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 OFFICIAL JOURNAL OF THE AIR LINE PILOTS ASSOCIATION, INTERNATIONAL

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ONE VOICE

‘Work-Arounds’ Simply Aren’t Good Enough



Following the anniversary of the attacks of 9/11, I always feel a renewed appreciation for the value of ALPA’s aviation security work.

At ALPA’s remembrance ceremony this year, which was held for the first time at ALPA’s new building in McLean, Va., I quoted a Brazilian martial artist who once said, “Anger brought me to jiu jitsu, but love made me stay.” (See page 20.)

Many of us recall the anger we felt that day. However, ALPA pilots quickly opened the aperture beyond our own pain and loss to help others. We’re now doing everything possible to make certain that such an attack never happens again.

Then as now, our work in aviation security—and our entire pilot-partisan agenda—depends on ALPA pilots’ unity. Together, we’re working with enormous energy to strengthen the Known Crewmember® program (KCM) with the goal of maximizing its contribution to risk-predictive security while ensuring that KCM is reliable and *efficient* for our members.

Thanks to our unity, ALPA achieved a significant win when a temporary hold was placed on the implementation of KCM uniform policy changes that the Transportation Security Administration (TSA) and Airlines for America announced in late August. Following the policy’s suspension, ALPA led a collaborative effort by the regulator, airlines, and labor to develop an alternative solution that would eliminate the need for the uniform requirement and enhance, rather than weaken, aviation security.

We succeeded in creating a solution that was far more secure than the initial policy, but I’m aware that some eligible members still experience frustrations while using KCM. I take this situation very seriously. Together with Capt. Bob Fox, ALPA’s first vice president, Air Safety Organization leaders, and our staff, I’ve communicated constantly with the highest levels of the U.S. government to address these issues and I’m confident we’ll reach a solution (see page 18).

In more security work, ALPA is raising the volume on Capitol Hill regarding the FAA’s requirement in the 2018 FAA reauthorization to issue a rule mandating the installation of secondary flight deck barriers on all newly manufactured passenger aircraft.

As Capt. Fox noted in September testimony before the U.S. House Aviation Subcommittee, rather than issuing the order as Congress directed, the FAA has bowed to special interests and created an Aviation

Rulemaking Advisory Committee that has requested more study (see page 8). ALPA members know secondary flight deck barriers already protect U.S. airliners; a proven standard was established at the FAA’s request in 2009. No more study is needed.

The absence of secondary flight deck barriers aboard aircraft is just one example of how a lack of government follow-through is more often requiring “work-arounds” that affect pilots’ ability to perform our jobs as safely and efficiently as possible.

While the FAA recently issued new procedures for opening the flight deck door, the process would be far more secure and efficient were secondary flight deck barriers in place. And it’s important to remember that the work-arounds needed to secure the flight deck on passenger aircraft are no less burdensome for cargo pilots, whose aircraft are not equipped with a hardened flight deck door or door bulkhead and whose passengers often include animal handlers carrying tranquilizers.

This issue of work-arounds due to policy inaction adding complexity to airline pilots’ jobs, detracting from our ability to react nimbly to the unexpected, and forcing us to accept increased risk also applies to NextGen.

In September testimony before the U.S. Senate Aviation and Space Subcommittee, I underscored for lawmakers that a significant proportion of U.S. aircraft lack the equipment needed to use NextGen procedures (see page 8). As a result, pilots and air traffic controllers are forced to develop and implement work-arounds to allow us to operate outdated equipment in today’s airspace.

Making the most of NextGen now and as we integrate new uses such as commercial space means our industry needs baseline requirements for equipping aircraft with the technology to support modern procedures as well as stable and reliable funding for NextGen.

For ALPA, our commitment to a secure, safe, and efficient air transportation system is unequivocal. Rather than requiring a work-around, ALPA pilots expect the highest levels of safety and security to be the standard.

Capt. Joe DePete
ALPA President

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Aren't Good Enough



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About the Cover

ALPA members, staff, and guests pay tribute to the victims of 9/11 during the Association's remembrance ceremony. Photo: Eric Davis

Air Line Pilot (ISSN 0002-242X) is published monthly except for combined January/February and June/July issues by the Air Line Pilots Association, International, affiliated with AFL-CIO, CLC. Editorial Offices: 7950 Jones Branch Drive, Suite 400S, McLean, VA 22102. Telephone: 703-481-4460. Fax: 703-464-2114. Copyright © 2019—Air Line Pilots Association, International, all rights reserved. Publication in any form without permission is prohibited. *Air Line Pilot* and the ALPA logo Reg. U.S. Pat. and T.M. Office: Federal I.D. 36-0710830. Periodicals postage paid at Herndon, VA 20170 and additional offices. Postmaster: Send address changes to *Air Line Pilot*, 7950 Jones Branch Drive, Suite 400S, McLean, VA 22102. Canadian Publications Mail Agreement #40620579 Canada Post: Return undeliverables to P.O. Box 2601, 6915 Dixie Rd, Mississauga, ON L4T 0A9.



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CANADA

**PAL Pilots
File Complaint
Citing Unfair
Labor Practices**

● On September 26, the pilots of PAL Airlines filed a complaint with the Canadian Industrial Relations Board (CIRB). The complaint charges that, starting in June 2019 when ALPA became the pilot group's bargaining agent, the company's management has rebuffed calls to develop a productive labour-management relationship and has instead unilaterally altered the existing work rules without consulting ALPA, which violates the Canada Labour Code.

In June 2019, ALPA was certified as the bargaining agent for the pilots employed by PAL Airlines, which is owned by Exchange Income Corporation. Shortly thereafter, ALPA served a notice to bargain, which under the Canada Labour Code imposes a statutory freeze preventing management from unilaterally changing work rules.

Rather than consulting and working with the local St. John's union representatives, management has secretly made work rule changes without consulting or giving notice to ALPA or the pilots. Management's known actions, to date, include

- **altering the pilots' vacation system:** The local management altered the vacation system whereby a pilot who worked additional hours in a vacation month would have vacation days returned for future use. Management's imposed change returns unused vacation days in a manner that cannot be used, and the days are forfeited at the end of the year. This new policy prevents pilots from using rightfully earned vacation time.

- **changing the pilots' sick leave system:** The applicable rules provided that a management pilot may request a sick note after three days of consecutive leave. The local management team imposed a change allowing it to request such notes whenever it deemed necessary, such as

after one day of illness. This policy deters pilots from calling in sick.

- **making the use of an iPad mandatory:** The local management opted to make voluntary use of iPads in the cockpit a mandatory requirement for employment. In order to force the purchase of iPads (through the company), the local management removed all paper operating manuals and navigational aids from the aircraft without proper notice to the pilots. This policy forces pilots to operate aircraft in a new manner with different technology, which must be sourced at the pilot's own expense.

- **ignoring the recognition of past service and seniority for transfers between affiliated companies:** The local management has stripped pilots of past service credit and seniority when transferring between airline divisions. The rules permit employees to transfer divisions without such losses. When questioned about this change, management's response was attributed to the

pilots joining a union. This policy change has the net effect of drastically reducing a pilot's pay and retirement contributions.

**Transat Sale
To Air Canada
Clears Latest
Obstacle**

● In late August, Air Canada's bid to acquire Transat A.T., Inc. cleared another major hurdle by receiving shareholder approvals. The deal, worth an estimated \$720 million or \$18 per share, is still subject to regulatory approvals that will include a public-interest assessment.

In preparation for the next steps, the Air Transat pilots' Master Executive Council (MEC) recently met for two days with members of various committees, ALPA leaders, and staff from ALPA's Legal, Communications, and Economic & Financial Analysis Departments. Day one focused on various committee chairs providing progress updates. Day two featured a discussion regarding future

ALPA NEGOTIATIONS UPDATE

The following is a summary of the status of ALPA contract negotiations by airline as of **September 23:**

AIR GEORGIAN—A notice to bargain was sent on Feb. 22, 2017. Conciliation continues October 7–11, 23–25, and 28–30 and November 5–6.

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.

ALASKA—A Section 6 notice was filed on April 12, 2019. Negotiations continue.

COMMUTAIR—A Section 6 notice was filed on Sept. 6, 2019. Negotiations continue October 7–10, November 20–22, and December 10–12.

DELTA—A notice to bargain was sent on April 5, 2019. Negotiations continue October 22–24.

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

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

TRANS STATES—A Section 6 notice was filed on Feb. 7, 2018. An application for medication was filed on June 6. Mediation begins October 28–November 1.

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

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

planning efforts, including a negotiation timeline and how to best communicate both within the pilot group and publicly.

The MEC and ALPA staff will continue to study the various integration processes and to work closely with members to ensure that no pilot is negatively affected during this transition process.

FEE FOR DEPARTURE

ExpressJet MEC Now On Instagram And Facebook

● The ExpressJet Master Executive Council (MEC) invites all ALPA members to follow ExpressJet pilots on Instagram (www.instagram.com/xjtpilots) and Facebook (www.facebook.com/XJTPilots). Show your support for fellow ALPA pilots and get the facts on the pilot group's current negotiations—plus some of the best photos from ExpressJet pilots flying the line.



Taking time out for a photo are, from left, Capt. Mike Donatelli (Delta), a member of ALPA's Strategic Preparedness and Strike Committee (SPSC); Capt. Wes Reed (FedEx Express), SPSC chair; Capt. Jason Ambrosi (Delta), Master Executive Council (MEC) secretary; Paul Rinaldi, National Air Traffic Controllers Association president; Robert Reiter, Chicago Federation of Labor president; Capt. Evert Van Zwol, former VNV Dutch ALPA president; Capt. Ryan Schnitzler (Delta), MEC chair; F/O Jon Payne (Delta), MEC vice chair; and Capt. Tom Bell (Delta), MEC treasurer.

MAINLINE

Delta MEC Holds Unity-Building Forum

● On August 21, the Delta Master Executive Council hosted an event titled "The Power of One: Labor in a Global Economy" at the Union League Club in Chicago, Ill., in a forum setting that included representatives from ALPA, the Chicago Federation of Labor, the National Air Traffic Controllers Association, and the European Cockpit Association. Members of the Southwest Airlines Pilots Association and the Allied Pilots Association also attended the event.

The purpose of the forum was to build unity among diverse union groups and cultivate relationships as the airline industry undergoes various threats and pressures.

Forum participants—Robert Reiter, president of the Chicago Federation of Labor; Paul Rinaldi, president of the National Air Traffic Controllers Association; Capt. Evert Van Zwol, former VNV Dutch ALPA president and former Ryanair pilot group interim council chair; and Capt. Wes Reed (FedEx Express), Group A ALPA executive vice president and ALPA's Strategic Preparedness and Strike Committee chair—shared their experiences in trying to protect and enhance workers' lives at their respective unions.

Topics included the strength in unionism across industries, the possibility of a government shutdown and how it will affect safety in the airline industry, and social media's rising impact on successful unionism and use in strategic planning. In

addition, Van Zwol shared insights based on Ryanair's recent strikes, encouraging ALPA to continue to operate with a bottom-up philosophy, formulating direction based on opinions directly from the pilot group.

ALPA members were encouraged to expand horizons, share labor stories, and work together with other labor groups toward a collective successful future.

REGIONAL

JetBlue Pilots Elect New MEC Officers

● In Mid-September, new Master Executive Council (MEC) officers were elected to lead the more than 4,000 JetBlue pilots.

The voting members of the JetBlue MEC elected Capt. Chris Kenney as chair, Capt. Wayne Scales as vice chair, and Capt. John Costello as secretary-treasurer to two-year terms starting on Nov. 1, 2019.

Based in Boston, Mass., Kenney has been with JetBlue since 2005. He previously served as a local council representative as well as on many committees, including as chair of Contract Compliance. Prior to joining JetBlue, he flew for Air Wisconsin, Big Sky Airlines, and Bighorn Airways.

Scales previously served as chair of the Communications Committee. He joined JetBlue in 2013 after tenures at Trans States and Virgin America.

Costello has been with JetBlue since 2006 and previously served as secretary-treasurer and representative for his local council.

PREFLIGHT



An aerial view of San Francisco International Airport.

Airline Industry Update

Domestic

● The Transportation Security Administration reported it screened more than 260 million travelers during the summer season that began the Wednesday before Memorial Day and ended the Tuesday after Labor Day.

● The FAA announced in late August that the Joint Authorities Technical Review, a blue-ribbon panel of experts around the world reviewing the certification approval of the B-737 MAX, is completing documentation of its work. The agency expects the panel's recommendations in the coming weeks.

● *Transportation Today* reported that under an amendment to the U.S.-Japan Open Skies agreement reached between U.S. and Japanese delegations in late August, 12 new arrivals and 12 departures will be opened daily to U.S. airlines, with 12

of the same pairs for Japanese airlines.

● According to CNN, Hartsfield-Jackson Atlanta International Airport was the busiest airport in the world in 2018, the 21st year in a row it's earned that distinction.

The airport had a 3.3 percent increase in passenger traffic, accommodating more than 107 million travelers.

● Per the *San Francisco Chronicle*, repairs to San Francisco International Airport's Runway 28L, which serves 68 percent of the airport's flights, has caused hundreds of flight delays and canceled flights. Construction began on September 7 and was expected to close the runway for approximately 20 days and cost \$17.2 million.

International

● Chinese airlines will need 8,090 new airplanes worth nearly \$1.3 trillion over the next 20 years, according to Boeing. The manufacturer's latest estimate for the period to 2038 is 5.2 percent higher than the company's previous prediction of 7,690 airplanes last year.

● Per *The Irish Times*, on September 15 Norwegian Air stopped all of its flights from Dublin, Cork, and Shannon, Ireland, to the U.S. and Canada. The decision was made after the airline concluded the routes were "no longer commercially viable."

● The *South China Morning Post* reported that Hong Kong Airlines will cut 7 percent of its passenger flights until the end of the year as it responds to a sharp fall in demand. The airline is shrinking its business in an attempt to limit losses due to thousands of customers canceling Hong Kong travel plans in the wake of ongoing protests.

Front Lines

ALPA LEADERS TESTIFY BEFORE CONGRESS



● On September 24, Capt. Joe DePete, ALPA's president, called for aviation infrastructure improvements in his testimony before the Aviation and Space Subcommittee of the U.S. Senate Committee on Commerce, Science, and Transportation. At a hearing titled "Improving Air Traffic Control for the American People: Examining the Current System," he remarked, "As the United States works to meet growing passenger and freight transportation demands, as well as integrate new users such as commercial space flight and remotely piloted vehicles, air

traffic control modernization will be critical."

DePete acknowledged ALPA's support for NextGen. "However, we know NextGen's potential is not being fully realized because many aircraft aren't fully equipped and long-term, stable funding hasn't been secured," he said.

DePete observed that a significant proportion of U.S. aircraft aren't equipped to take advantage of NextGen's updated approach procedures. In addition, he called for support of the Aviation Funding Stability Act of 2019 to finance FAA activities using the Airport and Airway Trust Fund in the case of a future government shutdown.

He concluded by saying, "ALPA pledges to continue to offer our expertise in what must be a collaborative effort to create an air traffic control system for the future that is efficient, modern, and, most of all, safe."



On September 26, Capt. Bob Fox, ALPA's first vice president, spoke to the U.S. House of Representatives Transportation and Infrastructure Committee's Subcommittee on Aviation, giving testimony at a hearing titled "Implementing the Federal Aviation Administration Reauthorization of 2018." Fox called on lawmakers to act on policies they approved in the FAA Reauthorization Act of 2018.

"We commend this committee for its leadership in guiding Congress to pass a strong, safety-focused, and forward-thinking FAA reauthorization," he said. "The true test of success, however,

will be how and when the Executive Branch implements these lifesaving advancements. Frankly, we are deeply dismayed by the lack of follow-through.”

Fox acknowledged the 18th anniversary of the attacks of 9/11 and the call for installation of secondary flight deck barriers shortly after the attacks. He also talked about the need for automatic acceptance of voluntary safety reports, International Civil Aviation Organization changes to the policy governing oxygen mask usage above certain altitudes, and the need to revisit pilot qualification and training standards given today’s complex operating environment.

“Congress clearly had the interests of the traveling public at heart in passing this FAA reauthorization—others should follow your lead and implement it as intended,” Fox asserted, concluding, “We know that for our passengers, crews, and shippers, every day of delay is one too many.”

ALPA LAUDS HOUSE ACTION ON FAIR AND OPEN SKIES ACT

● “The more than 63,000 pilots of ALPA are grateful to Chairman Peter DeFazio (D-OR), Aviation Subcommittee Chair Rick Larsen (D-WA), Rep. Rodney Davis (R-IL), and Rep. Sharice Davids (D-KS) for their bipartisan leadership in protecting American jobs and fighting for fair competition for airline pilots and other U.S. airline workers,” commented ALPA on September 19 after the U.S. House of Representatives Transportation and Infrastructure Committee passed the Fair and Open Skies Act (H.R. 3632). The bill now goes to the floor of the

House for consideration.

“The Fair and Open Skies Act enables the Department of Transportation to prevent airlines with flag-of-convenience business models and other atypical employment practices from serving the United States,” stated the Association. “These venue-shopping efforts allow airlines to undermine workers’ pay, benefits, and work rules. In addition, they also threaten to erode the proactive safety culture that we’ve fostered here in the United States.

“Currently, pilots across Europe are fighting back against these schemes, and it’s more important than ever that we defend a fair and free

marketplace for U.S. airlines and their employees, as well as maintain safety.

“ALPA calls on Congress to put a stop to these business schemes that undermine labor rights, safety, and the competitiveness of the U.S. airline industry and pass the Fair and Open Skies Act to help level the playing field and keep our skies safe,” the Association concluded.

ALPA PRESIDENT UNDERSCORES THE VALUE OF CONTINUOUS LEARNING AT NATCA SAFETY CONFERENCE

● Capt. Joe DePete, ALPA’s president, and several members of ALPA’s Air Safety Organization (ASO) participat-



ed in the National Air Traffic Controllers Association (NATCA) “Communicating for Safety” 2019 conference held in Las Vegas, Nev., September 16–18. DePete gave a keynote address to more than 1,500 air traffic controllers, stressing the importance of continuous training and the value of learning from daily experiences.

“We learn everywhere,” DePete observed, adding, “We treat every situation as an opportunity for knowledge transfer. While we gain valuable information in formal classrooms, we also regard the flight deck as a classroom. And we do more to understand how we can improve safety and efficiency through flight debriefs, crew room conversations, and online resources.”

DePete talked about the enormous benefit aviation draws from airline pilot and air traffic controller participation in nonpunitive safety reporting systems. He also acknowledged the new pilot qualification standards determined by what was learned from the Colgan Air Flight 3407 crash in 2009.

“NATCA—and each of you—are our partners in this process of training for life,” said DePete. “Few of our passengers or cargo shippers recognize the level of qualification, intense training, and constant evaluation that we commit to as pilots and air

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

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

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 16.

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

traffic controllers.”

He concluded his remarks by thanking the many NATCA members in attendance for “never, ever being satisfied with what you know, for always learning more—in classrooms, radar rooms, and tower cabs.”

Several ASO representatives also participated in the conference. Capt. Frank Cheeseman (United), the Association’s ASO Human Factors & Training Group chair, was part of a panel that discussed “Every Day Is a Training Day.” Capt. Don Dobias (United), ALPA’s Air Traffic Services Group chair, took part in a panel discussion titled “Pilot/Controller Communications.”

In addition, Capt. Steve Jangelis (Delta), the Associa-

tion’s Aviation Safety chair, joined in a panel discussion titled “Surface Safety: Don’t Let that Airport Mislead You,” and served as one of three judges for this year’s NATCA’s Archie League Medal of Safety Awards. The awards were created in 2004 and named after the first air traffic controller, Archie League, and honor aviation “saves” accomplished by a team of controllers working together and by one controller’s efforts.

The event concluded on September 18 with an awards banquet.

TACKLING PROFESSIONAL AND GOVERNMENT AFFAIRS ISSUES GLOBALLY

● In early September, the International Federation of

Air Line Pilots’ Associations welcomed pilot leaders and aviation experts from unions including ALPA for its largest Professional & Government Affairs (PGA) Committee meeting in recent history. ALPA’s presence was strong, well-recognized, and appreciated, with leadership provided by Capt. Brian Shury, ALPA Canada vice president, who serves as the PGA Committee’s executive vice president. Also in attendance were Capt. Joe DePete, ALPA’s president; Capt. Bob Fox, ALPA’s first vice president; and Capt. Rod Lypchuk, ALPA Canada vice president—administration/finance.

Held in England, the two-day conference covered a vast range of topics that impact



From left, Capt. Joe DePete, ALPA’s president; Capt. Brian Shury, ALPA Canada vice president and the International Federation of Air Line Pilots’ Associations (IFALPA) Professional & Government Affairs Committee executive vice president; Capt. Rod Lypchuk, ALPA Canada vice president—administration/finance; and Capt. Bob Fox, ALPA’s first vice president, attend the IFALPA meeting in London, England.

the global aviation sector. Pilots received briefings from ALPA’s Economic & Financial Analysis Depart-

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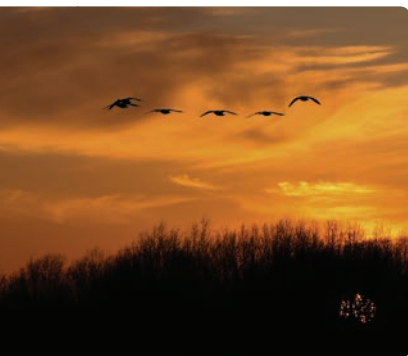
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A member service of Air Line Pilot.



IN MEMORIAM

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

—Author unknown

2018

Capt. John L. Sullivan	Northwest	April
Capt. Jack L. Gentry	United	November
F/O William H. Seiler	American Eagle	December

2019

Capt. Dennis L. Koehn	Northwest	March
Capt. William H. Hester	Braniff	May
Capt. Phil L. Myers	Braniff	May
Capt. Frank W. Perrin	Northwest	May
Capt. Eric W. Hostage	United	June
Capt. Joe D. Mesimer	United	June
Capt. Willard H. Murray	United	June
Capt. Thomas G. Shaw	Braniff	June
Capt. Edwin E. Cawthorn	Eastern	July
F/O William H. Critch	Northwest	July
S/O Arve W. Henriksen	Braniff	July

Capt. Thomas S. Hill	Braniff	July
Capt. Malcolm A. Johns	Sun Country	July
Capt. David J. Kantrud	America West	July
F/O William A. Mains	Braniff	July
S/O Brian P. McDonald	Braniff	July
F/O Douglas K. Balfour	FedEx Express	August
Capt. John G. Caldwell	Delta	August
Capt. Phillip Colmer	Delta	August
Capt. Robert T. Cottrill	Delta	August
Capt. Chris Ebert	United	August
F/O Thomas E. Fosko	Transamerica	August
Capt. Jason B. Foulk	JetBlue	August
Capt. Wayne L. Hanson	United	August
Capt. Alfred C. Haynes	United	August

Capt. Jeffrey B. Johnson	Delta	August
Capt. Phil K. Kemp	United	August
Capt. Jay R. Lehman	Flying Tigers/FedEx Express	August
Capt. Patrick McGirl	Delta	August
Capt. Clarence E. McKinney	Eastern	August
Capt. Raymond E. Miller	Delta	August
Capt. Francis X. Pignone	Delta	August
Capt. Everett A. Rachko	Delta	August
F/O Robert C. Voss	Delta	August
F/O Robert E. Wake	Flying Tigers/FedEx Express	August
Capt. Robert G. Wenzel	FedEx Express	August
Capt. Gregory L. Wright	United	August

COMPILED FROM INFORMATION PROVIDED BY ALPA'S MEMBERSHIP ADMINISTRATION DEPARTMENT

ment on the global economic landscape and from ALPA's Legal Department on drones, single-pilot operations, and the International Civil Aviation Organization's efforts to liberalize foreign ownership and control of airlines. Pilots discussed ongoing issues including the Scandinavian Airlines System pilots' successful effort at transnational negotiations, the B-737 MAX, and the current labor situation affecting Ryanair and British Airways pilots.

The PGA Committee assists the federation and its member associations in representing airline pilots in industrial matters. In addition, the committee develops and facilitates training in negotiation tactics, monitors industrial progress globally, develops policy related to the airline piloting profession, and coordinates mutual assistance to member associations as requested.

ALPA SUPPORTS UNITED AUTO WORKERS

“On behalf of the 63,000 ALPA pilots at 35 airlines, we stand beside our union brothers and sisters as they work to secure a better future for themselves and their families,” ALPA commented in mid-September in support of the nearly 50,000 members of the United Auto Workers (UAW) union who went on strike September 16 after their contract at General Motors expired.

“Unions are the social glue that connects our communities and are built on the durable shared value of defending and furthering the dignity of work. Unionism is a shared commitment to the collective action that is not only necessitated by the challenges we face but also holds the key to achievements far greater than those possible when acting alone.

“ALPA is proud to support

the hardworking UAW members in their fight for fair wages and benefits.”

MIDTERM LEADERSHIP TRAINING CONFERENCE PREPARES NEW PILOT REPS

Twenty recently elected local council and master executive council (MEC) officers from 10 pilot groups attended ALPA's Leadership Training Conference on August 27–28. The two-day seminar held at the Association's offices in McLean, Va., provided new union reps an opportunity to learn more about their responsibilities in representing pilots, overseeing negotiations, and conducting the union's business. They also learned about the host of resources available to better support their members.

“In your ALPA role, you're problem solvers. Over these two days, we'll give you some really easy ‘hacks’ or ‘techniques’ to help solve those

problems quickly and effectively,” said Capt. Sean Creed (Spirit), an ALPA executive vice president and Leadership Committee member, who co-moderated the training session with Capt. Bill Couette, ALPA's vice president–administration/secretary.

Creed explained that the Association typically offers the conference in February to align with the onset of the union's regular terms of office, which begin March 1. However, ALPA offers supplementary training, based on demand, to assist pilot officers elected outside the regular election cycle as well as those from new ALPA pilot groups.

Capt. Bob Fox, ALPA's first vice president, provided an overview of international issues confronting the union and spoke about the Association's Air Safety Organization. Capt. Joseph Genovese, ALPA's vice president–finance/trea-



ALPA's newest leaders pose for a photo with Capt. Bill Couette, ALPA's vice president—administration/secretary, far left, and Capt. Sean Creed (Spirit), a member of the Association's Leadership Committee, far right, during the recent Leadership Training Conference.

sure, outlined union funding practices in a segment called "Your Dues Dollars at Work." Capt. Tim Perry, ALPA Canada president, discussed representing members from ALPA's 14 Canadian pilot groups. Couette explained the basic responsibilities of serving as both a local council and an MEC member and how to conduct a more con-

structive meeting. Conference attendees also had the chance to meet with David Krieger, ALPA's general manager, and professional staff from nearly all of ALPA's 10 departments.

ALPA's Leadership Committee, which sponsors the conference, is a component of the Association's Professional Development Group, which was established to help

airline pilots make the most of their careers.

ALPA'S SECURITY CHAIR CHOSEN TO SERVE ON TSA ADVISORY COMMITTEE



● Capt. Wolfgang Koch (Delta), ALPA's Aviation Security chair, was recently chosen to serve as a new member of the Transportation Security Administration's (TSA) Aviation Security Advisory Committee (ASAC) representing airline employees. The position was previously held by Capt. Joe DePete, ALPA's president, while he served as the Association's first vice president and national safety coordinator. Koch attended his first ASAC meeting on September 10, during which he and other

committee members from across the industry received briefings on numerous security topics.

Prior to being selected to serve as ALPA's Air Safety Organization Aviation Security chair in 2015, Koch was a member and chair of the security committees for the Northwest and Delta Master Executive Councils. He's worked extensively on the Federal Flight Deck Officer (FFDO) program, Federal Air Marshal aircraft familiarization training, Known Crewmember®, secondary flight deck barriers, cargo security, and many other security issues. He's the 2012 recipient of ALPA's highest security honor, the Aviation Security Award, and received the U.S. Presidential Volunteer Service Award in 2017



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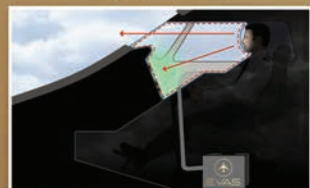
— Normal View —



— Smoke View —



— EVAS View —



for his volunteerism with the FFDO program. Additionally, as ALPA's representative to the International Federation of Air Line Pilots' Associations Security Committee, Koch advocates for security improvements that affect airline pilots globally.

Established in 1989 after the terrorist attack on Pan Am Flight 103, ASAC provides advice to the TSA administrator on aviation security matters, including the development, refinement, and implementation of policies, programs, rulemaking, and security directives pertaining to aviation security.

PILOTS REPRESENT ALPA AT ANNUAL ARFF WORKING GROUP CONFERENCE

● In early September, ALPA attended the annual conference of the Aircraft Rescue and Fire Fighting (ARFF) Working Group in Grand Rapids, Mich. This working group consists of ARFF chiefs from across the United States. F/O Mark Crystal (Spirit), ALPA's Air Safety Organization (ASO) Airport & Ground Environment (AGE) vice chair; other ASO representatives; and staff from ALPA's Engineering & Air Safety Department represented the line-pilot perspective.

At the Association's exhibitor space, ALPA reps shared airline pilots' issues and concerns with ARFF chiefs. The foam currently used by ARFF is an environmental hazard and continues to be a topic of contention. The Federal Aviation Administration Reauthorization Act of 2018 gives the FAA three years to find a suitable alternative to fluorinated foams. The FAA Tech Center in Atlantic City, N.J., is currently researching and testing alternatives.

During the event, Crystal

arranged a conference call with ARFF Working Group board members, ALPA, and the International Federation of Air Line Pilots' Associations Dangerous Goods group representatives regarding issues related to the Notification to Captain.

Following the success of this collaborative event, ALPA has been invited to speak at an upcoming ARFF Working Group leadership conference and at the next ARFF annual conference.

CAPA CANADA AVIATION SUMMIT HIGHLIGHTS SHARED CONCERN

● Capt. Rod Lypchuk, ALPA Canada vice president—administration/finance, represented ALPA at the 2019 Canada Aviation Summit hosted by CAPA-Centre for Aviation on September 8–10 in Winnipeg, Man. The nearly 250 attendees from across the

international airline industry included representatives of airports, airlines, and other stakeholders. The two-day conference covered the latest issues and developments in Canada's airline industry.

As senior executives from Westjet, one of Canada's largest carriers, discussed the challenges and successes experienced in the last several years, it became clear that Canadian airlines are very concerned about the high regulatory fees charged for passengers.

Industry association representatives spoke about the prospect for the industry and provided insight on factors affecting industry growth and prosperity. Other summit highlights included a panel discussion on the outlook for international aviation transatlantic joint ventures and the rise of long-haul low-cost carriers, as well as a discus-

sion of Canada's domestic and regional aviation outlook.

COALITION WORKING TO KEEP CANADA'S SKIES SAFE

● The Safer Skies Coalition Fatigue Risk Management Systems (FRMS) Working Group, consisting of representatives of the major pilot unions in Canada, recently held a meeting with Canadian operators to highlight issues and work toward common ground on implementing revised flight- and duty-time regulations in 2020. The meeting, which was attended by 40 participants, was co-chaired by Capt. Brian Shury, ALPA Canada vice president, and Capt. Dan Cadieux from the Air Canada Pilots Association.

Those gathered agreed on several issues; and while there were some differences of opinion, all felt that dialogue should continue in

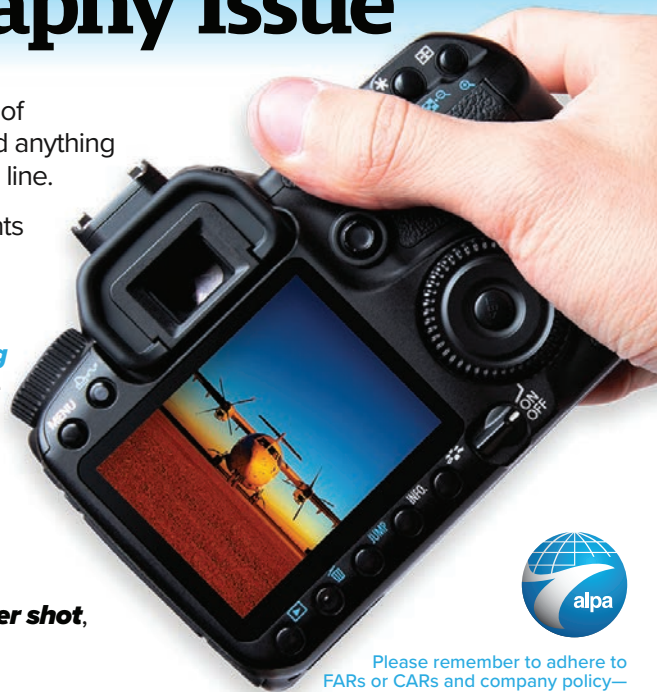
Your Photo Could Make the Cover of Our Annual Photography Issue

Please send us your photos of airplanes, airports, pilots, and anything else you see while flying the line.

Submit your high-quality prints from a developer or high-resolution digital images from your DSL, etc., to Communications@alpa.org by **November 4** for possible use in our December issue.

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

If you're **shooting for a cover shot**, turn your camera sideways and take a vertical photo.



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

order to clarify requirements with Transport Canada and build consensus moving forward.

AFFECTED BY TROPICAL STORM IMELDA, HURRICANE DORIAN? P4P AND PPS CAN HELP

● Pilots for Pilots (P4P), ALPA's emergency relief fund, is available to provide immediate monetary assistance to ALPA members and their dependents who've been impacted by Tropical Storm Imelda, Hurricane Dorian, or

other natural disasters. P4P is a tax-exempt charity created solely for ALPA members and their dependents that covers the immediate, extraordinary expenses that follow widespread, catastrophic events and helps expedite the recovery process, allowing ALPA families to return their lives to some semblance of normalcy.

P4P can help with

- medical expenses not covered by insurance,
- temporary housing not

covered by insurance,

- debris removal from primary residence not covered by insurance,
- repairs to primary residence not covered by insurance,
- relocation expenses,
- transportation or evacuation expenses,
- replacement of medical equipment, vehicles, or other personal property not covered by insurance,
- temporary child or elder care,

● travel expenses including airfare, meals, and lodging, and

- counseling.

To read the fund guidelines, submit an application, or make a donation go to www.alpa.org/relieffund.

PILOT PEER SUPPORT

Stress, anxiety, and other depression-like symptoms are common reactions after a disaster. ALPA's Pilot Peer Support (PPS) program is here to take your call. PPS is a support



EDUCATION COMMITTEE UPDATE



ALPA Education Committee volunteers visit members of the Association's ACE Club at Embry-Riddle Aeronautical University in Prescott, Ariz.

ALPA KICKS YEAR OFF AT EMBRY-RIDDLE PRESCOTT

To kick off its eighth year of ALPA ACE Club activities, ALPA's Education Committee volunteers visited Embry-Riddle Aeronautical University (ERAU-PRC) in Prescott, Ariz., on September 5–6. The ACE Club is a professional development and mentoring program at 11 universities designed to help bridge the gap between the classroom and the flight deck.

On September 5, Capt. Mitchell Boehle (Mesa) and F/Os Stephen Rocha (Delta), Scott Singleton (United), and

Christopher Kern (Delta), his pilot group's Master Executive Council Education Committee chair, attended the university's annual club and activities fair and spoke to more than 300 students about the benefits of getting involved in the ACE Club. The group engaged with students from all grade levels, sharing their experiences and answering questions about the industry and lifestyle.

The next day, approximately 80 students attended the ACE Club's first general session of the 2019–2020 academic year and listened intently as Singleton, a former ACE Club president at ERAU-PRC, gave an overview of his career path and how his involvement in the ACE Club helped him attain his dream job in just over four years. This sparked good discussion within the group, and ALPA pilots answered numerous questions during a two-hour time span.

In addition, Education Committee volunteers met ERAU's new dean of students and chancellor. With the increased communication and free flow of information among all parties, ALPA's ACE Club at ERAU-PRC is set up for another year of success.

PILOTS MENTOR LEWIS STUDENTS

In early September, ALPA's Education Committee volunteers visited Lewis University for its first ACE Club meeting



ALPA's Education Committee volunteers visit Lewis University for its first ACE Club meeting of the 2019–2020 academic year.

of the 2019–2020 academic year. Capt. Kayan Todiwalla (Trans States), who serves as the committee's liaison to the university, gave a brief introduction about ALPA and its objective for being at Lewis. He was then joined by Capt. Nick Kazanjian (Trans States) and F/Os John Eannace (Delta), TJ Fogarty (Delta), Steven Foster (Spirit), and Kevin Tyburski (United) for a "day in the life" presentation.

With 30 students in attendance, the pilots discussed different types of schedules, preflight duties, factors affecting flights, life on the road, and training. They also shared their personal experiences, insights into their lives as airline pilots, and provided students with tips and advice for success.

network that connects ALPA members with trained pilot peers to talk about any personal or professional problems you may be experiencing. PPS volunteers listen and offer confidential, nonjudgmental support.

Peers are available 24 hours a day, seven days a week by

calling 309-PPS-ALPA. The independent PPS programs can be reached at

- Delta PAN: 1-800-USA-ALPA,
- FedEx Express PATH: 1-866-FDX-ALPA,
- United SOAR: 1-866-653-SOAR, and
- Canadian Pilot Assistance

(go to your master executive council website).

ALPA AWARDS 2019 SCHOLARSHIPS

ALPA has announced the recipients of the Association's 2019 ALPA Scholarship Awards.

Christopher Herrin, son of

deceased F/O Gilbert Herrin (United), has been awarded a new four-year scholarship. He is attending the University of Wisconsin.

Savannah Mylott, daughter of deceased Capt. Bradford Mylott (American Eagle), has been bestowed a one-year special award. She is attending



INDUSTRY STATS

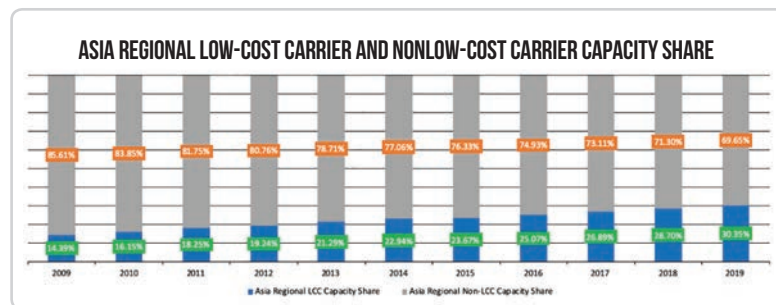
LOW-COST CARRIER CAPACITY SHARE IN ASIA

Pioneered by Southwest and thereafter brought to Europe by Ryanair, low-cost carriers (LCCs) have proven to be viable market competitors against traditional full-service carriers. LCCs have captured significant capacity share, as measured by available seat miles (ASMs), in Europe and North America. This has led to increased competition and market segmentation. While Asian LCCs have been slower to develop, they have steadily increased capacity share over the past 11 years to become the largest LCC market measured by ASMs.

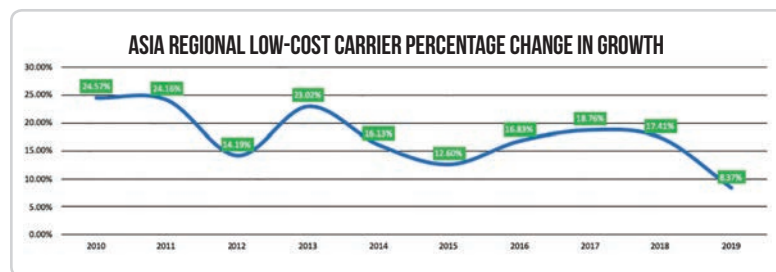
In 2009, Asian LCCs recorded a regional capacity share of 14.4 percent, which was much lower than the LCC regional capacity share in Europe and North America of

36.4 percent and 35.4 percent, respectively. Ten years later in 2019, LCCs in Asia are projected to have a regional capacity share of 30.4 percent compared to the LCC regional capacity share in Europe and North America of 44.8 percent and 31.9 percent, respectively. Since 2009, Asian LCC capacity has quintupled.

However, LCC capacity share in Asia varies significantly from country to country. India, Malaysia, and Thailand lead the region with projected 2019 domestic capacity share of 79.0 percent, 72.9 percent, and 72.5 percent, respectively. Yet, Chinese LCCs' share of domestic capacity is projected to be just 9.2 percent. Chinese LCCs have problems securing the slots they need to expand due to limited airport capacity and pressure from the "Big Three" Chinese mainline carriers; in addition, high-speed rail presents a viable low-cost travel option. As the airline industry



Source: OAG and ALPA's Economic & Financial Analysis Department Analysis



Source: OAG and ALPA's Economic & Financial Analysis Department Analysis

in China continues to mature, the Chinese LCC market may have good opportunities to grow.

While LCCs in Asia have gained significant capacity share on flights within the region, intercontinental LCC flights to and from Asia have had less success. In 2009, LCCs had a capacity share of 5.9 percent for intercontinental flights to and from Asia. In 2019, Asian LCCs are

projected to have a capacity share of 7.7 percent for intercontinental flights to and from Asia. Long-haul intercontinental LCC flights to and from the Asian region have yet to gain hold in the market like LCC flights within the Asian region.

Overall, while the development of LCCs in Asia has lagged European and North American counterparts in the past 11

years, the capacity share of LCCs in Asia has grown significantly—in line with the LCC capacity share levels in the European and North American markets. As the Asian airline market continues to expand, with five Asian nations projected to be among the top 10 largest air passenger markets by 2037, continued increases in Asian LCC capacity can be expected in the future.

High Point University.

Scholarships were renewed for the 2019–2020 academic year for Kelliann Donovan, daughter of deceased Capt. John Donovan (Delta); Dayne Costa, son of deceased Capt. John Costa (Spirit); Kyra Arroyo, daughter of Capt. Steven Arroyo (United); Madison Hill, daughter of S/O Layne Hill (FedEx Express); and Kaley Renslow, daughter of deceased Capt. Marvin D. Renslow (Colgan). Kelliann is enrolled at Auburn University, Dayne is attending Rowan University, Kyra is enrolled at Case Western Reserve University, Madison is attending Brigham

Young University, and Kaley is resuming her final semester at the University of Rochester.

Each year the Association sponsors four \$3,000 scholarships that are available to the children of medically retired, long-term disabled, or deceased ALPA members.

The Association's vice president–administration/secretary and vice president–finance/treasurer review all applications, select the recipient, and report to the Executive Council on their selection. One scholarship is granted to an enrolling college freshman and is renewable for three additional years, provided that the student maintains an adequate grade-point average.

All applications are carefully reviewed with consideration given to financial need and academic performance before a selection is made. At the time new applications are reviewed, the academic records of those currently enrolled college students are also reviewed to determine if they're eligible to have their scholarships renewed.

SOLUTION TO THIS MONTH'S ALPA SUDOKU ON PAGE 9.

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

STATEMENT OF OWNERSHIP, MANAGEMENT, AND CIRCULATION

(Act of Aug. 12, 1970: Section 3685, Title 39, United States Code)

- Title of publication: *Air Line Pilot*
- Publication number: 0002-242X
- Filing date: September 17, 2019
- Issue frequency: Monthly, except for combined January/February and June/July issues
- Number of issues published: Ten (10)
- Annual subscription price: \$55.00
- Location of known office of publication and
- Location of headquarters of general business offices of the publisher, contact person, and telephone number: 7950 Jones Branch Drive, Suite 400S, Fairfax County, McLean, VA 22102. Sharon Bhagwandin (703) 481-4440
- Publisher: Air Line Pilots Association, Int'l; Director of Communications, David Weaver; Editor, Sharon Bhagwandin; Managing Editor, Susan Fager, 7950 Jones Branch Drive, Suite 400S, McLean, VA 22102
- Owner: Air Line Pilots Association, Int'l, 7950 Jones Branch Drive, Suite 400S, McLean, VA 22102
- Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of the total amount of bonds, mortgages, or other securities: None
- The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes has not changed during the preceding 12 months
- Publication name: *Air Line Pilot*
- Issue date for circulation data: October 2019

15. Extent and nature of circulation:	Average number of copies each issue preceding 12 months	Number of copies of single issue published nearest to filing date
a. Total number copies (net press run)	89,220	89,910
b. Paid and/or requested circulation		
1. Mailed outside-county paid mail subscriptions stated on Form 3541 (include advertiser's proof copies and exchange copies)	88,278	87,695
2. Mailed in-county paid subscriptions (include paid distribution above normal rate, advertiser's proof copies, and exchange copies)	-0-	-0-
3. Paid distribution outside the mails including sales through dealers and carriers, street vendors, counter sales, and other paid distribution outside the USPS [®]	-0-	-0-
4. Paid distribution by other classes mailed through USPS (e.g., First-Class mail [®])	-0-	-0-
c. Total paid distribution	88,278	87,695
d. Free or nominal rate distribution (by mail and outside the mail)		
1. Free or nominal rate outside-county copies included on PS Form 3541	2,107	2,155
2. Free or nominal rate in-county copies included on PS Form 3541	-0-	-0-
3. Free or nominal rate copies mailed at other classes through the USPS	-0-	-0-
4. Free or nominal rate distribution outside the mail (carriers or other means)	-0-	-0-
e. Total free or nominal rate distribution	2,107	2,155
f. Total distribution	90,385	89,850
g. Copies not distributed	381	381
h. Total	90,766	90,231
i. Percent paid	97.67%	97.60%

16. Publication of Statement of Ownership—Publication required—Published in October 2019 issue.

I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).

—Sharon Bhagwandin, Editor

Applications for the 2020–2021 school year may be obtained from Yvonne Willits, Air Line Pilots Association, 1625 Massachusetts Avenue,

NW, Washington, DC 20036. The application period begins in January, and applications must be received by April 1, 2020.



MARKET WATCH

AIRLINES	PARENT COMPANY	STOCK SYMBOL	8/31/2018	8/30/2019	% CHG.
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$9.15	\$15.21	66.23% ▲
WestJet, WestJet Encore	WestJet Airlines Ltd.	TSX: WJA	\$19.15	\$30.86	61.15% ▲
Bearskin, Calm Air	Exchange Income Corporation ¹	TSX: EIF	\$32.33	\$38.50	19.08% ▲
Air Transport International	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$20.35	\$20.20	-0.74% ▼
Delta, Endeavor Air	Delta Air Lines	NYSE: DAL	\$58.48	\$57.86	-1.06% ▼
United	United Airlines Holdings, Inc.	NASDAQ: UAL	\$87.42	\$84.31	-3.56% ▼
Jazz Aviation	Chorus Aviation ²	TSX: CHR.B	\$7.91	\$7.42	-6.19% ▼
JetBlue	JetBlue Airways Corporation	NASDAQ: JBLU	\$19.08	\$17.32	-9.22% ▼
Alaska	Alaska Air Group, Inc. ³	NYSE: ALK	\$67.49	\$59.72	-11.51% ▼
Spirit	Spirit Airlines, Inc.	NYSE: SAVE	\$47.52	\$37.54	-21.00% ▼
FedEx Express	FedEx Corporation ⁴	NYSE: FDX	\$243.95	\$158.61	-34.98% ▼
Envoy Air, Piedmont, PSA	American Airlines Group, Inc.	NASDAQ: AAL	\$40.48	\$26.31	-35.00% ▼
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$41.50	\$24.41	-41.18% ▼
Mesa	Mesa Air Group	NASDAQ: MESA	\$13.79	\$6.46	-53.15% ▼

1 Exchange Income Corporation declared eligible dividends of \$0.19 per share, a 41 percent increase from prior dividends, for the month of August on Aug. 16, 2019.
2 Chorus Aviation announced a monthly dividend of \$0.04 per Class A and Class B shared for the month of August on Aug. 21, 2019.

3 Alaska Air Group declared a quarterly cash dividend of \$0.35 per share on Aug. 6, 2019.
4 FedEx Corporation declared a quarterly dividend of \$0.65 per share on Aug. 16, 2019.



ASO UPDATE

● ADVANCED ACCIDENT INVESTIGATION COURSE PREPARES ALPA REPS FOR THE FIELD

In mid-September, ALPA's Air Safety Organization conducted its semiannual Advanced Accident Investigation Course in Grand Forks, N.D., with the support of the University of North Dakota (UND) and the Grand Forks Airport Authority, which again made its donated FedEx Express B-727 available for the course.

Nineteen ALPA representatives from 12 pilot groups and four UND students participated in the mock accident investigation. The Aircraft Systems Group documented the cockpit and relevant aircraft systems components, and the Operations Group conducted crew interviews and reviewed human performance issues, flight crew training records, pilot certificates, flight crew medical history, dispatch paperwork, and weather information. In addition, the Structures Group documented structural damage, the CVR Group transcribed the voice recording, and the Survival Factors Group documented the emergency egress systems.

F/O Steve Demko (United), course director and chair of ALPA's Accident Investigation Board, stated, "This course setting allows our ALPA investigators to experience the process of an NTSB/TSB investigation, while also learning how to interact with the various investigative groups during the field phase."

The next Advanced Accident Investigation Course is scheduled to be held in May 2020.

● ASAP WORKSHOP SPARKS COLLABORATION AMONG ALPA GROUPS

On September 17, industry professionals gathered for the Aviation Safety Action Program (ASAP) workshop hosted by ALPA's Air Safety Organization (ASO) at the JetBlue training facility in Queens, N.Y. Representatives from numerous ALPA event review committees discussed difficulties within their programs and shared best practices that have been successfully developed and implemented throughout the years. Group discussions regarding the struggles of

gaining consensus, ASAP report processing efficiency, and key pieces of an administrative manual sparked interest in many of the participants.

Attendees joined in an active presentation delivered by Capt. Dan Coogan (Delta), his pilot group's Central Air Safety Committee chair and ALPA ASO Safety Information Analysis Program (SIAP) director, to advance ASAP and create a more robust reporting culture.

The workshop fostered a collaborative environment for stakeholders to openly evaluate their programs. Attendees included representatives from ALPA master executive council (MEC) Central Air Safety Committees, airline management, flight attendants, and the FAA. ALPA MECs represented at the event were Air Transport International, CommutAir, ExpressJet, Frontier, JetBlue, and Kalitta.

● HEWG TARGETS CABIN AIR QUALITY

ALPA's Health and Environment Working Group (HEWG), a component of the Air Safety Organization's (ASO) Pilot Assistance structure, met for the first time on September 9 to review its mission and begin planning activities. HEWG has been tasked with spearheading ALPA's efforts to address the complex and multifaceted topic of cabin air quality and other work-environment issues, as outlined in ALPA's strategic plan.

Cockpit and cabin odor and fume events are rare, but the fact that they occur at all has raised serious concerns for ALPA and the larger aviation indus-

try. Current airliners don't have sensors to detect when cabin air quality is compromised. Capt. Bob Fox, ALPA's first vice president and national safety coordinator, welcomed the group, stressing the importance of its work as part of ALPA's larger safety mandate. "You have the Association's full support," he said.

HEWG is led by F/O John Taylor (United), ALPA's Pilot Assistance chair; Capt. Steve Jangelis (Delta), ALPA's Aviation Safety chair; and F/O Ellen Brinks (Delta), ALPA's Aeromedical Group chair. The 15 pilot representatives who attended the one-day meeting, which was supported by ALPA's professional staff, defined the working group's mission as "providing resources and advocating for the highest levels of safety and oversight of all ALPA pilots' onboard environmental working conditions [e.g., potable water, air quality, radiation, cleanliness, and ambient noise]." They also developed an initial strategy for assessing cabin air quality events and identifying best practices and workable solutions.

A teleconference is planned for the end of October, and HEWG is considering the possibility of a one-day symposium next spring. A precursor to the working group, ALPA hosted a meeting in late February to examine the status of cabin air quality and the actions that need to be taken. More recently, the Association has been pressing Congress to enact the Cabin Air Safety Act of 2019 (S. 1112) to help address this serious concern.



F/O John Taylor (United), ALPA's Pilot Assistance chair, speaks to the Health and Environment Working Group about cabin air quality concerns.



Signage directing flightcrew members to a Known Crewmember access point at Washington Dulles International Airport.

KCM CHANGES AND WHAT YOU NEED TO KNOW

By Christopher Freeze, Senior Aviation Technical Writer

On August 28, the Transportation Security Administration (TSA) implemented new unpredictable screening procedures (USP), which included an automated “randomizer” to select crewmembers for physical screening, as part of the Known Crewmember® (KCM) program. The USP has a lockout feature

that prevents pilots from using KCM at any access point in each airport for an unspecified period after being selected for random screening.

In addition, on September 6 an initial plan to require that all crewmembers wear a uniform to use KCM was replaced, at the urging of ALPA and other airline industry stakeholders, with

certain security risk mitigations and education efforts. One such mitigation was a requirement for an additional means of pilot identification. **New KCM crewmember identification requirements are now as follows:**

A crewmember who *is* wearing a uniform must present, as before,

- a nonexpired government-issued photo ID and
- an aircraft operator-issued crewmember photo ID.

A crewmember who *is not* wearing a uniform must present

- a nonexpired government-issued photo ID,
- an aircraft operator-issued crewmember photo ID, and
- a third form of identification, either
 - a valid FAA airman’s certificate,
 - a valid FAA flight attendant certificate of proficiency, or
 - a second nonexpired government-issued photo ID.

In addition to the new USP, randomizer, and identification requirements,

HAVING ISSUES WITH KCM? If you’re encountering problems with KCM, including issues with unpredictable screening procedures, or would like additional information on the program, contact your master executive council Security Committee chair or coordinator or ALPA’s Engineering & Air Safety Department at EAS@alpa.org or 1-800-424-2470.

GET MORE INFO For additional information on the Known Crewmember® program, go to www.knowncrewmember.org or the Known Crewmember portal on ALPA's smartphone app.

other changes were made to the program that included a cessation of certain crewmember screening exemptions and facilitation expedients. ALPA has received, and is receiving, many pilot reports of the complications and delays being experienced as a result of the combined effects of these numerous program revisions. The Association is actively engaging with the TSA to address these ongoing issues (see "Ongoing Efforts").

UNPREDICTABLE SCREENING PROCEDURES


If you're selected for random screening at a KCM checkpoint, cooperate fully and without delay, and follow the instructions provided by the transportation security officer (TSO). You may be directed to screening at the KCM access point or referred to the passenger screening checkpoint. If you fail to follow the TSO's instructions, it may result in TSA action and the possible loss of KCM privileges.

NEW SIGNAGE

Changes to KCM signage at airports and checkpoints will be coming soon and will include the new identification requirements and a reminder of the basic rules—no prohibited items (including pets or pet carriers) are allowed, only your personal property is permitted, and KCM is not to be used for international personal travel.

NEW TRAINING AND DOCUMENTATION REQUIREMENTS

Under development are improvements to KCM training to enhance participating crewmembers' understanding of, and compliance with, the program's rules, including noncompliance penalties.

In the future, the TSA is expected to adopt a standard biometrics protocol that will be added to checkpoints as a highly secure means of crewmember identification. 

ONGOING EFFORTS

"We're very much aware of the difficulties that pilots are experiencing with KCM, and we're strongly advocating for the changes to the program that we all know it needs," said Capt. Joe DePete, ALPA's president, when advising ALPA members about the changes to the program. "ALPA fully recognizes the importance of KCM to pilots in terms of aviation security and the effect on quality of life. We know that KCM is a valuable time- and cost-saving program—for the Transportation Security Administration [TSA], the airlines, and flightcrew members—and our efforts to strengthen and protect this program continue unabated," he asserted.

On September 17, ALPA representatives met with TSA leaders to address the ongoing KCM issues and concerns reported by ALPA members. Capt. Bob Fox, ALPA's first vice president and national safety coordinator; Capt. Wolfgang Koch (Delta), ALPA's Air Safety Organization Aviation Security chair; and ALPA Engineering & Air Safety Department staff discussed ALPA members' concerns—reinforced by recent pilot reports—with the agency. The Association's reps provided recommended solutions to operational issues, with a focus on ensuring that KCM remains, as it always has been, a security and efficiency enhancement to aviation.

"An important aspect

of KCM's historic strength is the ongoing involvement of flightcrew members in policy setting for the program, especially as the Association is one of its founding partners," Fox noted. "I urged the agency to take steps to ensure that ALPA's KCM expertise is fully utilized and formally recognized by the TSA going forward, and implement some short-term solutions that will fix the problems that pilots are seeing now at KCM access points."

The Association is confident that the TSA will respond positively to its recommendations, and it will continue to work with the agency to ensure that the issues concerning KCM are addressed as expeditiously as possible.

KCM: RISK-BASED SCREENING

KCM, which began in the summer of 2011 as a joint initiative among the Transportation Security Administration (TSA), Airlines for America, and ALPA, is a risk-based screening system that expedites access to an airport's sterile area by verifying the identity and employment status of flightcrew members. It's a vital part of the TSA's risk-based approach to secu-

rity that allows the agency to redirect its resources to improve checkpoint screenings and overall security for everyone traveling through the nation's airports.

By creating a separate line for flightcrew members, who've already undergone rigorous background checks and security training, line congestion is reduced for passengers while enhancing secu-

rity and making airport checkout screening more efficient. First deployed as a test at seven large airports, KCM has continually expanded and currently includes 232 checkpoints at 108 airports in the United States.

"KCM was developed to enhance security, and save time and resources," said Capt. Wolfgang Koch (Delta), ALPA's Air Safety Organization

Aviation Security chair. "Flightcrew members are subjected to high scrutiny before they ever begin training, and that continues throughout their careers. KCM is designed to factor that into a commonsense, risk-based security program that allows everyone to devote their energies to screening those about whom less is known or may pose a threat."



Pilots, staff, and guests attend ALPA's annual 9/11 remembrance ceremony.



Capt. Joe DePete, ALPA's president, highlights the Association's role as the industry's safety and security advocate.

ALPA PILOTS, STAFF PAY TRIBUTE TO 9/11 VICTIMS

By Christopher Freeze, Senior Aviation Technical Writer

Capt. Joe DePete, ALPA's president, opened the Association's 9/11 ceremony in the Remembrance Garden at the union's new offices in McLean, Va., on September 11 by quoting a Brazilian champion martial artist. "Anger brought me to jiu jitsu, but love made me stay.' I imagine that many of us gathered here today vividly recall the anger we felt when the United States was attacked on the morning of Sept. 11, 2001."

Speaking to the many pilots, family members, friends, and staff who gathered on the solemn day, DePete remarked, "We responded to the violence and injustice of the attacks by seeking solace in our families and friends. We soon realized, however, that anger wouldn't create solutions or safeguard air transportation.



Capt. Bill Couette, ALPA's vice president-administration/secretary, left, and Capt. Joseph Genovese, ALPA's vice president-finance/treasurer, place a commemorative wreath on the split-rock memorial.

"Every day, our more than 63,000 ALPA members and staff work together with others across our industry to advance safety and security for our passengers, cargo, crews, and communities," DePete continued. "One recent example is ALPA's response to recently proposed changes that would have weakened the security of the Known Crewmember® [KCM] program. ALPA and other stakeholders worked together to develop improvements that strengthened the KCM program, addressed security concerns, and received the approval of the Transportation Security Administration."

Building on DePete's comments, Capt. Todd Inslar (United), his pilot group's Master Executive Council chair, asserted, "On Sept. 11, 2001, we saw people choose duty in the face of fear, as crewmembers and passengers fought back against evil. We saw humanity at its finest, as first responders ran toward the flames and into crumbling buildings to save lives. We saw strangers helping strangers in the small Canadian town of Gander in Newfoundland... and we saw courage in our ranks, as crewmembers managed to fight through the darkness and return to work."

"On this day, we are reminded that the world is not without evil," stated Capt. Tim Perry, ALPA Canada president. "While there is great darkness, there is also the unmistakable light of goodness in the people who share the values of peace and freedom—values that must, and do, unite us. These values span across bor-



Capt. Todd Insler (United), his pilot group's Master Executive Council chair, recounts the events of 9/11.



Capt. Tim Perry, ALPA Canada president, tells those gathered that "peace and freedom" span across borders.



Capt. Bob Fox, ALPA's first vice president, rings a bell in remembrance of those who lost their lives in the terrorist attacks.

ders and, in particular, our border."

"Every year, we ask the question, 'Where were you that day?' With every year that passes, our memories of that day may fade a little," said Ron Rindfleisch, an ALPA Representation Department staff member, who spoke to the crowd. He urged that "we must never forget the feelings we felt and remind everyone, including future generations, how the world changed."

Also in attendance were members of

the Association's Executive Council and ALPA Canada, former Association national officers, and representatives from the Association of Flight Attendants-CWA and the Association of Professional Flight Attendants.

In honor of those who lost their lives on that tragic day 18 years ago, Capt. Bill Couette, ALPA's vice president-administration/secretary, and Capt. Joseph Genovese, ALPA's vice president-finance/treasurer, placed a commemorative wreath

on the split-rock memorial. DePete then read the names of each of the pilots, flight attendants, and other airline employees who were aboard United Flights 93 and 175 and American Flights 11 and 77 on Sept. 11, 2001, as Capt. Bob Fox, ALPA's first vice president, tolled a bell in remembrance. Jody Krazeise, a staff member from the Association's Communications Department, led those gathered in singing "Amazing Grace" and "America the Beautiful." 🌐

IN MEMORIAM: SEPT. 11, 2001

UNITED FLIGHT 93

- Capt. Jason Dahl
- F/O LeRoy Homer, Jr.
- Flight Attendant Lorraine Bay
- Flight Attendant Sandra Bradshaw
- Flight Attendant Wanda Green
- Flight Attendant CeeCee Lyles
- Flight Attendant Deborah Welsh

UNITED FLIGHT 175

- Capt. Victor Saracini
- F/O Michael Horrocks
- Flight Attendant Robert Fangman
- Flight Attendant Amy Jarret
- Flight Attendant Amy King
- Flight Attendant Kathryn Laborie
- Flight Attendant Alfred Marchand
- Flight Attendant Michael Tarrou
- Flight Attendant Alicia Titus
- Customer Service Agent Marianne MacFarlane
- Customer Service Agent Jesus Sanchez

AMERICAN FLIGHT 11

- Capt. John Ogonowski
- F/O Thomas McGuinness
- Flight Attendant Barbara Arestegui
- Flight Attendant Jeffrey Collman
- Flight Attendant Sara Low
- Flight Attendant Karen Martin
- Flight Attendant Kathleen Nicosia
- Flight Attendant Betty Ong
- Flight Attendant Jean Roger
- Flight Attendant Dianne Snyder
- Flight Attendant Madeline "Amy" Sweeney

AMERICAN FLIGHT 77

- Capt. Charles Burlingame
- F/O David Charlebois
- Flight Attendant Michele Heidenberger
- Flight Attendant Jennifer Lewis
- Flight Attendant Kenneth Lewis
- Flight Attendant Renee May

REMEMBERING THE FALLEN

For more coverage of ALPA's 9/11 remembrance ceremony, visit www.alpa.org/911ceremony.



A Kalitta Air B-747 much like this one flew a relief mission in the early morning hours of Sept. 12, 2001, the only nonmilitary airplane in the air.

FLYING PROUD:

KALITTA AIR'S ROLE IN 9/11 RECOVERY

By Kevin Cuddihy, Contributing Writer

The night after the terrorist attacks of Sept. 11, 2001, the skies were clear. Shortly after the Twin Towers fell, the FAA issued a national ground stop—instructing all airplanes in flight to land as soon as possible and ceasing any further takeoffs. *Time* magazine called it “The Day the FAA Stopped the World.” Aside from military patrols, only birds were in the sky.

And one cargo airplane.

At 1:21 a.m. PDT time on September 12, a Kalitta Air B-747 took off from Los Angeles International Airport (LAX), laden with disaster relief from the Red Cross—49,590 pounds of blood, platelets,

and cadaver skin. Its destination: Philadelphia, Pa., and the supplies would go on to New York City or Washington, D.C., from there.

The three pilots on that flight, Capt. Dan Socia (now retired), F/O Neal Watson (now retired), and F/E Ralph Fritsch (now a first officer), were deadheading on a flight to Los Angeles, Calif., from Ohio, when the attacks began. “I was in the bunks sleeping,” recalled Watson, “and the captain woke me up. He said, ‘I don’t know what happened, but I think we’re at war.’”

The airplane was close enough to Los Angeles to reach its destination after the national ground stop, and the pilots went to the crew hotel. “The lobby was com-

pletely packed, wall to wall,” said Fritsch, “and no one knew what was going on.”

The three watched some news coverage together before Socia made a suggestion and a prediction: “Let’s get some rest. I bet we go flying tonight.”

PATRIOTISM AND VOLUNTEERISM

Meanwhile, phones were ringing in Ypsilanti, Mich., at the headquarters of Kalitta Air. FedEx Custom Critical had been asked by the Red Cross to find a company willing and able to undertake a relief flight from Los Angeles to the East Coast, and Kalitta Air was its first and only call. “The only question for us was if we had planes and people in Los Angeles, which we did,” noted Conrad Kalitta, CEO of the airline. In fact, all six Kalitta pilots who were in Los Angeles volunteered for the late-night flight.

When Socia got the call asking him to volunteer for a flight, his first response was to tell dispatch to turn on the television because no one was flying. He then spoke with the chief pilot, who explained the situation and circumstances of the flight, and Socia immediately said yes. “It was a privilege,” he acknowledged. “I was honored to help. I would have volunteered 100 times for that flight.”

Patriotism and volunteerism were well ingrained in Kalitta Air at the time—and continue to be. While the airline was technically less than a year old, a previous iteration of the airline (which Conrad Kalitta had sold and then seen go bankrupt) was heavily involved in supporting Operation Desert Storm and

Operation Desert Shield in the 1990s. As Fritsch observed, “Where there’s death, destruction, and mayhem, usually there’s a Kalitta aircraft nearby doing something to help.”

Many of the pilots from the airline’s previous iteration were once again working for Kalitta Air at the new company, and the airline had built a relationship with the Port Authority of New York, so the tragedy had struck close to home.

TAKING OFF

The country was in a general state of confusion when the pilots left their hotel headed to the airport for the flight. “We were in uniform, of course,” explained Socia, “and were approached by everyone in the lobby asking if the airport was open again, how long it might be, and where we were going. We didn’t mention to anyone what we were doing, though—we wanted to keep everything hush-hush.”

Fritsch recalled the odd quiet during preflight. “I was doing my walkaround,” he said, “and there was nothing. Typically you see 10 or 12 planes in flight lining up for landing, but the only thing moving were police cars racing down the taxiway. And everywhere you looked were parked airplanes.”

The flight was initially destined for John F. Kennedy International Airport and then Newark Liberty International Airport before Philadelphia was finally settled upon. The pilots had a showtime of 10:00 p.m. PDT with takeoff set for 11:00 p.m. PDT, but the buildup for cargo took much longer than expected and pushed back departure by more than two hours. Socia pointed out, “When leaving LAX, the tower gave us clearance to the end of the runway, clearance for takeoff, and clearance direct to Philadelphia. That never happens, especially for a cross-country flight!”

“Nobody was flying that night,” Socia explained, “so the radio was absolute quiet. I flew for 30 years and there was always chatter on the radio, so the silence was strange. The only conversation during the flight took place around Denver regarding the traffic below us. We were told, ‘That’s a military C-5 plane, don’t worry about it.’”

Approximately 200 miles from Phil-



This plaque, made from steel from the World Trade Center, sits in Kalitta Air’s headquarters in Ypsilanti, Mich.

adelphia, the tower called and asked, “What runway do you want to come in on?” Being asked runway preference for landing was another new experience for the pilots. They landed at 8:37 a.m. EDT and taxied to the cargo facility, arriving there at 8:45 a.m.

RETURN FLIGHT

“We landed in Philadelphia, and they offloaded the cargo,” explained Watson. “The Red Cross representative got off, we got gas, and they cleared us back non-stop to Los Angeles almost right away.” The pilots spent just two hours and 49 minutes on the ground before pushing back at 11:34 a.m. EDT and taking off nine minutes later.

“Coming out of Philadelphia,” said Fritsch, “they cleared us up to about 20,000 or 22,000 feet. Then TCAS started alerting us about traffic, and we had to stop our climb due to an aircraft above us.” The aircraft was an “escort,” a fighter jet, and the cargo plane had ascended faster than expected due to its empty load. “That was a little unnerving,” Watson acknowledged.

Fritsch noted that another unnerving aspect of the flight home was what seemed to be a recorded message sent every 10–15 minutes by ATC: “If you’re in the air and not squawking the proper code, your aircraft will be met. If you don’t respond, you may be fired upon.”

The flight crew was able to get some work in on the return flight, though: Watson took command of the airplane

and received IOE training from Socia in the empty skies before touching down at 1:37 p.m. PDT—just 12 hours and 16 minutes after wheels started turning early that morning.

The three pilots downplayed their efforts that night, stating that anyone at Kalitta would have volunteered for the trip. “We just had a job to do—and we did it,” explained Watson. But he admitted, “Flying on September 12 was an experience I’ll never forget.”

THE AFTERMATH

Kalitta Air’s contributions to the War on Terror began almost immediately after the terrorist attacks and continued long after that first relief flight on September 12. “People at the office were doing 13- to 16-hour days,” observed Conrad Kalitta, “and we went from three to four flights a day to almost constant flying.” A contract with the U.S. Postal Service (USPS) resulted in Kalitta Air flying mail to the military in the Middle East, and the airline’s flights for the Department of Defense (DOD) picked up enormously as well. “Kalitta Air always has been and always will be a strong supporter of the DOD and the Civil Reserve Air Fleet,” said Conrad Kalitta.

According to the airline’s website, “In 2003 Kalitta was awarded a Certificate of Appreciation for support of the Enduring Freedom and Iraqi Freedom Operations and Kalitta continues to support the USPS with scheduled flights delivering mail and packages to the soldiers in Iraq and Afghanistan.”

Its Michigan headquarters is also home to a certificate of appreciation from the Port Authority Police Department and a memorial plaque containing a cross made out of metal from the World Trade Center. The inscription reads: “This cross made from World Trade Center steel is dedicated to Conrad Kalitta of ‘Kalitta Airlines’ for his support to the PBA [Police Benevolent Association] and their fallen family members.”

“Nobody was flying that night, so the radio was absolute quiet. I flew for 30 years and there was always chatter on the radio, so the silence was strange.”—Capt. Dan Socia

Capt. Bill Couette, ALPA's vice president-administration/secretary, welcomes pilots to the Membership Seminar.



SETTING A GOOD FIRST IMPRESSION OF ALPA

By Kevin Cuddihy, Contributing Writer

Fifty pilots from 23 ALPA pilot groups attended the Membership Seminar on September 17–18 at the Association's offices in McLean, Va. The event, hosted by the Membership Committee and its chair, F/O Kandy Bernskoetter (FedEx Express), provided a primer or refresher on the duties and priorities of master executive council (MEC) Membership Committee volunteers with a focus on military and veterans affairs.

"The first impression our pilots get of

ALPA is you," stated Capt. Bill Couette, ALPA's vice president-administration/secretary, as he welcomed the volunteers to the seminar. "It's not an easy job to do, but you stand at the front of the room and tell them what ALPA is and why ALPA is important."

"In your position, your goal is to strengthen membership in your MEC and in ALPA," said Bernskoetter, highlighting that the seminar's goal was to provide the volunteers with the information and tools needed to do so. Commit-

tee members and ALPA staff provided information on membership classifications, new-hire classes, the Uniformed Services Employment and Reemployment Rights Act (USERRA), keeping members engaged, pilot assistance, and more through presentations, interaction, and networking.

A continuing emphasis was placed on the need to keep membership records updated, as this information affects everything from participating in ALPA insurance programs to accessing the Association's website.

Accomplishing this task—along with making a good first impression—starts at an employee's new-hire orientation. Depending on the specific MEC, Membership Committee volunteers are given anywhere from an hour to a day to talk to new hires, introduce them to ALPA, and explain the benefits of a union. With new hires already feeling as if they're being inundated with information during their initial training period, getting that information to stick with them can be tough. Pilots discussed the various ways they impart information and talked about what they can do better.

One of the goals of ALPA's national Membership Committee, said Bernskoetter, is to provide "recurrent training" for members throughout their ALPA careers. "We do a great job with new-hire briefs, but after that we can and should reach out more," she said. "We want our members to have a better understanding of the direct member services ALPA provides and to share that information with their colleagues."

During the seminar, the volunteers heard presentations on various benefits, including the Pilots for Pilots emergency relief fund, ALPA's supplemental insurance program, the Association's accident/incident hotline, ALPA-PAC, Union Plus, and pilot assistance programs. They also received a crash course in dues: where their dues dollar goes, dues reconciliation, and agency shop. The pilots also learned about the administrative aspects of their position. And, most importantly, they met the subject-matter experts they can contact if they have questions.

THE VETERAN PERSPECTIVE

The event also included multiple presen-

tations from ALPA's national Veterans Affairs Committee, a subset of ALPA's Membership Committee, and its chair, Capt. Phil Faucheux (FedEx Express), who talked about the unique challenges pilots face transitioning from military to airline flying. "Meeting a member of the Membership Committee is often the first interaction new employees have with ALPA," he said, "and often for military folks, it's the first time they come into contact with anyone from a union."

"There are certainly additional factors involved when a new member is either a veteran or on reserve, so having the input and expertise of the Veterans Affairs Committee is extremely important," explained Bernskoetter. "We need to introduce them to ALPA and explain the advantages of belonging to a union."

Faucheux discussed the benefits of the two committees meeting together and sharing resources. "It's critical that ALPA's membership teams have an insight into the challenges that military new hires face as they embark on an airline career," he explained. "By combining assets, this seminar gives members of both the Veterans Affairs and Membership Committees an opportunity to exchange ideas about how best to serve our military veterans and drilling reservists, as well as offer insights into each committee's responsibilities and goals."

Faucheux pointed out that more and more industry new hires have a military background and/or are in the reserves and that special laws apply regarding military members' rights and responsibilities. He noted that ALPA's *USERRA*

Guide is a useful tool for current ALPA members and volunteers. He and Bernskoetter also announced the publication of a military transition guide, soon to be available on www.clearedtodream.org, geared toward pilots looking at or in the midst of such a transition.

Faucheux and others on his committee discussed a relatively new movement, rotor transition programs, and the Rotary to Airline Group, which helps connect transitioning military pilots and maintenance personnel with potential employers. It's "a huge, untapped market," Faucheux said, noting that great strides have been made during the past two years to introduce military pilots to careers in the airline industry.

Faucheux highlighted some of the different challenges new hires in the reserves face, including the dreaded "commuting triangle" of home, the airline base, and the military base. He observed that pilots must constantly weigh "management vs. the military" and acknowledged, "We need give and take on both sides so that this can work out to everyone's benefit."

He also discussed the key projects ALPA's national Veterans Affairs Committee has been working on, including a user's guide, a veterans affairs page on ALPA's website, encouraging more MECs to have Veterans Affairs Committees, expending more resources in Canada, developing a transition guide, and continuing to grow ALPA's national Veterans Affairs Committee into a valuable resource that will benefit all members.

The MEC Veterans Affairs and Military

Affairs Committee volunteers finished the seminar with a breakout session focusing on issues specific to their areas of expertise. "Although USERRA is the primary legislation that governs a military member's rights and responsibility," Faucheux explained, "the application and interpretation of those rights is not uniformly applied by airline management. The breakout session allows us to share experiences with varying management interpretations, while formulating common strategies to preserve our members' rights under USERRA. Exchanging ideas about best practices that are standardized across the airline industry will ensure that ALPA military members and veterans continue to have their rights under USERRA protected and defended across all airlines."

BEST PRACTICES

Exchanging ideas about best practices was a common theme throughout the seminar. F/O Daniel Reitzig (Frontier), his pilot group's Membership Committee chair who is fairly new to his position, attended the seminar "to listen to the best ideas and practices all of you have already developed and apply them to benefit my pilots as well."

Capt. Brad Hundley (Air Transport), a member of his pilot group's Membership Committee, said, "My MEC is interested in standing up a Veterans Affairs Committee, and I'm here looking for guidance."

Capt. Vic Tansey (FedEx Express), a member of his pilot group's Membership Committee, shared an example of how to address a new-hire who asks, "What does ALPA do for me?" He recalled a FedEx Express MD-10 accident at Fort Lauderdale-Hollywood International Airport several years ago. Immediately after the incident, the very first people to attend to the crew (after aircraft rescue and firefighting) were ALPA safety volunteers, who ensured that the crewmembers received the assistance they needed. "This exemplifies that ALPA has your back," Tansey observed.

As Couette noted in his opening remarks, "For many members, ALPA is kind of like insurance. You hope you'll never need it, but you're really glad it's there when you do." 🌐



Capt. Phil Faucheux (FedEx Express), ALPA's Veterans Affairs Committee chair, reviews key projects the committee is undertaking, including a user's guide and a veterans affairs page on ALPA's website.

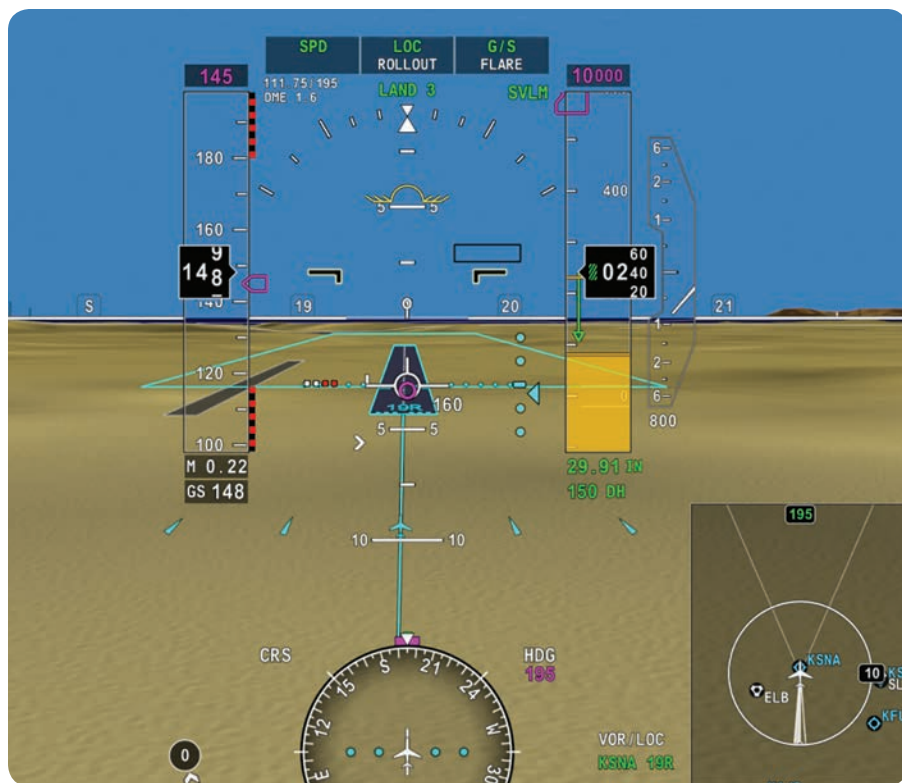


F/O Kandy Bernskoetter (FedEx Express), ALPA's national Membership Committee chair, discusses the need for "recurrent training" on ALPA topics.

A GLIMPSE OF THE FUTURE:

VISITING HONEYWELL AEROSPACE

By F/O Bryan Lesko (United), Chair, ALPA Aircraft Design/Operations Group



Synthetic vision guidance systems provide additional symbology and navigation performance monitors to enable lower minimums (150 feet vs. 200 feet) on approved Category I approaches.

ALPA's Air Safety Organization Aircraft Design/Operations (ADO) Group routinely works with manufacturers to provide line pilot input into the development of emerging technologies that interface with flight crews or have an impact on crew workload and aviation safety.

In March, Honeywell Aerospace invited ALPA's ADO group to visit its Phoenix, Ariz., campus. Capt. Dennis Borik (Compass) and I, along with Rikki Gardonio, an ALPA staff engineer, were given the opportunity to investigate developments in several new flight technologies and avionics advancements demonstrated on various platforms.

SMARTER SIGHT

A synthetic vision system (SVS) is a type of augmented reality that projects a representation of the 3-D world outside of the airplane onto a 2-D screen inside the airplane. This 3-D rendering pulls from databases used for enhanced ground proximity warning systems. A limitation of SVS is that it's not a real-time representation of all elements outside the aircraft, such as wildlife or other aircraft, but it does provide a clear picture of the nonmoving obstacles pilots may face regardless of visibility.

A synthetic vision guidance system (SVGS) is an SVS depiction of the outside world combined with additional functions that provide pilots with increased aircraft state and situational awareness along with navigation performance monitors that enable lower than standard Category I minimums (150 feet vs. 200 feet). Features can include a representation of the flight path vector, the extended runway centerline, aircraft stopping performance based on runway surface condition, and possible runway incursion threats.

SVS and SVGS shouldn't be confused with an enhanced flight vision system



Current autobrake setting (medium) is predicted to not stop the aircraft on the available runway landing surface. ROAAS provides a visual “Check Autobrakes.”

(EFVS). EFVS relies on an infrared or similar-type camera mounted outside the aircraft to project real-time images onto a screen to augment what the flight crew sees. EFVS is typically seen on head-up displays and can help improve pilots’ vision when weather would otherwise obstruct their view of a runway on approach.

A combined vision system (CVS) joins SVGS and EFVS and provides a complete picture to the flight crew. These systems allow pilots to visualize what’s happening real time near the airplane while also providing a synthetic view of distant obstacles along with aircraft state and position awareness.

IMPROVING SITUATIONAL AWARENESS

The Honeywell innovation iNAV contains lateral and vertical maps integrated with graphical flight planning that features larger displays, including a bigger vertical situation display that improves readability and allows a larger profile view with spherical terrain overlay. An airspace overlay was added to help pilots identify



After landing, the display transitions to an exocentric mode. The ROAAS white deceleration “donut” indicates current braking performance (which is just past the Max Brake Green line). The donut may be used in conjunction with the 3-D airport map to plan the runway exit.

speed restrictions on instrument departure and arrival routes. XM weather can also be overlaid on the map.

Because landing is one of the most safety-critical phases of flight, the runway overrun and awareness system (ROAAS) provides display and alerting that helps increase pilot situational awareness and decrease workload by providing information on predicted stopping points, the selected runway, and available landing distance.

While airborne, ROAAS is a predictive system that gives pilots a visual representation of where their airplane is projected to touch down and stop. On the ground,

ROAAS uses real-time aircraft deceleration data to update the indication of where the aircraft will likely stop on the runway, better informing pilots with real-time information to assist in braking inputs or thrust reverser selections on rollout.

ROAAS provides alerts based on comparison of runway location with the available runway during approach and remaining runway and predicted stopping distance with weight on wheels. ROAAS uses manufacturer-provided performance metrics along with aircraft speed, position, trajectory, flight path vector, runway condition, and, if available, autobrake selection and aircraft deceleration on the ground. The data is compiled and relayed as both visual and aural alerts to the flight crew.

ROAAS presents information in an easily interpretable format, utilizing both 2-D and 3-D displays depending on phase of flight and can determine the projected aircraft stopping point based on real-time deceleration and braking performance. The 2-D ROAAS display contains color coding for runway safety areas, a runway condition code, and the “deceleration donut,” which projects the actual aircraft stopping point on the runway—moving the indication up or down based on aircraft deceleration.

The ROAAS 3-D exocentric display is activated on the primary flight display after aircraft weight on wheels and other aircraft parameters indicating a commitment to land. It provides pilots with a realistic depiction during landing rollout. This interface displays the deceleration donut on the primary flight display and elevates critical elements such as LAHSO markings and runway/taxiway signage. ROAAS can be integrated into a comprehensive SVGS suite, and Honeywell anticipates the 2-D and 3-D ROAAS displays will initially launch as available options on the Embraer E-Jets fleet and capable business jets.

“Because landing is one of the most safety-critical phases of flight, the runway overrun and awareness system provides display and alerting that helps increase pilot situational awareness and decrease workload....”



The current energy state of aircraft prediction (as calculated by threshold crossing height and speed with manufacturer-provided performance data) indicates there is insufficient runway length available to make a safe landing. ROAAS provides an aural and visual display “Go Around.”

PREVENTING RUNWAY INCURSIONS

Honeywell’s surface indications and alert system (SURF-IA) is designed to reduce the risk of runway incursions. SURF-IA uses ADS-B data to improve awareness of surrounding ground traffic and alerts pilots of a potential runway

incursion ahead of time. SURF-IA is activated inside the runway engagement zone, which encompasses all ground-based ADS-B traffic spanning the length of the intended landing runway up to three nautical miles from the approach threshold.

SURF-IA provides pilots with aural and visual runway occupancy alerts—advisory (potential traffic threat), caution (impending threat), or warning (imminent threat)—to help them determine whether to go around or abort during landing or takeoff.

TaxiWiz is another airport ground environment system that augments the pilots’ outside view by providing a live airport moving map, key markings, traffic indications, signage enhancements, and geographic taxi path depiction. Although TaxiWiz is in final development but not yet ready for industry use, Honeywell demonstrated the system on one of its simulators. Intended to increase pilots’ ability to orient, locate, anticipate, and make taxi decisions efficiently, TaxiWiz automatically displays the most direct path to parking or a runway end.

By entering a string of taxiway and runway identifiers either via flight management system or control cursor device, flight crews can change the routing based on instructions from ground control. While the entered route is


depicted in a magenta line, if crossing a runway during taxi is required, TaxiWiz won’t draw a line across the runway in order to provide pilot awareness and ultimate authority to cross runways. If a taxiway is left out of the clearance input but is required to get from one point to another, that taxiway is depicted in cyan dots. TaxiWiz can be displayed in a 2-D airport map or in a 3-D exocentric view, which improves pilot situational awareness throughout the taxi process. In the future, TaxiWiz can be easily integrated with digital taxi clearance.

IN FLIGHT

After the technical briefings, Honeywell took us on a two-hour flight test aboard its Falcon 900 test bed. During the flight test, multiple systems were demonstrated, including ROAAS, TaxiWiz, and the overall SVGS package.

Honeywell briefed us on upcoming enhancements to its radar technologies, which include autotilt and the detection of ice crystals, wind shear, turbulence, and lightning—with a five-minute buffer allowing flight crews to see the surrounding weather during heading changes. We also visited the Embraer lab where SVGS and ROAAS are tested in a fixed-based training device with the ability to switch between existing and new displays to demonstrate the benefits of SVGS and ROAAS on the E-Jet.

Honeywell showed us a HUD demonstrator where its pilots can test EFVS and CVS displays and provide feedback regarding what they find most useful, ensuring such a device doesn’t include extraneous details. We also visited the Airbus lab where the Honeywell display system, with graphic capability to include the advanced features described above, is being retrofitted for the A300.

ALPA appreciates that Honeywell values line pilot feedback and is thankful for the opportunity to tour its facilities and view its new technologies. ALPA’s ability to explore aviation advancements is key to our culture of keeping safety at the forefront, and maintaining relationships with manufacturers is invaluable to ensuring that the line pilot’s voice remains heard during product development. 



TaxiWiz can provide a pilot with a taxi waypoint path on the 2-D and 3-D airport map. Currently this path is entered via scratchpad entry and/or graphical selection.



Lighter 4.5 ounce (128 gram) on-head weight provides improved stability and comfort on long flights.

Three modes of noise cancellation, now with improved low mode.

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INTRODUCING PROFLIGHT SERIES 2

NEW

Engineered by Bose. Refined by pilots.

The ProFlight Series 2 builds upon the advanced technology of the original, and is the most lightweight, compact and comfortable aviation headset Bose has ever produced. The ProFlight Series 2 is engineered and refined for the way professional pilots fly, and now offers numerous updates and enhancements based on pilot input. **Experience the changes for yourself - learn more and order at Bose.com/ProFlight.**





Introducing MetLife: Enhanced Insurance Options For Members

ALPA Member Insurance has been offering optional insurance products designed “by pilots, for pilots” to ALPA members for decades. These products are regularly audited to ensure that members are getting the best value for their money, while having access to the best possible products that support their specific needs. The new plan year will bring enhancements to many of these products while maintaining the benefits ALPA pilots have always enjoyed.

Beginning Nov. 1, 2019, the carrier for the Association’s optional life, disability, and accidental death and dismemberment plans will be MetLife, one of the nation’s most trusted insurers. In addition to plan enhancements, MetLife is offering

two onboarding opportunities to ALPA members through November 15.

But that’s not all—the Association’s Critical Illness and Group Accident insurance plans (both still offered through Voya Financial) have been redesigned to maxi-

mize benefits, with no rate changes.

LIFE AND DISABILITY ENROLLMENT OFFERS END NOVEMBER 15

Life Insurance

Eligible members who already have more than \$500,000 in guaranteed-issue coverage can apply for an additional \$50,000 in guaranteed-issue life insurance.

Disability Insurance

Eligible members who do not already participate may apply for up to \$1,200 per month in disability insurance without providing evidence of insurability.

DISABILITY INSURANCE ENHANCEMENTS

Formerly known as “Loss of License” insurance, ALPA’s National Disability Insurance plans through MetLife offer the same “own occupation” coverage as originally designed by pilots, for pilots, but with many additional enhancements:

- Added survivor benefit, up to six times the pilot’s monthly benefit.
- Added 60-day return-to-work allowance prior to meeting waiting period.
- Removed laser vision correction surgery from the disability exclusions.
- \$1,200 buy-up offer.

LIFE INSURANCE ENHANCEMENTS

WITH METLIFE

• Guaranteed issue of \$500k for pilots performing normal activities, under age 65, and in an eligible class

• \$50,000 guaranteed issue for spouse coverage

• The aggregate plan maximum has increased to \$1,750,000 for both members and spouses

• Children covered to age 26

• Accelerated benefit option will be 80% to \$500,000

• \$50,000 life insurance buy-up offer

• No lifestyle/aviation avocation questions during evidence of insurability process

PREVIOUS PLAN

• Guaranteed-issue amounts of \$200K < age 60, \$300K < age 50, and \$500K < age 40

• No current guaranteed issue for spouse coverage

• Max was \$1,500,000

• Children covered to age 21 (23 if fulltime student)

• Accelerated benefit option was 50% to \$100,000

VOLUNTARY ACCIDENTAL DEATH AND DISMEMBERMENT ENHANCEMENTS

WITH METLIFE

- Maximum of \$500,000 for members and \$350,000 for retirees

- Coverage doesn't end at a certain age, but enrollment limited to age 70

- Spouse education benefit maximum is \$5,000

- Child education benefit maximum is \$10,000 per academic year with an overall maximum of 20%

- Arm and leg covered losses set at 75%

- New hospital confinement benefit

- New felonious assault benefit

PREVIOUS PLAN

- Coverage terminated at age 70

- Spouse benefit max was \$2,500

- Child education benefit max was \$2,500

- Not covered

PLUS: NEW SERVICES AVAILABLE WITH LIFE INSURANCE

- *Will Preparation Services:* Help to ensure that final wishes are clear. Get help preparing or updating a will, living will, or power of attorney.
- *Estate Resolution Services:*

Settle an estate with confidence. With unlimited consultations, either in person with an attorney or by phone, including court representations.

- *Funeral Planning Assistance:* Honor a loved one's life. Work with compassionate counselors that assist with customizing funeral arrangements

with personalized one-on-one service.

- *Dignity Memorial®:* Get access to the largest network of funeral homes and cemeteries to preplan with a counselor and receive discounts on funeral services.

LEARN MORE

Visit memberinsurance.alpa.org.

org to learn more about all of ALPA's member insurance offerings and download plan brochures. For assistance, e-mail Insurance@alpa.org or call 1-888-FLY-ALPA, option 3.

—Mary Kennedy,
Associate Managing Editor,
Digital Communications

The new plan year will bring enhancements to many of these products, while maintaining the benefits ALPA pilots have always enjoyed.

ENROLL TODAY

ALPA Member Insurance offers convenient year-round enrollment (no need to wait for "open enrollment" periods) through its online portal, but to take advantage of the onboarding opportunities on life and disability plans, the application must be completed before Nov. 15, 2019. Any enrollment after November 15 will be subject to normal underwriting guidelines and requirements.

1. Visit www.alpa.org/insuranceportal and, if prompted, log in using your ALPA member credentials.
2. The next page is the Member Benefits Management Portal welcome page. If this is your first time using the portal, select Register and follow the prompts.
3. Once registered and logged in, you'll be able to apply for new coverage and manage your benefits.

Note: Coverage may not be available in all states. Like most insurance policies, insurance policies offered by MetLife and its affiliates contain certain exclusions, exceptions, reductions, limitations, waiting periods, and terms for keeping them in force. Please contact ALPA Member Insurance for costs and complete details.



ALPA Pilot Presents Paper at ISASI Conference

Pilot safety investigators from ALPA's Air Safety Organization and staff from the Association's Engineering & Air Safety Department participated in the International Society of Air Safety Investigators (ISASI) conference held September 1-5 in the Netherlands.

This comprehensive technical seminar is designed for members to exchange ideas, experiences, and information about aircraft accident investigations, as well as advancing aviation safety. The gathering featured presentations by air safety professionals and a masterclass that focused on the reconstruction of Malaysia Airlines Flight 17, which was shot down over the Ukraine in 2014.

Representing ALPA's Accident Analysis & Prevention Group and Accident Investigation Board, the ALPA contingent serves as subject-matter experts during aircraft acci-

dent investigations conducted by the NTSB and the Transportation Safety Board (TSB) of Canada.

Among the ALPA pilots attending the ISASI conference was F/O Stacey Jackson (WestJet), who is also a member of ISASI. Currently a student at Embry-Riddle Aeronautical University-Worldwide Campus, she is a recipient of ISASI's 2019 Rudolf Kapustin Memorial Scholarship.

During the conference, Jackson had the opportunity to present highlights from her academic paper titled "Applying Human Factors Concepts to the Commercial

F/O Stacey Jackson (WestJet), a member of ALPA's Accident Investigation Board, presents her academic paper at the International Society of Air Safety Investigators' recent conference.

"At the end, not only do you have a clearer picture of why the accident occurred, but by piecing everything together we learn how to avoid it from happening again. It's a very rewarding field."

—F/O STACEY JACKSON (WESTJET)

Space Industry" during a series of presentations by Kapustin scholarship recipients that covered emerging issues and trends.

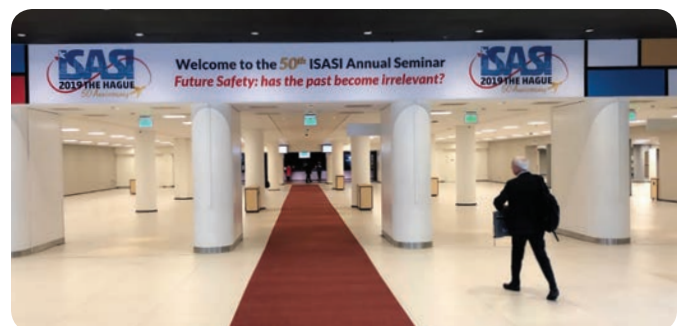
"I was first exposed to the world of accident investigation through my work at ALPA, and I was immediately hooked," said Jackson. "It's so rewarding to take all these pieces and figure out how they fit together—it's like putting together a puzzle.

At the end, not only do you have a clearer picture of why the accident occurred, but by piecing everything together we learn how to avoid it from happening again. It's a very rewarding field."

The Kapustin scholarship was designed to pay it forward and encourage the next generation of air safety investigators. As a frequent volunteer at Women in Aviation International events throughout North America, Jackson is a testament to paying it forward by promoting the airline piloting profession and encouraging young women to pursue a career in aviation.

ISASI, which has official observer status within International Civil Aviation Authority (ICAO) proceedings, is a part of ICAO's Accident Investigation Panel and has helped establish updates and additions to the organization's standards and procedures for accident investigations throughout the world. By actively participating in this organization, ALPA maintains strong aviation safety connections throughout the world that allow the Association to support its members on a global level should an accident or serious incident occur.

—**Corey Kuhn,**
Contributing Writer



ALPA members attend the International Society of Air Safety Investigators' annual conference held to advance aviation safety.



Flu Season Is Here

By ALPA Staff

Fall represents the onset of flu season for North Americans. The contagious respiratory illness, which is caused by virus variants, can, in the most serious cases, result in hospitalization or even death. Influenza, as it's officially known, infects the nose, throat, and lungs, and symptoms include chills, cough, congestion, fever, head and muscle aches, runny nose, and general fatigue.

The Centers for Disease Control and Prevention reports that the prevalence of the illness was extensive in the United States during the 2017–2018 flu season with “22.7 million people going to a health-care provider, 959,000 hospitalizations, and 79,400 deaths from influenza.” According to the Public Health Agency of Canada, this most recent flu season yielded 39,192 confirmed cases of the virus in Canada.

Flu spreads from person to person, often through the air when those with the illness cough, sneeze, or talk. It can also be contracted by touching surfaces that contains the flu virus and then making contact with your eyes, mouth, or

nose. The incubation period is one to four days, and the illness can last a week to 10 days.

Seasonal influenza viruses come in three forms: A, B, and C. Type A is responsible for most seasonal flu cases and is usually classified into subcategories H and N, based on the various kinds of hemagglutinin and neuraminidase proteins that can be attached to the virus.

Type B flu can be as strong and as debilitating as Type A but doesn't produce pandemics, and Type C typically results in milder respiratory illnesses and is generally not as serious as A or B. Whatever form the flu may come in, it can be highly contagious, and

moving through public areas like airports and in confined spaces with others increases your susceptibility to the virus.

Your best option to prevent contracting the illness is getting a seasonal flu shot. Although it isn't 100 percent effective, this annual vaccination protects against the influenza viruses that research indicates are most likely to be common. If you do contract the illness after being immunized, the vaccine often limits the symptoms and intensity of the virus.

In some cases, the shot may be accompanied by muscle soreness and a mild fever for one to two days. Although there is no required observation time after receiving a vaccination, it's reasonable to wait 24 hours before returning to flight duties to ensure that you don't experience any adverse reactions.

If you catch the flu, medications are available. Antiviral drugs like FDA-approved oseltamivir (Tamiflu®), zanamivir (Relenza®), and peramivir (Rapivab®) can be effective but require prescriptions. These drugs are strong enough to impact your performance and cognitive abilities, and the FAA requires a 48-hour ground-observation period after taking one of them to determine

whether you're prone to any side effects.

Other symptom-relief medications may bar you from flying, particularly those that contain antihistamines, cough suppressants, or alcohol. For these and other prohibited drugs, the general rule is to allow five times the medicine's dosing interval. For example, for a drug taken every six hours, you should wait at least 30 hours before flying.

Both the FAA and Transport Canada identify on their respective websites medications that aren't acceptable to use when flying. Play it safe and talk to your aviation medical examiner who can assess your condition and treatment. If you have certification questions, U.S. ALPA members can contact the Aviation Medicine Advisory Service, ALPA's Aero-medical Office, at 303-341-4435, Monday through Friday, 8:30 a.m. to 4:00 p.m. mountain time. Canadian ALPA members with questions are encouraged to call David Noble, the Association's pilot health consultant, in the Association's Toronto, Ont., office toll-free at 1-800-561-9576.

In addition, remember that prevention is your best medicine. Get lots of rest, drink plenty of fluids, and routinely wash your hands. 🧼

WHEN TO SEEK MEDICAL HELP

The Centers for Disease Control and Prevention advises seeking immediate medical assistance if you develop the flu and experience

- difficulty breathing or shortness of breath,
- persistent pain or pressure in the chest or abdomen,
- severe muscle pain,
- persistent dizziness or confusion,
- seizures,
- inability to urinate,
- severe weakness or unsteadiness, or
- fever or cough that improves but then returns or worsens.



Left: F/O Charles Hobaugh (FedEx Express), STS-129 commander, in a training session at the Space Vehicle Mockup Facility at NASA's Johnson Space Center. Below: Space shuttle Atlantis lifts off for STS-104 with Hobaugh at the pilot's controls.

SETTING HIS SIGHTS HIGHER

All these experiences served Hobaugh well when he applied to the NASA Astronaut Selection Program. "It's very difficult to make yourself look good on paper," he said, acknowledging the thousands of applications NASA must wade through to determine who the agency will select. Not chosen for the astronaut program on his first try, Hobaugh applied again. On his second attempt he was accepted, receiving the news via radio while flying as an instructor with a student in the back seat.

"We were actually dropping bombs on an old hulk in the middle of the water on the Chesapeake Bay," he said, remembering the excitement he felt and the challenge of staying focused on the task at hand.

In August 1996, Hobaugh reported to the Johnson Space Center in Houston, Tex., where he received two years of training and evaluation. He was eventually assigned to STS-104 (space transport system, NASA's mission identification) and would serve as pilot on board the space shuttle *Atlantis*.

The reusable low-Earth orbital spacecraft launched from the Kennedy Space Center in Merritt Island, Fla., the morning of July 12, 2001. Its mission was to transport and install a quest joint airlock to the International

FedEx Express Pilot Journeys into Space

By John Perkinson, Senior Staff Writer

F/O Charles Hobaugh (FedEx Express) has experienced what few others have: traveling beyond Earth into space. Prior to his career as an air cargo pilot, he served as a space shuttle astronaut on three missions—twice as a pilot and once as a commander. In total, he logged 36 days in space, completing nearly 600 orbits.

"Being an astronaut wasn't something I ever thought was going to be a possibility for me," said Hobaugh, who grew up watching television shows like *Star Trek* and *I Dream of Jeannie*, imagining what it would be like to be astronaut Tony Nelson. His fascination was solidified when he watched the televised coverage of Apollo 11 Commander Neil Armstrong walking on the moon in July 1969.

Hobaugh began flying at the age of 14 in the remote

regions of Alaska with his father, who was temporarily based there with the U.S. Coast Guard. The aspiring pilot attended the U.S. Naval Academy where he graduated with a B.S. degree in aerospace engineering in 1984. With a commission as a second lieutenant in the U.S. Marine Corps, he garnered the call sign, "Scorch," and flew combat missions in the Persian Gulf during Operations Desert Storm and Desert Shield.

In 1991, Hobaugh attended



the Naval Test Pilot School where he performed flight tests, helped develop the AV-8B Harrier, and helped design the F-35 Lightning before transitioning to a test pilot school instructor, flying the F/A-18 Hornet, the T-2 Buckeye, the U-6A Beaver, and gliders. During his service as a Marine, he flew more than 40 different aircraft and accumulated more than 5,000 flight hours and more than 200 vertical and short-takeoff aircraft carrier landings.

Space Station. Spacewalkers mounted two nitrogen tanks and two oxygen tanks to pressurize this system. They also conducted basic maintenance on the station.

“There are some very surreal moments when you get into space and you see someone floating around or something floating by for the first time,” he noted, adding, “You’ve really just got to put your head down and work or you never get anything done.” During the 13-day operation, Hobaugh and his four team members traveled 5.3 million miles before touching down in Florida on July 24.

Hobaugh performed a variety of jobs between space shuttle flights, including technical duties as part of the Astronaut Office Spacecraft Systems/Operations Branch. He acted as capsule communicator, working in the Mission Control Center as the contact for other space shuttle crews. He served in this capacity for STS-107 during which space shuttle *Columbia* was lost on reentry into the atmosphere in February 2003. Hobaugh radioed, “*Columbia*, Houston, UHF Comm Check,” several times after Mission Control lost contact with the vessel.

The ensuing investigation

revealed that a piece of foam broke off during launch, damaging the thermal protection system on the leading edge of the spacecraft’s left wing.

ANOTHER DAY, ANOTHER MISSION

In August 2007, Hobaugh once again flew as pilot, this time on the space shuttle *Endeavour* for STS-118. The crew traveled to the International Space Station to deliver and assemble a starboard S5 truss segment, an external stowage platform, and a replacement control moment gyroscope. The crew used these and other materials to upgrade the station shuttle power transfer system. While on board, Hobaugh was the primary station robotic arm operator for installing external hardware from the International Space Station payload bay to the Space Station, in addition to other tasks.

NASA traditionally plays music as a wake-up call for astronauts. A popular song, dedicated to a specific space shuttle astronaut, is chosen each day to wake the entire crew. On August 11, the crew began its daily routine to the sounds of John Mayer’s “Gravity,” specifically selected for Hobaugh. And with Space Station duties completed, the



“There are some very surreal moments when you get into space and you see someone floating around or something floating by for the first time. You’ve really just got to put your head down and work or you never get anything done.”

FedEx Express first officer returned to Earth landing *Endeavour* on Kennedy Runway 15, nearly 13 days later, on August 21.

For STS-129, the ALPA pilot was reunited with *Atlantis* but this time in a different role. “I now get to be the orchestrator or the leader of a superior group of individuals, but I don’t get to play as much, so I guess that’s the biggest change for me,” he said in a preflight interview.

Hobaugh served as space

shuttle commander for his third and final spaceflight, traveling once again to the International Space Station for 10 days in November 2009. The crew transported two express logistics carriers and about 30,000 pounds of replacement parts for systems that provided power to the station, kept it from overheating, and helped it maintain its proper orientation in space. A scarf belonging to famed aviator Amelia Earhart accompanied the crew along with an assortment of medals, shirts, and patches to commemorate the trip.

STS-129 was the 31st space shuttle mission and the final shuttle crew rotation flight for the Space Station. *Atlantis* returned to Earth on November 29 with an extra passenger, Nicole Stott, who had been working at the station since August.

Hobaugh retired from the Marines as a colonel in September 2010, resigned from NASA in August 2011, and began flying for FedEx Express. A B-777 first officer based in Memphis, Tenn., he remembers his time with NASA fondly. He’s particularly proud of his association with and work on the International Space Station.

“The station is remarkable and incredibly sophisticated. Every mission is an international effort, and it’s amazing how unified the team becomes,” Hobaugh observed. “We all have objectives we’re trying to do on the mission, and there’s very little difference among individuals even though we come from very different cultures.” Despite the vastness of space, it’s clear that the shared experience of journeying into this great expanse brings people closer together. 🌐



Above: A promotional photo of Hobaugh for STS-118 taken in November 2006. Left: The crew of STS-129 enjoys a meal on board the International Space Station.



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RYANAIR PILOTS PUSH BACK AGAINST ATYPICAL EMPLOYMENT

Engaging with our international partners to advance the airline piloting profession and ensure that the global aviation system operates under one level of safety has been at the heart of ALPA's mission since the Association helped form the International Federation of Air Line Pilots' Associations (IFALPA) in 1948. In support of this mission, ALPA is standing in unity with IFALPA and other pilot organizations around the world to assist the pilots of Ryanair in their quest to achieve strong labor agreements that enhance job security, along with working conditions, pay, and benefits, and thus contribute significantly to safety.

Ryanair pilots have been fighting for a fair contract against a management that has relied on atypical employment as the cornerstone of airline operations. German-based Ryanair pilots have been successful in removing atypical employment contracts from their country. This business model affects all aspects of a pilot's employment—safe-

ty, collective bargaining, and retirement—and it threatens the global airline industry by whipsawing pilots against each other individually, by base, and by country. This can be seen by developments at Ryanair Buzz in Poland and Ryanair Laudamotion in Austria. Recently, Ryanair pilots based in Spain and the United Kingdom have

conducted industrial action in an effort to obtain fair pay, scheduling, and retirement benefits.

This employment scheme can take on different forms: pilots working under individual temporary contracts with an airline, through an employment agency, or as a purportedly "self-employed" individual. As a result, Ryanair pilots lack a single legal framework to govern their complex employment arrangements—a situation that allows the airline to exploit pilots when negotiating a collective bargaining agreement.

ALPA's 63,000 pilots know that strong labor agreements boost safety and security for our passengers, crews, and cargo. Pilots around the world are speaking out, and we stand shoulder to shoulder with Ryanair pilots, who've demonstrated that they won't be divided.

Ryanair pilots are fighting for the future of the piloting profession and working to ensure that commercial interests never undermine safety. Union solidarity and worker dignity know no borders or boundaries. The indisputable power of union representation—along with the full engagement of union 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.

RYANAIR BY THE NUMBERS:

5,500

PILOTS BASED ACROSS 80 CITIES IN 10 COUNTRIES

64%

OF THE PILOTS ARE IN ATYPICAL CONTRACTS

ACCORDING TO A EUROPEAN AVIATION MARKET STUDY BY BELGIUM'S GHEENT UNIVERSITY

5

YEARS

APPROXIMATE LENGTH OF SERVICE OF RYANAIR PILOTS BETWEEN 2011 AND 2018

PER RYANAIR ANNUAL REPORTS

19

DAYS OF STRIKES THIS SUMMER IN SPAIN, IRELAND, AND BRITAIN

41,000+

VIEWS IFALPA SOLIDARITY VIDEO



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Capt. Bob Fox
First Vice President



Capt. William Couette
Vice President—
Administration/
Secretary



Capt. Joseph Genovese
Vice President—
Finance/Treasurer



Capt. Russell Sklenka
(FedEx Express)
Executive
Administrator



F/O Paul Ryder
(United)
National Resource
Coordinator

EXECUTIVE VICE PRESIDENTS

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



Capt. Joe Youngerman
(Alaska)



Capt. Andrew Massey
(Delta)



Capt. Wes Reed
(FedEx Express)



Capt. Wes Clapper
(JetBlue)



F/O Mike Hamilton
(United)



Capt. Sean Creed
(Spirit) Air Transport
International, Air
Wisconsin, Mesa, Pied-
mont, PSA, Spirit



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Air, Frontier, Hawaiian,
Kalitta Air



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



Capt. Tim Perry
(WestJet) Air Georgian,
Air Transat, Bearskin,
Calm Air, Canadian North,
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Perimeter, Provincial, Sky
Regional, Wasaya,
WestJet, WestJet Encore

MEMBERSHIP ADMINISTRATION

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

**Air Georgian—GGN
MEC**
418-998-1225

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

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

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

Alaska—ALA MEC
206-241-3138

**Bearskin—BRS
MEC**
807-628-5683

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

**Envoy Air—ENY
MEC**
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**ExpressJet—XJT
MEC**
281-987-3636

**FedEx Express—
FDX MEC**
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First Air—FAB MEC
1-877-459-3272

Frontier—FFT MEC
303-373-2572

**Hawaiian—HAL
MEC**
808-836-2572

***Island Air—AIS
MEC**
808-838-0188

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

JetBlue—JBU MEC
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**Kalitta Air—CKS
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**Kelowna Flight-
craft—KFC MEC**
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6225

Mesa—MAG MEC
602-306-1116

**Perimeter—PAG
MEC**
204-803-9272

**Piedmont—PDT
MEC**
339-987-1277

**Provincial—PVL
MEC**
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PSA—PSA MEC
703-481-4444

**Sky Regional—SKV
MEC**
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Spirit—SPA MEC
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**Sun Country—SCA
MEC**
952-853-2393

**Trans States—TSA
MEC**
703-371-5992

United—UAL MEC
847-292-1700

**Wasaya—WSG
MEC**
807-624-7270

WestJet—WJA MEC
403-472-4446

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

*Pilot group in custodianship

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Air Line Pilot is printed in the United States and published for professional airline pilots in the United States and Canada who are members of the Air Line Pilots Association, International.

ALPA Headquarters: 1625 Massachusetts Ave., NW, Washington, DC 20036

Postmaster: Send address changes to *Air Line Pilot*, 7950 Jones Branch Drive, Suite 400S, McLean, VA 22102

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2019 EBCB Schedule

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

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

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

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ASPEN
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Balloting
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703-689-4212

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Economic and Financial Analysis
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Election Dates LEC/MEC
703-689-4212

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703-689-4134

IT Operations and Services
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703-689-4245

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

Member Insurance
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Membership Administration
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Real Estate
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