

# AirLinePilot

SEPTEMBER 2019



# JUMPSEAT

## CRITICAL TO FLIGHT SAFETY

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**ONE VOICE**

## Union Work Is Not for the Faint of Heart! (But It Starts There)



**O**ne of ALPA's greatest strengths is that we create a space where pilots with incredibly different backgrounds and experiences discover we're connected through the heart—our passion for aviation. From there, we work together, speaking with one voice to bargain strong contracts, defend fair competition, and ensure the safety and security of the skies. And let me tell you that when airline pilots speak in unity, it captures attention and creates change.

In a recent example of ALPA pilots speaking in unity, when Known Crewmember® program uniform policy changes were unilaterally announced by the Transportation Security Administration (TSA) and Airlines for America, ALPA called for an opportunity to collaborate instead. The TSA agreed to temporarily suspend the policy, allowing the regulator, the airlines, and labor time to work together with a shared goal of secure, convenient access for eligible crewmembers.

In addition, I witnessed pilots' shared passion for aviation when I attended for the first time EAA AirVenture Oshkosh this year (see page 23). As I enjoyed flying over Oshkosh in a Ford Trimotor, met key influencers from like-minded organizations, and attended workshops conducted by ALPA volunteers, I saw pilots' connectedness everywhere—and especially among our members.

I knew that pilots came to Oshkosh not only for the deep spirit of community but also to build a stronger future for our industry and profession. As ALPA's president, I wanted to be there. Of course, I was interested in seeing the planes (what pilot could resist?). However, as our union takes on our "recruitment to retirement" initiative, I also wanted the opportunity to envision the future of our profession in new ways.

As pilots, we're also connected by the lessons we've learned. From heartbreaking tragedy such as the 9/11 terrorist attacks we remember this month to the passenger and cargo airline accidents that occur, events like these bring us together to improve our system. This spirit takes shape in the work of every one of ALPA's more than 400 Air Safety Organization (ASO) volunteers, including those in ALPA's Aviation Jumpseat structure.

This year, the ASO's Jumpseat Forum celebrated its first decade. For more than 10 years, our union has defended captain's authority, improved the quality of our members' lives, and provided a

greater level of safety and security for our passengers and cargo. As evidence, at this year's 65th Air Safety Forum, ALPA's Superior Airmanship Award was given to three pilots, including a jumpseater, who played a critical role in safely addressing an uncontained engine failure over the Pacific Ocean.

ALPA's history leaves no doubt that collective action allows airline pilots to achieve contracts that provide pay, benefits, and working conditions that reflect our contribution to our companies. However, it also shows that collective agreements enhance safety and security for the traveling and shipping public.

As safety advocates, ALPA pilots recognize that collective bargaining agreements play a critical role in the presence and effectiveness of proactive safety issue reporting. With a strong contract, procedures and processes are in place that encourage frontline employees to voluntarily report potential safety issues that lead to operational improvements without fear of retribution.

This connection between strong contracts and a proactive safety culture is only one of the reasons ALPA is standing together with Ryanair pilots in both Ireland and Britain as they fight for a fair contract. We support them in their goal of securing fair pay and working conditions, but also to ensure that the actions of Ryanair or any other airline management are never allowed to undermine safety.

ALPA recently worked with the International Federation of Air Line Pilots' Associations as well as leaders of the Irish Air Line Pilots' Association, the British Airline Pilots' Association, the AFL-CIO, the European Cockpit Association, and ALPA Canada to create a social media video to show our solidarity with the Ryanair pilots (see page 13). The response was tremendous.

As Ryanair pilots—and all ALPA pilots—know, union work is tough. Standing up for what's fair, safe, and right isn't easy, and it's not for the faint of heart. But by standing together in solidarity, airline pilots in North America and around the globe will improve our contracts and our industry now and build a stronger profession for the future.

*Joseph B. DePete*

**Capt. Joe DePete**  
ALPA President

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*Semper Paratus*



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ALPA affirms the value of maintaining pilot-in-command authority as a proactive safety measure and that an additional pilot on the flight deck enhances operational safety and security. Cover design: Dit Rutland

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# The Case for Diversity and Inclusivity

By Capt. Bill Couette, ALPA Vice President-Administration/Secretary

**O**ne of the goals outlined in ALPA's strategic plan, as developed by the union's Board of Directors, is to secure the future of the airline piloting profession.

This directive to encourage future generations to become airline pilots is spearheaded by the Association's Professional Development Group (PDG).

Part of this effort includes promoting the profession through ALPA volunteer activities and programs at primary and secondary schools, colleges, and universities; professional pilot organizations; and community events. Through the union's [www.clearedtodream.org](http://www.clearedtodream.org) website and other programs, we provide individuals the information they need to learn what it takes to become an airline pilot and that flying as a cockpit crewmember is a rewarding experience (see page 33).

Our union also wants to make clear that we value diversity. For many years, the vast majority of airline pilots have been white men with military aviation backgrounds. While we still encourage these individuals to become airline pilots and active ALPA members, we also need women, minorities, and members of the LGBT community to know that they're welcome, too. In the past, many in these latter groups acknowledged that they hadn't pursued airline pilot careers because they didn't realize it was a possibility. That's why reaching out and educating individuals about this career opportunity is so important.

Increasing the potential pool of pilot applicants is important to the industry. It can help our airlines find more qualified candidates and reduce the time it takes to fill vacancies. People with different backgrounds bring different experiences to the discussion and draw from a wider range of perspectives. In addition, a diverse workforce provides our pilot groups—and our union—with a broader viewpoint, a characteristic that's particularly important for an industry that by its very nature is global.


In July, I and other ALPA representatives attended the EAA AirVenture in Oshkosh, Wisc.—the largest air show in North America—to engage with the “future of the profession” (see page 23). Pilots from the PDG's Education and Membership

Committees participated in the EAA's KidVenture, working with children of all backgrounds in activities designed to foster a greater interest in aviation.

Pilot volunteers staffed the Association's information booth, talking with the public about the many pathways to an airline flight deck and resources available that can help. Several ALPA pilots gave special presentations, discussing what it's like to fly for a living, how to become an airline pilot, and flying as a female flight deck crewmember.

In addition to union-sponsored activities, ALPA members were found throughout the grounds of Wittman Regional Airport, where the event is held, promoting aviation in a number of ways—including four female ALPA pilots flying a United B-787-8 in and out of Oshkosh as part of the event's WomenVenture promotion. For this one week in July, our union was able to reach thousands of young aviators and potential flyers to answer questions and share the pride that comes from flying as an airline pilot.

The PDG participates in a host of other events, including conferences for Women in Aviation International, the Organization of Black Aerospace Professionals (see page 32), the National Gay Pilots Association, and other outreach groups. We do this because we believe that diversity makes us a stronger, more vibrant organization. In addition, there's clearly an untapped potential in these groups that's been underrepresented in our profession for so many years.

When a Negotiating Committee from one of our pilot groups sits down to bargain with airline management for a new contract, the two parties talk about benefits, work rules, and job protections. When they reach an agreement, they don't set specific pay rates for female and male pilots, African American and Hispanic American pilots, or any other group of pilots. They distinguish members by aircraft, seat, and seniority. That's because both ALPA and airlines understand that being a skilled and experienced pilot is what really matters—and embracing diversity and inclusivity helps to broaden the pool of future qualified airline pilots. 



## Reestablishing Jumpseating As a Safety, Security Priority

By Capt. Rich Odbert (FedEx Express),  
Chair, ALPA Aviation Jumpseat

**A**LPA celebrated the 10th anniversary of the Jumpseat Forum at this year's Air Safety Week (see page 26), with presentations highlighting the status of North American cockpit jumpseating, the group's current project list, and the latest challenges associated with maintaining this important pilot privilege. The many topics covered at this and previous forums serve as a veritable checklist of ALPA's accomplishments in working with government and other aviation industry stakeholders to uphold pilot-in-command (PIC) authority and advance flight deck access for authorized cockpit crewmembers.

Immediately following the terrorist attacks of 9/11, off-line cockpit jumpseating was barred. ALPA's then National Jumpseat Committee (NJC) was engaging with the Transportation Security Administration (TSA) and ARINC, Inc. (the application developer) to restore cockpit access by making changes to the Cockpit Access Security System (CASS), which allows airline gate agents to quickly verify employment to determine whether an airline pilot is authorized to request access to another airline's cockpit jumpseat. These changes were a tremendous step forward in reasserting the PIC in the decision-making process.

While CASS was instrumental in reestablishing domestic off-line jumpseating, it had an unintended consequence. Gate agents could independently access this information, so sometimes the PIC wasn't included in jumpseat decision-making. As a result, the NJC subsequently launched the "No Pilot Left Behind" and "Make the Walk" initiatives to reinforce the PIC's responsibility for authorizing the jumpseat.

Today, CASS processes up to 6,000 daily jumpseat requests, with totals increasing to approximately 7,500 over holidays. ALPA continues to press for international off-line jumpseating, working closely with the TSA and Customs and Border Protection to ensure that IT capabilities


are adequate and that any foreign concerns are addressed. In the interim, some carriers with reciprocal jumpseat arrangements allow pilots to occupy seats in the passenger cabin.

We're also working with our Canadian members to reintroduce off-line jumpseating. A recent exemption to CAR 705.27 was approved, providing the PIC with some discretion in offering the cockpit jumpseat to pilots from other airlines. While ALPA welcomes this process, the Association is developing a Canadian version of CASS (CAN-CASS) to further facilitate off-line access.

CASS was used to help create the Known Crewmember® program, enabling TSA security officers to screen pilots and flight attendants using airline data to positively verify identity and employment status. More than 100 million Known Crewmember screenings have been conducted since the program's inception in 2011.

Within the last few years, the Aviation Jumpseat Group, formerly the NJC, was integrated into ALPA's Air Safety Organization. The Association recognizes the meta-leadership benefits of including Aviation Jumpseat together with safety, security, and pilot assistance. In doing so, ALPA affirmed the value of maintaining PIC authority as a proactive safety measure and that an additional pilot on the flight deck enhances both operational safety and security.

Over the last 10 years, ALPA pilot jumpseat reps have been developing and refining a host of communications tools to better educate all Canadian and U.S. airline pilots about jumpseating regulations, policies, and protocols. ALPA's Jumpseat Guide outlines the captain's role and boarding priorities for the flight deck. The union's [jumpseatinfo.org](http://jumpseatinfo.org) website serves as a repository for individual airline jumpseat policies, the Association's mobile app ensures that this and other information is easily accessible, and ALPA's "Jumpseat Etiquette? Yes, Please" video helps pilots better understand the jumpseating process while reinforcing that it's a privilege and must be treated as such (see page 22).

I'm proud to report that much has evolved in the jumpseating world in the last 10 years, but we must ensure that some things don't change. It's vital that the PIC continues to be responsible for, and have the final authority on, all matters related to the aircraft. He or she must continue to oversee the safety of passengers, cargo, and other crewmembers and serve as the final arbiter regarding admission to the flight deck. As airline pilots, we know that the safety and security of our flights depend on it. 





## Semper Paratus

By Capt. Wolfgang Koch (Delta), Chair, ALPA Aviation Security

**T**he motto of the United States Coast Guard, the coastal defense and maritime law enforcement branch of the U.S. Armed Forces, is *Semper Paratus*, Latin for “Always Ready.” For more than 200 years, the men and women of “the Guard” have maintained a constant, protective vigil over America’s shoreline.

As pilots, we, too, have to always be ready and ever watchful for threats against our air transportation system and the profession we all cherish. ALPA’s Air Safety Organization Aviation Security Group works tirelessly with our partners in government and industry to prevent the unthinkable. As we mark the 18th anniversary of the September 11 terrorist attacks this month, we reflect on how far we’ve progressed in advancing our mission to safeguard the passengers and cargo entrusted to our care. But we’re also mindful that our security work is never done.

A particular concern of late has been unintentional incursions of Prohibited Airspace P-56 inside the District of Columbia and surrounding the U.S. Capitol, White House, and National Mall. When aircraft departing Ronald Reagan Washington National Airport encountered flight conditions that resulted in two unintentional violations earlier this year occurring within 15 minutes, the U.S. Secret Service needed to react and investigate.


Pilots fully cooperated with the agents, and we explained what happened from our perspective in terms of flight safety. They, of course, stressed their position of maintaining zero tolerance, but—together—we mutually were able to discuss our concerns and our responsibilities.

We’re also mindful of the increasing use of unmanned aircraft systems (UAS) and the potential threat they can pose. Reports of UAS sightings by manned aircraft continue to increase, and we’ve seen midair collisions with UAS in both the United States and Canada. As we discussed at the Association’s recent Air Safety Forum, reporting is critical to understanding the full scope of the issue and to working to address this potential threat. It’s critical that we know who the operator of a reported UAS is so that we can determine if the actions of the drone’s pilot were intentional, threatening, or simply the byproduct of carelessness or cluelessness.

The Federal Flight Deck Officer (FFDO) program continues to be a success for ALPA pilots and

for the passengers and cargo we transport. Capt. Darrin Dorn (Alaska), the Association’s Aviation Security vice chair, has been actively working to increase the funding for this important last line of defense. He’s also been engaging with the TSA’s Federal Air Marshal training program managers to develop an advanced training course for senior-level FFDOs and improve FFDO recurrent training so that officers continue to stay active in the program.

And while an FFDO’s duty ends at the cockpit door, we also recognize that, in light of the present domestic situation, an FFDO must remain on guard and ever vigilant. The latest installment of ALPA’s “Street Smarts” videos deals with active-shooter events (see page 14). The video highlights the importance of situational awareness and amplifies the U.S. Department of Homeland Security’s recommended actions for ensuring your survival and helping others. The video series provides ALPA members with educational content that addresses potential threats that exist in your work environment, offering strategies to promote safe and secure operations while minimizing risks.

ALPA’s Aviation Security structure will continue to push for these and other security priorities that keep our pilots, passengers, and cargo secure and our skies safe from those who intend to do us harm. We, too, are “Always Ready.” 

**Capt. Wolfgang Koch (Delta), ALPA’s Air Safety Organization Aviation Security chair, far right, moderates a panel on airspace at the Association’s 65th Air Safety Forum.**



Photo: Keith Wehnick





**CANADA**

**Transat Pilots Support Transat A.T./Air Canada Deal**

● On August 12, Québec, Canada’s securities tribunal handed down a decision that quashed Group Mach’s efforts to buy up Transat A.T. shares—as the company attempted to halt Air Canada’s efforts to buy Air Transat.

The ruling came hours after Air Canada upped its takeover offer by \$200 million, with the goal of increasing stakeholder support for its proposed purchase of the airline.

The increased offer resulted in Air Canada spending \$18 per share, up from its original offer of \$13, making the deal worth approximately \$720 million, which the shareholders overwhelmingly accepted in a special meeting on August 23.

Regarding the offer, the Air Transat pilots’ Master Executive Council leaders commented, “As a key stakeholder at our airline, we were pleased to see that the bid made by Air Canada for the acquisition of Transat A.T. was unanimously approved by the Transat Board of Directors.

“We know Transat A.T. is a leader in the Canadian travel industry, with some of the most highly qualified airline pilots and dedicated staff. We are pleased that both Air Canada and

Transat A.T. stated that the head office and key functions will remain Montréal-based.

“We support the efforts undertaken by the management teams at each airline, and we encourage all shareholders to proceed in a manner that will ensure the completion of a successful Air Canada acquisition,” noted the MEC leaders. “From the pilots’ perspective, we believe that a transaction with Air Canada will provide greater labour protections and job security in the long run for Air Transat’s frontline employees while providing our guests more opportunities for world-class travel.

“The Air Transat pilots look forward to working with our management, Air Canada’s management, and the Air Canada Pilots Association in making this transition as seamless as possible for the employees and our guests.”

**FEE FOR DEPARTURE**

**Envoy Air MEC Reaches Agreement with Management**

● In late July, the Envoy Air pilots’ Master Executive Council (MEC) reached an

agreement with management that provides necessary increases to pilot pay rates and offers enhanced career progression to American Airlines.

“Envoy management has recognized the changing landscape of the industry,” said Capt. Steven Pallai, the pilots’ MEC chair. “I’m encouraged by management’s acknowledgement of the importance of competitively compensating our pilots. Combined with this renewed engagement from the pilot group, we’re entering a new chapter in the interactions between Envoy management and ALPA. Time will be the ultimate judge of these changes as we continue to look for new volunteers and leaders to step up and facilitate this course.”

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**ALPA NEGOTIATIONS UPDATE**

The following is a summary of the status of ALPA contract negotiations by airline as of **August 16:**

**AIR GEORGIAN**—A notice to bargain was sent on Feb. 22, 2017. Conciliation continues September 24–27; 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 September 10–12 and 24–26.

**DELTA**—A notice to bargain was sent on April 5, 2019. Negotia-

tions continue September 4–5 and 17–19 and October 1–3 and 22–24.

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

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

18–22, and 25–29.

**TRANS STATES**—A Section 6 notice was filed on Feb. 7, 2018. An application for mediation was filed on June 6.

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

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



workshops October 9 or 10 at ALPA's Chicago, Ill., offices.

The experts from Cage Marshall will help you navigate through the networking necessary to land an interview and take you through the interview process in detail, from interview prep to the questions you can expect and the testing process. You'll wrap up the workshop with a mock interview.

These events, which run from 9:00 a.m. to 5:00 p.m., are free for ALPA members and prepare you to showcase yourself as the candidate that airlines' HR professionals and hiring managers are seeking.

Visit [workshops.alpa.org](http://workshops.alpa.org) to learn more.

## NEW ALPA REPS

**AS OF AUGUST 16**, the Election Ballot and Certification Board certified elections results for the following local councils:

- **BEARSKIN 219**  
F/O Shankar N. Mahalingam, Secretary-Treasurer
- **DELTA 48**  
F/O Mark Fischer, Vice Chair
- **ENDEAVOR AIR 128**  
F/O Austin Peterson, Vice Chair (F/O Rep)
- **FIRST AIR 241**  
F/O Michael Savoury, Vice Chair (F/O Rep)
- **WESTJET 227**  
F/O Leigh Driedger, Secretary-Treasurer

### MAINLINE

## Delta Pilots to DOT: 'Blue Skies' Transatlantic Joint Venture Must Protect Pilot Jobs

● "Delta pilots have been adamant that airline management must meaningfully commit to equitable growth with its joint venture partners. Without an equitable growth commitment, job growth and career opportunities for Delta pilots are limited," the pilots' Master Executive Council (MEC) stated on August 19 after filing comments with the Department of Transportation (DOT) regarding Delta's application to proceed with its proposed "Blue Skies" transatlantic joint venture (JV) with Air



France, KLM, and Virgin Atlantic. The Blue Skies JV would consolidate and replace the existing Delta-Virgin Atlantic JV and Delta-Air France-KLM JV agreements.

"Despite claims that Delta's initial JV with Virgin Atlantic would produce new United States to United Kingdom flying opportunities for Delta and its pilots, U.S.-UK growth has gone almost exclusively to Virgin Atlantic, and Delta now flies fewer flights between London and New York than it did before the JV," noted the MEC. "In other words, Delta effectively used the JV to outsource flying that should have been performed by Delta pilots to a foreign airline partner. Delta's track record gives the MEC serious cause for concern that it could attempt to use the Blue Skies JV in the same way.

"To prevent that from happening, Delta pilots urged the DOT to place conditions on Blue Skies to ensure that Delta realizes an equitable share of any JV growth. Among other things, the DOT should impose a review to assess Blue Skies' impact on U.S. airline jobs and career opportunities and confirm that the JV equitably distributes flying and growth to Delta and its pilots—and not primarily for the benefit of foreign JV partners.

"Scope, including joint ventures, matters to the Delta pilots—it's the foundation of our contract, and we'll continue to enforce and seek enhancements to our scope language. We need assurances that Delta is committed to equitable growth, as the company has repeatedly stated. It's time for Delta management to back up their words with actions," the MEC concluded.

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

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

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 14.

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

# PREFLIGHT



## Airline Industry Update

### Domestic

● On July 24, the U.S. Senate confirmed Stephen Dickson, a former Delta Air Lines executive, to head the FAA for a five-year term. Dickson was sworn in on August 12 by U.S. Department of Transportation Secretary Elaine Chao as the 18th administrator of the FAA.

● FedEx recently announced it's investing an additional \$450 million into the FedEx Express World Hub in Memphis, Tenn. Based at Memphis International Airport, the hub is in the midst of a modernization plan announced in 2018 to move the hub toward newer technologies and automation.

● According to the Associated Press, on July 24 Boeing reported that it suffered its biggest quarterly loss in at least two decades, approximately \$3 billion for the quarter on

\$15.7 billion revenue largely due to two deadly crashes involving the B-737 MAX.

● Air Transport World reported that on July 25 U.S. Department of Transportation Secretary Elaine Chao named Russell "Chip" Childs, president and CEO of SkyWest Airlines, as the new chair of the FAA's NextGen Advisory Committee, which recommends investment priorities for the NextGen modernization effort. (Capt. Joe DePete, ALPA's president, is a member of the committee.)

### International

● According to *The Canadian Press*, shareholders of WestJet Airlines on July 23 voted in favour of its deal to be acquired by private equity firm Onex Corp for C \$3.5 billion (about US \$2.6 billion). More than 92.5 percent of the votes cast at a special meeting were in favour of the proposed deal.

● Per *Air Transport World*, Air Italy will serve four U.S. destinations in summer 2020, despite concerns by several U.S. airlines that it's being subsidized by Qatar Airways. The carrier holds a 49 percent

stake in Air Italy and is leasing aircraft to reflect the Sardinia-based airline.

● Reuters reported that Bjørn Kjos, the chief executive of Norwegian Air, stepped down on July 11 from the company he founded and still partially owns. Kjos said he would continue working as an adviser to the airline's chairman, focused on industry alliances and building on a recent agreement with rival EasyJet.

● The International Air Transport Association announced that airlines around the globe served 4.4 billion passengers in 2018, up 6.9 percent from 2017.

## Front Lines

### AIRLINE PILOTS URGE CAPITOL HILL TO ENHANCE FATIGUE RULES FOR ALL-CARGO OPERATIONS

● On July 23, ALPA; the Coalition of Airline Pilots Associations (CAPA), including the Independent Pilots Association (IPA); and the International Brotherhood of Teamsters Local 1224 announced renewed efforts to achieve one level of safety for all-cargo pilots. They issued collective support for legislation that would close the dangerous fatigue loophole and ensure that all airline pilots fly under the same safety standards. The Safe Skies Act, introduced by Sens. Amy Klobuchar (D-MN), Maria Cantwell (D-WA),



## WE WILL NEVER FORGET

### ALPA TO HOST 9/11 REMEMBRANCE CEREMONY

On September 11, ALPA will hold a remembrance ceremony at its McLean, Va., offices to pay tribute to the crewmembers of American Flight 11, American Flight 77, United Flight 93, and United Flight 175. All are welcome and encouraged to attend. Please wear your uniform and join ALPA's national officers, Executive Council, pilot volunteers, staff, and guests for the ceremony beginning at 8:30 a.m.

For more information, e-mail [9-11Remembrance@alpa.org](mailto:9-11Remembrance@alpa.org).

If you're unable to attend the ceremony in McLean, please take time to remember the crewmembers and passengers aboard those aircraft, as well as all those who lost their lives or were otherwise affected by the tragedy.

Richard Blumenthal (D-CT), Ed Markey (D-MA), and Tammy Duckworth (D-IL), would apply the same flight, duty, and rest rules to cargo flights as commercial airlines to prevent dangers posed by fatigued pilots.

While updated science-based flight- and duty-time regulations for passenger operations were issued in 2011 and implemented in 2014, those rules apply only to pilots at passenger airlines and do *not* include all-cargo pilots. The FAA's original rule included all pilots—passenger and cargo operations—but the cargo sector was carved out by the Office of Management

and Budget due to a flawed cost-benefit methodology.

“For far too long, pilots at all-cargo operations have been subjected to substandard safety and security regulations,” said Capt. Joe DePete, ALPA's president. “By joining forces, we'll speak with one voice and tell Washington and aviation regulators that it's time to close the gap and bring one level of safety to all pilots. Based on statistics, if the accident rate of all-cargo operations was applied to passenger operations, there would be an accident on a commercial airline every two weeks. And that isn't acceptable.”

“Pilots flying for UPS, FedEx, and Amazon operate in the same crowded skies as those flying for Delta, United, and American Airlines,” said Robert Travis, the IPA's president. “Now is the time for Congress to put an end to the special status carved out by the cargo airline industry allowing them to fill the nation's skies with large jets operated by pilots not subject to the same national, science-based fatigue rules as those flying passengers. Creating one level of aviation safety for both passenger and cargo is critical to ensuring safety for all.”

“Fatigue has the same debilitating effects on pilots

whether they fly cargo or passenger aircraft—research has proven it, and the FAA knows this too,” said Capt. Daniel C. Wells (Atlas Air), APA Teamster Local 1224 president. “We at CAPA and the Teamsters will continue to work alongside ALPA and Capt. DePete to see that airlines—just because they fly cargo—cannot compromise on safety and security. Congress and the American public should demand nothing less.”

“Allowing some operators to operate outside of this much-needed safety net isn't grounded in modern fatigue science as mandated by Congress in 2010.



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

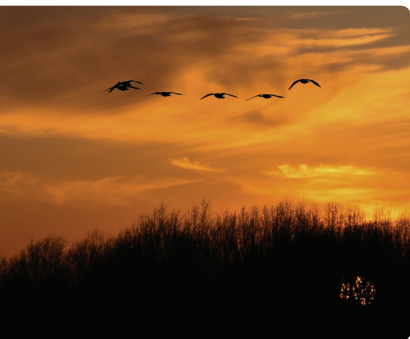
ALPA-PAC IS THE MOST **BIPARTISAN** LABOR PAC IN THE COUNTRY. CONSERVATIVE, LIBERAL, OR SOMEWHERE IN BETWEEN: WE DON'T CARE WHAT **SIDE OF THE AISLE** THEY'RE ON, AS LONG AS THEY'RE ON **OUR SIDE**.

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

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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

### 2003

**Capt. Lowell D. Stewart**  
United August

### 2016

**Capt. Michael E. Norberg**  
US Airways July

### 2017

**Capt. Ray W. Curti**  
Delta June

### 2018

**Capt. William C. Bie**  
Eastern July

**Capt. Richard C. Bradley**  
Alaska September

**Capt. Stevan J. Rowland**  
CommutAir November

**Capt. Wilford H. Hartman**  
United December

### 2019

**Capt. Thomas L. Gauldin**  
United February

**Capt. David R. Hazen**  
Delta February

**Capt. Donald L. Morgan**  
United February

**Capt. Daniel J. Brady**  
United May

**F/O Jay G. Cotting**  
Flying Tigers/FedEx Express May

**Capt. Brian D. Chupailo**  
United June

**Capt. Paul Curtis**  
United June

**Capt. Roger H. Ehm**  
United June

**Capt. George A. Gantous**  
Midway June

**Capt. Donald R. Giddens**  
Delta June

**Capt. Lloyd P. Griffiths**  
Eastern June

**Capt. James M. Jensen**  
Air Transport International June

**Capt. David T. Kerr**  
Delta June

**Capt. Ronald J. Knott**  
Delta June

**Capt. Robert L. Osburn**  
Delta June

**Capt. Lee N. Penniston**  
Northwest June

**F/O John A. Roberts**  
Delta June

**Capt. M.J. Rutkowski**  
US Airways June

**F/O Paul E. Schueler**  
United June

**Capt. Carroll J. Shanklin**  
Texas Int'l/Continental June

**Capt. Ralph W. Simmons**  
Delta June

**Capt. Sigvard N. Sivertsen**  
Transamerica June

**Capt. R.C. Voorhees**  
Eastern June

**Capt. Westley S. Winn**  
JetBlue June

**Capt. Brian P. Witcher**  
United June

**Capt. Robert G. Brown**  
Northwest July

**F/O Bret C. Carroll**  
FedEx Express July

**Capt. Kenneth H. Conrad**  
Flying Tigers July

**F/O Barry J. Crider**  
Delta July

**S/O John J. Crowley**  
FedEx Express July

**Capt. Clarence J. Dieter**  
Delta July

**Capt. Paul A. Emanuel**  
Delta July

**F/O Raymond Farley**  
FedEx Express July

**Capt. Robert D. Gottis**  
Delta July

**Capt. Malcolm I. Harper**  
Delta July

**Capt. Harvey R. Hay**  
TWA July

**Capt. Thomas D. Jackson**  
Northwest July

**S/O Maurice T. LeGare**  
Delta July

**Capt. Robert M. Matta**  
Northwest July

**Capt. Larry A. Mechem**  
Continental July

**Capt. Paul D. Minter**  
Mesa July

**Capt. Harold E. Nord**  
Eastern July

**Capt. Robert E. Norris**  
United July

**Capt. George S. Pylawka**  
United July

**Capt. Richard W. Redditt**  
Flying Tigers/FedEx Express July

**F/O Robert Tyrrell**  
FedEx Express July

**Capt. Larry Vigdal**  
Northwest July

**Capt. Walter E. Wheatley**  
United July

**Capt. John G. Mitchell**  
Eastern August

**Capt. John C. Slaton**  
Delta August

COMPILED FROM INFORMATION PROVIDED BY ALPA'S MEMBERSHIP ADMINISTRATION DEPARTMENT

Logical regulatory reform must take precedence over special interests within the air cargo industry,” stated Capt. Larry Rooney, CAPA’s president. “We look forward to working with our fellow union brothers and sisters to provide a commonsense solution to this glaring safety loophole,” he added.

In addition to urging lawmakers to enact cargo pilot fatigue legislation, the nearly 100,000 pilots represented above will work jointly toward significant improvements in flight deck security, ramp security, and the federal standards related to the protection of cargo pilots’ health and well-being.

## ALPA APPOINTED TO FAA PILOT REST AND DUTY RULEMAKING COMMITTEE



● In mid-August, the FAA announced that Capt. Mark Harrison (FedEx Express), ALPA’s national

advocacy coordinator, was appointed a member of the recently chartered Part 135 Pilot Rest and Duty Rules Aviation Rulemaking Committee.

The committee will review and develop findings and recommendations

regarding pilot rest rules under 14 CFR Part 135 and has been tasked with reviewing the FAA’s current Part 135 pilot rest and duty rules, as well as other related commercial pilot rest and duty rules (including those of the International Civil Aviation Organization and 14 CFR Part 121); identifying the effectiveness and deficiencies of the current framework; and evaluating the framework in the context of the FAA’s tiered level of safety.

The committee was slated to hold its first meeting on September 4 and must submit its recommendation report within 16 months of that meeting.



## HELP PILOT UNIONS AROUND THE GLOBE SHOW SUPPORT FOR RYANAIR PILOTS

● Airline pilot unions around the globe—including ALPA members—are showing solidarity with Ryanair pilots in Ireland and Britain as they pursue a fair contract.

In their quest to achieve fair wages, working conditions, and benefits, UK-based Ryanair pilots began a two-day strike on August 22.

Please show your support by sharing the “Ryanair Pilot Fight for a Fair Labor Contract” video on Facebook (<https://www.facebook.com/watch/?v=466061937308033>). Be sure to use the hashtag #ryanair-mustchange.

## STREET SMARTS: ACTIVE-SHOOTER EVENTS

● Mass shootings recently occurred in both Ohio and Texas; a bombing took place



in Bangkok, Thailand; and a volatile situation in Hong Kong continues to escalate. These incidents serve as a stark reminder that airline pilots can be affected by these types of attacks, especially when staying in cities frequented for work.

Fortunately, information and guidance are available

to help you respond during this type of emergency. ALPA urges pilots to watch Episode 5 of the Association’s “Street Smarts” series, which focuses on active-shooter events. This video emphasizes the importance of situational awareness and expands upon the U.S. Department of Homeland Security’s recommended course of action for ensuring your survival and helping others.

ALPA’s “Street Smarts” series was developed to provide ALPA members with educational content that’s specifically designed to address potential threats that exist in your work environment,

## SOLUTION TO THIS MONTH'S ALPA SUDOKU ON PAGE 10.

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

offering strategies to promote safe and secure operations while minimizing risks.

To view the video, go to <https://www.alpa.org/StreetSmarts>.



## INDUSTRY STATS

### U.S. AND CANADIAN AIRLINES CAPACITY FORECAST

The airline industry is highly sensitive to economic changes and geopolitical factors. With the rising uncertainty surrounding the global economy, capacity is an important airline metric to monitor. For 2019, U.S. and Canadian airline industry capacity is expected to grow; however, growth is projected to be lower than 2018 figures. Based on published schedules, U.S. airline capacity growth is projected to increase by 3.6 percent in 2019, down from an increase of 4.6 percent in 2018. Canadian airline capacity growth is projected to increase by 2.7 percent in 2019, down from an increase of 8.3 percent in 2018.

Year-Over-Year Percent Change In Available Seat Miles	2018	2019E
U.S. Legacies—Domestic	4.9%	4.4%
U.S. Legacies—International	1.8%	1.9%
U.S. Majors Nonlegacy—Domestic	6.7%	3.5%
U.S. Majors Nonlegacy—International	6.5%	9.2%
U.S. Airlines—Total	4.6%	3.6%

Year-Over-Year Percent Change In Available Seat Miles	2018	2019E
Air Canada/WestJet—Domestic	2.7%	-2.6%
Air Canada/WestJet—International	9.2%	3.2%
Air Canada/WestJet—Transborder	6.0%	1.4%
Air Canada/WestJet—Total	8.3%	2.7%

Source: OAG and ALPA Economic & Financial Analysis Department

For U.S. airlines as a whole, the slowdown in capacity growth is entirely in the domestic market. For legacy carriers—American, Delta, and United—domestic capacity is projected to increase by 4.4 percent in 2019, down from an increase of 4.9 percent in 2018. Domestic capacity growth is also expected to be lower for nonlegacy major carriers—Alaska, Allegiant, Frontier, Hawaiian, JetBlue, Southwest, and Spirit—with capacity increasing 3.5

percent in 2019, down from an increase of 6.7 percent in 2018.

The decreased domestic capacity growth appears to be primarily driven by the impact of the B-737 MAX grounding—which has prevented 737 MAX users from operating all of their scheduled flights, placing particular constraints on airlines dependent on these airplanes, such as Southwest.

In contrast, international capacity growth is expected

to increase for most U.S. carriers. International capacity for legacy carriers is projected to increase by 1.9 percent in 2019, up from an increase of 1.8 percent in 2018. Likewise, international capacity for nonlegacy major carriers is expected to increase by 9.2 percent in 2019, up from an increase of 6.5 percent in 2018. Much of this growth stems from European and Caribbean markets, with capacity growth from Puerto Rico leading the way. In 2018, demand for flights to the Caribbean was lower than the historical average due to recovery efforts post Hurricanes Irma and Maria.

Overall, however, the 2019 projected increase in international capacity is not enough to offset the lower U.S. domestic capacity growth.

For Canadian airlines, compared to last year, capacity growth is lower for domestic, international, and transborder flights. Air Canada and WestJet’s domestic capacity is projected to decrease 2.6



## ASO UPDATE

### ● NOW RECRUITING: AIRCRAFT DESIGN/OPERATIONS VOLUNTEERS

ALPA's Aircraft Design/Operations (ADO) Group, part of ALPA's Air Safety Organization, relies on the expertise of ALPA line pilots to bridge the gap between aircraft certification and routine flight operations while ensuring that safety remains the top priority. The ADO Group works with industry and regulatory stakeholders on topics that span the realm of aircraft design, certification, and operation.

The ASO currently needs a pilot volunteer with an engineering/flight test background to work with government and industry on a rulemaking activity developing regulations for new aircraft certification. Previous topics have included wet runway stopping performance, low-speed rejected takeoff stability, and design parameters for

side-stick controls.

If you'd like to volunteer with the ADO or have further questions, contact ALPA's Engineering & Air Safety Department at [EAS@alpa.org](mailto:EAS@alpa.org) or 1-800-424-2470.



### ● WORKING TO MITIGATE EFFECTS OF BIRD STRIKES

In mid-August, aviation safety experts throughout North America gathered for the American Association of Airport Executives' 2019 North American Bird

Strike conference in Halifax, Nova Scotia, Canada. As a long-standing advocate for reducing the number and severity of bird strikes, ALPA safety representatives joined other industry stakeholders to share information on ways to reduce wildlife hazards and promote awareness on advancements in detection and warning technologies.

Each day, the Association's safety representatives work with individual airports through ALPA's Airport Safety Liaison program to give managers and officials the line-pilot perspective on ways to improve wildlife-mitigation programs. However, while numerous prevention practices are at work, bird strikes still occur. And when one does happen, a report is normally submitted, and what remains of the struck bird is gathered by ground crews and mailed away for expert analysis.

percent in 2019, down from an increase of 2.7 percent in 2018. While international growth is expected to increase by 3.2 percent in 2019, it's significantly slower than last year's increase of 9.2 percent. Transborder growth

is projected to increase by 2.7 percent in 2019, down from an increase of 8.3 percent in 2019. The larger change in growth for Air Canada and WestJet in comparison to U.S. airlines is due to more competition from increased

transborder flying by U.S. carriers, new flying by Swoop, and the grounding of the B-737 MAX. Also, rising global trade tensions and weaker global economic conditions have created a less-than-ideal growth environment for

Canadian airlines.

While capacity is expected to grow at a slower pace in 2019, the tighter capacity is helping drive domestic airfares higher, thereby improving revenue per available seat mile.



## MARKET WATCH

AIRLINES	PARENT COMPANY	STOCK SYMBOL	7/31/2018	7/31/2019	% CHG.
WestJet, WestJet Encore	WestJet Airlines Ltd. <sup>1</sup>	TSX: WJA	\$18.32	\$30.76	67.90% ▲
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$8.76	\$11.48	31.05% ▲
United	United Airlines Holdings, Inc. <sup>2</sup>	NASDAQ: UAL	\$80.40	\$91.91	14.32% ▲
Delta, Endeavor Air	Delta Air Lines <sup>3</sup>	NYSE: DAL	\$54.42	\$61.04	12.16% ▲
Bearskin, Calm Air	Exchange Income Corporation <sup>4</sup>	TSX: EIF	\$33.25	\$37.22	11.94% ▲
JetBlue	JetBlue Airways Corporation	NASDAQ: JBLU	\$18.00	\$19.23	6.83% ▲
Jazz Aviation	Chorus Aviation <sup>5</sup>	TSX: CHR.B	\$7.35	\$7.82	6.39% ▲
Air Transport International	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$22.53	\$23.31	3.46% ▲
Alaska	Alaska Air Group, Inc.	NYSE: ALK	\$62.83	\$63.36	0.84% ▲
Spirit	Spirit Airlines, Inc.	NYSE: SAVE	\$43.44	\$42.43	-2.33% ▼
Mesa	Mesa Air Group <sup>6</sup>	NASDAQ: MESA	\$12.00	\$10.24	-14.67% ▼
Envoy Air, Piedmont, PSA	American Airlines Group, Inc. <sup>7</sup>	NASDAQ: AAL	\$39.54	\$30.51	-22.84% ▼
FedEx Express	FedEx Corporation	NYSE: FDX	\$245.87	\$170.53	-30.64% ▼
Hawaiian	Hawaiian Holdings, Inc. <sup>8</sup>	NASDAQ: HA	\$40.10	\$25.99	-35.19% ▼

1 WestJet Airlines Ltd. announced on May 13, 2019, that it entered into a definitive agreement to be acquired by the Onex Corporation and will operate as a privately held company. WestJet Airlines Ltd. declared a quarterly dividend of \$0.14 per share on July 26, 2019.

2 United Airlines Holdings' Board of Directors authorized a new \$3.0 billion share repurchase program on July 15, 2019.

3 Delta Air Lines declared a quarterly dividend of \$0.4025 per share on July 11, 2019.

4 Exchange Income Corporation declared eligible dividends of \$0.1825 per share for

the month of July on July 17, 2019.

5 Chorus Aviation announced a monthly dividend of \$0.04 per Class A and Class B shares for the month of July on July 22, 2019.

6 Mesa Air Group returned to the public market for \$12.00 per share on August 9, 2018.

7 American Airlines declared a quarterly dividend of \$0.10 per share on July 25, 2019.

8 Hawaiian Holdings declared a quarterly dividend of \$0.12 per share on July 30, 2019.



## A PRIMER



# ON JUMPSEAT POLICIES

By ALPA Staff

Today, most airlines maintain policies that extend the use of the flight deck jumpseat to both on-line and off-line pilots. However, this hasn't always been the case as several years ago some carriers limited their use to FAA inspectors and company check airmen only.

Thanks to ALPA and other industry partners, these policies have been widely standardized and have become less rigid. But differences still exist from carrier to carrier.

### THE CARDINAL RULE OF JUMPSEATING

If a pilot is flying with a positive-space ticket issued by his or her airline, such as for training or a deadhead leg, he or she should never under any circumstance offer or agree to take the jumpseat, no matter what the gate agent indicates. Airline policies do not authorize employees to accept the jumpseat unless there

are no other jumpseaters waiting for the flight deck seat.

### CASS VERIFICATION

The Cockpit Access Security System (CASS) satisfies the electronic employment and identity verification requirement to allow pilots of a participating airline to ride in the cockpit jumpseat of another CASS airline (a domestic U.S. carrier only). Jumpseat Committees of ALPA's pilot groups will vet a CASS airline for viable reciprocity. So although a carrier is in CASS, it may not necessarily be authorized for a reciprocal jumpseat agreement with the pilot's airline.

The Transportation Security Administration (TSA) no longer requires passports when using CASS, but individual airline policy may require them. Also, some airlines may require registration and posting of the pilot's request on an additional website, such as [myIDtravel.com](http://myIDtravel.com) or [Id90Travel.com](http://Id90Travel.com), or even by phone.

The dress code for using the jumpseat is uniform, business, or business casual, and check-in procedures vary by airport and airline. Allow sufficient time to check in at either the ticket counter or gate—or in some cases both. Consult the Airline Jumpseat Policies section of [jumpseatinfo.org](http://jumpseatinfo.org) to learn more about the practices and policies of a particular airline.

All-cargo carriers have special procedures and require a pilot to list earlier



**F/O Mirko Scherrer (Frontier), left, and apprentice member F/O Ian Wilson (PSA), center, review a jumpseat briefing card while Capt. Dave Walker (Frontier), right, prepares an A320neo for takeoff at Charleston International Airport.**

than required for check-in with a passenger aircraft. Arrive on time as timeliness is vital. Delaying a flight may jeopardize a pilot's future ability to fly with that carrier—and the ability of other fellow pilots at the air carrier.

### **JUMPSEAT PRIORITY POLICIES**

In general, most airlines give priority to their own pilots first, and nonrevenue, standby passengers are usually given priority over jumpseaters.

Seniority, first come/first served, or a reservation system may be used for company and off-line pilots. Within boarding priority, most airlines accommodate off-line jumpseat riders on a first-come, first-served basis. Some airlines give priority to pilots of code-share partners ahead of other off-line pilots. Remember that reciprocal jumpseat agreements are in place primarily to assist pilots commuting to work and should be considered when determining priority for flight deck access. Any problems that arise should quickly be referred to the captain to resolve.

These policies are in place for a variety of reasons, including discouraging jumpseat abuse. Off-line jumpseat rider abuse includes, but is not limited to, individuals who occupy a jumpseat at their company's request, use of the jumpseat for reasons other than commuting to or from work or for other than personal travel, and attempting to access or accessing the jumpseat by intentional deception or omission of facts. In addition to denying access to the jumpseat, a pilot should immediately report suspected or known instances of jumpseat fraud to his or her pilot group's master executive council (MEC) jumpseat chair, security chair, or coordinator, as appropriate.

Regarding vetting, consult the Airline Jumpseat Policies section of [jumpseatinfo.org](http://jumpseatinfo.org) to learn more about the practices and policies of a particular airline.

### **RULES OF ETIQUETTE**

Jumpseating requires professional conduct at all times. Be courteous to agents when requesting the jumpseat, and always ask the captain's permission and say thank you for the ride, even if given a seat assignment and occupying a cabin seat.

Pilots should never let an agent rush them past the cockpit without asking the captain's permission.

Jumpseating is not the same as nonrevving, even if the pilot is seated in the cabin. The pilot is considered an additional crewmember and should conduct himself or herself accordingly.

If sitting on the flight deck, a pilot should keep his or her eyes and ears open; an additional crewmember is a valuable safety asset. Jumpseaters should turn off cell phones when entering and wear a headset. Sterile cockpit rules, which are in effect at 10,000 feet and below in the cockpit environment (and, in some cases, above 10,000 feet also), should be observed, but speak up when necessary. Reading, talking, and other nonpertinent activities are prohibited when jumpseating.

Jumpseaters may also serve as a security asset by helping with flight deck door openings and, in an extreme case, protecting the flight crew from an assault on the flight deck.

### **BEFORE DEPARTURE**

ALPA's Aviation Jumpseat Committee's "No Pilot Left Behind" initiative helps ensure that every pilot who needs a seat on the aircraft gets a seat, whenever possible, in accordance with the captain's regulatory discretion. This program encourages captains to approve and authorize each and every jumpseat request, challenge gate agents for boarding information at "show" time, and check with the gate agent prior to departure to protect the jumpseat privilege.

Captains are also asked to "make the walk" from the cockpit to the gate

entrance to determine if any eligible flightcrew members are in need of a ride.

### **BEFORE DISEMBARKING**

No matter how rushed, the pilot should thank the flight crew when deplaning. It's a professional courtesy—and even policy at some airlines—for nonrevenue, including jumpseaters, to deplane last and stay out of the way of revenue passengers.

### **INTERNATIONAL JUMPSEATING**

In 2012, the TSA lifted the restriction on off-line pilots occupying the jumpseat on international flights. As this issue of *Air Line Pilot* goes to press, ALPA is working to address a number of logistical hurdles and anticipates that international jumpseating will again be a reality in the near future. Until then, an off-line pilot may only occupy a seat in the passenger cabin when traveling internationally; some airlines may offer a first- or business-class seat. Keep in mind that most airlines that allow jumpseating in the cabin internationally require check-in 75 to 90 minutes before departure to satisfy TSA requirements. Individual airline requirements are listed in each airline's procedures, which are available on [jumpseatinfo.org](http://jumpseatinfo.org) and on ALPA's mobile app under the Jumpseat tab.

Current U.S. rules prohibit any foreign-certificated pilot access to the flight deck but don't prevent a foreign-certificated pilot from sitting in the cabin. ALPA is offering assistance to international airlines to establish a jumpseat system. Canadian carriers reciprocate jumpseat travel by offering available cabin seats. The Association is currently developing a Canadian version of CASS (CAN-CASS) to further facilitate off-line access.

ALPA will maintain its position of PIC authority regarding access while establishing and maintaining international jumpseat agreements. 🌐

**“Captains are also asked to ‘make the walk’ from the cockpit to the gate entrance to determine if any eligible flightcrew members are in need of a ride.”**



# FIVE TIPS FOR JUMPSEAT ETIQUETTE

## JUMPSEAT GUIDELINES AND ETIQUETTE

By Capt. Rich Odbert (FedEx Express), Chair, ALPA Aviation Jumpseat



An auxiliary crewmember seat in a B-777 cockpit.

More and more pilots are jumpseating on a regular basis to get to work, and protecting this benefit is incumbent upon us all. Jumpseating is a privilege—not a right—and we should act in a professional and courteous manner at all times. The following guidelines should be observed when exercising jumpseat privileges:

**1. Be polite and courteous to operating crew and gate agents when registering for the jumpseat.** Remember, though, that access to the jumpseat requires the captain's approval; the gate or ticket agent can't assign the jumpseat without the captain's concurrence. It's not just another seat. It's a personal reciprocal privilege.

**2. Ask the captain's permission when you board and extend appreciation for the ride, even if occupying a cabin seat.**

U.S. regulations require the captain to know that you're on board, and they also establish full authority to the pilot-in-command in approving all requests. Never let an agent or flight attendant rush you past the cockpit without

asking the captain's permission. Some airlines require nonrevenue passengers and jumpseaters to board last and to deplane last. Extend this courtesy to flight line crew buses as well; leave room for the operating crew and their bags first.

**3. Remember that you're an additional crewmember exercising the privileges of your airman certificate as an off-duty pilot.** If you're sitting on the flight deck, keep your eyes and ears open.

Wear a headset. Follow sterile cockpit rules, but speak up when necessary. Turn off your cell phone as soon as you get in the cockpit. Remember, 10,000 feet and below is a sterile-cockpit environment (in some cases, above 10,000 feet also) and, as an additional crewmember, reading, talking, etc., aren't allowed.

**4. When off-line, if offered a seat in first class by the captain, inform the lead flight attendant of this permission.**

A first-class seat doesn't automatically entitle you to the same first-class benefits as revenue passengers, however, so don't take advantage of the free alcoholic beverages. Even when not in uniform, remember that you're still considered an additional crewmember, and you may be required to perform duties in case of unusual or emergency circumstances. It's not about where you sit—it's about how you gain access.

**5. No matter where you sit on your jumpseating trip, express your gratitude to the crew when deplaning.** Again, some airlines' policies are for nonrevs (including jumpseaters) to deplane last, so be aware if that's the case. Be courteous, stay out of the way of revenue passengers, and provide any assistance, if necessary. Use your best judgment, especially if you stowed your bags farther aft than your seat.

**Editor's note:** This article is condensed and reprinted from the June/July 2017 issue of *Air Line Pilot*.

# JUMPSEAT FAQs

## ANSWERS TO YOUR QUESTIONS

By ALPA's Jumpseat Committee

**F**rom time to time, we receive questions from ALPA members about particular jumpseat situations they've encountered. We've compiled some of these questions and responses to share with other members who might find themselves in similar situations.

**Q** Due to a family obligation, I bought a ticket for a flight home from a trip to ensure I'd have a seat. When I got to the gate, the gate agent recognized me and motioned me up to the desk. He told me that the flight was full—overbooked, actually—and asked if I'd mind sitting in the jumpseat so the seat could be given to another passenger. He even offered me \$500 in vouchers to do so. What should I do?

**A** Definitely turn those vouchers down. The jumpseat comes under the authority of the pilot-in-command. No matter how nicely a gate agent asks you or what he or she offers you, never give up a ticketed seat for the jumpseat—whether you paid for it, you're deadheading, or you're on revenue travel. In certain circumstances, accepting the jumpseat can even result in your airline losing a reciprocal jumpseat agreement.

**Q** I entered the cockpit to ask the captain of a recent flight for a lift, and someone was already sitting in the jumpseat. However, the captain told me that a seat in the back was still available—in first class.

Can't wait to sit back and relax—maybe even have a free drink. How should I thank the pilot?

**A** While a first-class seat will indeed be extra comfortable, don't go counting the bubbles in your champagne yet. Remember, when you're jumpseating—whether on the flight deck or in the back—you're an additional crewmember and must refrain from drinking alcohol. This applies whether you're in first class or in a middle seat in Row 34.

**Q** When based out of my home airport as a regional pilot, I never got along with one gate agent. I recently was hired by a mainline, though, and was heading out to my first assignment after training. However, when I approached the gate at my home airport to jumpseat to my new base, that one gate agent was there. She said she couldn't let me board because I wasn't in the system. No matter what form of ID I showed her, she wouldn't do anything or call anyone. I ended up having to buy a ticket so that I didn't miss my first trip. Why wouldn't this agent fix the issue for me?

**A** This gate agent has nothing against you. Your access to the plane for jumpseating is governed by the Cockpit Access Security System (CASS). Since you mention being a new employee of your airline, chances are your information in CASS is incorrect or incomplete and that the gate agent had no choice but to deny you access. Contact your airline's HR Department to get your correct information into CASS, and your next attempt should go much smoother.

**Q** I take the responsibility of jumpseating seriously. I know I'm an extra crewmember in case of emergency and remain ready to assist. That's why it's a little confusing that I was relegated to a seat in the back rather than the cockpit jumpseat when I was recently flying to Alberta. It's the first time I've jumpseated on a carrier other than my own, so maybe they just don't trust me. Any advice on how I can earn that trust for the future and return to the cockpit jumpseat?

**A** Nothing personal here, they're just following the rules. According to Canadian aviation regulations, only company employees are allowed on the flight deck jumpseat. Pilots from wholly owned subsidiaries or code-share partners may also use the flight deck jumpseat, but pilots from unaffiliated airlines—in this situation,

you—are relegated to any available seats in the back of the plane. Non-Canadian international jumpseat travel is also heavily restricted compared to jumpseat travel in the United States. Contact your master executive council Jumpseat Committee or go to [jumpseatinfo.org](http://jumpseatinfo.org) for more information.

**Q** I'm based in Phoenix, Ariz., and just moved to Memphis, Tenn., to be near family. Am I able to jumpseat on a cargo carrier? How would that work?

**A** You sure can—just like a cargo pilot in Atlanta, Ga., can jumpseat to Memphis when needed. Most cargo aircraft have extra seats on the flight deck and seats available in the cabin for off-line jumpseating. It's a little bit different, as you gather, mostly because cargo doesn't have a gate agent to check in with to start the process. Typically, however, you'll make a reservation in accordance with the airline's jumpseat policy and be given a location to meet a ramp agent one hour prior to boarding. After the captain approves you for boarding, you're all set.

Have other questions about jumpseating? Visit [jumpseatinfo.org](http://jumpseatinfo.org) for jumpseat policies by airline, additional etiquette tips, downloadable guides, a video, contact information for your jumpseat rep, and more.



# THE REGS, THE JUMPSEAT, AND YOU

## IN THE U.S. AND CANADA

By Capt. Rich Odbert (FedEx Express), Chair, ALPA Aviation Jumpseat

In the United States, jumpseat authorization and admission to the flight deck is governed by federal aviation regulations (FARs), Transportation Security Administration (TSA) directives, and company policies (which can vary). But universally, the captain is, and shall always be, the final authority over matters relating to admission to the flight deck.

That authority is codified into federal law as Title 14 of the Code of Federal Regulations (CFR).

FAR 91.3 (a) states, "The pilot-in-command [PIC] of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft."

FAR 121.535 (d) states, "Each [PIC] of an aircraft is, during flight time, in command of the aircraft and crew and is responsible for the safety of the passengers, crewmembers, cargo, and airplane."

FAR 121.547 (c)(1) states, "An FAA air carrier inspector, a DOD [Department of Defense] commercial air carrier evaluator, or authorized representative of the administrator or National Transportation Safety Board who is checking or observing flight operations," is allowed flight deck access.

In addition to these responsibilities



under the FAA's jurisdiction, the PIC of the aircraft also serves as the in-flight security coordinator per TSA regulations. As a critical link in the security chain, captains have the responsibility to verify each jumpseater's identity and authority to occupy a flight deck jumpseat. When a jumpseat request is made, whether for a seat in the cabin or on the flight deck, the PIC is responsible for performing the following procedures:

1. Verifying company ID by means of face/name match.

2. Verifying FAA flight and medical certificates.

3. Verifying Cockpit Access Security System (CASS) approval—if questions arise regarding an individual's CASS approval, it's recommended that the gate agent recheck CASS while the PIC observes. CASS serves only to meet the employment and identity verification requirement necessary to occupy a flight deck jumpseat. It has no bearing on eligibility to ride in the cabin.

4. Briefing the jumpseater on any relevant items. If a jumpseater is to remain on the flight deck, the captain should ensure that he or she is properly briefed on safety, security, communication, and evacuation procedures. Security procedures should always be briefed

verbally because they're very fluid. Other procedures may be done verbally or by means of a printed, aircraft-specific briefing card in accordance with applicable government regulations and company procedures.

A jumpseater who will occupy a cabin seat doesn't need to be CASS approved. If the CASS request is denied—and there may be many reasons—that denial should be used as a way to ask a few relevant questions to determine the individual's actual status. A few security questions that only someone inside a company would know work well for this purpose. It's important to be proactive in order to keep unauthorized, and potentially dangerous, individuals off the flight deck.

#### **BOARDING PRIORITY FOR THE FLIGHT DECK**

Certain individuals, such as government or company officials in the performance of their duties, may require higher priority to the flight deck in accordance with government regulations (e.g., FARs 121.547 and 121.583) or company policy.

The FAA has recently reinstated the Flight Deck Training program for air traffic controllers that allows them to ride on the flight deck under FAR 121.547 (c)(2). They aren't FAA inspectors and must be verified for flight deck eligibility through CASS, and they don't share the same priority as FAA inspectors. An air traffic controller doesn't have priority over any pilot for the flight deck jumpseat, and his or her personal identity verification card must be verified.

#### **ALL-CARGO OPERATIONS AND SUPERNUMERARIES**

FAR 121.583 applies to all-cargo operators and details allowable "supernumeraries"—third-party, noncrew personnel—who can be a company employee, FAA inspector, NTSB representative, or generally someone responsible for such activities as safely handling hazardous materials or bringing animals on board. These personnel, per regulation, must have unobstructed access to an emergency exit and an approved seat and seat belt and be briefed on smoking, the use of seat belts, the location and operation of emergency exits, and the use of oxygen

and emergency oxygen equipment. And for extended overwater operations, they must know the location of life rafts and life preservers and be shown how to don and inflate a life preserver.

At the present time, animal handlers are *not* subject to the same security checks as others covered under FAR 121.583, even when flightcrew members aren't protected by an intrusion-resistant cockpit door. ALPA is actively working to have fingerprint-based criminal history records checks be conducted on all employees and agents of aircraft operators, foreign air carriers, and indirect air carriers in the United States who have unescorted access to FAR Part 121 all-cargo aircraft and to cargo intended to be shipped aboard them.

#### **CANADIAN REGULATIONS**

In Canada, jumpseat authorization and admission to the flight deck is governed by Canadian aviation regulations (CARs), Canadian Air Transport Security Authority security directives, and company policies. The captain is, and shall always be, the final authority over matters relating to admission to the flight deck.

The current regulation restricting who has access to the actual cockpit jumpseat is found in CAR 705.27. It doesn't provide access for pilots from other airlines. However, there is an exemption in place ([bit.ly/picexemption](http://bit.ly/picexemption)) that permits all Canadian PICs to grant access to other Canadian and certain foreign pilots as long as all of the conditions in the exemption have been met and the PIC's company has approved them.

#### **CAR 705.27—Admission to Flight Deck**

(1) Where a Department of Transport air carrier inspector presents an official identity card to the PIC of an aircraft, the PIC shall give the inspector free and uninterrupted access to the flight deck of the aircraft.

(2) An air operator and the PIC shall make available for the use of the air carri-

er inspector the observer seat most suitable to perform the inspector's duties, as determined by the inspector.

(3) No person shall be admitted to the flight deck of an airplane other than

- (a) a flightcrew member,
- (b) a crewmember performing their duties,
- (c) an inspector referred to in subsection (1),
- (d) in accordance with the procedures specified in the company operations manual,

(i) an employee of the air operator who is not a crewmember performing their duties, and

(ii) a pilot, flight engineer, or flight attendant employed by a wholly owned subsidiary or a code-share partner of the air operator, and

(e) a person who has expertise related to the airplane, its equipment, or its crewmembers and who is required to be on the flight deck to provide a service to the air operator.

(4) The air operator shall verify:

(a) in the case of a person referred to in paragraph (3)(d) or (e), the identity of the person by means of a personal photo identification issued by the air operator, its wholly owned subsidiary, its code-share partner or a foreign government or a restricted area pass as defined in the Canadian aviation security regulations, and

(b) in the case of a person referred to in paragraph (3)(d), the fact that

(i) the person is currently employed by the air operator, or by a wholly owned subsidiary or code-share partner of the air operator, and

(ii) no seat is available for the person in the passenger compartment.

(5) No person referred to in paragraph (3)(d), except an employee of the air operator who is undergoing the aircraft cockpit familiarization required for the performance of their duties, shall be admitted to the flight deck if a seat is available in the passenger compartment. 🌐

**“The pilot-in-command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.”**



# KEEPING VOLUNTEERS AND MEMBERS PROPERLY INFORMED ABOUT JUMPSEATING

By John Perkinson, Senior Staff Writer

Pilot turnover remains a concern for many of ALPA's pilot groups as members who fly for smaller and midsize carriers transition to the majors. Maintaining some level of expertise and consistency within the union's committee ranks has compelled pilot leaders to come up with creative solutions to ensure that (1) new volunteers are expeditiously prepared to perform their duties and (2) the union continues to provide the guidance and resources ALPA pilots have come to expect.

Individual pilot group Jumpseat Committees are no exception, which is particularly challenging because a large percentage of ALPA members routinely use the jumpseat to get to work.

To ensure that committee turnover doesn't disrupt service to ALPA members, the Aviation Jumpseat structure within the Association's Air Safety Organization is developing Jumpseat 101, a one-day class similar in presentation to ALPA's Leadership Training Conference. The class will prepare new committee volunteers to assume their responsibilities as quickly as possible.

During the Jumpseat Forum and subsequent Jumpseat Council meeting that were held in conjunction with ALPA's Air Safety Week in July, F/O Matthew Bises (Hawaiian), his pilot group's Jumpseat Committee chair and one of the volunteers developing the course, spoke at length about this effort. He also solicited feedback, asking what should be included in the course. Aviation Jumpseat is working to have an initial training module available soon.

Supplementing Jumpseat 101, ALPA's Jumpseat team has spearheaded centralizing information about pilot-in-command (PIC) authority and jumpseating

on U.S. and Canadian airlines using a half dozen communications tools. These resources are accessible to both ALPA and non-ALPA members interested in off-line jumpseating or riding on the jumpseat of another airline.

Chief among these tools is **jumpseatinfo.org**, which is a repository for cockpit jumpseat policies and listing procedures. The site also covers eligibility and, when appropriate, differences in domestic vs. international listings. The jumpseat website highlights Aviation Jumpseat's mission statement to maintain PIC authority over flight deck access and jumpseat issuance, to use PIC authority and federal requirements to determine who is authorized to use the jumpseat, and to adhere to the appropriate procedures to protect the safety and security of the flight deck.

**Jumpseatinfo.org** also houses other communications tools, including the union's award-winning video "Jumpseat Etiquette? Yes, Please." This summer, the video received the gold Association Media & Publishing EXCEL trophy for Digital Media Video Education. The production explains how jumpseating is a privilege and not a right and reviews the guidelines and restrictions that must




be observed while exercising this pilot privilege.

Capt. Joseph Chance (Envoy Air), ALPA's jumpseat communications coordinator, recently noted that the video has had 70,000 views to date. He also said that the director of line operations for his airline routinely shares the video as part of his indoctrination for new-hire pilots.

Also posted on the website is ALPA's Jumpseat Guide, which outlines the captain's role, jumpseating as it relates to safety and security, international jumpseating, boarding priority for the flight deck, Transportation Security Administration restrictions, jumpseat etiquette (see page 18), and information about the Cockpit Access Security System (CASS), which enables gate agents to search any participating airline's personnel database to verify employee status for those authorized to use the cockpit jumpseat.

ALPA's mobile app also provides an easy-to-access resource for pilots on off-line jumpseating, offering many of the same features as the website. In addition, questions, feedback, and reports regarding problems can either be directed to your Jumpseat Committee or e-mailed to **NJC@alpa.org**. ALPA's new Data Action Report program (DART) will also be available to address jumpseating problems as they occur.

Aviation Jumpseat is continuously looking at ways to expand its current capabilities to better assist committee volunteers in order to keep ALPA members informed and to develop additional tools to make the jumpseat process more efficient. And as the nature of cockpit jumpseating evolves, the Aviation Jumpseat structure continues to evolve with it. 



Capt. Gene Soucy (Northwest, Ret.) performs a flyby in his classic Grumman Showcat.

# THIS YEAR'S OSHKOSH CELEBRATES ALPA PILOTS

By John Perkinson, Senior Staff Writer

For a short time each summer, Wittman Regional Airport in Oshkosh, Wisc., boasts the busiest control tower in the world, as the facility transforms to host the Experimental Aircraft Association's (EAA) annual AirVenture. More than 10,000 aircraft arrived for the 67th running of North America's largest air show this past July, with an average of 127 takeoffs and landings per hour during the course of the event.

Amid the periodic roars of fighter flybys and the droning of maneuvering aerobatic airplanes, throngs of ALPA members could be seen engaging in virtually every aspect of the "world's greatest aviation celebration."

For the third year in a row, ALPA was on hand to advance the Association's strategic goal of securing the future of the profession while interacting with the flying community. ALPA took advantage of this unique opportunity to join the veritable village of aviation enthusiasts for daily aerobatic and formation-fly-

ing performances, static displays, and other presentations. The Association's pilots engaged with Oshkosh attendees, particularly young people, talking about what it takes to be an airline pilot and the sense of pride and accomplishment that comes with flying for a living. In addition, ALPA members flew some of the 2,758 performing show airplanes while others were among the 863 exhibitors and participated in Oshkosh's 1,500 forums and workshops.

At Boeing Plaza, airline flying took center stage as EAA AirVenture featured attractions included a commemoration of the 50th anniversary of the iconic B-747, a long-standing symbol of both international air travel and air cargo transport.

EAA's WomenVenture activities kicked off with the arrival of a United Airlines B-787-8 crewed exclusively by female ALPA members. Capt. Debra McCaw and F/O Monica Smith piloted the inbound flight, and Capt. Denna Gollner and F/O Sally Crain flew the outbound trip.

ALPA's presence at Oshkosh and the



Top: United's all-female flight crews that piloted a B-787 for EAA WomenVenture. Front row from left: Capts. Denna Gollner and Debra McCaw. Back row from left: F/Os Monica Smith and Sally Crain.



Above: Capt. Scott Stonier (FedEx Express) walks Hannah through a preflight check of a Cessna 150 at KidVenture.

many ways members contributed to this year's aviation extravaganza clearly conveyed to the hundreds of thousands of air show guests—and others who followed the air show in the news and on social media—that airline pilots are the foundation of North American aerospace.

## 30,000-FOOT VIEW

Capt. Joe DePete, ALPA's president, attended his first "Oshkosh" as an opportunity to speak with business leaders like National Air Transport Association President Gary Dempsey and National Business Aviation Association President Ed Bolen. During his stay, DePete met with Sen. James Inhofe (R-OK), a general aviation pilot with more than 11,000



**Capt. Joseph Genovese, ALPA's vice president—finance/treasurer, left, Capt. Joe DePete, ALPA's president, center; Capt. Bill Couette, ALPA's vice president—administration/secretary; fourth from right, and some of the many ALPA pilots at this year's EAA AirVenture take time out for a photo.**

flight hours, who cointroduced in July the Promoting the Launch of Aviation's Next Era Act of 2019.

ALPA's president, who also participated in a control tower visit and flew right seat in a vintage Ford Trimotor, noted that the real takeaway from this event was "the incredible sense of community exhibited at this unique annual gathering.

"Regardless of our different backgrounds and experiences, everyone at the convention and fly-in had a fascination with flight and a desire to see aviation flourish," DePete observed, adding, "Oshkosh demonstrated that more than half a million people can come together for a week and actually agree about something—the love of flying."

### **SECURING THE FUTURE OF THE PROFESSION**

Because ALPA's main purpose at Oshkosh was to promote the profession to the next generation of aviators, union functions were spearheaded by the Association's Professional Development Group (PDG). Event organizers included

Capt. Bill Couette, vice president—administration/secretary, who oversees the PDG; F/O Kandy Bernskoetter (FedEx Express), ALPA's Membership Committee chair; F/O Costas Sivyllis (United), ALPA's Education Committee chair; and F/O Justin Dahan (FedEx Express), ALPA's Education Steering Committee and Oshkosh coordinator, who handled much of the on-site coordination.

Pilot volunteers were assigned to two primary posts. In the Pioneer Airport area across from the EAA Aviation Museum, Capt. Scott Stonier (FedEx Express), Capt. David Waditschatka (Air Transat), and others guided young people through a KidVenture activity in which children conducted a walkaround of a Cessna 150 and pointed out 10 operational problems.

Many were quick to catch the flat tire, broken wingtip light, and the bird's nest hidden behind the propeller, and each participant who completed the checklist of KidVenture tasks walked away with a set of wings.

Meanwhile in Exhibit Hangar C, Capt. Chris Gilbert (Compass), F/O Karen Leckey (United), F/O Jeff Hicks (Frontier), and

other pilots staffed ALPA's information booth, greeting visitors and answering questions. Capt. Mary Ana Gilbert (Delta) and others reminded ALPA pilots signing the booth's member register that the Association would be holding a member drawing for a Bose A20 aviation headset. Of the many ALPA pilots who registered, the lucky winner was F/O Thisura Wijepala (Calm Air).

Northeast of the hangar in the EAA Forums area, ALPA members provided special presentations sharing unique insights into the airline pilot lifestyle. In an outdoor theater, Sivyllis gave a talk titled "Learn What Airline Pilots Do," explaining day-to-day aspects of the job. He spoke to the crowd about bidding schedules, what it's like to commute from another city, the importance of seniority, and what he called "life during the day."

In a nearby theater, Bernskoetter moderated a panel discussion titled "ALPA Women Fly." Pausing periodically for the sounds of passing airplanes, she and F/O Stacey Jackson (WestJet), Capt. Lisa Nydahl (Delta), F/O Kaori Paris (United), and Capt. Bridget Matarrese (Endeavor Air) discussed the rewards and challenges of serving as a female flight deck officer.

Bernskoetter posed numerous questions to her fellow pilots, such as "How do you handle long-term training or longer trips and being away from your children?" and "Do you commute? How does that work with your family scheduling?" The group also talked about the value of finding a good mentor.

In the Vette Theater of the EAA Aviation Museum, Capt. Mike Arcamuzi (FedEx Express) outlined his flight plan for starting an airline piloting career in



**Capt. Margie Freeman (United), left, and her daughter, Sydney Pilling, who on July 22 completed the work for her private pilot's license.**



**Capt. Chris Dowell (United) stands in front of his 1950s-era Cessna U-3A Blue Canoe on display along Warbird Alley.**



**Capt. Bill Secord (FedEx Express) and his son, Marshall, enjoy the many EAA AirVenture activities.**



a presentation titled “From Classroom to Cockpit.” He discussed the many flight academies and collegiate aviation programs available as well as scholarship sources and supportive aviation organizations. Arcamuzi also directed the audience to ALPA’s [www.clearedtodream.org](http://www.clearedtodream.org) website as a clearing house of information about pursuing a flying career.

### ENGAGING MEMBERS

One of ALPA’s goals in attending Oshkosh was to reconnect with the Association’s many members in attendance. As part of this effort, ALPA held weekday receptions in the Camp Scholler area, from 6:00 p.m. to 9:00 p.m., during which members and their families were encouraged to enjoy dinner and mingle. Five master executive councils (MECs) graciously sponsored these gatherings—Air Transat, Delta, Endeavor Air, FedEx Express, and United—with each group provided its own unique fare for the evening.

Late in the week, DePete and Couette sat down with EAA Radio for a live studio broadcast. This interview gave them a chance to share their views about the airline piloting profession and the union’s activities over both the FM airwaves and the airfield’s loudspeakers.

“When I look back, I feel so lucky to have had a career like this,” said DePete, who discussed airline flying and ALPA’s mission to keep the piloting job a great career. He also outlined several of the Association’s ongoing priorities and its role as a safety advocate.

Chatting with announcers Wireless Mike and Zach, Couette explained the role of the PDG, noting, “We have over 2,000 volunteers with the Education Committee.” He spoke about ALPA’s ongoing outreach efforts with young aviators, adding that during the last academic year, the Association was able to make contact with more than 21,000 students.

### ON DISPLAY

In addition to these scheduled union functions, ALPA members entertained, educated, and informed Oshkosh attendees in all kinds of ways. The week’s air show A-list performer included Capt. William “Skip” Stewart (FedEx Express), who excited the crowd with his Pitts S-2S



From left, F/O Jacques Marcotte (Air Transat), Capt. David Waditschatka (Air Transat), and Capt. Rod Campbell (Jazz Aviation) manage the grill at the Tuesday-night Camp Scholler reception, sponsored by the Air Transat MEC.

biplane, *Prometheus*. Capt. Julie Clark (Northwest, Ret.), a legendary aerobatic pilot, flew her T-34, *Free Spirit*, and announced that this year’s performance at EAA AirVenture would be her last. Capt. Gene Soucy (Northwest, Ret.), performed a flyby, entertaining spectators in his classic Grumman Showcat.

Oshkosh’s warbird aerial routines, featuring vintage military aircraft, included Capt. John Bixby (United) flying a North American T-28 Trojan, Capt. Eddie Kurdziel (Delta) in the cockpit of a British Fairey Firefly, and Capt. Stuart Milson (FedEx Express) piloting an Air Force Heritage Flight Foundation P-51 Mustang.

In Warbird Alley on the north side of the airfield, Capt. Chris Dowell (United), a former ALPA executive vice president, displayed a U-3A Blue Canoe. Just down the line of parked aircraft, Capt. Valerie Scott (United) described to bystanders the features of a parked B-25 Mitchell bomber, *Devil Dog*, an airplane she flies for the Commemorative Air Force.

Back in Boeing Plaza, F/O Melinda Coel (Envoy Air) stood before a massive Boeing KC-135 Stratotanker, explaining to passersby her responsibilities as a pilot of the U.S. Air Force’s 128th Air Refueling Wing. F/O Bryan Jandorf (Delta) talked to visitors about flying a U.S. Air Force Fairchild Republic A-10 Thunderbolt. Close by, Capt. John Gustafson (FedEx Express) revealed that he temporarily traded his duties as a B-777 pilot to serve as an EAA “West Ramp Rat,” marshaling aircraft in and out of the central display area.

In the exhibit hangars and halls, a number of ALPA pilots represented their airlines and other interests. Capt. Matt

Sheehan (Piedmont) and F/O Evan Kopin (Piedmont) fielded questions about flying for their Salisbury, Md.-based carrier. Capt. Adam Fareed (Trans States) chatted with visitors about piloting the Embraer ERJ 145, and F/O Ben Wallander (Delta), working the University of Wisconsin-Oshkosh booth, talked up his alma mater’s aviation management program.

### FAMILY MATTERS

Throughout the Wittman Airport grounds, it was hard to miss the many family connections present and the legacy ALPA-member mothers and fathers have passed—and are passing—along to their children.

Capt. Robert Hart (United), the International Aerobatic Club treasurer, was in the Oshkosh IAC building talking with his daughter, Kaylin, who revealed that she’s learning to fly a Piper J-3 Club. Capt. Margie Freeman (United) sat at a picnic table at the United MEC-sponsored reception with her daughter, Sydney, who attends Embry-Riddle Aeronautical University in Daytona Beach, Fla., and who earlier that week completed the requirements for her private pilot’s license.

Flying often runs in families and World War II hero Col. Charles McGee and his son, Capt. Ron McGee (Continental, Ret.), were sitting at a booth outside the RISE ABOVE traveling exhibit, a panoramic movie theater recounting the remarkable history of the Tuskegee Airmen. Back at Hanger C, Capt. Bill Secord (FedEx Express) stood with his son, Marshall, age 8, taking in all the Oshkosh activity around them.

Perhaps the best example of passing it forward could be seen at the FedEx Express MEC-sponsored evening reception. Arcamuzi was having dinner with his two daughters, Alex and Stephanie, who both volunteered to help with ALPA functions at the 2018 EAA AirVenture as Endeavor Air pilots. They returned this year as United first officers. Arcamuzi noted that his son, Harry, would soon be flying for Endeavor Air.

It was hard to be a part of this year’s Oshkosh and not feel the sense of community. As DePete noted, “So many at Oshkosh were clearly passionate about their pursuit of flying—a sure sign that North America’s status as the global leader in aviation will endure.”

# AIR SAFETY FORUM CELEBRATES AND PROMOTES 'WINNING THROUGH COLLABORATION'

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

**T**he experience-based authenticity with which pilots speak about what it takes to keep our passengers, crews, and cargo safe and secure is why decision-makers listen as we raise the volume on the pilot-partisan issues in each discipline of the Air Safety Organization [ASO]. Thanks to you, our advocacy is effective and generating real results.”

These words, spoken by Capt. Joe DePete, ALPA's president, during the general session that closed the private days of the 65th Air Safety Forum highlight the importance of the meetings, conversations, and teamwork that took place July 15–17 in Washington, D.C.

“Our profession and industry today face many challenges,” said Capt. Bob Fox, ALPA's first vice president and national safety coordinator. “However, I'm happy to report that ALPA, through your

work with the ASO, is facing those trials in a wide variety of ways—and we're winning through collaboration.”

As the ASO's technical groups, councils, and committees met with industry and government representatives, the aviation industry took more steps forward in safety, security, and jump-seat access by providing the line-pilot perspective to government and industry decision-makers.

“History has taught us the hazards of not considering and consulting the expertise and experience of frontline airline pilots in all aspects of airline operations—especially safety,” proclaimed DePete.

Read on to learn more about the topics discussed during the private days of the forum, past successes that were celebrated, and ALPA priorities that will become future successes.

## SECURITY FORUM SURVEYS THREAT MITIGATION

Criminal acts and terrorist attacks were the focus of much of the discussion at this year's Security Forum, which featured the theme “Keeping Flight Operations Secure.” Jointly moderated by Capt. Wolfgang Koch (Delta), ALPA's Aviation Security chair, and Capt. Eric Herman (Sun Country), ALPA's Security Council chair, the one-day seminar featured five presentations from senior aviation security officials, addressing the latest risks to air transportation.

“Helping to identify the threat” is how Eric Peters, assistant director of the National Targeting Center for U.S. Customs and Border Protection (CBP), characterized his organization's mandate. He talked about how the CBP works with resources abroad and coordinates with airlines, adding, “We're looking at



Capt. Joe DePete, ALPA's president, provides an update on ALPA successes.



Capt. Bob Fox, ALPA's first vice president and national safety coordinator, speaks to forum attendees.



Capt. Eric Herman (Sun Country) moderates the Security Forum.

haystacks and trying to find needles.”

“We see increasing threats associated with the use of general aviation aircraft,” said Dr. Jeffrey Wooden, deputy director of the National Aviation Intelligence Integration Office. His organization is also giving special attention to disruptive technologies. Wooden commented, “There’s always some risk; it’s how you mitigate it that matters.”

James Murray, director of the U.S. Secret Service, talked about making the national airspace safe against unmanned aircraft system (UAS) incursions, noting that the “danger is evolving.” Daniel Kuhn, acting manager of the Aviation Programs Branch of the Federal Air Marshal Service, observed that 2,255 individuals had been trained for the Federal Flight Deck Officer (FFDO) program so far this year. Rounding out the presentations, George Palikaras, CEO of Metamaterial Technologies, Inc., explained how products his company produces, including eyewear and protective films for windshields, protect flight crews against cockpit laser encounters.

### **JUMPSEAT FORUM CELEBRATES 10TH YEAR, NEW ROLE WITHIN ASO**

ALPA’s Jumpseat Forum celebrated its 10th anniversary with thought-provoking presentations and panel discussions designed to foster audience feedback and engagement. “This is the 10th anniversary, and that’s a huge accomplishment,” said DePete, who thanked the nearly 150 attending Jumpseat Committee volunteers and other pilot reps for their ongoing professionalism. He talked about meta-leadership and the importance of combining Aviation Jumpseat with other ASO disciplines, given their shared interests and commonality of purpose. DePete also asked attendees to think about where they are in ALPA’s timeline and consider that the Association’s founding fathers could never have imagined the kind of work today’s pilot volunteers are involved with supporting aviation safety.

Capt. James Berzon (United), then ALPA’s Aviation Jumpseat vice chair, talked about the ongoing demand for jumpseating. “Over the Fourth of July, CASS [Cockpit Access Security System] numbers were huge,” he remarked, add-



**Capt. Bob Spadea (United), standing, a jumpseat subject-matter expert, moderates a panel discussion on etiquette during the two-day Jumpseat Forum.**

ing that during the holiday and the ensuing weekend, there were approximately 7,000 jumpseat requests a day. Berzon reminded attendees that cockpit jumpseating shouldn’t be taken for granted and that ALPA strives to maintain and improve this important pilot privilege.

In the “Value of a Jumpseater” discussion, panelists examined how cockpit crews have benefited on numerous occasions from having an additional pilot available to assist with an operational irregularity (see page 23 in the August issue of *Air Line Pilot*).

Other panel discussions explored topics like jumpseating etiquette (see page 18), the varying policies for off-line jumpseating at different carriers, international flight deck access, air cargo and Canadian jumpseating, coordinator communications and training (see page 22), supporting technologies, and related safety issues.

### **CANADA SAFETY AND SECURITY WORKSHOP**

Pilot safety and security representatives from ALPA’s Canadian pilot groups, along with Jack Netskar, president of the International Federation of Air Line Pilots’ Associations, and representatives from Transport Canada, the Transportation Safety Board of Canada (TSB) and NAV CANADA, gathered for a breakout session at this year’s forum to discuss numerous issues affecting Canadian pilots. Capt. Nick Seemel (Jazz Aviation), ALPA Canada Aviation Safety coordinator, and Association staff helped lead a conversa-

tion on several important initiatives.

“Over the past few years, we’ve seen a lot of progress on several of ALPA’s long-standing priorities in Canada,” said Seemel. “As a leading aviation stakeholder, ALPA Canada is proud to work alongside industry and regulators to ensure that together we implement these safety-forward measures that help to ensure an economically strong Canadian airline industry, promote aviation safety and security, and foster quality careers for Canadian pilots, now and in the future.”

One of the top issues in Canada this summer was the government’s rollout of new flight- and duty-time regulations. ALPA Canada worked diligently to secure updated science-based rules, which for years have been one of the most important aviation safety issues. ALPA Canada continues to work to develop a strong fatigue management program that airlines can easily adopt to further advance safety and ensure that crewmembers are fully rested before reporting for duty.

Participants also received a briefing from the TSB regarding key safety issues, including fatigue management and runway safety, that the agency feels need to be addressed to make Canada’s transportation system even safer.

### **SECURITY COUNCIL CONVENES, RECEIVES BRIEFINGS**

ALPA’s Security Council, a group composed of the security chairs from each of the Association’s pilot groups, gathered during the forum to tour two governmental facilities—the Transportation Security Operations Center and the National Counterterrorism Center—to learn more about the facilities’ responsibilities and capabilities. Council members also listened to confidential briefings from government and industry subject-matter experts and heard updates from committee representatives.

Herman, who led the closed-door meeting, and other Security Council members convened to discuss several topics, including cargo security, flight crew security at hotels and off airport on layovers, threatened airspace, UAS, the FFDO program, disruptive passengers, and cybersecurity.

“Today’s security environment is ever-changing,” Herman said, “and coming

together to learn from each other is one of the best ways to prepare and adapt for tomorrow's challenges."

### **STRESS, FATIGUE, LOSA HIGHLIGHT SAFETY COUNCIL PRIORITIES**

ALPA's Safety Council convened during the forum and discussed various committee reports, which included human factors presentations on stress and mindfulness, as the airline piloting profession is at the top of the list of stressful occupations. One presentation included ideas for resilience engineering from many studies including the Navy Seals and FedEx's Human Performance Initiative. The common theme is to learn from failure and don't dwell on it: Learn, coordinate, anticipate, adapt.

The council also received a presentation on the current state of LOSA (Line Operations Safety Audit) from James Klinec, the CEO of the LOSA Collaborative. He emphasized that the quality of LOSA is directly related to 10 characteristics. If any one characteristic isn't followed, a true LOSA doesn't exist. He warned that LOSA can lose quality by lax implementation and asked for the Association's help to keep the quality of LOSA to the highest standards. Central Air Safety Committee chairs and members can do this through continual monitoring, having memorandums of understanding safeguards in place, and staying involved in the data instrument development.

Fatigue and the many letters of interpretation also made for productive discussions. The Safety Council is working on a resolution to create a fatigue committee within the ASO to track how fatigue programs are implemented and help airlines with below-par fatigue programs learn what better-performing

programs do differently.

During the meeting, the council elected Capt. Paul Koziol (ExpressJet) as chair and Capt. Tony Loeks (Sun Country) as vice chair. "We've been well served by Capt. Brian Moynihan (Alaska) and F/O Chris Obertin (JetBlue) over the past four years," Koziol said. "Their leadership, passion for aviation safety, and countless hours of volunteer work will provide for an easy transition."

### **JUMPSEAT COUNCIL REVIEWS PROJECT UPDATES, REFLECTS ON CHANGES**

Jumpseat Committee chairs from each of ALPA's 35 U.S. and Canadian pilot groups met to discuss the status of Aviation Jumpseat projects, listen to a panel discussion about the evolution of the Association's jumpseat efforts in the last 10 years, and hear about a new member resource.

F/O Ben Wallander (Delta), the then jumpseat communications coordinator, talked about proposed changes to [jumpseatinfo.org](http://jumpseatinfo.org) and the jumpseat feature on ALPA's mobile app. "We'd like to convert what we have into something more MEC-specific," he said.

The group is working on a flight-finder feature, information on air cargo flight schedules, and a possible listing tool for the app to simplify the jumpseat listing process. "This is all being designed and coordinated in house," said Wallander, who added, "We want to make life easier for everyone who commutes."

F/O Matt Bises (Hawaiian), his pilot group's Jumpseat Committee chair, solicited feedback for Jumpseat 101, an educational component in the works for new pilot group jumpseat volunteers. "Tell me what should be in the course," he said, adding that the

final product is intended to help new committee members "accelerate the learning curve."

Capt. Rich Odbert (FedEx Express), ALPA's Aviation Jumpseat chair; F/O Rob Frank (formerly Air Wisconsin); F/O Shannon Smith (United); and Berzon talked about their efforts in getting union jumpseat activities better organized with the "No Pilot Left Behind" campaign. The program was established to encourage the pilot-in-command to approve and authorize every legitimate jumpseat request, challenge gate agents who provide boarding information at "show" time, and confirm requests with gate agents prior to departure to protect the jumpseat privilege.

In addition, Fox briefed the group on the new Data Action Report (DART) program, established to improve member access to ALPA resources. He noted that DART will be available to address jumpseating problems as they occur.

### **SAFETY AND TRAINING COUNCIL CONDUCT JOINT MEETING**

Capt. Brian Moynihan (Alaska) opened the joint Safety Council and Training Council meeting, which received numerous updates from other ASO technical groups as well as ALPA staff. A primary focus of the councils' discussion was the expanded use of the new nonmotion Level 7 flight training devices by airlines.

F/O Stacey Jackson (WestJet) briefed the councils on her research into mindfulness and resilience training. She noted that humans can typically handle five to seven data points at a time and if this number is exceeded they can become stressed. Jackson suggested that the limitation should be addressed in training.



ALPA's Central Air Safety Committee chairs discuss issues and priorities.



From left, F/O Shannon Smith (United), Capt. James Berzon (United), Capt. Rich Odbert (FedEx Express), and F/O Rob Frank (formerly Air Wisconsin) celebrate the Jumpseat Forum's 10th anniversary with ALPA during the Jumpseat Council meeting.



F/O Stacey Jackson (WestJet) presents her research into mindfulness and resilience training.

## SHARED SESSION CLOSES THE DAY

Tuesday, July 16, ended with a joint Security/Jumpseat/Pilot Assistance meeting that consisted of two panel discussions followed by a wrap-up.

The opening session, "Hardening the Security of the Flight Deck," highlighted two past examples of attempted hijackings by pilots, with first-person stories from participants and a discussion of what's been done to limit repeat occurrences and what work still needs to be done. F/O Ellen Brinks (Delta), ALPA's Aeromedical chair, reminded attendees about ALPA's new Pilot Peer Support program (see "PPS Trains 12 New Pilot Peers").

The second session, "ASO Mission: Protecting the Traveling Pilot," focused on personal security of the pilot and crew and concerns primarily when traveling internationally. Representatives from the FBI, the Transportation Security Administration, and the Department of State joined Capt. Darrin Dorn (Alaska), ALPA's Aviation Security vice chair, during the discussion.

## CARGO COMMITTEE AND DANGEROUS GOODS PROGRAM WORK TOGETHER

The President's Committee for Cargo and the Dangerous Goods Program held

a joint session during the forum due to significant subject overlap, with guests from other unions and presenters from the International Civil Aviation Organization (ICAO), the FAA, Airlines for America (A4A), the Pipeline and Hazardous Materials Safety Administration, and the NTSB.

The first day of meetings started with Capt. Scott Schwartz (FedEx Express), director of the Dangerous Goods Program, providing information on what the group has been involved with over the past year and asking for feedback and discussion to formulate future policy. "There's a lot of expertise in this room," he said, "and a lot of pieces to the puzzle that can be put together."

Those comments were proven prescient during a presentation on the security of the supply chain when a particular comment led to an in-depth discussion among A4A, ALPA, and ICAO representatives about potentially reducing the amount of undeclared dangerous goods on aircraft.

Capt. Rich Hughey (FedEx Express), ALPA's President's Committee for Cargo chair, presented his committee's priorities as well, including fatigue and the safe shipment of lithium batteries and other dangerous goods, and discussed



**Capt. Scott Schwartz (FedEx Express), director of the Dangerous Goods Program, left, addresses the joint meeting with the President's Committee for Cargo.**

what the next steps might be toward finding solutions.

Throughout the meeting, representatives of U.S. and international agencies, other unions, and working groups provided their perspectives on issues and worked collaboratively toward future success.

## INPUT FROM THE 'END USERS'

The ASO's Aircraft Design/Operations Group (ADO), led by F/O Bryan Lesko (United), the group's chair, tackled a wide variety of topics during the forum, reviewing current priorities and discussing future plans.

## PPS TRAINS 12 NEW PILOT PEERS

Pilot Peer Support (PPS) expanded its volunteer ranks during the private days of ALPA's Air Safety Week, when 12 new pilots received training and passed the required exam to join the program. Administered by the Aeromedical Group within the Air Safety Organization's Pilot Assistance structure, PPS is an Association-wide network of pilots ALPA members can contact to talk about personal or work-related stress or other challenges.

F/O Ellen Brinks (Delta), ALPA's Aeromedical chair who led the training, pointed out that pilot peers listen and offer guidance in a confidential, nonjudgmental manner.

They share information about the many programs the Association provides as well as the kinds of professional assistance available. Brinks clarified that peers aren't therapists or guidance counselors. "This program is self-directed," she noted, adding that it's up to the caller to take the next step.

The curriculum was presented in four segments, covering the required core competencies, a basic understanding of mental health conditions, programs and other available resources, and ethical considerations when assisting members. Among the half dozen trainers, Dr. Quay Snyder, ALPA's aeromedical advisor, discussed related medical certification concerns, reviewing the FAA's 15 dis-

qualifying conditions. As part of his presentation, he observed that offering a private, confidential peer network is vital to making members feel comfortable to proactively step forward to address their concerns.

In addition, the new volunteers watched instructional videos and participated in group exercises and mock calls. Brinks noted that several ALPA pilot groups have created their own versions of PPS, including the Delta Pilot Assistance Network, the FedEx Express Pilot Assistance Telephone Hotline, the JetBlue Pilot Assistance Network, and United's Support Outreach Assistance Resources program. She observed that Canadian Pilot Peer Support or Pilot Assistance has been in place



**F/O Ellen Brinks (Delta), ALPA's Aeromedical chair, talks about techniques for assisting callers as part of Pilot Peer Support training.**

in Canada for many decades but that the process differs slightly in Canada. However, PPS is available to all ALPA members 24 hours a day, seven days a week. Members who call 309-PPS-ALPA (309-777-2572) will be promptly directed to a pilot peer who can assist them.



**F/O Bryan Lesko (United), right, ALPA's Aircraft Design/Operations Group chair, discusses the group's current priorities and future plans.**

The group covers a wide variety of areas, including the development and testing of new aircraft and aircraft systems. "We want to ensure that our pilots have had a chance to add their input into the aircraft design process early and often, as ultimately we are the end users," explained Lesko.

Attendees discussed operations specifications, electronic flight bags, oxygen masks, UAS, ALPA's recent visit to Honeywell to tour its facilities and test new systems, master minimum equipment lists, and more. They heard about the work being done by the FAA's Aviation Weather Research Management Planning Group on NextGen Aviation Weather, the FAA's Low Speed Awareness activity, the Flight Test Harmonization Working Group, and IFALPA. The group discussed new aircraft technologies, including advancement in ice crystal identification in flight, and new developments in electronic flight bags.

### **EDUCATE AND MITIGATE**

Members of the ASO's Airport Ground Environment (AGE) Group focused on two main priorities during the forum: runway incursions and airport safety liaison training and recruitment. Ideas to reduce the number of runway incursions was discussed as well as the new terminal at Louis Armstrong New Orleans International Airport, which will result in multiple taxiway crossings.

This topic showcased yet another example of collaboration to solve problems. A representative from the FAA suggested a program that the airport could apply for and indicated that with a letter of support from ALPA, funding would likely be granted for further mitigation. Other topics of discussion included aircraft braking reporting and aircraft rescue and firefighting improvements.

"I'd like to thank all the members of the AGE for the time and effort they put into making the airports safer for our passengers and crews," said Capt. Jeff Sedin (United), the group's chair. He thanked F/O Mark Crystal (Spirit) and Capt. Matt Gorshe (Spirit), the group's vice chairs, along with F/O Chris Van Vliet (WestJet), the Canadian airport coordinator, and Capt. Jawad Sultan (Air Wisconsin), the U.S. airport coordinator, for their countless hours of work on many issues.

### **ATS WORKSHOP EXAMINES INCREASINGLY CROWDED SKIES**

Traversing national airspace requires planning, coordination, and oversight to ensure that those who share the skies do so safely. ALPA's Air Traffic Services (ATS) Workshop delved into issues like new airspace entrants and emerging technologies to consider how each will impact current and future airline operations.

Capt. Don Dobias (United), ALPA's ATS Group chair, moderated the two-day event, which featured presentations from senior-level aviation stakeholders. He spoke briefly about urban air mobility and Uber Elevate, and how the company plans to begin operations in four years in Dallas, Tex.; Los Angeles, Calif.; and Melbourne, Australia. Dobias noted that public discussion has yet to take place about the impact of weather, potential travel above cloud level, and the likely entrance into national airspace.

Capt. Brian Teske (Delta), a member of ALPA's ATS Group, noted that roughly 55 launch-and-recovery events occur a year, and this number is projected to grow. He observed that in a single SpaceX launch in 2018, 563 flights were delayed because of the amount of airspace affected.

Dean Fulmer, a MITRE principal systems engineer, said that many commercial space businesses are independently organizing their enterprises, and the



**Dean Fulmer, a MITRE principal systems engineer, standing, talks about supporting the growth of the rapidly evolving commercial space industry.**

effects of their operations won't likely be known until they attempt to go public.

Other ATS Workshop presentations covered topics like satellite-based ADS-B, which can be used to manage aircraft surveillance over the North Atlantic Ocean. Several air navigation service providers, including NAV CANADA, have established a trial using satellite-based ADS-B. Representatives from IFALPA were also on hand to discuss their work to safely advance airspace operations around the globe.


The ADO, AGE, and ATS Groups also met together to discuss areas of common concern and how they can best work together to solve issues. Topics shared included better ways to use NextGen for weather predictions and an update on ice crystal icing and how it can be identified.

### **REPRESENTING THE VOICE OF THE PILOT IN ACCIDENT/INCIDENT INVESTIGATIONS**

The forum's Accident Analysis & Prevention (AAP) Workshop offered attendees a glimpse of how ALPA continues to represent pilots in accident and incident investigations while contributing to the development of proactive avoidance of future mishaps.

The half-day workshop featured reports from F/O Jeff Mee (United), ALPA's Accident Investigation Board (AIB) chair; Capt. Dan Coogan (Delta), ALPA's Safety Information and Analysis Programs (SIAP) director; and Schwartz. IFALPA's current accident analysis and prevention priorities were also discussed.

Continuing discussions from the AAP Workshop, the SIAP meeting looked at proactive approaches to safety that integrate analysis of multiple streams of data. SIAP is a component of the AAP, and Coogan reviewed ongoing projects and recent activities, including discussions on revisions to administration manuals, learning from the successes of individual airlines, and sharing best practices with others.

A refresher course for ALPA's chief accident investigators was also held with representatives from Airbus and Boeing participating. Attendees reviewed the methods used in several recent investigations and shared lessons learned from the experience. During a closed-door meeting of ALPA's AIB, members discussed the status of current and recently closed accident and incident investigations. 

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**From left, Capt. Carly Namihira (Endeavor Air); F/O Kandy Bernskoetter (FedEx Express), chair of ALPA's Membership Committee; Capt. Tahirah Brown (FedEx Express); and Capt. Jeremy Spikes (PSA) take part in the Organization of Black Aerospace Professionals Convention and Career Expo in Los Angeles, Calif.**

# Advancing The Profession at OBAP Convention

**T**he Organization of Black Aerospace Professionals (OBAP) held its annual Convention and Career Expo in Los Angeles, Calif., on July 31–August 2. Featuring the theme “Empowering Our Communities Through Aerospace,” the event gave ALPA an opportunity to continue its mission to advance the future of the airline piloting profession. Volunteers from the Association’s Membership Committee greeted approximately 120 ALPA members, promoted the union to non-ALPA pilots, and engaged with those interested in becoming aviators. Several ALPA members shared their stories and paths to the cockpit while offering encouragement and advice to help others attain their dream of a career in the airline industry.

Although Capt. Tahirah Brown (FedEx Express) didn’t grow up in an aviation family, she decided in high school that she wanted to become an airline pilot. Intrigued by the idea of traveling, meeting new people, and learning about different cultures, she knew that the road ahead would be challenging.

While working two jobs to pay for college and flight training, Brown met Capt. William Norwood (United), the

first African American pilot at his airline, who in 1992 introduced her to OBAP. She joined the organization and was awarded OBAP scholarships to continue her training—and felt supported every step of the way. “OBAP provides mentorship and encouragement to help minorities achieve their

dreams,” Brown said. “The encouragement comes from seeing people like you who’ve achieved their goals.”

Brown continued to network at other OBAP conferences and at International Women in Aviation Conferences, and in 2002 she was hired at FedEx as the first African American female pilot. Noting the importance of mentoring and participating in outreach programs, Brown continues to be active in multiple organizations, hoping to pay it forward.

\*\*\*\*\*

Capt. Jeremy Spikes (PSA), a member of OBAP for two years, comes from a military family. In 2013 while employed by Atlantic Southeast, he took a four-year leave of absence from the airline to train and deploy to the Middle East as a U.S. Air Force reservist.

After returning to the U.S. and airline flying, Spikes remained committed to inspiring and encouraging young people by setting a positive example and volunteering. “There’s value in conveying knowledge to a younger generation across communities to promote aviation,” he said. “It’s important for kids to see and talk to a pilot about aviation. Without the visual, it’s hard for them to connect the dots. It’s equally as important to let people unfamiliar with our industry know there are

resources and help available to show them the way.”

\*\*\*\*

Many pilots follow in their parents’ footsteps, and Capt. Carly Namihira (Endeavor Air) is no exception. Her father, Capt. Jeffrey Namihira, flew F-15s for the Hawaii Air National Guard and worked for Aloha and Hawaiian Airlines, but she wasn’t initially attracted to the profession. Yet recognizing his daughter’s competitive nature, he encouraged her to pursue a pilot-ing career because it would be challenging.

Namihira’s interest peaked after interacting with other female pilots. She became a member of Women in Aviation and OBAP because of the importance of both groups from a female and minority perspective. Namihira noted, “I’m proud to be a pilot, and I want to find ways to empower young girls and help them recognize and push for their dreams.” She hopes to participate in next year’s “Girls Rock Wings” career day in Houston, Tex., which is sponsored by OBAP’s Sisters of the Skies program. This STEM event gives young minority girls the chance to interact with female pilots and culminates in an opportunity to fly in a Cessna, which is often the first flying experience for these young women.

—ALPA Staff

### WANT TO INSPIRE AND MENTOR THE NEXT GENERATION OF AIRLINE PILOTS?

Contact ALPA’s Education Committee at [Education@alpa.org](mailto:Education@alpa.org) or go to [www.clearedtodream.org](http://www.clearedtodream.org) to for more information.





## Back to School With ALPA's Education Committee

By F/O Costas Sivyllis (United), Chair, ALPA Education Committee

**A**s summer comes to an end, students are headed back to school and ALPA's Education Committee is gearing up for another busy year of inspiring the next generation of airline pilots. During the 2018–19 academic year, Education Committee volunteers raised the bar by reaching more than 21,600 students at approximately 150 school visits and community events. We intend to build on that momentum and make this coming year even more successful (see "On the Horizon: 2019–2020 School Year").

I'm a true believer in ALPA's commitment to building the future generation of airline pilots, and with the support of ALPA's national officers as well as our hundreds of volunteers, we'll continue to reach those who just need that extra nudge to follow their dreams and to connect with those who

never thought it would be possible to be an airline pilot.

### SO YOU WANT TO BE A PILOT

Currently, ALPA has 11 formalized professional development/mentoring programs at the collegiate level—Aviation Collegiate Education (ACE) clubs—and

visits more than a dozen other universities, reaching more than 2,000 collegiate aviators to help bridge the gap between the classroom and the flight deck. The first ACE Club was established 10 years ago by students who today lead the Association's Education Committee. The program, which has 10 core volunteers who were former ACE Club members, has proven effective in preparing collegiate aviators for their careers and grooming future ALPA pilot volunteers.

Education Committee volunteers remain focused on increasing our presence at local STEM events, being more accessible online, and securing the future of the profession. We also have a goal to target the next generation on ALPA social media channels that future pilots may frequent. We continue to study new and emerging technologies to reach this core audience.

**Capt. John Hassell (United) speaks with high school students about becoming an airline pilot.**

### CLEARED TO DREAM

ALPA has a long and extensive history of dedication to future aviators, and Education Committee volunteers work hard to ensure that we secure the next generation of pilots through the Cleared to Dream initiative. Established in 2016, Cleared to Dream focuses on outreach activities that mentor aspiring aviators at the college and university level, as well as bringing pilots into primary and secondary schools to inspire students there.

ALPA pilot volunteers throughout the United States participate in community and industry events during the year to encourage students of all ages to consider careers as airline pilots. Also, the Cleared to Dream website ([www.clearedtodream.org](http://www.clearedtodream.org))

**“The program... has proven effective in preparing collegiate aviators for their careers and grooming future ALPA pilot volunteers.”**

has a vast collection of information including scholarships, “day in the life” stories from pilots, and more. Most importantly, we can connect aspiring aviators with an airline pilot mentor. This valuable connection can help guide a future pilot through what at times may seem like a confusing path.

To any of our current ALPA pilots who have a child (or extended family and friends) interested in becoming a pilot, send them our way! And if you have what it takes to volunteer and help inspire the next generation—even if it’s just visiting a local school—visit [www.cleared-todream.org](http://www.cleared-todream.org) or e-mail [Education@alpa.org](mailto:Education@alpa.org) for more information.

Meeting with future airline pilots across the country allows us to promote the piloting profession. When we connect with elementary, middle, and high school students, we’re excited to share our love of aviation and talk about our experience as professional airline pilots.

When we initially meet future aviators, we tell them that the first step is to take a discovery flight at the local airport. Take the controls of a single-engine propeller airplane and feel what it’s like to leave Earth’s bounds.

We wish everyone a happy and safe school year ahead. 🌍



F/O Matthew Grow (Endeavor Air) talks to a scout.

## ON THE HORIZON: 2019–2020 SCHOOL YEAR

### SEPTEMBER 2019

- Membership Seminar (Membership event, McLean, Va., September 17–18)

### OCTOBER 2019

- UAA Annual Aviation Education Conference & Expo (Memphis, Tenn., October 2–4)
- Girls in Aviation Day (October 5)
- Montréal Aviation Museum’s Pink Aviation Day (October 5)

### NOVEMBER 2019

- Aviation Expo (Leesburg, Va., November 1)
- AOPA Annual High School Aviation STEM Symposium (Denver, Colo., November 10–12)

### JANUARY 2020

- UAA tour of ALPA’s Washington, D.C., offices (UAA’s Aviation Policy Seminar, Washington, D.C., January 6–8)

### FEBRUARY 2020

- National Gay Pilots Association Industry Expo (Membership event)
- AABI winter meeting (San Juan, Puerto Rico, February 24–28)

### MARCH 2020

- Women in Aviation International (Orlando, Fla., March 5–7)
- Sun ‘n Fun (Lakeland, Fla., March 31–April 5)

### APRIL 2020

- National Science Teachers Association Conference (Boston, Mass., April 2–5)
- USA Science & Engineering Festival (Washington, D.C., April 25–26)

### MAY 2020

- Arsenal of Democracy (Washington, D.C., May 7–8)
- Alaska Aviation Day (Seattle, Wash.)
- Alaska Aviation Day (Portland, Ore.)
- NIFA SAFECON

### JUNE 2020

- American School Counselor Association (Seattle, Wash., June 27–30)
- Innovation in Flight Family Day (Udvar-Hazy Center, Washington Dulles International Airport)

### JULY 2020

- EAA AirVenture (Oshkosh, Wisc., July 20–26)
- National Science Teachers Association STEM Forum & Expo
- OBAP Annual Convention & Career Expo (Membership event)

### AUGUST 2020

- AABI summer meeting (Calgary, Alb., August 3–7)
- NTAS @ ERAU-DAB (Daytona, Fla., March 2–4)
- Seafair (Seattle, Wash.)



**Left: The Blue Angels perform their Diamond 360 maneuver in which the jets fly as close as 18 inches apart, in proper weather conditions. Below: F/O John Saccomando (United) in his inverted F/A-18 cockpit above Marine Corps Air Station Cherry Point in Havelock, N.C.**

# Pushing The Envelope As a Blue Angel

By John Perkinson, Senior Staff Writer

**B**efore his days as an airline pilot, F/O John Saccomando (United) was known to push the envelope on occasion. For two years, the Navy Reserve captain and Washington, D.C.-based B-767 pilot performed remarkable aerial feats as a member of the celebrated Blue Angels. Officially known as the U.S. Navy Flight Demonstration Squadron, the Angels are the world's most famous precision flying team. When performing their Diamond 360 maneuver, they fly as close as 18 inches from each another. The job requires both physical conditioning and impeccable stick-and-rudder skills.

"Most folks who apply to the team do so multiple times because it's extremely competitive," said Saccomando, who flew an F/A-18 Hornet in the right wing or No. 2 position of the Angels' diamond. "Being selected is based on your reputation in the fleet, your experience, and your record," he noted, adding that it helps to have an outgoing personality. "A lot of the time at air show events, you're placed at a table with 12 strangers and expected to make conversation and answer questions."

Graduating from the Georgia Institute of Technology in 1994, Saccomando joined the U.S. Navy, briefly serving on a submarine as a midshipman before deciding he preferred



**When performing their Diamond 360 maneuver, they fly as close as 18 inches from each another.**

the open skies. The fighter, tactical airlift, and instructor pilot eventually accumulated more than 5,000 hours of flight time, participating in 52 missions as part of Operations Enduring Freedom, Iraqi Freedom, Southern Watch, and Desert Fox. In December 2007, Saccomando became an airline pilot on the recommendation of a former Blue Angel.

Saccomando began his Blue Angel duty in 2003, shadowing the elite team for two months. "I eventually put on the blue suit and started flying basic smoke drills," he said, adding that each Angel has a smoke generator installed on his or her aircraft, in place of the airplane's cannon. Saccomando practiced flying with a second aircraft, turning his generator on and off in sync with the other airplane. "You want all six jets to perform together. You have to work on the cadence of the calls and other basics," he noted.

With this preliminary stage of preparations completed, the Blue Angels moved from their home operations in Pensacola, Fla., to El Centro, Calif., where the team spent three months training together. The United first officer commented, "You're flying two to three times a day, six days a week. That's when you really get into the specific maneuvers." Not surprisingly, practices continue throughout the air show season.

During his time with the Blue Angels, Saccomando performed in more than 72 cities before an estimated 20 million spectators. Along with the other pilots from his partic-

ular team, he was profiled in the Discovery Channel's "Blue Angels: A Year in the Life."

Of all the air shows in which Saccomando has performed, he shared that the San Francisco Fleet Week Air Show was the most memorable. "For every maneuver, we used Alcatraz as a center point, and it's just beautiful. You're in between the Bay Bridge and the Golden Gate Bridge with the skyline as your backdrop," he observed, noting that the city's unique landscape created a virtual theatre for the aerial performance.

Of his tenure with the world-class aerobatic team, Saccomando said, "It's an exhausting tour. You're on the road for 280 days a year, which is considered your shore tour. I finished and immediately returned to a fleet squadron based on an aircraft carrier."

Saccomando shared that the Blue Angels have a quasi-celebrity status, particularly in the Pensacola area. "When you go out in public, people approach you. Kids ask for your autograph," he said, adding that you always need to be "on" and ready to engage with the people you meet.

Despite the unique challenges, Saccomando acknowledged that flying for the Angels is extremely rewarding and that it's an honor just to make the team. "You're the face of the service. It's a great chance to see the entire country and bring the Navy to the Midwest and places that don't typically get the exposure to this branch of the military." He added, "It's also a lot of fun."



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# THE JUMPSEAT THROUGH (RECENT) HISTORY

### ACCESS TO THE FLIGHT DECK JUMPSEAT HAS BEEN A STAPLE OF

commercial flight since the time when aircraft became large and complex enough to warrant more than one pilot. Officially called “auxiliary crew stations,” their uses have historically included being a seat for trainee pilots or for FAA inspectors observing flight operations and for transporting off-duty crewmembers via deadheading.

For decades, commuting via the jumpseat was a way of life for pilots. Then the terrorist attacks of Sept. 11, 2001, occurred. What follows is a brief timeline of how jumpseat access and captain’s authority have been affected since that day.

## 2001

**AFTER 9/11**, the FAA restricted the use of the cockpit jumpseat and placed it under the then new Transportation Security Administration (TSA). The use of the jumpseat was limited to government officials and flightcrew members who were working.

## 2002

**RECOGNIZING THE** vital role of jumpseat access to commuting pilots, and the overall erosion of pilot-in-command (PIC) authority over flight deck access, ALPA’s Executive Board resolved that spring for the Association to give “its full support to the FAA’s proposed jumpseat verification procedures as devel-

oped in concurrence with ALPA.”

ALPA’s Board of Directors (BOD) further resolved that “the president [of ALPA] will take any and all additional, appropriate measures needed to ensure that the ability of ALPA members to ride the jumpseat of reciprocal airlines is promptly restored.”

After the BOD meeting, the Air Transport Association (ATA, now Airlines for America) asked ALPA to lead a coalition to develop a system for restoring off-line jumpseat access. Capt. Dennis Dolan, then ALPA’s first vice president, headed the Jumpseat Coalition, which consisted of representatives of ALPA, other pilot unions, the ATA, the National Air Traffic Controllers Association, and the FAA.

The resulting system was called the Cockpit Access Security System (CASS), a computer-based system that transmits queries to airline employee databases via an ARINC proxy server to positively verify the identity and employment status of pilots asking to use an off-line jumpseat.

## 2004

**IN MAY**, the TSA approved a six-month CASS trial program.

## 2005

**IN SEPTEMBER**, the TSA approved CASS as a permanent program and made it available to all domestic U.S. airlines operating under a TSA-approved security program.

## 2009

### AT ITS ANNUAL

Air Safety Forum, the Association rolled out the “No Pilot Left Behind” jumpseat initiative, designed to help commuters get to and from work more easily and strengthen captain’s authority over all aspects of operations.

## 2010

**IN OCTOBER**, full flight deck jumpseat privileges for off-line Canadian pilots were restored when Canada’s director general of civil aviation signed an exemption to Section 705.27(3) of the Canadian aviation regulations.

Also in 2010, ALPA’s [jumpseatinfo.org](http://jumpseatinfo.org) website was created, the Association’s central repository of jumpseat information.

## 2011

**IN APRIL**, thanks to ALPA’s National Jumpseat Committee efforts, the TSA amended several flight deck access regulations negatively affecting flight safety and security and advised U.S. airline operators they were authorized to allow off-line pilots access to the flight deck jumpseat, contingent on PIC approval and adherence to CASS protocols, regardless of the aircraft’s

passenger load.

Also that April, Canada approved an exemption to Subsection 705.104(1) of the Canadian aviation regulations, clearing the way for Canadian airlines to provide flight deck jumpseat access to off-line pilots.

## 2017

### IN OCTOBER,

ALPA’s Executive Board passed a resolution to form a new Aviation Jumpseat structure within the Air Safety Organization. With the approval of ALPA’s president, and confirmation by ALPA’s Executive Council, Capt. Rich Odbergt (FedEx Express) was named ALPA’s first Aviation Jumpseat chair.

## 2019

**THE AVIATION** Jumpseat Committee continues to advocate for PIC control over flight deck access, ensures that flight deck jumpseats are made available to all individuals authorized to use them, and works to verify that appropriate procedures, equipment, and training are used to protect the safety and security of the flight deck and jumpseat.



## NATIONAL OFFICERS

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



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## EXECUTIVE VICE PRESIDENTS

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



**Capt. Joe Youngerman**  
(Alaska)



**Capt. Andrew Massey**  
(Delta)



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



**Capt. Wes Clapper**  
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mont, PSA, Spirit



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Country, Trans States



**Capt. Tim Perry**  
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PAL, Air Georgian, Air  
Transat, Bearskin, Calm  
Air, Canadian North, First  
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Flightcraft, Perimeter,  
Sky Regional, Wasaya,  
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## MEMBERSHIP ADMINISTRATION

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

**Air Borealis/  
PAL—PVL MEC**  
709-697-0033

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

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

**Air Transport  
International—ATI  
MEC**  
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**Air Wisconsin—ARW  
MEC**  
1-800-ALPA-ARW

**Alaska—ALA MEC**  
206-241-3138

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

**CommutAir—CMT  
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518-332-7494

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**Delta—DAL MEC**  
404-763-4925

**Endeavor Air—EDV  
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1-833-EDV-ALPA

**Envoy Air—ENY  
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817-685-7474

**ExpressJet—XJT  
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281-987-3636

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

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303-373-2572

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808-836-2572

**\*Island Air—AIS  
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808-838-0188

**Jazz Aviation—JAZ  
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**JetBlue—JBU MEC**  
844-ALPA-JBU

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craft—KFC MEC**  
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6225

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867-445-1756

\*Pilot group in custodianship

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## ALPA Accident/Serious Incident Hotline

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

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

## Pilot Peer Support

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

## 2019 EBCB Schedule

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

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

## ALPA INFORMATION NUMBERS

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

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

**Accounting and Finance**  
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703-689-4144

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

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

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

**ALPA Main Number**  
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**ALPA Memorabilia**  
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703-481-4458

**ALPA-PAC**  
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**ASPEN**  
703-689-4220

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703-689-4212

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703-689-4385

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**Computer Help Line**  
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**Creative Services**  
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**Discipline and Discharge**  
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703-689-4289

**Election Dates LEC/MEC**  
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**Engineering and Air Safety**  
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**FAA Enforcement or Medical Certificate Action**  
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703-689-4235

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202-797-4033

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**IT Operations and Services**  
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703-689-4235

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

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

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