth-freedom EU-U.S. nonstop passenger flights.

## GROUP CONVENES TO ADDRESS FRMS ISSUES IN CANADA

● Members of the Safer Skies Coalition Working Group, including representatives from ALPA, ALPA Canada, the Air Canada Pilots Association, and Unifor—representing several Canadian pilot groups—convened in Toronto, Ont., in early April to further coordinate fatigue risk management system (FRMS) activities. The group continued its discussion to address previously identified issues surrounding FRMS implementation as they apply to the *Canada Gazette II* flight-time and duty-time rules.

The working group is also developing guidance material for pilot groups dealing with their airline's management regarding fatigue risk management policy (FRMP), which includes gathering, analyzing, and reporting data to assess fatigue-related risk among flightcrew members.

The group's goals are to ensure that an FRMS meets the safety objectives defined in the FRMP and regulatory requirements and that all operators and pilot groups that use FRMS are on a level playing field working off the same FRMS template.

The working group is confident that it will be able to effectively address the shortcomings in the new flight-time and duty-time rules and provide a workplace for coalition pilots that reduces and manages fatigue effectively, while emphasizing that fatigue management must be based on shared responsibility and requires a functional safety reporting culture.



## HIMS ADVANCED TOPICS SEMINAR DRAWS LARGE CROWD

● More than 200 people attended the 2019 ALPA Human Intervention Motivation Study (HIMS) Advanced Topics Seminar in Dallas, Tex., April 1–2, including 93 pilots from 24 different airlines. Rounding out the audience were numerous aviation medical examiners, psychiatrists, psychologists, and other health-care professionals.

This biannual training event covers a broad range of topics such as case management, relapse prevention, related legal issues, release from monitoring, and FAA policy review. Moderating the seminar were Dr. Quay Snyder, HIMS program manager and ALPA's Aeromedical advisor, and F/O Craig Ohmsieder (Spirit), ALPA's HIMS chair.

HIMS is an occupational substance abuse program that coordinates the identification, treatment, and return to work of affected airline pilots. The program is administered by ALPA, the FAA, and participating airlines. HIMS is one of five groups that make up ALPA's Air Safety Organization Pilot Assistance, which also includes Aeromedical, the Critical Incident Response Program, Professional Standards, and Canadian Pilot Assistance.

More than 200 people attend ALPA's recent Human Intervention Motivation Study Advanced Topics Seminar in Dallas, Tex.

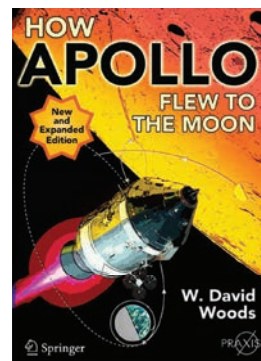
## CONNECTING WITH MILITARY PILOTS AT RTAG CONVENTION

● On April 13–14, ALPA pilots attended the Rotary to Airline Group (RTAG) Convention in Fort Campbell, Ky., to connect with military pilots planning to transition to airline careers. The convention provided a great opportunity to introduce future members to the Association—a key initiative in ALPA's strategic plan—and assist them in navigating the transition process.

“As some of our ALPA members can attest, transitioning from a military to an



From left, Capt. J.P. Walden (Compass), F/O Kandy Bernskoetter (FedEx Express), and Capt. Phil Fauchoux (FedEx Express) staff ALPA's booth at the Rotary to Airline Group Convention.



## How Apollo Flew to The Moon

By W. David Woods

**I**f you've ever wanted *details* about the *Apollo* lunar flights, this is a must-read book. The author does a nice job of explaining exactly how the *Apollo* spacecraft navigated precisely in three dimensions (using 1960s technology), each of the spacecraft and rocket systems, and how orbital mechanics actually work. The book also includes diagrams and a few photos that help the reader understand the various concepts.

This is one of the most enjoyable books I've read.

—Capt. Kevin Galloway (United)

PAGES: 503

PUBLISHER: Springer Publishing

AVAILABLE: Amazon.com and major retail bookstores

airline career can be challenging,” said Capt. Bill Couette, ALPA’s vice president–administration/secretary, who oversees the Association’s Professional Development Group and its Education, Leadership, and Membership Committees. “Mentoring plays a significant role in this process as the military-to-airline pathway is not as common as it once was. Through RTAG, our membership and veterans’ affairs experts were able to share their experiences, provide guidance, and start building relationships with military veterans interested in becoming professional airline pilots.”

RTAG was founded by F/O Erik Sabiston (CommutAir) in 2017 to increase the number of military veterans working for airlines. It provides military pilots, mechanics, and other skilled veterans with mentoring and networking opportunities—like those found at the annual convention—as well as informational resources to help them transition successfully to airline careers.

At this year’s RTAG convention, F/O Kandy Bernskoetter (FedEx Express), ALPA’s Membership Committee chair; Capt. Phil Faucheux (FedEx Express), ALPA’s Veterans Affairs Committee chair; and

Capt. J.P. Walden (Compass), his pilot group’s Master Executive Council (MEC) Military Affairs chair, spoke with hundreds of military pilots, mechanics, and others about ALPA and the profession.

The event also featured informational sessions. Faucheux gave a presentation on the Uniformed Services Employment and Reemployment Rights Act (USERRA), talking about USERRA in layman’s terms and how it applies to professional airline pilots. Bernskoetter focused on “A Day in the Life” of an ALPA pilot, discussing the benefits of ALPA membership and what a pilot’s typical

day looks like at the airlines. Both presentations were well attended and sparked good conversations.

In addition, ALPA ran a social media campaign during the convention that generated 52,000 impressions and drew 475 people to visit [clearedtodream.org](http://clearedtodream.org) for more information about the profession.

This event was a tremendous success, and ALPA looks forward to further strengthening its program for active and veteran military members. Later this year, ALPA will hold a seminar for MEC Military and Veterans Affairs Committees.



## EDUCATION COMMITTEE UPDATE



### ● UNIVERSITY OF MEMPHIS STUDENTS RECEIVE FIRST VISIT FROM ALPA

Collegiate aviators at the University of Memphis recently heard firsthand about a “Day in the Life of an ALPA Pilot” from F/O Kandy Bernskoetter (FedEx Express), chair of ALPA’s Membership Committee and an Education Committee volunteer. Discussion focused on schedules at regional airlines as well as what students

F/O Kandy Bernskoetter, center, poses with a group of students from the University of Memphis.

can expect at major and cargo carriers.

The students were excited to learn about ALPA and the profession and asked astute questions for more than an hour after the presentation.

ALPA’s Education Committee looks forward to building a presence at the

University of Memphis. Its flight program, led by Capt. Warren Travis (FedEx Express, Ret.), has grown quickly since its inception in 2018.

### ● UND STUDENTS LEARN ABOUT ALPA’S GOVERNANCE STRUCTURE

ALPA is a unique organization, and ACE Club students at the University of North Dakota (UND) recently learned that its governance structure makes for an interesting topic

of conversation. F/O Mike Hamilton (United), an ALPA executive vice president, and F/O James Belton (United), his pilot group’s spokesperson, recently visited the campus to speak with students about the role and responsibilities of a master executive council.

This was the first time UND students received a formal presentation about the inner workings of the Association. The visit, organized by

Capt. John McLaughlin (Endeavor Air), ALPA’s Education Committee liaison to the school, was a tremendous success. Students were actively engaged and asked several questions throughout the presentation.

ALPA’s Education Committee promotes the piloting profession, mentors aspiring aviators, and prepares future generations of pilots to join the ranks of ALPA members. For more information or to get involved, contact [Education@alpa.org](mailto:Education@alpa.org).



F/O Mike Hamilton (United), left, and F/O James Belton (United) talk with University of North Dakota students about the role and responsibilities of an ALPA master executive council.





# Catch ALPA at Oshkosh This Summer!

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

For details, contact us at [ALPAoshkosh@alpa.org](mailto:ALPAoshkosh@alpa.org). For information about Oshkosh 2019, visit [www.eaa.org/en/airventure](http://www.eaa.org/en/airventure).



**We'll see you there!**

## ADVANCING WOMEN IN AVIATION

On April 10, ALPA, along with other representatives from the airline industry, government, and labor, gathered at the American Association of Airport Executives Foundation's third annual Women in Aviation Scholarship Luncheon to celebrate women who've made contributions to the aviation industry. This year's honoree was Sharon Pinkerton, Airlines for America senior vice president for

legislative and regulatory policy. ALPA was a sponsor and a member of the Honorary Host Committee.

Since the Women in Aviation Scholarship program was established in late 2015, more than \$1 million has been raised to provide scholarships to female college or university undergraduate students with a junior class standing or higher or graduate students who are enrolled in an aviation program and have a 3.5 or higher grade point average.



F/O Dawn Cook (Delta), third from right, joins members of ALPA staff for the American Association of Airport Executives Foundation's Women in Aviation Scholarship Luncheon in Washington, D.C.



## MAILBAG

### 'TRAILBLAZING WOMEN'

Thank you for the timely "The Landing: Trailblazing Women" in the April issue. There is no doubt that the women listed were aviation pioneers and glass-ceiling breaking female aviators, and I recognize that all the early female aviators couldn't be listed. However, I was disappointed that Louise McPhetridge Thaden wasn't included in this list. She had numerous record-breaking accomplishments as well as a family connection to ALPA.

In 1929, Louise Thaden, the fourth woman to hold a transport pilot rating, became the first pilot to hold the women's altitude, endurance, and speed records in light planes simultaneously.... In 1929, she won the first Women's Air Derby..., a transcontinental race from Santa Monica, Calif., to Cleveland, Ohio, defeating 20 women who had entered the race, among them Amelia Earhart....

In 1936, the first year women were permitted to



**Louise Thaden**

compete, Louise won the Bendix Trophy. Flying a Beech C17R Staggerwing, she set a New York, N.Y., to Los Angeles, Calif., new world record of 14 hours and 55 minutes. Louise is also... one of the founders of the Ninety-Nines, an international organization for female pilots.

Her son, William Thaden, had a distinguished 30-year career with Eastern Air Lines and was a proud member of ALPA.... I had the honor and privilege to occupy the same cockpit with him on numerous occasions.

**F/O Thomas Rogers**  
(Eastern, Ret.)

**EDITOR'S NOTE:** Louise Thaden was one of many women worthy of consideration, along with pilots Florence "Panchito" Barnes and Capt. Rosella Bjornson. However, space constraints limited the number of female aviators we could include. But we agree that Louise Thaden was a remarkable pilot.

# Registration Is Now Open



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

The summit will feature legislative briefings, guest speakers, workshops, and a Capitol Hill reception with Members of Congress and

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

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

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

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



## LEGISLATIVE/POLITICAL UPDATE

### HOUSE COMMITTEE APPROVES TWO AVIATION SAFETY BILLS

**O**n March 27, the House Transportation and Infrastructure Committee passed two aviation-focused bills to Congress: H.R. 1108, the Aviation Funding Stability Act of 2019, and H.R. 1775, the Notice to Airmen Improvement Act of 2019.

In response to the recent U.S. government shutdown, Peter DeFazio (D-OR), Transportation and Infrastructure Committee chair, and Rick Larsen (D-WA), Aviation Subcommittee chair, introduced H.R. 1108 to protect FAA programs and personnel, and the U.S. aviation industry as a whole, in the event of a future lapse in the agency's appropriations by drawing funding from the Airport and Airway Trust Fund (see page 13). This

bipartisan bill has approximately 140 cosponsors and now awaits a place on the House calendar for a vote. A companion bill has also been introduced in the Senate by Jerry Moran (R-KS).

H.R. 1775 was introduced by Reps. Pete Stauber (R-MN) and Mark DeSaulnier (D-CA) and also was reported favorably out of the Transportation and Infrastructure Committee. The bill establishes an FAA task force on notice to airmen (NOTAM) improvements. The task force, which will be composed of representatives from airlines, labor, general and business aviation, as well as aviation safety and human factors experts, is charged with reviewing existing methods for presenting NOTAMs to pilots.

To streamline and optimize pilot review, the

task force will recommend best practices to improve NOTAM completion, comprehension, and presentation. It will also work with airlines, other airspace users, and aviation service providers to implement these solutions. Providing clear and effective communication to pilots by improving NOTAMs is an ALPA priority and important safety policy enhancement.

### SENATORS INTRODUCE LEGISLATION TO REPEAL EXCISE TAX

**S**ens. Martin Heinrich (D-NM) and Mike Rounds (R-SD) introduced S. 684, the Middle-Class Health Benefits Tax Repeal of 2019, on March 6 to repeal the Affordable Care Act's 40 percent excise tax on employer-sponsored health coverage. S. 684's companion in the House,

H.R. 748, is sponsored by Reps. Joe Courtney (D-CT) and Mike Kelly (R-PA) and already has approximately 250 cosponsors.

Unless changes are made to current law, a 40 percent tax will eventually be imposed, leading to higher health-care costs for pilots and their families. Since passing the excise tax in 2010, Congress has delayed its implementation twice. ALPA supports the bipartisan efforts through S.684 and H.R. 748 to repeal this unnecessary and burdensome tax.

### HOUSE INTRODUCES RETIREMENT SECURITY BILL

**L**egislation that aims to make saving for retirement easier was recently introduced in the U.S. House of Representatives. The SECURE Act (H.R. 1994) includes a variety of bipartisan retire-

ment security measures and is currently moving through the House. The bill addresses an inequity within frozen defined benefit plans that affects some ALPA members.

In a letter to Rep. Richard Neal (D-MA), the House Ways and Means chair, and Rep. Kevin Brady (R-TX), ranking member, Capt. Joe DePete, ALPA's president, endorsed the legislation and applauded the provision that addresses an inequity under which defined-benefit pension plans that cover fewer than 50 active employees are forced to freeze benefits for some of those employees, who are typically older and longer-serving employees. If passed, the legislation would ensure that pilots currently affected by this inequity won't be prohibited from accruing future benefits.



## IN MEMORIAM

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

—Author unknown

### 2012

**Capt. Edwin L. Nelson**  
United February

### 2015

**Capt. George W. Cairnes**  
FedEx Express November

### 2016

**Capt. LeMoynes M. Howard**  
United December

### 2017

**Capt. Richard W. Lindgren**  
Pan American November

### 2018

**F/O James M. McKenzie**  
TWA May

**Capt. James E. Lloyd**  
United September

**Capt. Allen G. Brady**  
Delta November

**F/O Kellen D. Kuhn**  
Pan American November

**Capt. Eugene D. Ellis**  
United December

**Capt. Gunnar E. Gulbrandsen**  
Eastern December

**F/O Jay P. Jarboe**  
United December

**Capt. James E. Prochnow**  
America West December

### 2019

**Capt. Timothy D. Caruthers**  
Alaska January

**Capt. Jeffrey M. Christman**  
Delta January

### Capt. William H. Hagedorn

Delta January

### Capt. Bruce A. Roger

Alaska January

### Capt. William E. Standing

US Airways January

### Capt. John Strippoli

Eastern January

### Capt. David O. Coleman

TWA February

### Capt. James T. Girtman

TWA February

### F/O Charles D. Godby

FedEx Express February

### Capt. Richard H. Gronning

Northwest February

### Capt. Jon D. Hansen

Delta February

### Capt. John L. Huber

Continental February

### Capt. Ciro J. Manzi

Delta February

### Capt. Robert W. Marcott

United February

### Capt. Kevin J. Morinec

Alaska February

### Capt. Dave D. Patterson

FedEx Express February

### Capt. Charles J. Stamschror

United February

### Capt. Benjamin T. Yarnell

Spirit February

### Capt. Peter F. Campbell

Northwest March

### Capt. Robert L. Campbell

United March

### Capt. Richard C. Davis

Delta March

### F/O Robert D. Degrishe

Continental March

### Capt. James K. Duffes

Eastern March

### Capt. Bob A. Flynn

FedEx Express March

### Capt. David K. Galloway

Delta March

### Capt. William T. Moore

Eastern March

### Capt. James E. Pollak

Delta March

### Capt. Jerry L. Pope

Northwest March

### Capt. Wesley E. Schlough

Northwest March

### Capt. Randall B. Schultz

Piedmont March

### Capt. George J. Terhune

Pan American March

### Capt. Robert “Bob” L. Wilson

TWA March

### F/O Kyle J. Wolf

Envoy Air March

### Capt. Louis Huertas

Delta April

### Capt. Albert F. Merone

Pan American April

Compiled from information provided by ALPA's  
Membership Administration Department

# SHARE YOUR BEST 'OFFICE VIEWS'

**PHOTOS:** Share with us your shots of airplanes, airports, pilots, and anything else you see during your flight. Submit your high-quality prints from a developer or high-resolution digital images from your DSL, etc., to [Communications@alpa.org](mailto:Communications@alpa.org) for possible use on the cover of *Air Line Pilot*, inside the magazine, or in a video.

**ID:** Tell us who you are, who you fly for, the names of the pilots in your photos, and what we're looking at.

**COVER:** Increase your odds of scoring the coveted cover shot: Turn your camera sideways and take a vertical shot.



Photographer:  
F/O Chris Duggan  
(First Air)



## SHOOT | SUBMIT | SCORE

Please remember to adhere to FARs or CARs and company policy, including regulations regarding using personal wireless devices in the cockpit, when taking photos.



## INDUSTRY STATS

### INTERNATIONAL PASSENGER TRAFFIC

**G**lobal air passenger traffic figures recorded in 2018 represented another solid year for global airline traffic. Industrywide air passenger traffic grew by 6.5 percent over the year. While this increase marked another year of above-trend growth, it wasn't quite as robust as the 8.0 percent growth recorded in 2017. However, demand still outpaced the 6.1 percent capacity airlines added in 2018.

### TOTAL AIR PASSENGER MARKET 2018

REGION	MARKET SHARE	TRAFFIC	CAPACITY
Africa	2.1%	2.4%	1.0%
Asia-Pacific	34.5%	8.6%	7.9%
Europe	26.7%	6.6%	5.8%
Latin America	5.1%	6.2%	6.6%
Middle East	9.2%	4.0%	4.9%
North America	22.4%	5.0%	4.7%
<b>Total Market</b>	<b>100.0%</b>	<b>6.5%</b>	<b>6.1%</b>

SOURCE: IATA AIR PASSENGER MARKET ANALYSIS

In the international market, air passenger traffic growth softened in most regions as compared to 2017. International traffic growth recorded in 2018 was 6.3 percent, down from 8.6 percent in 2017.

Airlines in the Asia-Pacific region re-

ported the fastest international passenger growth rate in 2018 at 7.3 percent due to strong business confidence.

International passenger volume growth for Latin American airlines was above average over 2018, but renewed economic and political uncertainties in the region may hamper passenger traffic going forward.

In Europe, low-cost carriers such as Ryanair, EasyJet, and Wizz Air drove the growth in international passenger traffic in 2018. However, some of the increased passenger volume for these carriers stemmed from the transfer of passengers following the collapse of Air Berlin and Monarch Airlines during the year.

As compared to 2017, international passenger traffic moderated across all regions except for Africa and North America. Africa recorded an increase in annual international passenger traffic of 6.5 percent in 2018, compared to 6.0 percent in 2017, amid mixed economic conditions in the region's largest countries. In North America, sound economic conditions, including low unemployment, contributed to another solid year of growth. In 2018, North American international passenger traffic increased to 5.0 percent compared to 4.7 percent in 2017.

Airlines in the Middle East recorded

another year of below-average international growth in 2018, reflecting the impact of various policy measures and travel restrictions enacted for that region. The Middle East saw its international traffic growth rate decline for the second consecutive year from 6.9 percent in 2017 to 4.2 percent in 2018, not having experienced a previous decline since 1997.

### INTERNATIONAL AIR PASSENGER MARKET 2018

REGION	MARKET SHARE	TRAFFIC	CAPACITY
Africa	3.0%	6.5%	4.4%
Asia-Pacific	29.7%	7.3%	6.4%
Europe	37.3%	6.6%	5.9%
Latin America	4.2%	6.9%	7.7%
Middle East	13.9%	4.2%	5.2%
North America	11.9%	5.0%	3.7%
<b>International</b>	<b>100.0%</b>	<b>6.3%</b>	<b>5.7%</b>

SOURCE: IATA AIR PASSENGER MARKET ANALYSIS

The increasing uncertainty of global economic conditions and geopolitical issues such as Brexit and U.S.-China trade tensions in 2019 pose downside risks to the international air passenger traffic growth forecast for the remainder of the year.



## MARKET WATCH

AIRLINES	PARENT COMPANY	STOCK SYMBOL	3/29/2018	3/29/2019	% CHG.
Spirit	Spirit Airlines, Inc.	NYSE: SAVE	\$37.78	\$52.86	39.92% ▲
United	United Continental Holdings, Inc.	NASDAQ: UAL	\$69.47	\$79.78	14.84% ▲
Bearskin, Calm Air	Exchange Income Corporation <sup>1</sup>	TSX: EIF	\$30.86	\$33.09	7.23% ▲
Air Transport International	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$23.32	\$23.05	-1.16% ▼
Delta, Endeavor Air	Delta Air Lines	NYSE: DAL	\$54.81	\$51.65	-5.77% ▼
Alaska	Alaska Air Group, Inc.	NYSE: ALK	\$61.96	\$56.12	-9.43% ▼
Jazz Aviation	Chorus Aviation <sup>2</sup>	TSX: CHR.B	\$8.30	\$7.18	-13.49% ▼
WestJet, WestJet Encore	WestJet Airlines Ltd.	TSX: WJA	\$23.70	\$19.43	-18.02% ▼
JetBlue	JetBlue Airways Corporation	NASDAQ: JBLU	\$20.32	\$16.36	-19.49% ▼
FedEx Express	FedEx Corporation	NYSE: FDX	\$240.11	\$181.41	-24.45% ▼
Mesa	Mesa Air Group	NASDAQ: MESA	\$12.00	\$8.34	-30.50% ▼
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$38.70	\$26.25	-32.17% ▼
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$7.42	\$4.66	-37.20% ▼
Envoy Air, Piedmont, PSA	American Airlines Group, Inc.	NASDAQ: AAL	\$51.96	\$31.76	-38.88% ▼

<sup>1</sup> Exchange Income Corporation declared eligible dividends of \$0.1825 per share for the month of March on March 15, 2019.

<sup>2</sup> Chorus Aviation announced a monthly dividend of \$0.04 per Class A and Class B shares for the month of March on March 20, 2019.



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# IS THE U.S. GOVERNMENT ABOUT TO CALL OUT SUBSIDIZED FOREIGN AIRLINES?

U.S. STATE DEPARTMENT WILL LOOK “VERY CLOSELY” AT AIR ITALY **By ALPA Staff**

**I**n what could become a breakthrough in ALPA’s fight for fair competition against foreign airlines that receive billions of dollars in subsidies from their home governments, cabinet-level U.S. government leaders now say they’ll scrutinize whether Qatar has lived up to its high-level political commitment to the United States pledging to compete fairly with U.S. airlines.

In April, U.S. Secretary of State Mike Pompeo, when speaking of Qatari government-subsidized Air Italy, informed Congress that “We’re looking very closely at this recent decision by Qatar to take on 49 percent of this airline.” The public commitment by Pompeo to review the government of Qatar’s actions came during a U.S. Senate Foreign Relations Committee hearing on April 10. In response to a question from Sen. Johnny Isakson (R-GA), the secretary continued, “We understand the risk of the efforts to circumvent, and we’re working to make sure that everyone is complying with the agreement that they had entered into.”

ALPA pilots welcome the State Department’s careful review of Qatar Airways and its newly acquired stake in Air Italy. The scrutiny will highlight well-documented evidence of direct subsidies given by the Qatari government to Qatar Airways as well as the airline’s financial backing and effective control of Air Italy. Such subsidized services distort the inter-

national marketplace, deny U.S. airlines a fair and equal opportunity to compete, and put the jobs of hardworking U.S. airline employees at serious risk.

## **AIR ITALY: QATAR’S LATEST BID TO BREAK ITS PLEDGE**

Since 2004, the Qatari government has provided more than \$25 billion in subsidies to Qatar Airways through cash, cut-rate fuel, loan forgiveness, and free aircraft. As a result, many U.S. airlines don’t serve Qatar Airways’ hub markets in the Middle East and elsewhere due to the difficulty of competing against an airline supported by its home government on this extreme scale.

In September 2017, Qatar Airways announced it had acquired a 49 percent stake in the parent company of a failing Italian airline named Meridiana. The airline unveiled a new corporate identity and was rebranded “Air Italy” in 2018. At the time, Qatar Airways Chief Executive Akbar al-Baker told Reuters, “We’re going to massively grow the carrier to become the real national carrier of Italy.”

Since 2017, Air Italy has operated its flights with aircraft and financing provided by the government of Qatar through its state-owned airline. In financial statements, Qatar Airways appears to cover Air Italy’s operating losses. The airline’s operations depend on capital provided by Qatar Airways and are made possible with cash received from the Qatari govern-

ment, in contrast to U.S. airlines, which make investments based on their own earnings in the commercial marketplace. In addition, Qatar Airways has supplied Air Italy with A330 aircraft from its own fleet, repainting the airplanes with Air Italy’s livery.

These facts make clear that Air Italy’s flights not only violate the Open Skies provision requiring “fair and equal” competition but also the government of Qatar’s high-level political commitment to the U.S. government promising it would not introduce additional U.S.-EU service to the United States, a practice known as fifth-freedom service.

In the context of international air traffic rights, fifth-freedom passenger flights are those such as Emirates’ flights that originate in Dubai in the United Arab Emirates (UAE), stop in another country such as Italy, take on new traffic, and operate to the United States (see “The Landing,” page 37). Qatar Airways has made an “end run” around its promise not to introduce fifth-freedom flights by operating flights under its subsidiary, Air Italy, from Italy to the United States.

## **PROMISING INITIAL STEP**

In January 2018, the U.S. government announced it had obtained high-level political commitments from both the governments of Qatar and the UAE to operate their airlines on market-based principles, disclose financial information, and not to fly additional fifth-freedom EU-U.S. non-stop flights. In seeking to garner these commitments, the U.S. administration acknowledged that foreign government subsidies and a lack of transparency can affect a fair and equal opportunity for U.S. airlines to compete in the context of U.S. Open Skies agreements.



While ALPA was gratified that the Trump administration had taken initial steps to end unfair trade practices and protect American jobs, the union made clear its “trust but verify” position and underscored that airline pilots would carefully monitor the countries’ progress and that the actions of the UAE and Qatar would be the test.

### RISK TO EVERY U.S. AIRLINE PILOT

While Air Italy is in its fledgling stage, it has 30 B-787s on order that were transferred directly from Qatar Airways’ order book. These aircraft, combined with unlimited access to capital, make Air Italy’s fifth-freedom flights a towering threat to the U.S. airline industry now and in the future.

With Air Italy’s recently launched Milan Malpensa–San Francisco and Milan–Los Angeles service and its other existing fifth-freedom flights, the United States is permitting foreign governments to violate its trade deals and go back on high-level political commitments to do

**Qatar Airways is reflagging its own fleet to Air Italy. An A330 with manufacturer serial number 638 had a Qatar Airways registration number on Sept. 18, 2018, and an Air Italy registration number on Nov. 21, 2018. (Source: Airfleets.net)**

business transparently, conduct internally accepted accounting practices, and refrain from operating additional fifth-freedom flights.

The world is watching how the U.S. government addresses Qatar-backed Air Italy. If U.S. trade deals and political commitments aren’t enforced, it’s not difficult to extrapolate how the precedent could sweep across every sector of the U.S. industry, and it raises the specter of unfair competition for mid-sized and even smaller U.S. carriers.

“While these state-subsidized foreign airlines may not compete directly with U.S. airlines like Spirit right now, there’s little doubt they will try to do so in the future,” said Capt. James Talev (Spirit), his

pilot group’s Master Executive Council Government Affairs Committee chair. “That’s why all ALPA pilots have reason to make certain that these airlines live up to their commitments to compete fairly.”

### ALPA FIGHTS BACK

In a February 11 letter to Pompeo and Secretary of Transportation Elaine Chao, Capt. Joe DePete, ALPA’s president, made clear that this sleight-of-hand effort by Qatar to serve U.S. markets with Air Italy threatens U.S. airlines and U.S. jobs, now and in the future.

“I’m a fierce champion of U.S. workers, provided we all play by the same rules. That means ensuring compliance with U.S. agreements and confronting violators,” wrote DePete in the letter, which ALPA also sent to the White House Office of Trade and Manufacturing Policy. The CEOs of American Airlines, Delta Air Lines, and United Airlines published a similar open letter to President Trump in *The New York Times* and the *New York Post* on April 16.

As a result of ALPA’s relationships on Capitol Hill and the outreach by the Association’s pilot volunteers and staff, federal lawmakers from both sides of the political aisle, including Sen. James E. Risch (R-ID), the U.S. Senate Committee on Foreign Relations chair, and Sen. Bob Menendez (D-NJ), ranking member, have raised serious concerns about Qatar’s decision to break its pledge to the U.S. government.

“As the State Department promises to look ‘very closely’ at Air Italy, the tremendous attention that is being drawn to the massive subsidies that the governments of Qatar and the United Arab Emirates provide to their state-owned airlines has been driven by our union’s bold leadership in demanding fair competition,” said DePete. “It’s also the result of ALPA’s unity, which allows us to collaborate with our brothers and sisters at other unions across the industry to call on the U.S. government to stand up for workers and fair competition.”

While ALPA won’t let up in its fight, the commitment from the U.S. secretary of state is promising and wouldn’t have happened without the union’s leadership and constant advocacy to promote a level marketplace for U.S. airlines and their pilots. 🌐



# POST-BREXIT FLIGHT PLAN

By ALPA Staff

**H**ard Brexit? No-deal Brexit? Soft Brexit? A new Oct. 31, 2019, deadline has allowed more time for the UK to decide whether to leave the EU. But regardless of the timetable, ALPA has helped ensure that the continuity of air services and ownership and control standards are part of the post-Brexit U.S.-EU traffic rights agreement.

On Nov. 28, 2018, the U.S. and UK governments announced that they had reached a bilateral air services agreement that would apply in any post-Brexit environment. Following the UK's EU membership referendum in 2016, ALPA pilots and professional staff connected with influencers on both sides of the Atlantic to advocate for a post-Brexit agreement that would not only minimize air transportation disruption but also permit airlines to continue to operate and plan ahead with certainty—a key factor in attracting future bookings and ensuring economic stability for the airline industry.

Unless and until it formally leaves

the EU, the UK is covered under the U.S.-EU Air Transport Agreement (ATA), which took effect on April 30, 2007. An “Open Skies” agreement, the U.S.-EU ATA allows U.S. and EU airlines, including those of the UK, to fly from any of the union's member states to any point in the United States and beyond. The current U.S.-EU agreement recognizes EU policy that permits EU airlines to be owned by citizens of any EU country, while U.S. bilateral agreements with other countries require that the airlines involved are majority owned and controlled by citizens of the country designating the airline.

Prior to the U.S.-UK aviation talks, the Association's pilots had identi-

fied goals for any post-Brexit U.S.-UK bilateral agreement. The union sought to preserve continuity during a Brexit transition, maintain existing ownership of UK carriers, and include traditional provisions to ensure that U.S. airlines and their pilots have a fair opportunity to compete internationally.

The U.S.-UK agreement that would go into effect post-Brexit puts important limits on changes to the current ownership and control of British carriers as they leave the EU, which will restrict increased ownership of British airlines by foreign countries, including those that own and subsidize state airlines.

In addition, ALPA collaborated with the British Air Line Pilots' Association on issues of common concern, including the need to recognize the importance of high labor standards in any trade deal. In the 2018 deal, both the United States and the UK acknowledged the benefits that occur when open markets are accompanied by high labor standards with respect to international air transportation.

Separate from the air transport agreement, ALPA has also focused on promoting a continued high level of safety during the UK's potential departure from the EU. The Association advocates that the UK remain part of the European Union Aviation Safety Agency, regardless of its membership in the EU, to ensure the highest standards of safety for passengers, cargo, and crews. The UK continues to negotiate on this point, and ALPA is working through all channels as well as the FAA to advance the highest safety standards during a departure and in the years following.

If and when the UK officially leaves the EU, the U.S. airline industry has a firm flight plan for traffic rights during and after a Brexit transition—and many of ALPA pilots' goals have been achieved. 🌐

**The UK continues to negotiate on this point, and ALPA is working through all channels as well as the FAA to advance the highest safety standards during a departure and in the years following.**





**Capt. Rick Cameron (United), left, is congratulated by Christoph Schewe, the International Federation of Air Line Pilots' Associations managing director, right, as Capt. Bob Fox, ALPA's first vice president, converses in the background.**

# 'BUILDING BRIDGES' TO CONNECT THE WORLD'S AIRLINE PILOTS

By Corey Kuhn, Contributing Writer

As the globalization of aviation began to take off in the 1940s, ALPA knew that it needed to look far beyond the horizon to protect the interest of its members and the industry. As a result, in 1948 the union helped establish the International Federation of Air Line Pilots' Associations (IFALPA). In addition to advancing the profession, IFALPA was founded to ensure that airline pilots had a say in the important aviation policy decisions that were being formulated at the United Nations through the International Civil Aviation Organization (ICAO), which sets global aviation safety standards (see "ICAO: Developing the World's Aviation Standards").

For more than seven decades, IFALPA, which represents more than 100,000 pilots worldwide, has worked tirelessly to provide ICAO with the airline piloting perspective. And each year, the federation gathers to discuss emerging issues and develop strategies that will set the path for the year ahead. This year was



**Capt. Joe DePete, ALPA's president, welcomes ALPA members to the 74th International Federation of Air Line Pilots' Associations conference.**

no different. Airline pilots from more than 80 countries attended IFALPA's annual conference in Berlin, Germany. Despite the challenges of a multinational audience, the pilots transcended those barriers and coalesced around their

greatest common denominator: being an airline pilot.

## CHARTING THE FUTURE OF THE PROFESSION

Appropriately themed "Building Bridges," the IFALPA conference was particularly relevant to ALPA as this was one of the first international conferences to include representatives from each of the Association's executive vice president election groups. Capt. Joe DePete, ALPA's president, observed that for the first time in years members from all of the Association's pilot groups—Canadian, cargo, fee-for-departure, regional, and mainline—were in attendance. "Issues that challenge the rest of the world have an impact on all ALPA members. By their direct participation in this important meeting, we're ensuring that all ALPA pilots are connected to the global issues that affect all of us. It's crucial that we bring the messages and the work of what we do on an international level back home, for all ALPA pilots, regardless of what aircraft we fly or where we fly."

DePete, along with Capt. Bob Fox, ALPA's first vice president; Capt. Bill Couette, ALPA's vice president—administration/secretary; and Capt. Joseph Genovese, ALPA's vice president—finance/treasurer, led the U.S. delegation to the conference.

## THE GLOBAL PILOT SYMPOSIUM

The conference kicked off with a one-day Global Pilot Symposium (GPS) that focused on the challenges transnational airlines are facing and the importance of pilot unity. Transnational airlines represent an atypical business model that ALPA has been fighting against for years. Under these models, pilots are employed through individual contracts, resulting in an unstable work environment. This type of business model poses serious concerns regarding working conditions, pay, and collective bargaining (see page 3).



**Capt. Peter Black (First Air), upper right, briefs Air Traffic Services Group, Aircraft Design/Operations Group, and Airport & Ground Environment Group Committee chairs.**

During a GPS panel discussion, several pilots from transnational airlines, including SAS, EasyJet, and Ryanair, described the real-life situations they're experiencing and the importance of union representation in the face of changing corporate entities that seek to pit one pilot group against another.

The symposium also featured a keynote address from Willie Walsh, the CEO of International Airlines Group, who discussed how strong leaders help to keep individuals unified. Walsh said of successful and failed leaders: "You take what's good and you take what's bad and you develop something that you're comfortable with. Because what I've seen is that when you come under pressure, you'll naturally revert to your type. If you try to mimic someone else, it doesn't always work," he observed.

### **ALPA'S IMPORTANT INTERNATIONAL ROLE**

Throughout the four-day IFALPA conference, delegates met with various committees to discuss the work that had been conducted throughout the year. "Because ALPA is the largest group of pilots within IFALPA, ALPA members and staff serve in a variety of capacities within the federation and are subject-matter experts on committees that advance the pilot agenda through ICAO," said Fox. Regional and committee chairs provided updates on a number of topics including safety, governmental issues, and aircraft design and operations. The updates and information sharing led to discussion and strategizing on next steps. Each year, IFALPA committees convene around the world to establish recommendations to ICAO that help advance safety issues as

well as provide assistance to member associations that need guidance or support on technical and industrial issues. One such issue was reduced-crew operations.

### **UNIFIED OPPOSITION TO REDUCED-CREW OPERATIONS**

A hot topic around the globe continues to be proposals by businesses and managements alike to reduce the number of crewmembers needed to operate an aircraft. IFALPA conference participants affirmed their unified opposition to reduced-crew operations, noting that "Our enviable safety record and culture is based upon two properly rested, fully qualified, and well-trained pilots. It is the federation's position that because reduced-crew operations carry significant additional risks over existing dual-pilot operations, they will result in a serious reduction in flight safety. It is essential

to fully address these risks and safety shortfalls before the industry accepts changes to the standards which have built the safest transportation system in history." ALPA shares IFALPA's concerns and continues to advocate the safety value of having at least two pilots in every airliner cockpit.

### **ELECTING IFALPA OFFICERS**

At the conclusion of this year's conference, delegates elected a new slate of pilots to serve on the international executive board, including a new president. Capt. Jack Netskar (SAS) was elected to head the federation. Capt. Rick Cameron (United) was elected executive vice president administration, membership & finance, and Capt. Brian Shury (Jazz Aviation) was elected executive vice president professional & government affairs.

"As a founding member of IFALPA, ALPA is proud of its affiliation with the global pilot community and the collective work accomplished throughout the years. By building the bridges that connect the profession, pilots around the world are able to protect and defend their jobs and advance global aviation safety and security," DePete said. 🌐

### **ICAO: DEVELOPING THE WORLD'S AVIATION STANDARDS**

In 1947, the United Nations created the International Civil Aviation Organization (ICAO) to help lead the world in establishing standards and recommended practices for the global aviation community. Today, the majority of the world's airline industry adheres to ICAO standards, so it's crucial that pilots have a seat at the table to take part in those policy discussions and decisions.

Because pilots can provide a unique perspective critical to developing and adapting aviation standards, IFALPA was granted official permanent status on the Air Navigation Commission, the entity that recommends action to ICAO. Through IFALPA, the voice of airline pilots is heard within this important aviation organization to promote the highest level of aviation safety and security across the globe.

Many of ICAO's actions have also directly impacted the airline piloting profession. ICAO was responsible for revising the global pilot retirement age to 65 for international operations. Also, the organization has assisted in the significant progress to safeguard the air shipment of lithium batteries around the world.



**Capt. Joe DePete, ALPA's president, opens the all-cargo symposium.**

# ALL-CARGO CONVERSATION FOCUSED ON SAFETY, SECURITY, AND FLIGHT/DUTY TIME

By Christopher Freeze, Senior Aviation Technical Writer

**P**ilots from around the United States and Canada gathered at ALPA's Conference Center in Herndon, Va., on April 2–3 to discuss issues specific to all-cargo flight operations. The two-day meeting consisted of presentations from subject-matter experts and moderated discussions on advancing all-cargo safety, security, and flight time/duty time.

In addition to representatives from ALPA's all-cargo pilot groups, members of the Independent Pilots Association, which represents UPS pilots, and the Airline Professionals Association/Teamsters Local Union No. 1224, which represents ABX Air, Atlas Air, Omni Air International, and Southern Air pilots, were also in attendance.

Capt. Joe DePete, ALPA's president, opened the meeting with a moment of silence in remembrance of the crewmembers lost in the Atlas Air Flight 3591 accident. Afterward, he reminded participants that “based on statistics, if the accident rate of all-cargo operations was applied to passenger operations, there would be an aircraft accident every two weeks. We have to improve this mark.”

## **SAFETY**

Capt. Rich Hughey (FedEx Express), ALPA's President's Committee for Cargo chair, provided the group with an overview of the safety differences between passenger operations and all-cargo operations, pointing out that “although all-cargo operations make up only 7 percent of

all Part 121 operations, they account for a disproportionately greater number of major accidents. In fact, research from the International Air Transport Association shows that the worldwide hull-loss rate for all-cargo carriers is roughly 10 times higher than that of passenger airlines.

“This number is very similar to the U.S. Part 121 fatal accident statistics from 2003 to 2016 when the all-cargo carrier accident rate was eight to 12 times higher than the passenger carrier rate,” Hughey noted.

“If the FAA's Commercial Aviation Safety Team wants to reduce the accident rate by 50 percent by 2025, it will have to address all-cargo operations. And that will require rethinking the role of the cost/benefit methodology that's been applied.”

Hughey stressed the many differences in risk management that all-cargo pilots face versus passenger-carrying pilots. “All-cargo pilots are more likely to fly at night, carry hazardous materials, or operate into or out of an uncontrolled airfield that may or may not have adequate rescue and firefighting coverage or taxiways,” he observed. “In addition, the current industry trend tends to be that some all-cargo carriers are operating older widebody aircraft to international airports or smaller domestic airports and hiring pilots who have less total experience and training, similar to the situation at some regional carriers. Add all of these factors together, and the risk is significantly greater than that of passenger airliners.”

Capt. Steve Jangelis (Delta), ALPA's Aviation Safety chair, moderated a discussion on all-cargo safety topics, including recent successes in reducing the carriage of undeclared dangerous goods by educating shippers on how and when to properly identify hazardous materials in packages. “The ‘Check the Box’ safety education campaign, developed in partnership with the Pipeline and Hazardous Materials Safety Administration, is a major step in the right direction toward reducing and— one day, hopefully—eliminating undeclared dangerous goods from all-cargo flights.”

## **SECURITY**

Capt. Preston Greene (FedEx Express), ALPA's President's Committee for Cargo vice chair, emphasized the unique security challenges facing all-cargo operations:

the regulatory disparities and the allowance of alternate means of compliance.

“That, in this environment, there are still loopholes to the requirement of intrusion-resistant cockpit doors [IRCDs] and access to the flight deck by nonpilot personnel is shocking,” acknowledged Greene. “While background checks for security identification display area access and employee badging are better than nothing, they do little to determine a person’s intent.”

Of particular concern to attendees were the risks presented by supernumeraries, including animal handlers assisting in the transport of racehorses. “Sometimes, the only vetting these handlers have is a driver’s license or a foreign passport, and at times they just show up to the aircraft, allowing no means to challenge their credentials,” said Greene.

Capt. Rich Odbert (FedEx Express), ALPA’s Aviation Jumpseat chair, added, “They carry large needles and tranquilizers with them, and there’s no barrier between these handlers and the flight crew, which presents an unreasonable risk.” He also noted the large disparity that exists in cargo operations due to sporadic deviations by the FAA that allow individuals to access the flight deck. “One airline will be approved by a certain FAA Certificate Management Office [CMO] while another will be denied by a different CMO,” Odbert observed. “In some cases, these deviations are in sharp contrast and completely contrary to the intent of the regulations crafted after 9/11. This is another example of unreasonable risk.”

Capt. Wolfgang Koch (Delta), ALPA’s Aviation Security chair, echoed these con-

cerns, citing, “There’ve been more attacks on the air cargo transportation chain in recent years, and there are lobbying efforts against our initiatives by big billion-dollar companies. As pilots, we know the threat is real. These security loopholes must be closed now before a more serious attack occurs.”

Discussing potential solutions to air cargo security matters, participants suggested that IRCDs be required for all-cargo aircraft and that animal handlers only be allowed to ride on aircraft with installed IRCDs. They also recommended that a working group be created to explore the development of an all-cargo common security strategy and to expand “Vision 100” training to include all-cargo flight crews.

#### FLIGHT TIME/DUTY TIME

“One of the first things ALPA worked to achieve on behalf of pilots was sensible flight-time/duty-time limits,” said Capt. Brian Noyes (United), ALPA’s Flight Time/Duty Time Committee chair. Jay Wells, a senior attorney in ALPA’s Legal Department, noted, “In the 1930s, doctors recommended an 85-hour monthly limit for pilots, but the Commerce Department adopted different standards—some of which we still use today.”

“In the wake of the Colgan 3407 accident, Part 117 was created to apply science to improve flight- and duty-time rules,” noted Dr. Peter Dimitry, a fatigue consultant. “However, the rulemaking process required a cost/benefit analysis, and, on that basis, all-cargo operations were ‘carved out’ of the final rule. After the final rule was published, the NTSB justifiably observed, “A tired pilot is a

tired pilot, whether there are 10 paying customers on board or 100, whether the payload is passengers or pallets.”

The consensus among pilot representatives was that changes are needed to address the scheduling and fatigue issues unique to all-cargo flight operations.

Kevin Psutka, ALPA’s safety and security representative, discussed the recent publication of revised flight-time/duty-time rules in Canada, noting, “They’re a step in the right direction, and all air carriers, including cargo, will be covered by them.”

Given the importance of the topic, ALPA was slated to hold an additional meeting focusing exclusively on all-cargo flight time/duty time in early May.

#### A UNIFIED VOICE

“It’s vital that we work collectively on these issues to bring about needed change,” observed DePete in closing remarks.

Capt. Daniel Wells (Atlas Air), Airline Professionals Association/Teamsters Local Union No. 1224 president, echoed DePete’s sentiments, saying, “The stronger the labor movement is, the more power we have to advocate for the issues that we hold dear. Our union is happy to work with ALPA on these issues, in whatever way we can.”

Capt. Steve Whyte (UPS), the Independent Pilots Association vice president, agreed. “The most important takeaway from this meeting is that we all need to stand together and speak in one voice and relay a consistent message that there is only one level of safety for airline pilots, regardless of their payload.” 🗣️



**Capt. Rich Hughey (FedEx Express), ALPA’s President’s Committee for Cargo chair, underscores the unique risks of all-cargo flight operations.**



**Capt. Steve Jangelis (Delta), ALPA’s Aviation Safety chair, reviews the progress made in educating shippers on undeclared dangerous goods.**



**Capt. Preston Greene (FedEx Express), ALPA’s President’s Committee for Cargo vice chair, discusses cargo security concerns.**



**Capt. Rich Odbert (FedEx Express), ALPA’s Aviation Jumpseat chair, highlights the issue of supernumeraries and cockpit access.**



**Capt. Wolfgang Koch (Delta), ALPA’s Aviation Security chair, addresses the need for a common all-cargo security strategy.**



# Jumpseat Council Reviews Projects, Plans for Air Safety Forum

**M**ore than 30 pilot jumpseat representatives took part in the Association's biannual Jumpseat Council meeting on March 27–28 at the Association's Herndon, Va., Conference Center to discuss ongoing projects and make plans for this summer's Air Safety Forum. The Jumpseat Council, which comes under the purview of ALPA's Air Safety Organization (ASO) Aviation Jumpseat Group, consists of master executive council (MEC) Jumpseat Committee chairs from the Association's 33 pilot groups.

Capt. Bob Fox, ALPA's first vice president and national safety coordinator, welcomed attendees and highlighted the ASO's efforts to improve its outreach and effectiveness. "To better handle the workload, we're making sure that pilot representatives are routinely in the home office," he said. Fox also briefed the group on the Data Action Report System that ALPA will be implementing to address member questions regarding jumpseating as well as other union-related concerns and

to track and measure the frequency of the issues raised.

Capt. Rich Odbert (FedEx Express), ALPA's Aviation Jumpseat chair, discussed the group's relationship with other ASO disciplines and the support and coordination that exists among them. He stressed the safety benefits of having an additional pilot in the cockpit, citing

**Jumpseat representatives from ALPA's 33 pilot groups discuss the tangible value of having an additional pilot in the cockpit.**

a recent Lion Air incident that had been reported by several news media outlets. The day before the Lion Air Flight 302 accident, another Lion Air crew had a similar experience with the aircraft's antistall system during takeoff, and the jumpseating pilot quickly diagnosed the problem and advised crewmembers how to properly disable the malfunctioning feature.

Capt. Bob Spadea (United), the Jumpseat Council chair, and Capt. Keith McClanahan (JetBlue), the vice chair, moderated the meeting, facilitating discussions about the Jumpseat Forum, which will take place during the initial private sessions of the Air Safety Forum held on July 15–18. The group considered possible topics for panel discussions as well as keynote speakers.

Spadea and McClanahan also reviewed the various ways the Association keeps members informed about reciprocal jumpseat policies and listing procedures, including [www.jumpseatinfo.org](http://www.jumpseatinfo.org), which offers a downloadable jumpseat guide and an instructional video on proper etiquette. They noted that

ALPA also provides information through its mobile app, available at [www.alpa.org/Resources](http://www.alpa.org/Resources).

Capt. Ben Wallander (Endeavor Air), his pilot group's MEC Jumpseat Committee chair, briefed attendees on a new course under consideration—Jumpseat 101—to provide training for new committee reps. "We want new jumpseat volunteers to know that they're part of the group and to make them aware of the resources available," he said, noting that course topics being considered include regulations addressing admission to the cockpit, required documents, differing carrier policies, and ALPA's goals/branding.

Capt. Mark Gaertner (Air Transat), his pilot group's Jumpseat Committee rep, provided an overview of jumpseating issues in Canada.

Capt. James Berzon (United), ALPA's Aviation Jumpseat vice chair, led the group through several hypothetical scenarios, asking meeting participants how each would respond as the pilot-in-command of the flight.

Marcus Migliore, a senior managing attorney in ALPA's Legal Department, briefed the group on using social media and pilot representatives' responsibilities. He emphasized, "You can be viewed as speaking for the union...so you have to be aware of that and respect it."

Spadea announced that at the conclusion of the meeting he was stepping down as ALPA's Jumpseat Council chair. McClanahan has become the council's chair and Capt. Anthony "AJ" Berlotti (Alaska) the vice chair.

**Capt. Bob Spadea (United), left, ALPA's Jumpseat Council chair, and Capt. Keith McClanahan (JetBlue), vice chair, solicit input from the meeting attendees.**



**—John Perkinson  
Senior Staff Writer**

Photos: Chris Weaver



# Accident Investigation Course:

## ONE TEAM, ONE MISSION

**S**eventeen pilot safety representatives from 10 pilot groups assembled at ALPA's Conference Center in Herndon, Va., on April 8–11 to take part in the Air Safety Organization's (ASO) Accident Investigation Course.

Capt. Mike Wickboldt (Spirit), the course director, stated, "ALPA has great relationships with the NTSB and the Transportation Safety Board of Canada because, when we arrive on scene, they know they're working with trained safety professionals and valuable resources to aid the investigation. But above all, we're there to provide the line-pilot perspective to the investigation, not to protect the pilots involved."

"This course was designed as a prerequisite for the ASO's capstone safety course, the Advanced Accident Investigation," said F/O Steve Demko (United), a former NTSB investigator and course instructor. "Here, attendees get firsthand experience in how to document evidence safely and work within the framework of the investigative agencies while using their own expertise as a line pilot in the area of the investigation to which they're assigned."

"Investigative agencies often seek out pilots with experience in the aircraft type to serve as representatives for the operations, systems, and cockpit voice recorder investigative groups," said F/O

Jeff Mee (United), the ASO's training programs coordinator. "Although ALPA pilots have also been included in other areas like air traffic control, survival factors, structures, or other specialty groups, it all depends on what expertise the NTSB or Transportation Safety Board of Canada needs."

Participants learned about the various types of investigations in which they may be called to participate, the process for dispatching to an accident scene, the overall investigative processes utilized by the U.S. and Canadian governments, and the resources available to members from ALPA. Throughout the course, attendees were reminded that their ultimate responsibility as a party member to an

**F/O Jeff Mee (United), left, and Capt. Mike Wickboldt (Spirit) instruct attendees on NTSB investigative processes.**

investigation is to identify all the factual information and provide recommendations to prevent the accident from reoccurring.

Attendees were also educated about the many hazards found at an accident investigation site, both physical and psychological. In addition to classroom time during the four-day course, participants were given the opportunity to don protective personal equipment to protect against bloodborne pathogens, diagram a simulated accident scene, document flight deck instruments panels, and review flight data recorder information.

The course also included a



**Course attendees get hands-on experience with properly documenting aircraft parts.**

panel discussion with government investigators from both Canada and the United States.

"The NTSB simply cannot operate without the expertise of others, be it airframe or powerplant manufacturers, the FAA, or pilots like all of you," said Joe Sedor, the NTSB's chief of major investigations.

"In our experience, ALPA pilots always exhibit the utmost professionalism and expertise when granted observer status to our investigations," remarked Daphne Boothe, a Transportation Safety Board of Canada regional senior investigator.

Course graduates were issued ALPA accident investigation representative credentials while also being invited to attend the Advanced Accident Investigation Course, where they'll assume the role of field investigators in a full-scale simulation of an aircraft accident (see "Training for Someone Else's Worst Day," in the November 2018 issue of *Air Line Pilot*).

The Advanced Accident Investigation course will be held in Grand Forks, N.D., May 20–23. The next Accident Investigation Course will be held August 19–22 in Herndon, Va.

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

### WHEN IN DOUBT, MAKE THE CALL

If you're involved in an aircraft accident, serious incident, or time-critical safety/security event, immediately call the Association's Accident/Serious Incident Hotline (202-797-4180) listed on ALPA's "Orange Card" for assistance from your union.

The hotline will connect you with a representative from ALPA's Engineering & Air Safety Department, 24 hours a day, seven days a week (collect calls accepted). Unsure if your event requires a call to the hotline? When in doubt, make the call.



# Protecting Yourself and Your Passengers From Measles

By ALPA Staff

**T**hought to be eradicated from the United States in 2000, measles is making a comeback. More than 690 cases have been identified since the beginning of the year. Several large outbreaks in countries around the globe coupled with the accessibility of international air travel and the significant number of those abroad who haven't been immunized are contributing factors. Canada has reported far fewer cases of the disease, with 39 identified so far this year.

Whether you're concerned about getting infected or transporting passengers exhibiting the telltale symptoms, it's important to educate yourself about this highly contagious disease.

Measles is a viral infection that spreads through the air when an infected person sneezes or coughs. Symptoms include fever, runny nose, cough, watery eyes, irritability, and drowsiness. However, the trademark indicators are tiny red spots that appear on the head and quickly transition to the rest of the body. White spots also appear inside the mouth and throat.

If you think you may have the measles, contact your primary-care physician immediately and limit your interaction with others. Your doctor can confirm if you have the disease with a blood test, a urine sample, and a throat or nasopharyngeal swab. The doctor will likely prescribe medication to reduce the pain and fever; encourage you to drink lots of fluids, eat well, and get plenty of rest; and ask you to remain at home



**Measles can be prevented with an MMR—measles, mumps, and rubella—vaccination.**

for at least four days after the spots appear. Keep in mind that complications from the disease, if left untreated, can include blindness, encephalitis (i.e., brain swelling), pneumonia, and, in rare cases, death.

### PREVENTION IS THE BEST MEDICINE

Measles can be prevented with an MMR vaccine (measles, mumps, and rubella). Doctors typically administer two dosages of the vaccine to

children at different stages of their development. If you've already been immunized or had measles as a child, you should be protected for life. The Centers for Disease Control and Prevention (CDC) observes that the two doses are nearly 97 percent effective in preventing the disease.

According to the CDC, "Before the measles vaccination program started in 1963, an estimated 3 to 4 million people got measles each year in the United States. Of these, approximately 500,000 cases were reported each year to the CDC; of these, 400 to 500 died, 48,000 were hospitalized, and 1,000 developed encephalitis from measles. Since then, widespread use of the measles vaccine has led to a greater than 99 percent reduction in measles cases compared with the prevaccine era."

Canada's Office of Public Health, which offers guidance on addressing the disease, notes, "In the 1960s, the first measles vaccine was introduced to Canadians. Thanks to vaccines, measles cases have decreased by 99 percent." Before vaccinations, about 300,000 to 400,000 Canadians contracted the measles every year.

However, recent outbreaks in countries like Israel and the Ukraine have led to a new wave of cases around the globe.

### MEASLES IN THE AIR

Dr. Quay Snyder, ALPA's Aeromedical adviser and president/CEO of the Aviation Medicine Advisory Service, points out that while the FAA regulates airline operations in the United States, "Highly contagious diseases generally fall under the purview of public health departments."

Accordingly, the CDC offers some direction when encountering infected passengers during flight. The organization's "Preventing Spread of Disease on Commercial Aircraft: Guidance for Cabin Crew" ([bit.ly/cab-increwguidance](http://bit.ly/cab-increwguidance)) provides pilots and flight attendants with general guidance. The publication reminds crews that reporting an onboard illness or death is mandated by federal regulations (42 CFR 70.11 and 71.21) and instructs them on how to best manage the sick passenger, cleaning contaminated areas, and the actions that need to be taken after the flight.

While Canada has been able to contain the spread of measles within its borders, the CDC observed that 81 U.S. flights were investigated for transporting at least one person with measles in 2018, up from 15 investigations in 2017 and 10 in 2016. Knowing how to respond to this and other contagious diseases is paramount to the safety of your passengers and crew.

### HAVE QUESTIONS?

U.S. ALPA members with questions about measles and other contagious diseases 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 ALPA members who have questions are encouraged to call David Noble, the Association's pilot health consultant, in the Association's Toronto, Ont., office toll-free at 1-800-561-9576.



Left: Capt. Jamie Cheng, left, and F/O Bryan Shiota in 2017, after completing an Airbus A330 flight from Las Vegas, Nev., to Honolulu, Hawaii. Below: Shiota, left, and Cheng in 2005, taken while Shiota was a student at Honolulu Community College.



# Hawaiian Pilot Credits Mentor for His Career Success

By John Perkinson, Senior Staff Writer

**M**entoring can make a tremendous difference in helping young people realize their career goals. Just ask Capt. Bryan Shiota (Hawaiian), who might have chosen a different path had it not been for a career-day presentation at his high school. Nineteen years ago, the 16-year-old junior listened intently to Capt. Jamie Cheng (Hawaiian) describe his experiences as an airline pilot.

“We had a flight simulator on our home computer, which I used a lot,” said Shiota, who added that this raised his interest in learning more about aviation. He engaged the Hawaiian captain during a large portion of the presentation’s Q&A session. “He was blown away with all the questions I asked,” said Shiota, noting that the two talked afterward and eventually struck up a friendship.

In short order, Cheng arranged a career shadow for Shiota, which involved spending time with the pilot at work to learn more about the details of the job. Prior to the events of 9/11, airline cockpit access was less restrictive, and with the approval of the airline an observation

flight on the jumpseat could be arranged.

Cheng initially planned to fly with Shiota but, instead, decided to pair him with one of the airline’s most skilled and senior pilots, Capt. Al Moriki (Hawaiian, Dec.). On May 20, 2000, the two, together with then F/O Tom Hada (Hawaiian), departed Hilo International Airport on Hawaiian Airlines Flight 101

bound for Honolulu. The DC-9 left the gate at about 6:20 a.m. Hawaii standard time.

Shiota was hooked. He started taking flying lessons at Hilo airport’s fixed-base operator and got his private pilot’s license. He continued to build his hours and throughout the process maintained contact with Cheng. “He was my mentor over the years,” said Shiota. “Anytime I had a question about the next step or just wanted to give him an update on what flight certificates I had earned, he was always there, encouraging me along the way.”

The Hilo High School graduate attended Honolulu Community College’s Commercial Aviation Program for two years, transferring to the University of North Dakota where he graduated two years later. For four-and-a-half years, he flew for Pinnacle Airlines

(today Endeavor Air) before becoming a Hawaiian Airlines pilot in 2012.

And in a twist of fate, on May 20, 2015—15 years to the day of his observation flight—Shiota once again flew Hawaiian Airlines Flight 101, from Hilo to Honolulu, this time as its first officer. “By chance, I saw the trip in open time and picked it up,” he recalled, noting that the flight was operated using a B-717 instead of the DC-9 he originally boarded. Completing the trip with him was Capt. Colin Himori (Hawaiian).

Shiota later flew the A330 for his airline, even working a trip with Cheng to Las Vegas, Nev., but eventually returned to the B-717. He upgraded to captain in January 2018.

Embracing the Hawaiian value of “kuleana,” taking care of something that has taken care of you, Shiota will be assuming the role of his pilot group’s Education Committee chair in the near future, overseeing efforts to help others interested in becoming airline pilots. He’ll be drawing from his own airline and life experiences, much like Cheng did, to pay it forward.

“I feel very proud of my accomplishments and thankful for the people who helped me along the way,” Shiota acknowledged. “I’ve really enjoyed my time as an airline pilot, and I want to do what I can to help others pursue their dreams.”

## PAY IT FORWARD

A component of ALPA’s Professional Development Group, the Education Committee promotes the airline piloting profession and mentors aspiring aviators. Consider becoming a member and making a difference by helping the union achieve one of its long-standing strategic goals of securing the

future of the airline piloting profession.

Just want to participate in a career-day presentation at a local school? The Education Committee can help members with presentations, activities, and other resources. Contact the committee at [Education@alpa.org](mailto:Education@alpa.org) for more information.

Photos courtesy of Capt. Bryan Shiota (Hawaiian)





**Capt. Stephen Brillaud waves good-bye from the cockpit window.**

## One Lucky Man

By Capt. Stephen Brillaud (FedEx Express, Ret.)

**M**y final pairing on the B-777 began with a nice afternoon departure to Daniel K. Inouye International Airport on March 11. In the first officer seat was Caitlin Baldwin, hired by FedEx Express only a few years earlier. Initially we were all business; but once things settled down in cruise, Caitlin asked me what I was going to do in retirement. And the memories of my career started to float in...

My father spent 32 years as a pilot for Colonial Airlines and later with Eastern Air Lines. I remember going with him to Idlewild Airport to pick up his paycheck. Back in the 1960s, you had to physically go and get your check from your locker. On one trip, I met a man who I later learned was Capt. Eddie Rickenbacker!

I worked summers at a small airport in upstate New York before joining the U.S. Air Force, gaining valuable maintenance experience. That experience provided the background to obtain my A&P license, something that helped me throughout the rest of my career. When I separated from the Air Force, I was hired at Beechcraft, both working on and flying corporate airplanes. To this day, I love to work on and repair aircraft.

In 1984, I was fortunate to get hired by an upstart company called Air Atlanta as a B-727 flight engineer. The experience led to being hired by the Flying Tiger Line, and I crewed on the B-727, DC-8, and B-747. In 1989, FedEx purchased Tigers, and I quickly moved to the first officer seat on the B-727. Back then, FedEx did 95 percent of its flying in the wee hours of the morning. It was the ultimate training tool, flying to all points within the United States and South America. I moved through the copilot seats and then the captain seats, flying to most major cities in the world, with my airline career culminating as a B-777 captain.

I also volunteered doing ALPA safety work, and the training was superb. My aircraft maintenance background afforded me the

opportunity to be on several investigations over the years.

I'm sure my old stories bored both Caitlin and the relief first officer, Craig Kinkade. But they did ask! And as I reminisced, it seemed like it had only been days, not decades!


As we started our descent to the airport, I remembered the first time I flew there. It was 1987, and I was in the second officer seat of a B-747. It was a journey I would repeat in the DC-8, DC-10, MD-11, and, more recently, in the B-777. Here I was experiencing that flight for the last time.

It really hit me that it was all over as I flew my very last leg back home, Los Angeles to Memphis, on a beautiful morning. I confess it was sobering. I heard various congratulations from controllers as I proceeded across the western United States. It was now sinking in: This is it. ATC cut the red tape and gave me a straight route to the runway.

As I turned onto Taxiway Alpha, the fire trucks were

in place. It was now my turn to be on the receiving end of an age-old aviation ritual. As I shut down the engines and ran that final checklist, I had to sit there for just a few seconds longer, taking it all in.

My primary takeaway is that I'm one lucky man to have been able to enjoy my life's passion: to fly airplanes for a living, to work for a successful company, to see the world—and, most of all, to have gained valuable friendships that will stay with me in the years to come. Over all those passing years, what I'll remember most are the friendships I've enjoyed—brothers and sisters cut from the same cloth who share a love of aviation.

This chapter of my life has come to an end. The parking brake is set on this adventure, and it's on to the next—time to make new memories. Yes, I'm one lucky man. 

**A traditional water cannon salute takes place as Capt. Stephen Brillaud blocks in for the last time.**



### RETIRED PILOTS: SHARE YOUR FINAL FLIGHT

Do you have a story worth sharing of your final flight? It can be about the emotions that ran through you, something special or unique that happened during the flight, reminiscences about a successful career, or a look back at the evolution of the industry as you sat in the cockpit. Go to [www.alpa.org/myfinalflight](http://www.alpa.org/myfinalflight) for more information and to submit your story.



## Fellow ALPA Members

Every 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

### 2018

<b>Capt. Carl A. Augustine</b>	United	August
<b>Capt. Christopher L. Braley</b>	Mesa	September
<b>Capt. Suzanne H. Goakes</b>	Mesa	October
<b>Capt. Jari K. Lindbergh</b>	Mesa	October
<b>Capt. Norman R. Edson</b>	United	October
<b>Capt. John G. Dye</b>	United	November
<b>Capt. Robert W. Hulsman</b>	United	November
<b>Capt. Richard J. Siakel</b>	Delta	December
<b>F/O Gerald Allen</b>	FedEx Express	December
<b>F/O Matthew R. Bright</b>	FedEx Express	December
<b>Capt. Steve H. Christensen</b>	FedEx Express	December
<b>Capt. Ranger L. Cook</b>	FedEx Express	December

<b>Capt. Steve G. Csaba</b>	FedEx Express	December
<b>Capt. Jeff M. Dula</b>	FedEx Express	December
<b>F/O Thomas Feldman</b>	FedEx Express	December
<b>F/O Scott M. Fontaine</b>	FedEx Express	December
<b>Capt. Gregg Frank</b>	FedEx Express	December
<b>Capt. Jonnie Johnson</b>	FedEx Express	December
<b>F/O John Rodgers</b>	FedEx Express	December
<b>Capt. Jon K. Rouse</b>	FedEx Express	December
<b>Capt. James R. Stewart</b>	FedEx Express	December
<b>Capt. Glenn M. Werner</b>	Kalitta Air	December
<b>Capt. Donald P. Turner</b>	PSA	December
<b>Capt. Hugh W. Maguire</b>	United	December
<b>Capt. Thomas A. Murray</b>	United	December

### 2019

<b>Capt. Michel Page</b>	Air Transat	January
<b>Capt. James F. Cannon</b>	Delta	January
<b>Capt. Karen L. Gerharter-Goodman</b>	Endeavor Air	January
<b>Capt. Stan L. Nelson</b>	FedEx Express	January
<b>Capt. Phillip J. Nacoste</b>	FedEx Express	January
<b>Capt. John L. Purpura</b>	FedEx Express	January
<b>Capt. Phillip S. Schiller</b>	FedEx Express	January
<b>Capt. Dave H. Clarke</b>	Jazz Aviation	January
<b>Capt. William C. Dunstan</b>	Jazz Aviation	January
<b>Capt. Paul S. McKitten</b>	Mesa	January
<b>Capt. Paul D. Minter</b>	Mesa	January
<b>Capt. Jeffrey D. Redinger</b>	Mesa	January
<b>Capt. David W. Claytor</b>	United	January
<b>Capt. William E. Hafner</b>	United	January
<b>Capt. Mark W. Kappes</b>	United	January
<b>F/O Jack D. McGee</b>	United	January
<b>Capt. Thomas A. Polakowski</b>	United	January
<b>Capt. Stephen D. Castle</b>	Westjet	January
<b>Capt. Ernie Portello</b>	Westjet	January
<b>F/O William K. Lawrence</b>	Air Transport Int'l	February
<b>Capt. Marc C. Hawkins</b>	Alaska	February
<b>Capt. Lawrence G. Noller</b>	Delta	February
<b>Capt. Steven M. Christoff</b>	Endeavor Air	February
<b>Capt. James R. Hudek</b>	Envoy Air	February
<b>Capt. David H. Shafer</b>	ExpressJet	February
<b>Capt. Thomas J. Gutt</b>	FedEx Express	February
<b>F/O William A. Rees</b>	FedEx Express	February
<b>Capt. James C. Skinner</b>	FedEx Express	February
<b>Capt. William L. Strell</b>	FedEx Express	February
<b>Capt. Fred Tanner</b>	FedEx Express	February
<b>Capt. Geoffrey Whisler</b>	FedEx Express	February
<b>F/O Michael G. O'Dair</b>	Frontier	February
<b>Capt. Jeffrey P. Dick</b>	Spirit	February
<b>Capt. Brian D. Nelson</b>	Sun Country	February

<b>Capt. Eric R. Andres</b>	United	February
<b>Capt. Dan B. Ashby</b>	United	February
<b>Capt. Kurt E. Bleikamp</b>	United	February
<b>Capt. Dennis J. Carney</b>	United	February
<b>Capt. Eric P. Coppin</b>	United	February
<b>Capt. John C. Corbus</b>	United	February
<b>Capt. Charles F. Dillman</b>	United	February
<b>Capt. Debra P. Donald</b>	United	February
<b>F/O Angelo A. Donisi</b>	United	February
<b>Capt. Scott W. Gough</b>	United	February
<b>Capt. Michael J. Mair</b>	United	February
<b>Capt. Charles L. Mamzic</b>	United	February
<b>Capt. Arthur M. Mobley</b>	United	February
<b>Capt. William C. Morris</b>	United	February
<b>Capt. Gary C. Paige</b>	United	February
<b>Capt. James M. Parrish</b>	United	February
<b>Capt. Henry M. Perry</b>	United	February
<b>F/O John R. Person</b>	United	February
<b>Capt. Kim H. Rummel</b>	United	February
<b>Capt. Curtis W. Sebring</b>	United	February
<b>Capt. Johnnie E. Smith</b>	United	February
<b>F/O Thomas E. Spriggs</b>	United	February
<b>Capt. John A. Suthoff</b>	United	February
<b>Capt. Mark K. Tammi</b>	United	February
<b>Capt. Brian W. Tyler</b>	United	February
<b>Capt. John E. Warus</b>	United	February
<b>Capt. Robert W. Whittington</b>	United	February
<b>Capt. Sue S. Yamamoto</b>	United	February
<b>Capt. Brooks F. Yeilding</b>	United	February
<b>Capt. David E. Zapp</b>	United	February
<b>Capt. Daniel G. Pinkert</b>	Air Transport Int'l	March
<b>Capt. Robert C. Asbridge</b>	Alaska	March
<b>Capt. Randolph R. Elson</b>	Alaska	March
<b>F/O Ronald Fetzer</b>	Alaska	March
<b>Capt. G. Alan Isenhower</b>	Alaska	March

**Capt. Brian G. Spencer**  
Alaska March

**Capt. Michael W. Agee**  
Delta March

**F/O George M. Alexander**  
Delta March

**Capt. Joseph D. Angele**  
Delta March

**Capt. Larry S. Avimeleh**  
Delta March

**Capt. James S. Bergert**  
Delta March

**Capt. Timothy D. Boese**  
Delta March

**Capt. Neal J. Bryan**  
Delta March

**Capt. Frank B. Chase**  
Delta March

**Capt. David P. Clarke**  
Delta March

**Capt. Rick L. Collins**  
Delta March

**Capt. Jerome H. Cribbs**  
Delta March

**Capt. Karl K. Dittmer**  
Delta March

**Capt. Gary T. Fisher**  
Delta March

**Capt. Gary N. Flatt**  
Delta March

**Capt. Terry J. Foley**  
Delta March

**Capt. Kenneth G. Gibson**  
Delta March

**Capt. Yvan Giralte**  
Delta March

**Capt. John K. Grady**  
Delta March

**F/O John W. Hicks**  
Delta March

**Capt. Mart H. Hint**  
Delta March

**Capt. George L. Kelman**  
Delta March

**Capt. Richard S. Kohl**  
Delta March

**Capt. Douglas P. Madson**  
Delta March

**F/O David W. May**  
Delta March

**F/O Wilson K. Miller**  
Delta March

**Capt. Donald L. Moak**  
Delta March

**Capt. Jack W. Moore**  
Delta March

**Capt. Gregory A. Payne**  
Delta March

**Capt. Michael J. Peretto**  
Delta March

**Capt. James M. Plumer**  
Delta March

**Capt. William D. Propp**  
Delta March

**Capt. Neal J. Reinig**  
Delta March

**Capt. James Sizemore**  
Delta March

**Capt. Thomas J. Tinsley**  
Delta March

**Capt. John G. Vassilopoulos**  
Delta March

**F/O Steven T. Waters**  
Delta March

**Capt. C. Jeff Whatley**  
Delta March

**Capt. Geoffrey Letts**  
Envoy Air March

**Capt. Steven S. Garrett**  
ExpressJet March

**Capt. Robert L. Avery**  
FedEx Express March

**Capt. Stephen A. Brillaud**  
FedEx Express March

**Capt. Eric M. Hernandez**  
FedEx Express March

**Capt. James C. Holder**  
FedEx Express March

**Capt. Laurie A. Riebeling**  
FedEx Express March

**F/O David W. Thiel**  
FedEx Express March

**F/O Henry M. Cavaretta**  
JetBlue March

**Capt. Timothy M. Wiesmann**  
JetBlue March

**Capt. Kent A. Ronning**  
Mesa March

**Capt. Gladys A. Miller**  
PSA March

**Capt. Mark S. Zukowski**  
PSA March

**Capt. Richard F. Ness**  
Spirit March

**Capt. William A. Wray**  
Spirit March

**Capt. Joseph F. Basco**  
United March

**Capt. David W. Beck**  
United March

**Capt. William B. Blocker**  
United March

**Capt. Thomas M. Calpouzos**  
United March

**Capt. Alan B. Carpenter**  
United March

**Capt. Richard R. Caycedo**  
United March

**Capt. Edward J. Condon**  
United March

**Capt. Dale L. Cope**  
United March

**Capt. Mark C. Davies**  
United March

**F/O Jeffrey W. Diesing**  
United March

**Capt. David R. Dotzenroth**  
United March

**Capt. Robert R. Engel**  
United March

**Capt. John A. Errigo**  
United March

**Capt. Michael R. Hutchinson**  
United March

**Capt. William D. Illig**  
United March

**Capt. John Jackson**  
United March

**Capt. Michael R. Jocz**  
United March

**Capt. Michael A. McPhee**  
United March

**Capt. Brian P. Meenan**  
United March

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United March

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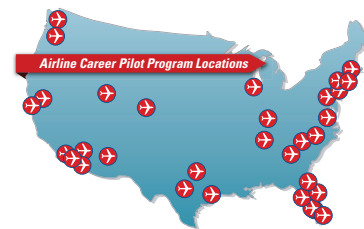
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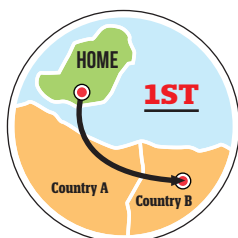
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# THE NINE FREEDOMS OF THE AIR

**T**here's been a lot of talk about violations of the fifth freedom of the air (see page 22). But what are the other air freedoms? And what do they mean?

The freedoms of the air form the core principles of the international commercial aviation route network. Drafted as part of the Convention on International Civil Aviation of 1944, which was signed by 54 nations and later became known as the Chicago Convention, the freedoms of the air are international commercial aviation agreements that grant a country's airlines the privilege to enter and land in another country's airspace. Of the nine individual freedoms of the air, most countries exchange first and second freedoms through an international air services transit agreement. Additional freedoms are generally established through bilateral or multilateral air services agreements.



### **FIRST FREEDOM**

A carrier of one country may fly over the territory of another country without landing.



### **SECOND FREEDOM**

A carrier of one country may land in another country for nontraffic-related purposes.



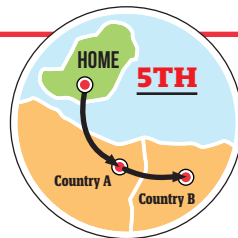
### **THIRD FREEDOM**

A carrier may drop off passengers or cargo from its own country in another country.



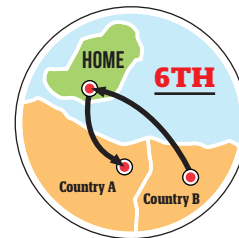
### **FOURTH FREEDOM**

A carrier may pick up passengers or cargo in another country and carry them back to its own country.



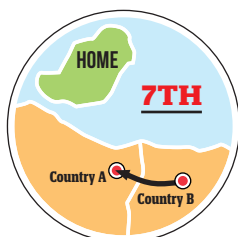
### **FIFTH FREEDOM**

A carrier may transport passengers or cargo between foreign countries as part of service that originates in the carrier's home country.



### **SIXTH FREEDOM**

A carrier may pick up passengers or cargo originating in one country and carry them to a third country via its homeland. Sixth freedom can be viewed as a combination of third and fourth freedoms.



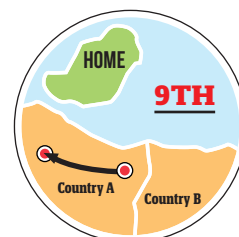
### **SEVENTH FREEDOM**

A carrier may pick up passengers or cargo from a country other than its own and deliver them to a third country, also not its own, on flights that do not connect to its home country.



### **EIGHTH FREEDOM**

A carrier may transport passengers or cargo between two domestic points in a foreign country on a flight that either originated in or is destined for the carrier's home country. Also referred to as "consecutive cabotage."



### **NINTH FREEDOM**

A carrier may transport passengers or cargo between two domestic points in a foreign country. Also referred to as "stand-alone cabotage."



## 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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Administrator

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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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**Air Georgian—GGN  
MEC**  
418-998-1225

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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

**\*Atlantic South-  
east—ASA MEC**  
678-850-0020

**Bearskin—BRS  
MEC**  
807-628-5683

**Calm Air—CMA  
MEC**  
204-461-4331

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780-691-8989

**CommutAir—CMT  
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**Compass—CPZ  
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952-853-2373

**Delta—DAL MEC**  
404-763-4925

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1-833-EDV-ALPA

**Envoy Air—ENY  
MEC**  
817-685-7474

**ExpressJet—XJT  
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281-987-3636

**FedEx Express-  
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901-752-8749

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

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808-836-2572

**\*Island Air—AIS  
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**Jazz Aviation—JAZ  
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6225

**Mesa—MAG MEC**  
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MEC**  
339-987-1277

**PSA—PSA MEC**  
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\*Pilot group in custodianship

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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**  
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703-689-4212

**Cashiering**  
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703-689-4385

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703-481-4440

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

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703-481-4440

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703-689-4289

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1-800-424-2470

**FAA Enforcement or Medical Certificate Action**  
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703-689-4235

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703-689-4108

**Information Technology and Services**  
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703-689-4134

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

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

**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

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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).

### 2019 EBCB Schedule

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