

Air Line Pilot

SEPTEMBER 2013 ■ OFFICIAL JOURNAL OF THE AIR LINE PILOTS ASSOCIATION, INTERNATIONAL



Protecting Our Future

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About the Cover

A Delta B-757 landing at Minneapolis–St. Paul International Airport. Photo by Capt. Eric Cowan (Compass).

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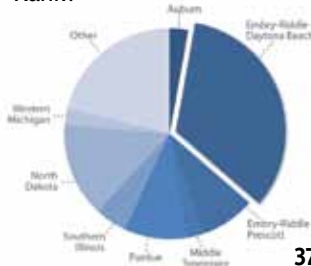
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Take Note

Complete The Pass

In closing his retirement news conference statement, Philadelphia Eagles quarterback Donovan McNabb advised his fellow National Football League players that “if



you want to be great, make the man next to you greater.”

While Eagles fans may be strongly divided when it comes to McNabb’s persona, his career statistics

speak for themselves. The 13-season NFL player set league records in 2004 and 2008 for the most consecutive games with 300 or more yards passing. He is the Eagles’ all-time leader in every passing category from completions to touchdowns.

McNabb can complete a pass on the football field, but it’s equally apparent that he understands the importance of completing the pass when it comes to helping others learn from his experience. McNabb,

who himself looked to Andy Reid as a mentor while Reid coached the Eagles from 1999 to 2012, is in turn now mentoring university players.

Over its long history, ALPA and its members have set the global standard for every aspect of the airline industry. You will read in these pages how ALPA pilots are passing on the knowledge they have gained—and pursuing opportunities to learn even more about how our union can contribute to the economic stability, safety, and security of our industry.

It may be by volunteering at a local elementary school or encouraging a colleague to follow ALPA on Twitter—but every day each of us encounters opportunities to make our union and our industry even greater. Take every opportunity to complete the pass.

Let’s go Eagles!

Marie Schwartz
Director, ALPA Communications
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HOT TOPICS

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Hawaiian and First Air pilots.

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Did your university make the grade?

Check out “The Landing.”

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ALPA works to ready industry for new FT/DT rule.

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Pilot efforts save one university’s aviation program



(but more are on the chopping block). Page 24



95-year-old retired ALPA pilot is setting world records. His secret to success?

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Lifelong Lessons

“Leaders are not born but are made over a lifetime of learning.”

This was the sentiment of John P. Kotter of Harvard Business School, who captured the importance of education—it’s not limited to classroom time but is a lifelong pursuit of knowledge.



Likewise, for airline pilots, while the value of classroom experience cannot be overestimated, neither can the teaching that occurs when professional pilots volunteer as mentors for those with less experience. And just as important is the spirit of relentless learning that must both characterize and captivate our industry if we are to keep airlines economically strong and passengers and cargo safe.

In this issue of *Air Line Pilot*, you will read how ALPA’s experience has taught our union to accept no limit to our learning as we endeavor to achieve the highest possible standards for current and future airline pilots as well as continually raising the bar on the safest and most secure air transportation system on the globe.

Every day, our union is leading by example in its commitment to education and the pursuit of perfection in the profession. We are drawing on the lessons we have learned over eight decades to build the airline piloting profession for the future.

Given that many new airline pilots now enter the profession from postsecondary aviation programs rather than from the military, ALPA’s Education Committee volunteers are reaching out to universities to shape curricula and heading into classrooms to mentor student pilots.

ALPA volunteers from many of our pilot groups are also visiting elementary and high schools and engaging in other community events to inspire and educate younger students and cultivate their love of flying.

In the much broader view, ALPA continues to foster a culture of learning across the airline industry. We must gain from every experience if we are to move forward in achieving our labor relations, safety, and security goals.

In collective bargaining, ALPA is refining new approaches and employing time-tested strategies to negotiate stronger contracts with improved pay and benefits for pilots today as well as career progression and job security for our members tomorrow. With ALPA’s steadfast determination, these gains will continue to raise the standards for airline pilots in the future.

In our relentless pursuit of safety, we have learned from modern science what it will take to ensure that airline pilots are adequately rested to perform their jobs. This month, that

education formed the foundation for ALPA’s bringing together representatives from government agencies, airlines, and aviation labor groups to explore how best to implement the FAA’s new pilot fatigue rules when they go into effect on Jan. 4, 2014.

The more than 200 individuals in attendance reflected and reinforced the collaborative process that, from past experience, we knew would be essential and that has brought our industry to this promising point. Learning from this same science also makes it clear that all airline pilots suffer the effects of fatigue equally. As a result, all pilots must be equally protected by the

ALPA is leading the airline industry in what must be a lifetime commitment to learning.

new fatigue regulations to ensure they arrive at work fit for duty, so our work to include cargo pilots in the new fatigue rule continues.

In this same spirit of continual education, ALPA is gratified to note that lessons learned come in all forms. The NTSB appears to be resuming its historical commitment to learning everything possible from an accident investigation *before* suggesting conclusions about the cause.

Similarly, the United Arab Emirates’ (UAE) General Civil Aviation Authority’s investigation of UPS Flight 6 was a testament to tenacity in finding all the factors that contributed to an accident that resulted in the tragic loss of our pilot colleagues aboard. Because of the UAE’s thoroughness, the safety threat posed by lithium battery shipments has come into focus yet again. Perhaps this time, policy makers will learn the lesson, harmonize with International Civil Aviation Organization guidance, and act to bring lithium batteries under dangerous goods regulations, as ALPA has advocated for so many years.

And the UAE’s investigatory work highlights again that our argument over international competition issues is not with the UAE, or their state-sponsored airlines Etihad and Emirates. Instead, our charge is to change U.S. government policy to level the playing field and allow our airlines to compete in the international marketplace.

That the word “educate” has its roots in the Latin verb “ducere,” which means “to lead,” is no coincidence. Whether through our committee on education or our work in accident investigation, government advocacy, or collective bargaining, ALPA is leading the airline industry in what must be a lifetime commitment to learning.

Capt. Lee Moak, ALPA President

Prepared for the Future

By Capt. William Couette
ALPA First Vice President –
Administration/Secretary

This spring, I spoke at St. Cloud State University's aviation commencement ceremony. As an



alumnus, I was honored to share some words of wisdom about the flight path I took during my airline career—from sitting in the same chair as the students

to the left seat of an EMB-145 at American Eagle Airlines.

Like most graduation speakers, I asked the students to think about where they will be in the next 5 and even 10 years. And now, I'm extending that question to every ALPA member.

It's a topic that the Association has been exploring since the 2012 Board of Directors meeting. The Professional Development Group (PDG), in coordination with staff from selected ALPA departments, is conducting research to see what effect the retirements of the thousands of ALPA pilots who turn age 65 in the next 10 years will have on the airline industry. At the direction of the Board of Directors in 2012, the Pilot Career Study Committee (PCSC) was established in 2013. The PCSC is made up of members from the Education and Membership Committees, and it has met several times to discuss what airline pilot hiring will look like in the next decade and how it will affect ALPA and its members, given different scenarios. Will there or will there not be a pilot shortage?

So here's what we know: Based on ALPA's data, more than 11,700 of our members will retire within the next 10 years, strictly going on how many will turn age 65 (see the chart for a year-by-year breakdown). That's greater than a 20

percent turnover in our members—and an adequate reason for the Association to increase its focus on promoting ALPA and the airline piloting profession.

But we're not the only ones crunching the numbers. At the industry level, Boeing predicts a need for 460,000 new

liberalization, airline capabilities, airline strategies, emerging markets, and economic growth, to name a few.

At the academic level, the University of North Dakota's Aviation Department study indicates the U.S. airline industry will need to hire in excess of 95,000 pilots over the next 20 years. UND used factors such as new airplane orders, pilot retirements, and pilot attrition for reasons other than retirement. But it's important to note that UND's predictions are based in a world in which the "1,500-hour" rule requires all airline pilots to hold an ATP, although we all know that there are provisions in the bill reducing the total experience and age requirements by providing credit for education and experience—provisions that ALPA fought for.

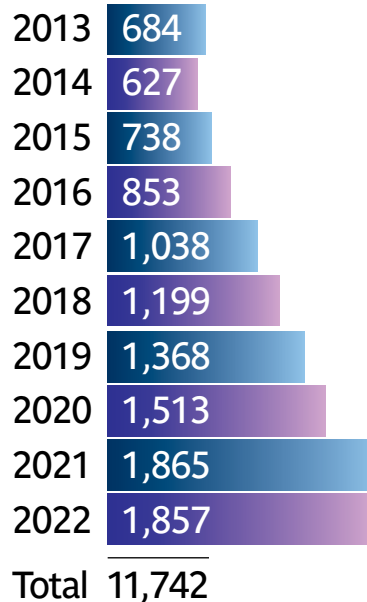
At the government level, there is no current report regarding the future supply of airline pilots. While the FAA does track the number of licensed pilots, it makes no predictions. But recently, several aviation industry stakeholders asked the U.S. Government Accountability Office to conduct a study of pilot supply and demand and the potential effects on the U.S. airline industry and the U.S. economy.

There are other reports out there, with more numbers based on more scenarios that may or may not come true in this ever-changing industry. In this issue of *Air Line Pilot*, you'll see the many ways our Education Committee is reaching out to the next generation of pilots, and why we know it's important to educate them on the importance of becoming an ALPA member.

The bottom line is that our membership will change significantly in the next 5 and even 10 years. While no one has a crystal ball to determine what the future will hold, you can guarantee that ALPA will be prepared for whatever may happen during the industry's next period of growth, including steps the Association will take to protect and advocate for our pilots' careers. 🌐

ALPA Pilots' Retiree Outlook

*Year Pilot Reaches Age 65/Total Pilots



**The projections are based on the date-of-birth information contained in the ALPA membership database. The projections do not reflect early retirements, medical disability leaves, or terminations. The figures for 2013 include those pilots who have already retired and those projected to retire, assuming age 65.*

airline pilots worldwide by 2031. The company's Current Market Outlook 2013–2032 report indicates that the Asia-Pacific region will need 185,600 new pilots, the most of any region, and North America will need 69,000. Boeing's analysis incorporates key industry indicators, including fuel, market

Preflight

FACTS, FIGURES, AND INFO

Airline Industry Update

Domestic News

► **The FAA announced in late July that it's no longer allowing foreign airlines to land alongside another airplane when touching down at San Francisco International (SFO) Airport in the aftermath of the Asiana Airlines Flight 214 crash.** The agency said it implemented the change "to minimize distractions during a critical phase of flight." In the past, two airplanes could approach SFO's main parallel runways at the same time in clear weather. Domestic airlines can still do that, but air traffic controllers are now

staggering the arrivals of foreign airplanes.

► **The Atlanta Journal-Constitution reported that Delta will hire 300 pilots starting in November, its first pilot hiring since 2010.** The airline will add 50 pilots per month from November through early 2014, then about 20 per month through September 2014, said Steve Dickson, Delta's senior vice president of flight operations.

► **According to the Houston Chronicle, United has completed a test flight of a B-737-800 equipped with a new winglet design.** The

airline plans to retrofit its B-737-800 and -737-900ER fleets with "split scimitar" winglets. "This advanced winglet improves on the existing blended winglets United currently has on its next-generation 737 fleet," United said in a statement. The new winglets could potentially save the airline more than \$200 million in annual fuel costs.

► **Per PRNewswire.com, Alaska Airlines has announced plans to**

purchase aviation biofuel beginning in 2018 from Hawaii

BioEnergy, which produces biofuel from woody biomass on the islands. Alaska is the company's first airline customer.

► **The Chicago Tribune reported that an increase in flights this year has helped Chicago O'Hare International Airport narrow the gap with Hartsfield-Jackson Atlanta International Airport as the "world's busiest airport."** Air traffic controllers in Chicago predict O'Hare will soon retake the top spot with help

HAWAII
BioEnergy

MarketWatch

Airlines	Parent Company	Stock Symbol	7/31/12	7/31/13	% Chg.	
American Eagle	AMR Corp. ¹	OTC: AAMR.Q	\$0.51	\$5.93	1062.7%	▲
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$3.26	\$8.32	155.2%	▲
Delta, Endeavor Air	Delta Air Lines	NYSE: DAL	\$9.65	\$21.23	120.0%	▲
Atlantic Southeast, ExpressJet	SkyWest, Inc.	NASDAQ: SKYW	\$7.00	\$15.12	116.0%	▲
Continental, United	United Continental Holdings, Inc.	NYSE: UAL	\$18.89	\$34.85	84.5%	▲
Alaska	Alaska Holdings, Inc.	NYSE: ALK	\$34.85	\$60.97	74.9%	▲
Piedmont, PSA	US Airways Group, Inc. ²	NYSE: LCC	\$11.46	\$19.35	68.8%	▲
Spirit	Spirit Airlines, Inc.	NASDAQ: SAVE	\$21.51	\$33.05	53.6%	▲
AirTran	Southwest Airlines	NYSE: LUV	\$9.19	\$13.83	50.5%	▲
Air Transport Int'l, Capital Cargo Int'l	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$4.83	\$6.68	38.3%	▲
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$6.37	\$7.64	19.9%	▲
FedEx Express	FedEx Corporation	NYSE: FDX	\$90.30	\$106.00	17.4%	▲
Bearskin, Calm Air	Exchange Income Corporation	TSX: EIF	\$25.75	\$26.10	1.4%	▲
Jazz	Chorus Aviation	TSX: CHR.B	\$3.32	\$2.03	-38.9%	▼

¹AMR stock is no longer traded on the NYSE. The price shown is the over-the-counter traded value. See also the footnote for US Airways. Holders of existing AMR equity interests will receive an aggregate initial distribution of 3.5 percent of the common stock of the combined airline on the effective date of the plan, with the potential to receive additional shares if the value of common stock received by holders of prepetition unsecured claims would satisfy their claims in full.

²US Airways and American announced a merger on Feb. 14, 2013. Under the terms of the merger agreement, US Airways stockholders will receive one share of common stock of the combined airline for each share of US Airways common stock then held. The aggregate number of shares of common stock of the combined airline issuable to holders of US Airways equity instruments (including stockholders, holders of convertible notes, optionees, and holders of restricted stock units) will represent 28 percent of the diluted equity of the combined airline. The remaining 72 percent diluted equity ownership of the combined airline will be issuable to stakeholders of AMR and its debtor subsidiaries that filed for relief under Chapter 11 (the "debtors"), American's labor unions, and current AMR employees.

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■ Airline Industry Update *(continued)*

from a new runway opening this fall. Hartsfield–Jackson took the top spot from O’Hare in 2005 and has kept it since, according to the FAA’s official flight count.

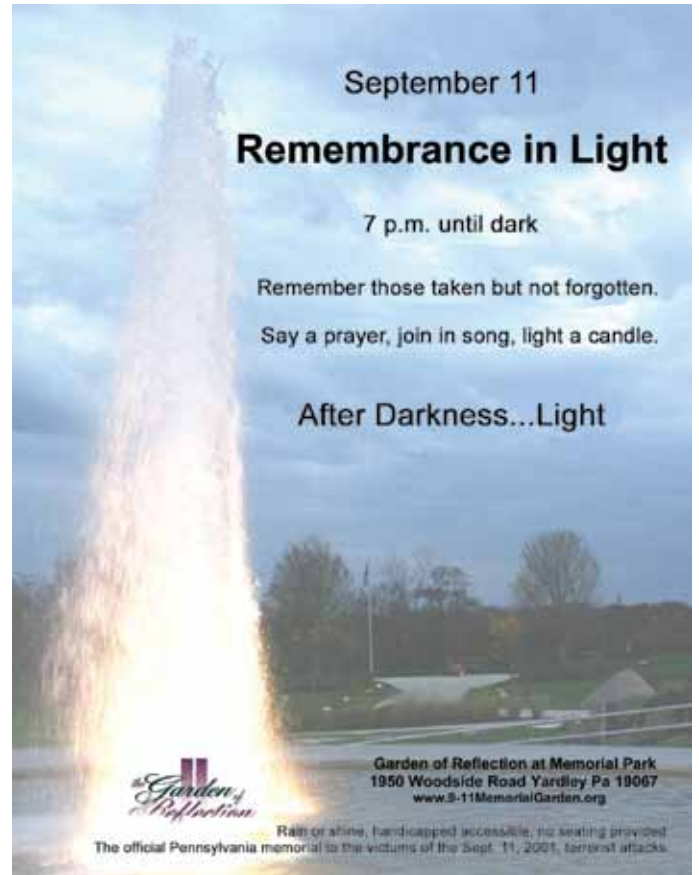
► **President Barack Obama has nominated Deborah Hersman for a third term as chairman of the NTSB, *Flight Safety Information* reported.** Hersman has been chairman of the agency since July 2009. “I am grateful for the faith that President Obama has placed in me and look forward to working with my fellow board members to make transportation—across all modes—safer for our citizens,” Hersman said.

► According to *AAAE Security SmartBrief*, the **FBI and Transportation Security Administration**

investigated a bomb threat aboard US Airways Flight 777 from Shannon, Ireland, to Pittsburgh, Pa., on August 7. The flight was diverted to Philadelphia International Airport after the telephoned threat was received. Investigators said the B-757 was searched by a bomb-sniffing dog, and no bomb was found.

International News

► Per *Travel and Tour World*, **construction has begun on Emirates SkyCargo’s new state-of-the-art cargo terminal and supporting facilities at Dubai World Central Al Maktoum International Airport, which is set to become the home of its freighter operations in May 2014.** In addition to the cargo terminal, there will be 46



New ALPA Reps

As of Aug. 12, 2013, the Election Ballot and Certification Board certified election results for the following local councils:

- **Kelowna Flightcraft 212** F/O Scott MacKenzie, Secretary-Treasurer (F/O rep)
- **Endeavor Air 157** Capt. Ryan French, Secretary-Treasurer
- **United 93** F/O Mark Lindelsee, Secretary-Treasurer
- **ExpressJet 180** Capt. Jeff Whitehead, Chairman (Capt. rep)
- **ExpressJet 180** F/O William Blackburn, Vice Chairman (F/O rep)

For the names and e-mail addresses of your elected master executive council and local council officials, log on to Crewroom.alpa.org/memberaccount and click on the Representative tab. ●



Scan the QR code and read “Who’s Your Rep & Why it Matters” from the March 2013 issue.

truck docks, 80 truck parking spaces, and 12 airplane stands directly in front of the terminal. The new terminal will initially be able to handle 700,000 tonnes of cargo per year, with the ability to expand to meet future growth.

► According to *Air Transport World*, the **International Civil Aviation Organization is predicting steady air passenger traffic growth through 2015. Passenger traffic is expected to increase 4.8 percent in 2013, 5.9 percent in 2014, and 6.3 percent in 2015.** Airlines transported nearly 3 billion passengers in 2012, a 4.7 percent increase over 2011. There were 31.2 million global departures in 2012, up 0.7 percent from 2011.

► *The Wall Street Journal* reported that **NAV CANADA**

air traffic controllers at Calgary International Airport (YYC) are handling flights from a new air traffic control tower. At more than 300 feet high—270 feet at eye level in the cab—it’s the highest free-standing tower of its kind in Canada. “Construction of the new Calgary tower was necessary to address changes that are taking place as part of the Calgary Airport Authority’s \$2 billion development program,” commented Rudy Kellar, NAV CANADA’s executive vice president of service delivery.

► Per *The Dallas Morning News*, **on August 5 the European Commission approved the proposed merger of American Airlines and US Airways—after the**

FrontLines

airlines agreed to give up some operating rights at London's Heathrow Airport.

"We are very pleased that the EU has approved the merger between American Airlines and US Airways," said Tom Horton, AMR chairman and chief executive. "This represents one of the final milestones on our path to becoming the new American Airlines."

► **The European Aviation Safety Agency has certified Airbus technology designed to prevent runway overruns,** according to *Air Transport World*. Airbus said its Runway Overrun Prevention System "increases pilots' situational awareness during landing, reduces exposure to runway excursion risk, and, if necessary, provides active protection."

► Per *allafrica.com*, **South African Airways is the most on-time airline in the world, according to the June 2013 Airline and Airport On-time Performance Report by global flight and airport information services company FlightStats.** The report covers major international airlines and airports in Asia, Europe, and North America. South African topped the list at 93.33 percent, and the airline has had a more than 90 percent on-time performance rating for the last five consecutive months. ●



■ ALPA Responds To UPS Crash

"In the wake of the tragic news this morning regarding UPS Flight 1354, first and foremost, our thoughts are with those affected by the accident. ALPA has offered its extensive experience and support to the UPS pilots through the leadership at the Independent Pilots Association. We are currently dispatching ALPA safety representatives to the Birmingham area to be available for assistance," the Association said in an August 14 statement.

"As with all accidents and incidents, ALPA will continue to offer support and work with the NTSB and IPA as appropriate. We will reiterate our long-standing position on the necessity of an objective accident investigation process that is based on the fundamental principle of obtaining all the facts to perform accurate analysis in the context of all factors that may have led to an accident. All factors, including fatigue, weather, mechanical malfunction, and a host of others, must be thoroughly and exhaustively evaluated in order to identify every aspect of a tragedy to prevent recurrence."

■ Moak, Calio, Wytkind: Abu Dhabi CBP Is a "Bad Deal" for America

On July 22, *The Hill* posted a guest blog coauthored by Capt. Lee Moak, ALPA's president, along with Nick Calio, president and CEO of Airlines for America, and

Edward Wytkind, president of the Transportation Trades Department of the AFL-CIO. The posting, titled "Why preclearance in Abu Dhabi is a bad deal for America," detailed why the proposed U.S. Customs and Border Protection (CBP) preclearance facility in Abu Dhabi in the United Arab Emirates could have negative and far-reaching effects for the U.S. airline industry. Unlike every other taxpayer-funded CBP, the proposed facility at Abu Dhabi International Airport will not be used by any passengers on U.S. airlines. Instead, the main beneficiary of the facil-



To read the entire Abu Dhabi blog post, scan the QR code.

ity will be Etihad Airways, a state-supported airline of the United Arab Emirates.

■ ALPA: Report on UPS Crash Underscores Lithium Battery Threat

ALPA lauded the United Arab Emirates (UAE) General Civil Aviation Authority (GCAA) for its thorough investigation of the UPS Flight 6 crash on Sept. 3, 2010, near Dubai, UAE, as reflected in its final report released on July 25. The GCAA worked closely with its international partners and developed a report on the causes of the accident. The report makes unmistakably clear the dangers of carrying large quantities of lithium batteries on airplanes.

ALPA joins the GCAA in calling for a complete harmonization of U.S. hazardous materials regulations with International Civil Aviation



© MONTÉGOS—FOTOAIA

Organization (ICAO) Technical Instructions for the Safe Transport of Dangerous Goods by Air regarding lithium batteries and urges that additional steps be taken to ensure the safe transport of lithium batteries.

"The time to act is now, and the way to act is clear," said Capt. Lee Moak, ALPA's president. "As ALPA has stated consistently, we strongly believe that the United States must take a leadership role in protecting aircraft against the possibility of catastrophic fires caused by lithium batteries. As pilots, our most important goal is the safety of our skies, and so we urge the United States to adopt the ICAO provisions domestically and take additional steps to ensure the safety of lithium battery transport." The Association made its position known through formal comments submitted to the Pipeline and Hazardous Materials Safety Administration on March 8, 2013.

ALPA also noted that the GCAA accident report highlights the additional threat to pilots, regardless of the contents of their airplanes,

Preflight

FrontLines *(continued)*

of continuously generated smoke and its potentially deadly effect on pilots' ability to safely operate their airplanes. The dual threats must be aggressively and effectively addressed and mitigated, the Association said, to ensure the safety of flight for both cargo and passenger airliners.

"ALPA will continue to work with industry and government leaders to identify and reduce the hazards of both lithium battery transportation and continuously generated smoke," continued Moak. "We see the full adoption of the ICAO provisions as a step in the right direction, but it is simply a first step, not a cure-all solution."

ALPA Responds to DOJ Lawsuit to Block American – US Airways Merger

"Today's action by the Department of Justice (DOJ) has interfered with the steady progress that the airline industry has made to achieve an economically rational yet vigorously competitive industry," ALPA said in a statement regarding the antitrust lawsuit the Department of Justice (DOJ) filed on August 13 to prevent the merging of American Airlines and US Airways. "This merger has broad support by labor groups, investors on Wall Street, the Pension Benefit Guaranty Corporation (PBGC), and other stakeholders.

"The Justice Department's move isn't rooted in the economic reality facing the aviation industry and its workers, one of the most fiercely

competitive industries in the global economy. Moreover, the DOJ appears to have completely overlooked the need for U.S. carriers, such as American and U.S. Airways, to position themselves to compete in the international marketplace against powerful—often government-supported—foreign airlines.

"By filing this lawsuit, the DOJ has completely ignored decades of instability in the airline industry that has caused many carriers to go out of business, communities to lose service, and employees to lose jobs. Now that the industry is finally making strides toward economic stability and creating a balance among the major U.S. carriers, the DOJ has moved to interrupt that progress," commented ALPA.

"This industry is one of the most competitive in the global economy. The market share of a combined American – US Airways company would be roughly equivalent to the size of United and Delta. This is hardly anticompetitive."

Hawaiian Airlines' Pilots Negotiate Contract Improvements

Although their collective bargaining agreement doesn't become amendable until late 2015, pilots at Hawaiian Airlines have successfully negotiated mid-contract improvements.

"When management approached us requesting a letter of agreement (LOA) authorizing a code-share agreement with China Airlines, we

Wanted: Cover Photo for This Year's "Swimsuit" Issue



No, we don't really show swimsuits, but we do have gorgeous photos shot by ALPA members flying the line. Submit your photos of airplanes, pilots, skies, airports, and anything else you see during your flight for the Third Annual Swimsuit Issue (December 2013) of *Air Line Pilot*. Please remember to adhere to FARs or CARs and company policy when taking photos.

Send your high-quality prints from a developer or high-resolution digital images to communications@alpa.org. Let us know who you are, who you fly for, and what we're looking at. Your photo might even make the cover of this year's Swimsuit Issue. Or inside the magazine. Or in a video production like the ones found by scanning the QR code. ●



used the opportunity to make other important adjustments to our contract in several areas," said Capt. Lem Terrell, the pilots' Master Executive Council (MEC) chairman.

The MEC approved eight LOAs in all, with another still in the works. In addition to the China Airlines code share, the LOAs will increase check airman pay, allow check airmen to continue to be paid for nonflying training duties such as simulator instruction for a limited period if they lose their medical certificate, and clarifies travel benefits for pilots on disability. The LOAs also ease restrictions on deadhead travel, make it easier for pilots under training freezes to upgrade, and provide important protections for pilots when Hawaiian implements its Line Operations Safety Audit (LOSA) program.

Air Wisconsin Pilots Secure Known Crewmember
On June 26, Air Wisconsin crewmembers and flight attendants began enrolling in the Known Crewmember (KCM) program to take advantage of the expedited security screening system.

Air Wisconsin is the newest airline to join the KCM program, which is currently avail-

able at 29 airports around the country. To date, more than 8.5 million crewmembers have been alternately screened through this process.

When using KCM, crewmembers are reminded to comply with the requirements of the program, including

- crewmembers transiting a KCM access point must be in uniform;
- crewmembers may not transit the KCM access point with a prohibited item (e.g., firearm/explosives/ammunition/knife/throwing star/etc.);
- carrying another individual's property through the KCM access point to circumvent screening is prohibited; and
- all crewmembers transiting a KCM access point are subject to random screening.

The Transportation Security Administration has emphasized that the use of the KCM program by authorized crewmembers is a privilege and not a right. Failure to follow the established rules puts individuals who do not comply with these requirements at risk of losing their access privileges plus the potential for legal consequences. It also puts the entire program in jeopardy for the thousands of crewmembers who use the KCM system daily. Complying with the program's require-

ments is essential.

For more on KCM, including a list of operating checkpoints and future KCM sites, visit www.knowncrewmember.org

or scan the QR code to download the free ALPA app, which includes the same information, on your

iPhone or Droid.

■ Fee-for-Departure MECs Meet in Herndon

On August 8–9, master executive council (MEC) representatives from the ALPA pilot groups that fly for

express airlines—more commonly referred to as “fee-for-departure” or “FFD”—met at ALPA’s Herndon, Va., offices to discuss recent events affecting the regional sector of the U.S. airline industry. Air Wisconsin, American Eagle, Atlantic Southeast, CommutAir, Compass, Endeavor Air (formerly Pinnacle), ExpressJet, Jazz, Mesa, Piedmont, PSA, and Trans States pilot reps attended the meeting, along with Capt. Lee Moak, ALPA’s president; other national officers and EVPs; and ALPA staff from the Representation, Economic & Financial Analysis, and Communications

Departments.

During the two-day meeting participants discussed issues of mutual concern and collective bargaining goals, shared what’s happening on their properties, and expressed their willingness to work cooperatively with management (both their own and those of their mainline partners) to address future industry concerns—provided that management agrees to recognize and negotiate collective bargaining agreements that attract qualified applicants to the airline piloting profession; acknowledges the training, experience,

education, and contributions of existing pilots flying each brand’s passengers; and works with ALPA to ensure that pilots are available to satisfy their future needs.

ALPA’s FFD MECs will continue to meet and hold conference calls on a regular basis to share information and evaluate approaches that reflect the principles they agreed to in the meeting.

■ First Air MEC Holds Contract Road Shows

The First Air Master Executive Council (MEC) held a series of road shows in August in Ottawa, Ont.; Edmonton, Alb.;



Your Story Is Our History

The ALPA offices in Herndon, Va., and Washington, D.C., have been redesigned to provide a more cohesive look and professional appearance to ALPA members, special guests, and visiting dignitaries. The renovations—the first in more than 30 years—are nearly complete, but we are missing the necessary accessories to distinguish the space as the home of the Air Line Pilots Association, International. We are the world’s largest pilots union with a rich history that spans more than 80 years. We want to recognize that history in our national offices.

We’re looking to you, as members of this great union, to assist us. We are looking for ALPA memorabilia—uniforms, hats, pins, pictures, photographs, model planes, ALPA-branded items, etc.—that we can use to personalize the space. We’ve received some terrific historical items already—but we still have room for yours! We will attribute the items to you as they are displayed in the buildings.

If you have any items you’d like us to exhibit, please contact Marie Schwartz, director of ALPA’s Communications Department, at 703-481-4445 or Marie.Schwartz@alpa.org.

A member service of Air Line Pilot.

Preflight

■ FrontLines (continued)

Iqaluit, NU; and Yellowknife, NT to give crewmembers details about their new contract, which was finalized in mid-July after three years of negotiations. The contract, minus pay rates, is retroactive to Dec. 31, 2010, and will run until December 2015.

The bulk of First Air's new agreement was negotiated directly between the pilots and the company, with a handful of remaining items decided by an arbitrator. Because the group filed for arbitration, the contract is not subject to crewmember ratification. Details of the agreement have not been released, but the pilots' bargaining goals included higher pay rates, improved work rules, and harmonizing contract language with other ALPA-represented pilot groups.

In related news, the North West Company has signed a new five-year agreement with First Air to deliver food and other cargo to its stores in remote communities in the Northwest Territories, Nunavut, and Nunavik.

The North West Company is one of the largest shippers to the Arctic, and First Air is adding new airplanes to provide more lift and reduce fuel costs.

The airline has announced it has acquired three B-737-400s from KLM Royal Dutch Airlines. Two of the -400s will be retrofitted as combis to carry a mix of passengers and cargo, while the third will remain in an all-passenger configuration. First Air currently flies B-737-200s, ATR 42s and 72s, two Hercules

L-382s, and a B-767-200 freighter.

■ AirTran Pilots' Dispute Resolution Committee Receives Favorable Ruling

In mid-July, an arbitrator ruled in favor of AirTran pilots regarding the jurisdiction of the Dispute Resolution Committee (DRC) to hear a claim. The pilots maintain that their seniority integration agreement (SIA) has been violated and that they have been harmed by Southwest Airlines' sublease of B-717s to Delta Air Lines. Southwest Airlines Pilots' Association (SWAPA) members had declined to process the dispute, arguing that the DRC lacked jurisdiction. The dispute resolution agreement (DRA) and DRC were created as part of the SIA between SWAPA and ALPA to resolve disputes arising from the SIA.

The claim will now go back to the DRC for review and, absent consensus among the members, will be heard by an arbitrator as set forth in the DRA signed by AirTran, Southwest, SWAPA, and ALPA. That arbitrator will determine whether the claim related to the sublease of B-717s has merit.

■ Delta Pilots Charitable Fund Gives Almost \$20,000 in Grants

The Delta Pilots Charitable Fund (DPCF), a nonprofit managed and funded entirely by Delta pilot volunteers, allocated \$19,780 in grants in early August. The

DPCF meets three times a year to consider requests and allocate appropriate funding. The fund is also responsible for several major projects, including the ALPA Board of Directors DPCF Golf Tournament, Raffle, and Silent Auction. These particular events alone contributed \$30,942 to the Rally Foundation for Childhood Cancer Research.

The DPCF has donated more than \$1 million to a variety of charities that help America's most valuable resource—its children. The fund was formed in 1999 as a philanthropic, tax-exempt 501(c)(3) fund that supports charitable activities and leaves a permanent legacy for future generations in communities where Delta pilots live and work.

■ ExpressJet Families Gather at Roller Coaster Capital of the World

ExpressJet pilots and their families gathered in August at Cedar Point in Sandusky, Ohio, for a Family Awareness event. Nearly 200 people turned out to talk directly with the Master Executive Council (MEC) officers and Negotiating Committee members about the status of the ExpressJet/Atlantic Southeast merger, joint negotiations, and other issues. Participants also had a chance to enjoy Cedar Point, which is known as the roller coaster capital of the world.

Through a robust Family Awareness program, the MEC is working to provide information and strengthen unity within the pilot group. The

next Family Awareness event was scheduled for August 19 at Six Flags Great Adventure in Jackson, N.J.

■ FedEx Express MEC Hosts Family Awareness Event

Spearheaded by the work of its Family Awareness Committee, the FedEx Express Master Executive Council (MEC) hosted an event at the Memphis Zoo in



FedEx Express MEC hosts Family Awareness event at the Memphis Zoo.

late July. With more than 400 people attending, FedEx pilots and their families socialized with fellow pilots and MEC representatives while enjoying the sights and sounds of the zoo. Children were also able to enjoy activities such as coloring, airbrush tattoos, and face painting.

"Each year, we plan summer Family Awareness events for our pilots and their families. We know that spending time with family is one of the highlights of summer, and what better way to embrace our pilots' families than hosting an event like this," said Capt. Scott Stratton, the pilots' MEC chairman. "As we continue Section 6 negotiations, we remain committed to ongoing communication with our pilots and their families. This event allowed many of us the opportunity to interact





REBEY COULTE

and connect face-to-face with our pilots and their families.”

During the event, F/O Pat Meagher, the Family Awareness Committee chairman, commented on the importance of family during contract negotiations. “The pilots are obviously critical to contract negotiations, but that process has an impact well beyond the individual pilot. We recognize that the success of negotiations and the quality of our next contract require the support of our families, so it’s only fitting that they be included throughout this process.”

■ Updated Wingman Rankings Posted

Check out the new rankings for Project Wingman and find



out who’s leading the way by scanning the QR code. Project Wingman spotlights ALPA members leading by example by recruiting their fellow pilots to join ALPA-PAC. Participants earn special recognition, and the top recruiters compete for the grand prize. Why join the PAC? ALPA-PAC fights back against the



career threats that pilots face by educating members of Congress about pilot issues and building a pilot-partisan Congress. Help secure your job and your industry by joining ALPA-PAC.

■ ALPA Employees, Others Honor Fallen Vietnam Vets

On August 3, nearly 40 ALPA employees, family members, and friends joined volunteers from other AFL-CIO labor unions to participate in a wall washing of the Vietnam Veterans Memorial in Washington, D.C. Coordinated by the D.C. chapter of the Vietnam Veterans of America, the event began with a special ceremony under the U.S. flag and concluded with a ceremony at the center of the wall.

The volunteers broke into two teams, beginning cleaning efforts at the east and west ends of the memorial and finishing in the middle. National Park Service rangers and vets provided instruction, guidance, and stories of their service. ALPA participants ranged from a four-year-old to a World War II POW survivor.

“It’s important that we participate in activities like this to show our support for our veterans, some of whom are and were ALPA members,” said Capt. Sean Cassidy, ALPA’s first vice president, who came with his wife (both previously served in the military) and their two boys.

■ Medical Certification Delays

A number of factors have recently affected the FAA’s ability to timely review medical certification applications. Most significantly, in March, a long-planned upgrade of the FAA computer systems

Nearly 40 ALPA employees, family members, and friends join volunteers from other AFL-CIO labor unions to participate in a wall washing of the Vietnam Veterans Memorial.

required shutting down the medical division while systems could be migrated to newer web-based technology.

As with any new system, there have been a few issues with the implementation, resulting in some delays. ▶▶

Canada

Canadian Pilots: Is Your Aviation Document Booklet Expiring?

Did you know that your Aviation Document Booklet (ADB) must be renewed every five years from date of issuance?

This fall, pilots, flight engineers, and air traffic

controllers will begin renewing their ADBs. Transport Canada first introduced the ADB in 2008 with a five-year expiration date, so the majority of ADB holders will need to renew their booklets this year.

For more information, visit www.tc.gc.ca/ADB. ●

ALPA Negotiations Update

The following is a summary of the status of ALPA contract negotiations by airline as of Aug. 2, 2013:

Air Wisconsin—A Section 6 notice was filed on Oct. 1, 2010. Air Wisconsin filed for mediation on June 17, 2013. An introductory meeting with the National Mediation Board took place on August 20.

Atlantic Southeast—A Section 6 notice was filed on May 20, 2010. A joint Section 6 notice was filed on March 28, 2011. Atlantic Southeast/ExpressJet joint negotiations are under way.

CanJet—A notice to bargain was filed on Dec. 1, 2011. Negotiations are under way.

Compass—A Section 6 notice was filed on Nov. 19, 2012. Negotiations continue.

Evergreen—The pilots voted down a tentative agreement in late November 2012. The National Mediation Board has recessed mediation.

ExpressJet—A Section 6 notice was received on May 28, 2010. A joint Section 6

notice was filed on March 28, 2011. Atlantic Southeast/ExpressJet joint negotiations are under way.

FedEx Express—A Section 6 notice was filed on Jan. 22, 2013. Negotiations continue September 17–18 and 20, October 8–9 and 11, November 5–6 and 8, and December 10–11 and 13.

First Air—A notice to bargain was filed on Oct. 1, 2010. A new contract was finalized in mid-July after three years of negotiations.

Kelowna Flightcraft—Negotiations continue September 9–13 and 30, October 1–4 and 21–25, and November 4–8.

Mesa—A Section 6 notice was filed on Sept. 10, 2010. Negotiations continue September 24–26.

Sun Country—A Section 6 notice was sent on Feb. 23, 2010. Sun Country filed for mediation on May 9, 2012. Mediation continues September 16–19, October 21–24, November 18–21, and December 9–12. ●

Preflight

■ FrontLines (continued)

The FAA continues to work through these issues, and in the long run the transition should benefit airmen. The Aviation Medicine Advisory Service (AMAS) physicians at ALPA's Aeromedical Office are committed to assisting the FAA in minimizing the effect of these delays in any way possible. For most airmen with existing special issuances, anticipating the delay will be the key to making sure your renewals are completed before your medical certificate expires. AMAS recommends that you call the office three to four months before your certificate expires to discuss a proactive plan to renew an existing special issuance medical certificate or to

resolve new medical conditions in a timely manner.

■ ALPA Awards 2013 Scholarship

ALPA has chosen the recipient of its 2013 ALPA Scholarship Award.

McKenna Hill, daughter of S/O Layne Hill (FedEx Express),



has been awarded a new four-year scholarship. McKenna is enrolled at

McKenna Hill Brigham Young University and is majoring in business – marketing.

Sarah Malerich, daughter of Capt. Kurt Malerich (United, Ret.), had her 2012 scholarship renewed. Sarah attends Oral Roberts University in Tulsa, Okla.

Jillian Sanning, daughter of medically disabled F/O Matthew Sanning (United), had her 2010 scholarship renewed. Jillian is enrolled at Washington University in St. Louis, Mo.

Each year the Association sponsors four \$3,000 scholarships that are available to the children of medically retired, long-term disabled, or deceased ALPA members. ALPA's vice president – administration/secretary and vice president – finance/treasurer review all applications, select the recipient, and report to the Executive Council on their selection. One scholarship is granted to an enrolling college freshman and is renewable for three additional years, provided the student

maintains an adequate grade-point average.

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

Applications for the 2014 – 2015 school year may be obtained from Maggie Erzen, Air Line Pilots Association, 1625 Massachusetts Avenue, N.W., Washington, DC 20036. The application period begins in January, and applications must be received by no later than April 1, 2014. ●

■ Engineering & Air Safety Update

■ Improving Travel Security with ALPA-Sponsored World Watch

To help provide ALPA members with the most current and specific information available about security conditions around the globe, the Association subscribes to World Watch, an online security information service operated by former U.S. government intelligence officers. ALPA encourages its members to maximize their use of this invaluable service as part of their planning for work- and

pleasure-related travels.

Travel recommendations

- Get up-to-date information about travel security around the globe—including local customs, areas to avoid, and ways to maintain a low profile.
- Review any/all company-provided bulletins and information regarding travel into areas of unrest/civil disturbance.
- Be aware of your surroundings at all times. Maintain a heightened sense of situational awareness in public areas such as the airport environment and while in transit to and from layover hotels.
- Stay abreast of local news media coverage.
- Review pertinent U.S. Department of

State travel warnings.

To access World Watch, go to www.alpa.org and in the right-hand menu bar click on World Watch. For more information, contact ALPA's Engineering & Air Safety Department at 1-800-424-2470.

■ ALPA Hosts Training Course, Seminar

ALPA will offer its Accident Investigation Course (AI2) on September 23 – 26 in its Conference Center in Herndon, Va. The course days will run from 8:00 a.m. to 5:00 p.m. and will end at approximately 12:00 p.m. on the final day. Participants should be prepared to attend the four-day training in its entirety. Completion of the ALPA Basic Safety School (BSS/AI1) is a prerequisite for ALPA safety representatives attending this course. ALPA members must have approval from their master

executive council central air safety chairman before registering. There are no prerequisites for non-ALPA attendees.

On November 5 – 6, ALPA will hold a Professional Standards (ProStans) Seminar in its Herndon, Va., Conference



To register online for these events, scan the QR code.

Center for master executive council ProStans chairs and vice chairs. The first day of the seminar will address issues affecting airline pilots and ways to enhance professional standards. The second day will focus on providing ProStans reps with the necessary instruction, mentoring, and guidance to be an effective Professional Standards Group member. ●

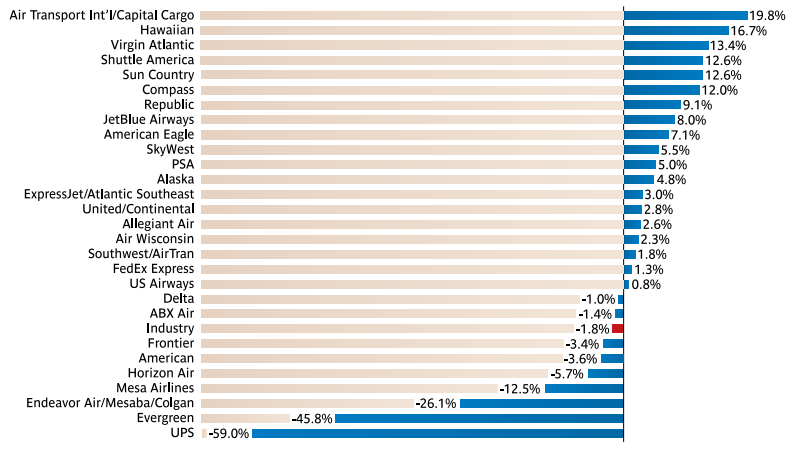


U.S. Airline Industry Employment Counts

According to the latest data released from the Bureau of Transportation Statistics (BTS), the number of pilots employed by U.S. airlines fell in 2012, compared to 2011. Pilot counts dropped approximately 1.8 percent last year, after just a 0.5 percent increase in 2011 (see the note below the chart on the differences in reporting year to year). While pilot numbers were falling last year, other labor groups' employment rose 1.5 percent. This compares to a 3.3 percent increase in 2011 for all other labor groups.

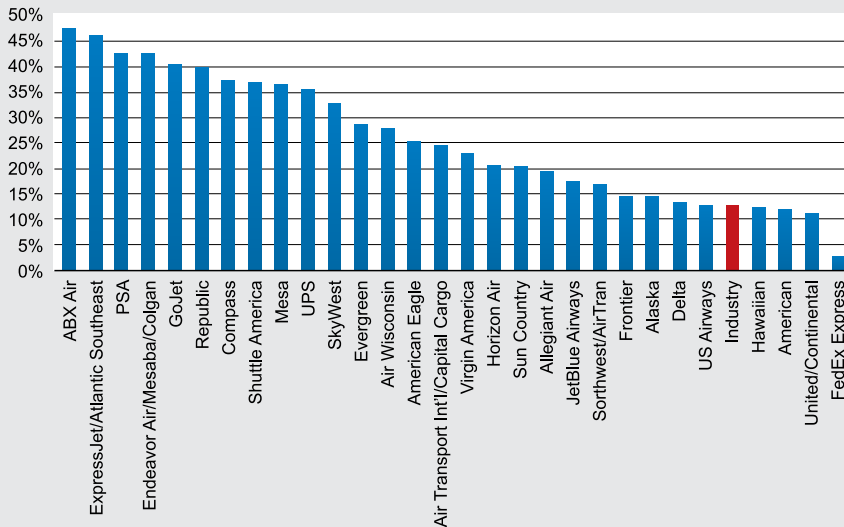
The change regarding ALPA-represented pilot counts was mixed in 2012. A combined Air Transport Int'l and Capital Cargo had the biggest percentage change in pilot numbers during 2012, with a 20 percent increase; however, the total increase was just 18 pilots. Hawaiian Airlines had a 17 percent increase in number of pilots. At the other end of the spectrum, Evergreen had a 46 percent drop in number of pilots. The pilot count at combined Endeavor Air/Mesaba/Colgan was down 26 percent.

Year-Over-Year Change in Pilot Employment Counts



Source: BTS, P10 Annual Employee by Labor Groups, and E&FA analysis. Airlines were excluded from totals above if they did not report in both 2011 and 2012, unless they went out of business in 2012. Note: Spirit Airlines has not yet submitted data for 2012. North American Airlines reported data for 2012 but did not report 2011 data. Piedmont, Trans States, CommutAir, and Island Air are not required to report data for P10.

Pilots as Percentage of Total Employees



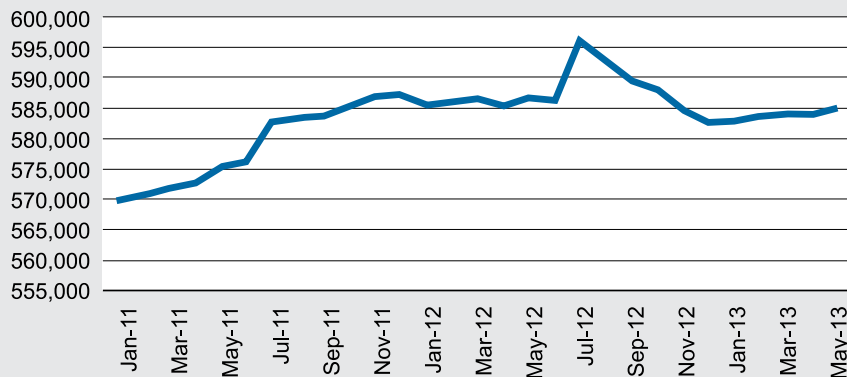
Pilots made up an average of 12.8 percent of the total employees at U.S. airlines in 2012. This is slightly lower than the 2011 figure of 13.1 percent. Regional airlines tend to have a larger proportion of pilots than mainline airlines, while cargo airlines also have a higher proportion of pilots to total employees. The figures reported for FedEx Express, however, show a significantly smaller proportion of pilots to total employment, suggesting the total figure includes all segments of the corporation, and not just FedEx Express.

Source: BTS, P10 Employment by Category, and E&FA analysis.

Total U.S. Airline Industry Employment

On a broader scale, the total full- and part-time airline industry employment numbers are growing in 2013. While on a year-over-year basis the figures are still down from 2012, they have increased each month of 2013 and appear to be on an upward trend.

Source: BTS—includes all U.S. airlines that have at least one airplane with an 18,000 payload capacity.



Preflight



To read the latest *On Investing* magazine from Charles Schwab, go to www.schwab.com/oninvesting. It's an added benefit for members through ALPA's partnership with Charles Schwab & Co., Inc., as the Association's preferred financial services provider. ●

■ On the Record

The following quotes are compiled from congressional testimony, speeches, news clips, and other public documents. ALPA does not necessarily endorse these views but rather is informing members of recent statements by significant industry stakeholders.

“Washington knows the power of Twitter. It’s where Barack Obama announced his reelection bid and Mitt Romney declared his selection of Paul Ryan. It’s used to win campaigns and win over constituents. It helped make Cory Booker a rock star and cost Anthony Weiner his congressional seat.”

Matthew Cooper, National Journal, on how Twitter is revolutionizing Washington relationships, August 2013

“Social media has revolutionized the way we talk about the industry we love, as it has other industries as well. I wish we’d had something like social media years ago when I was a kid at EAA. It would have helped me enormously.”

Robert Mark, marketing communication strategist and editor of Aviation International News, August 2013

“I was reluctantly dragged onto Twitter, and it turns out it was one of the best things I’ve ever done. It absolutely goes without question I wouldn’t have whatever voice I have in the so-called conversation and opportunity to express my views on a broader scale without Twitter.”

Tony Lee, Breitbart News reporter, August 2013

“Whether it’s on the company website, blog, or on their own personal social media channels, the very act of telling the story empowers them to exert a high degree of influence over the discussion surrounding their company, both internally and externally, as well as engage with employees and the general public.”

A study by WeberShandwick, 2013

Have You Read?

Last Flight

By Capt. Tom Chase (TWA, Ret.)

In 1985, TWA, long one of the preeminent U.S. international airlines, wrote another page of aviation history by launching 120-minute ETOPS (extended operations) flights between the United States and western Europe in Boeing 767s. Today big twins dominate traffic on the North Atlantic by a considerable margin.

But those big twins plying the North Atlantic, the North Pacific, and even polar routes need suitable alternate airports (see "ALPA@Work: ALPA Hosts First Remote Ops Conference," July, page 32). Stuff happens.

Capt. Tom Chase (TWA, Ret.) knows. His first novel, *Last Flight* (Peter E. Randall Publisher, 2003), knits together a lot of stuff: A hostile takeover of the airline by a nasty anti-union corporate raider; a September–May romance between a retiring captain and a flight attendant; Paris and London layovers; crew resource management and generational differences between pilots; being in the wrong neighborhood during the wee hours on a layover; terrorist sabotage; and an inflight passenger medical emergency.

Last Flight does an excellent job of portraying, to a lay audience, the basics of what the profession of airline pilot is

all about. At the same time, fellow airline pilots should find the novel a thoroughly enjoyable read.

For one thing, it's so satisfying to read a book, whether fiction or nonfiction, that includes technical details that confirm to the savvy reader that the author truly knows his or her subject. This is one of those books. Chase clearly understood the B-767's systems!

Last Flight, though fiction, serves as a reminder that today's avionics and communications, navigation, and surveillance equipment and procedures are superb—until the instant they're no longer available. Then one can find oneself, as ALPA Superior Airmanship Award honorees have, in the most basic life-or-death situation aloft: the critical need to use all available resources, when the only resources left are airmanship—in the fullest sense of the word—and the most rudimentary aids. Lacking nav and comm, over the ocean in worsening weather with a badly damaged airplane, the hero of Chase's yarn must develop his own ad hoc nonprecision approach.

But if we told you any more, we'd spoil the pleasure of reading *Last Flight*.—Reviewed by Jan W. Steenblik, Technical Editor



TENS OF THOUSANDS of flights each month are protected by **Federal Flight Deck Officers**. These **VOLUNTEERS** ask for nothing special, just the ability to keep their flight safe from takeoff to landing.

Back the PAC today to help keep these FFD0s in the sky.



A member service of Air Line Pilot.

Preflight

"In Memoriam," August 2013, incorrectly listed as deceased Capt. Bruce F. Cushing (United). We regret the error.

In Memoriam

"To fly west, my friend, is a flight we all must take for a final check."—Author unknown

2011					
F/O Robert A. Andreolas	Emery	July	Capt. Russell E. Blue	Delta	July
Capt. Donald J. Anderton	United	October	Capt. Irving W. Bostwick	TWA	July
			Capt. Robert C. Davison, Jr.	United	July
			Capt. FT. Epson, Sr.	Eastern	July
			Capt. L.L. Grinder	Eastern	July
2012			Capt. Kenneth R. Gronewald	Alaska	July
S/O Nicholas Pohronezny	FedEx	October	Capt. J.T. Hardin	Eastern	July
Capt. Peter B. Milne	Jazz	December	Capt. J.E. Lawrence	Delta	July
			Capt. J.C. MacGregor, Jr.	Northwest	July
2013			Capt. Michael G. Markcity	Eastern	July
Capt. William L. Peterson	United	January	Capt. Hollis W. Martin	TWA	July
Capt. Raymond P. Miller	American Eagle	March	Capt. Sue M. Mason	FedEx	July
Capt. Don C. Sherwood	America West	March	Capt. C.F. McMichael	Delta	July
Capt. Peter Carruthers	Delta	May	Capt. Warren C. Munkasy	Pan American	July
Capt. Armond James "A.J." Renzi	Eastern/AirTran	May	Capt. Thomas F. Murray	Delta	July
S/O Robert W. Allardyce	TWA	June	Capt. Robert F. Nicholson	Eastern	July
Capt. Ralph W. Fadner	United	June	Capt. Arthur K. Olsen, Jr.	US Airways	July
Capt. William M. Ferree	Continental	June	Capt. George L. Peacon III	Eastern	July
Capt. Glen B. Locke	TWA	June	Capt. William A. Stevens	Pan American	July
Capt. James M. Mangham	Delta	June	Capt. R.D. Tyler, Jr.	Eastern	July
Capt. Morris J. O'Connell	TWA	June	Capt. Daniel E. Whitfield	Northwest	July
Capt. Paul W. Page	Eastern	June	Capt. Brian A. Wise	Northwest	July
Capt. David A. Athey	United	June			
Capt. Colin M. Austin	Atlantic Southeast	July			
Capt. A.M. Banks, Jr.	Northwest	July			
Capt. Grant C. Besley	United	July			

■ Compiled from information provided by ALPA's Membership and Council Services Department

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- Known Crewmember locations, complete with maps and times
- Aviation industry news

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- Worldwide Accident/Incident Hotline, including who to call and sample statements

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to your device



Building the Air Profession for the

PILOT MENTORING PAGE 22

AVIATION PROGRAMS PAGE 24

Q&A WITH GLENN HARMO

MILITARY PATHS PAGE 28

COMMUNITY OUTREACH



During the past 15 years, the airline piloting profession in North America has faced some of the greatest challenges in its history. Recent gains, however, signal a profound opportunity for progress. ALPA is capitalizing in every possible way—building the airline piloting profession now and for the future.

Whether your focus is your current job, your career a decade from now, or the profession years in the future, ALPA is taking decisive action to advance the careers of pilots today and the profession for those who will fly the line tomorrow.

For the union's current members, ALPA is aggressively applying both traditional and innovative collective bargaining strategies to negotiate the right pay and benefits for pilots now, as well as job security protections

airline Piloting the Future

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and career progression opportunities to secure pilots' careers in the future.

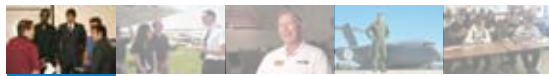
Many airline pilots today began flying while serving in the military, but increasing numbers of young pilots are now entering the profession through university and college flight schools. With guidance from the union's Board of Directors, ALPA's Education Committee is working with leading postsecondary aviation schools across the continent to create strong school curricula and mentoring programs to reach young pilots who aspire to work for the airlines and help them recognize and achieve the highest possible professional standards.

At these university and college aviation schools, ALPA pilots serve as an unparalleled resource for students as they explore the North American airline industry and as an exemplar for young pilots as they learn about the profession. ALPA volunteers give student aviators

a thorough understanding of a pilot's professional life, delving into the details of subjects ranging from reserve and monthly bidding to flight and duty time and progressing to the left seat of the cockpit.

In addition, ALPA is seeking to inspire and educate younger students who may become the next generation of professional airline pilots. Union volunteers are visiting elementary and high schools and participating in activities in their local communities to make clear the value of the airline industry and the role that pilots play in operating the safest mode of transportation.

In the following pages, you will learn that, at every opportunity, ALPA is building the airline piloting profession now and for the future. 



ALPA's governing body leaders directed the Education Committee to focus its volunteers and funding on outreach to our top aviation universities and colleges at the postsecondary level," said Capt. Dave Ryter (American Eagle), who chairs ALPA's Education Committee. "The type of airplanes that new pilots are flying in their first airline job has changed over time, and ALPA is leading the effort to ensure that the industry is preparing these new pilots accordingly. We want to do all we can so that new pilots start their first job with every advan-

give to student pilots at postsecondary schools, but we have also developed 'scenario exercises' in which we present students with a real situation that they could expect to face while flying the line and ask them to come up with a plan to handle it," continued Ryter. "Scenario-based mentoring seems to have the greatest impact on the maturation process, second only to flight experience. You can see the students mature as they realize the complexity of the decisions and realize the weight of the responsibility that airline pilots face on the job."

ties to collaborate with the existing club, rather than creating a new organization.

Starting small, ALPA's first mentoring project matched Purdue alumni who were ALPA members with active PPP group members who were interested in having a mentor. Through the effort, ALPA volunteers not only established an ALPA presence on the Purdue campus, but by mentoring individual students, the Education Committee members also gave the young pilots a way to keep up on the airline industry and seek advice from someone who had followed a very similar educational path.

The Education Committee's mentoring initiative at Purdue started with about 25 active PPP member students and 25 Purdue alumni ALPA mentors. Because the program was modest in size, the leaders were able to match students with mentors who had experienced similar opportunities and challenges, e.g., students who were interested in all-cargo flying could be given an all-cargo pilot mentor. The Committee plans to build on the mentoring PPP program's success.

"In addition to the programs at postsecondary colleges and universities, ALPA's Education Committee volunteers also participate in a number of academic conferences—selected by the committee because the events present a great opportunity to get ALPA's view of the airline industry and the piloting profession to the professors and flight instructors who are training them," noted Ryter.

In May 2013, ALPA again sponsored the annual National Intercollegiate Flying Association's Safety and Flight Evaluation Conference, held in Columbus, Ohio. ALPA volunteers offered collegiate pilots

Mentoring a New Generation of Airline Pilots

By ALPA Staff

tage in achieving their goal of becoming the best possible professional pilot."

The Education Committee has established programs at Embry-Riddle University – Daytona Beach and – Prescott; Parks College at St. Louis University; Purdue University; Southern Illinois University; and the University of North Dakota. Additionally, committee members sit on the Industrial Advisory Committees of numerous collegiate aviation programs in an effort to provide airline pilots' perspectives in shaping the aviation curriculum at colleges and universities.

While ALPA has signed agreements with universities such as Embry-Riddle Aeronautical University – Daytona to establish formal ALPA ACE Clubs, which focus on airline industry careers, some universities have other types of programs. As a result, ALPA's Education Committee is extremely flexible in creating the right approach for each school, whether through a new ALPA group, collaborating with an existing group, or meeting with the aviation students on an ad hoc basis.

"ALPA's Education Committee has put together a formal presentation that we

In one example of ALPA's efforts to reach postsecondary aviation students, committee volunteers have begun working with the Purdue Professional Pilots Club (PPP) at Purdue University. According to its website, the club works to increase members' knowledge of the various aspects of professional aviation through guest speakers and aviation-related trips.

Since many of the approximately 300 students enrolled in Purdue University's aviation program were already involved in the PPP club, the Education Committee began by seeking opportuni-



Capt. Dave Ryter (American Eagle), far left, chairman of ALPA's Education Committee, talks with students at Embry-Riddle – Daytona Beach.



ALPA Builds Future Career-Progression Opportunities For Fee-for-Departure Pilots

By ALPA Staff

On August 13, ALPA's fee-for-departure (FFD) airline pilot groups signed a unified statement making clear that the Association will not permit whipsawing of FFD pilot groups and affirming that ALPA's collective bargaining agreements should promote career paths for FFD pilots to mainline airlines.

At a meeting held at the union's headquarters on August 8–9, Capt. Lee Moak, ALPA's president, led a broad discussion that included representatives from ALPA's Air Wisconsin, American Eagle, Atlantic Southeast, CommutAir, Compass, Endeavor Air (formerly Pinnacle), ExpressJet, Jazz Aviation, Mesa Air Group, Piedmont, PSA, and Trans States Master Executive Councils.

While ALPA FFD pilot groups regularly engage to discuss specific issues, given the increasing pace of change in the airline industry, Moak brought all ALPA FFD pilot representatives together in a summit at the union's headquarters. Meeting with both ALPA's president and each other, the FFD pilot group leaders pledged a unified response to industry challenges such as overcapacity, economic stagnation, mainline consolidation, and rising fuel costs.

The meeting culminated in a unity statement signed by all the participating ALPA pilot groups. In it, the Association acknowledged that contracts must be flexible to accommodate the needs of different airlines and airline systems, but underscored that all FFD contracts should promote

career paths to mainline airlines for those pilots who are interested, in addition to supporting ALPA's overarching collective bargaining goals.

During the talks, the groups recognized the continually changing nature of the airline industry, including the

ALPA's overall approach to collective bargaining. ALPA has already bargained strong career-progression opportunities into contracts for pilot groups, including Piedmont, where an ALPA agreement with US Airways mainline provides career-progression


Building opportunities for career progression is an essential element of ALPA's overall approach to collective bargaining. ALPA has already bargained strong career-progression opportunities into contracts for pilot groups, including Piedmont, where an ALPA agreement with US Airways mainline provides career-progression opportunities, and PSA, where the pilots' new five-year agreement creates opportunities for PSA pilots to progress to US Airways mainline.

downward pressure applied by airline managements, forces related to consolidation, threats posed by state-backed foreign airlines, unpredictable fuel costs, and economic stagnation.

"Continued airline industry restructuring presents negotiating challenges but also provides opportunities for us to work together to bargain positive contracts," said Moak. "I'm pleased with the discussion that took place and the resulting unified statement that will govern collective bargaining [for ALPA-represented pilots at] FFD airlines with the goal of building more robust career paths for our profession within each airline brand."

Building opportunities for career progression is an essential element of


opportunities, and PSA, where the pilots' new five-year agreement creates opportunities for PSA pilots to progress to US Airways mainline. Flow-down and preferential-hiring models have also been made available and protected mainline pilots during times of industry retrenchment.

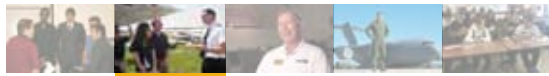
"ALPA's fee-for-departure pilot groups will continue to meet regularly and coordinate with non-ALPA pilot groups to share bargaining information and priorities," concluded Moak. "We will communicate with company managements and ALPA members to enhance understanding of industry changes and continue to move career-progression opportunities and our contracts in a positive direction." 

guidance and information about the profession at a booth, and the committee also hosted a pizza forum at which nearly 250 students spoke with ALPA pilots about the latest industry issues. During the awards banquet event, ALPA pilot volunteers awarded a number of scholar-

ships to "Top Pilot" students.

Committee volunteers also engaged in the World Aviation Training Conference and Tradeshow in Orlando, Fla. Held from April 16–18, the symposium attracted more than 900 attendees from 49 countries and 94 airlines. In their pre-

sentations and interaction with attendees, ALPA members discussed the action that the union is already undertaking to ensure the highest standards of professionalism among new pilots, including the critical outreach and mentoring work that ALPA has established. 



After reporting in the July issue of *Air Line Pilot* that Auburn University planned to sunset its professional flight degree program, the school recently announced that it has changed its plans. However, the decision to preserve the school's aviation programs did not happen by chance.

"More than 4,000 alumni, students, parents, and industry leaders spoke out to support Auburn's aviation programs," said F/O Jason Mohrman (Continental), an Auburn alum and ALPA member who helped organize the grassroots

sized, "Industry support is essential for a number of reasons, not the least of which is the positive message it will send to students and their families about the future demand for pilots with an Auburn degree."

Class casualties

Unfortunately, some other collegiate aviation programs haven't been as fortunate. Take Daniel Webster College. ITT Educational Services, Inc. bought the New Hampshire private school in 2009 and immediately announced plans

tions will be phased out over the next several years as the students who are currently enrolled in the program are allowed the opportunity to graduate within the normal time frame for completion. Effective immediately, no new classes will be started in this program."

St. Cloud State University's Aviation Department prepares students for careers as pilots, air traffic controllers, and airport managers, but the flight degree program is scheduled to be closed in 2014.

St. Cloud began offering aviation education in the 1930s as part of the Federal Civilian Pilot Training program. However, Earl Potter, the university's president, announced on Sept. 28, 2011, that the aviation program would be terminated and no new admissions would be accepted. SaveSCSUAviation.com is currently working with alumni and the community to communicate the shortsighted nature of this decision and to overturn the school's plans.

Similarly at the University of Illinois – Champaign/Urbana, the school's Board of Trustees voted 6–2 in July 2011 to close its Institute of Aviation and terminate the flight degree program by 2014. However, officials at nearby Parkland College and Riverside Research, a not-for-profit defense contractor, are considering a partnership to maintain pilot training in the nearby community.

Auburn's Flight Degree Endures; Other Collegiate Programs Not So Fortunate

By John Perkinson, Staff Writer

"flyauburn.org" campaign. "After *Air Line Pilot* announced the planned closure of the program, we received hundreds of e-mails from ALPA pilots offering their support. And together, we rallied and made the difference."

In a July 13 letter to aviation students, parents, and alumni, Timothy Boosinger, the university's provost and vice president, wrote, "Auburn will continue and strengthen both the professional flight management and aviation management degree programs, and we wanted you to be the first to know." The official public announcement came two days later.

The letter outlined the university's objectives, including plans to hire more professors and the need to improve facilities. It also called for fund-raising activities and the authority to establish a restricted air transport pilot certificate program for graduates with bachelor degrees and 1,000 hours of flight time.

In talking about the future of the Auburn programs, Boosinger empha-

zed, "Industry support is essential for a number of reasons, not the least of which is the positive message it will send to students and their families about the future demand for pilots with an Auburn degree."

According to the school's website at that time, "The bachelor of science degree program in aviation flight opera-



Capt. Dave Ryter (American Eagle), left, and Capt. George Burnette (Delta), right, speak with students at Embry-Riddle Aeronautical University – Daytona Beach during an activities fair.

F/O COSTAS SYVILLIS (PSA)



F/O Jeff Browand (Alaska) talks with a flight team during the NIFA SAFECON at Middle Tennessee State University in Murfreesboro, Tenn.

No details have been announced, but Riverside Research issued a statement saying that it “is exploring launching a Champaign-based institute focused on basic and applied research in manned and unmanned aerial systems and is considering coupling its research institute with a manned aircraft pilot training program.”

The bottom line

In each of these cases, schools cited the expensive nature of maintaining flight education programs and the current need to limit costs as the basis for these cuts. But critics have responded, ▶▶▶



TAMMYA BURKETT

Linking Education and the Airline Piloting Profession

By F/O Costas Sivyllis (PSA)

Five aviation universities nationwide now have an ALPA Aviation Collegiate Education (ACE) Club on campus.



Developed with ALPA’s Education Committee and student leaders, ACE Clubs educate students through monthly meetings and mentorship programs led by ALPA volunteers. Since August 2010, I’ve had the unique privilege of leading an ACE Club—as a student for three years and recently as a first officer volunteer from my airline.

The ACE Club experience did more than just educate me about various airline industry topics. It prepared me to smoothly transition from a being college student to being a professional pilot. Moreover, I learned the importance of being a professional and that every decision a pilot makes should be predicated on safety.

Today, we see more regional first officers coming from general aviation time-building jobs, which prompts the question, what has prepared them for the right seat of an airplane?

Participating in ACE Club meetings for three years made me a more informed pilot. Pilot mentors, guest speakers, mock interviews, scenario-based training, airport operations tours, and state-of-the-industry presentations help students learn more about the airline industry. As ALPA ACE Clubs continue to grow, I sincerely hope that young aviators will participate in these clubs to develop leadership skills needed to be a role model for student pilots on campus and to learn more about the airline piloting profession.

In the near future, many airline pilots

will be retiring, and new pilots will be entering the profession. We need to foster professionalism in young aspiring pilots so that they have the skills and traits needed to succeed as an airline pilot. From the initial operating experience at our first airline job to the day we retire, every time we put on our uniforms we are professional pilots. Promoting professionalism—it’s more than just a phrase, it our duty as airline pilots.



Pilots talk with ACE Club members at Embry-Riddle – Daytona Beach.



To hear what F/O Costas Sivyllis (PSA) has to say about the challenges of being a first-year airline pilot, scan the QR code.



pointing to the projected growth of the airline industry and the anticipated retirement of baby-boom generation employees. Boeing predicts that nearly 465,000 new pilots will be needed globally between now and 2031 as national economies grow and airlines take delivery on tens of thousands of new airplanes.

Jerry Kidrick, chairman of the Flight Department at the Prescott, Ariz., campus of Embry-Riddle Aeronautical University, talked about the need for academia to get the airline industry involved. He described current “bridge” or “gateway” programs between colleges and airlines to channel qualified students to pilot job opportunities. Two years ago, his university entered into a partnership with Atlantic Southeast Airlines, which allows participating aeronautical science students in their junior year to be evaluated for potential employment as Atlantic Southeast first officers.

Kendrick’s counterpart at the university’s Daytona Beach campus, Ken


Byrnes, commented that “this agreement is a win-win for both the airlines and our students. It provides students with a clearly defined career path while ensuring a pipeline of highly qualified professionals for the airlines.”

Participating students must pass a series of tests, maintain a minimum grade-point average, complete Embry-Riddle’s advanced jet training courses, and secure the ratings of private pilot, commercial pilot/instrument and multiengine, certified flight instructor, and certified flight instructor/instrument.

Kidrick said comparable programs exist at other universities where airlines offer incentives like signing bonuses and student loan payment programs. “These are business decisions based on what’s financially viable and what makes sense for the airlines to get quality graduates.”

After a decade of airline consolidation and restructuring, regional and low-cost airlines are hiring pilots, and even the

majors are considering staffing demands. Delta has estimated it will need 3,500 new pilots during the next decade to simply maintain its current ranks. American Airlines late last year announced plans to hire 2,500 pilots over the next five years, and United’s pilot employment web page indicates that the airline is “currently reviewing applications for first officer positions.”

JetBlue CEO Dave Barger said in a speech last fall that with the baby-boom generation maturing, the industry is “facing an exodus of talent in the next few years.” Collegiate flight programs provide a direct link for students who will fill the ensuing void, but only if colleges and universities recognize the value of their aviation programs, and not just the cost. Support from alumni, students, and parents is crucial, but so is public awareness. Schools with aviation programs need to look forward, rather than back, to see the many opportunities lining up on their horizon. 

Furlough Numbers at a Five-Year Low

By Kimberly Seitz, ALPA Senior Communications Specialist

ALPA established the Furloughed Pilots Support Program (FPSP) in July 2008 amid an industry faced with many hurdles, including sky-high fuel prices that led to a number of airline shutdowns, proposed mergers, and cutbacks in flight operations. The unfortunate result: thousands of pilots temporarily furloughed or out of a job altogether.

Today, ALPA furlough numbers are at a five-year low. As of July 2013, 2,072 ALPA members were listed as furloughed. In July 2010, the number peaked at 3,636. And in December 2008, that number was 2,193.

The FPSP has become a tremendous asset to furloughed ALPA pilots. Capt. Spencer Rowe (American Eagle), the FPSP coordinator, works closely with ALPA volunteers and ALPA staff to develop a central point of contact for the furlough coordinators at each ALPA pilot group. Pilot volunteers at


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airlines that have experienced long-term furloughs funnel information to pilot groups with newly furloughed pilots, providing much-needed assistance to furloughed ALPA members during this difficult time in their careers.

As part of the FPSP’s mission to supply furloughed ALPA members with the knowledge and information necessary to make sound decisions as they work

their way back into the cockpit, the program has implemented a variety of services.

■ **Employment Assistance Opportunities:** FPSP partners with FAPA.aero and Aero Crew Solutions to provide discounted job fair and career services. Both specialize in providing job hunting and career decision assistance to professional pilots. Additionally, the FPSP works with each furloughing pilot group to find unique assistance benefits for those pilots.

■ **Increased Communications:** The *Flight Path* is a quarterly newsletter that includes information geared specifically to furloughed ALPA members. And the FPSP website, www.alpa.org/ furlough, has also been enhanced to include more information related to federal and state resources such as Worker’s Compensation and the Worker Adjustment and Retraining Notification (WARN) Act. 



A former Independence Air pilot and ALPA member, Glenn Harmon is now an associate professor of aeronautical science at Embry-Riddle Aeronautical University – Daytona Beach, where he’s been teaching since 2006. He’s also the ALPA ACE Club faculty advisor on campus, helping the students there orchestrate the types of information and education that they want to get out of ACE Club meetings. *Air Line Pilot* sat down with Harmon for his take on what role aviation education will play for aspiring airline pilots and the airline industry.

ios and make go/no-go decisions. And I think you’re going to get a better overall product—personally, professionally, and technically. They are eager and highly motivated, even in the face of rising costs for flight training and regulatory requirements. They persevere through years of academics and flight training to develop and apply their knowledge of aircraft systems, safety, and CRM to their flight training. At the same time, they are earning their commercial certificate with multiengine and instrument ratings—all at about the cost of a home

Want More?

Want to hear more from Glenn Harmon about his students and what’s going on at university aviation programs today? Scan the QR code to watch snippets of his interview.



present real-work scenarios or events and engage the students to discuss possible outcomes and solutions. Students have a chance to talk one-on-one with current pilots who are flying the line, and there’s definitely a change in their attitude and motivation. It brightens their dream of becoming an airline pilot. When ALPA line pilots volunteer their time to come to an ACE Club meeting each month, it keeps that dream alive. When you have a “live pilot” at the club talk with the students and answer their questions, that is really motivating, whether you’re a freshman or a senior.

Q What are the perks of the ALPA ACE Club that you tell your students about?

A Some of the advantages I like to highlight about the ALPA ACE Club to other students are basically the contacts, the networking, the information that we gain about what’s currently happening in our airline industry. Those are things that our students want to know, and need to know right now, so that they can plan their careers. It helps to give them information on how to get there—through internships or various other things you need to do, whether it’s flight instructing, flying charter, or something to earn your time and your experience to qualify for that right seat. 🌐

Meet Professor Glenn Harmon

By Molly Martin, Contributing Writer

Q As a professor at Embry-Riddle, what’s your take on the hiring trends in the airline industry over the next 10 years?

A As we look to the next few years and the large retirements at the major airlines, I see a positive trend for airline hiring and also for the futures of these young men and women who are stepping out and hoping to find their place in the right seat of FAR Part 121 airlines. I think hiring will reflect what we saw in the late 1990s—instead of so many military pilots, airlines will hire a lot of folks from colleges and universities that grant aviation degrees and ratings. Gone are the days when the military was a pipeline for the airlines, mainly because of the reduced force size and extended active-duty commitments from pilot training.

Q How are you shaping these students’ knowledge about the airline industry?

A These young men and women are going to take my place in the airline industry, so I have a vested interest in providing them with opportunities to get the latest information, to be professionals, to learn how our industry operates so that when they do step into that right seat, they are better prepared. For example, I integrate my airline experiences with my senior capstone course to solidify the concepts taught in class, and I have students discuss and solve scenar-

mortgage. If I were an airline pilot today, reading the tea leaves, I would expect a better trained pilot coming into my right seat.

Q How does the ALPA ACE Club help you reinforce the concepts you teach in the classroom?

A At Embry-Riddle, I see dedicated, committed, and well-trained pilots who have been brought up in an environment of discipline, responsibility, decision-making, and a safety culture. They understand flight operations manuals, and their training mirrors so much of what is done at the airlines. ALPA ACE Club meetings and visiting pilots demonstrate that the airline industry has the same expectations. Pilots often

Some of the advantages I like to highlight about the ALPA ACE Club to other students are basically the contacts, the networking, the information that we gain about what’s currently happening in our airline industry.



ERIC DAVIS



In the mid-1990s and before, the military was the mainstay of airline pilot recruitment. However, a dramatic transformation in the armed services' aerial operation greatly reduced the numbers of military pilots moving into the airline industry. Today, with an improved economy, changes in airline hiring trends, and pilot contract gains, military pilots have once again become a resource for the airline industry.

As much as 70 to 80 percent of airline pilots came from the military, compared to the 20 to 30 percent who came from

could also see its carrier strike groups reduced from 11 to 8 or 9.

Leaner and meaner

"The Air Force of the future is likely to be slightly smaller and more reliant on remotely piloted aircraft (RPAs)," according to an August 2013 *DefenseNews* report titled "Air Force 2027: Fewer Pilots, More Drones, More Challenges." However, drone time is not flight time. The two jobs require different training and a different operational approach. Nonetheless, for a time the Air Force

Food for Thought

Junior pilots just coming up through the ranks, who seek the best of both worlds, may wish to hedge their bets and join the Air National Guard or Air Force reserves. By flying larger airplanes like the KC-135 and the C-17, their training is covered and they may have the opportunity to meet and work with current airline pilots, who know something about the airline hiring process and may have good contacts. [▶](#)



THE MILITARY CHANNEL: Limited but Reemerging Resource for Airline Pilot Recruitment

By John Perkinson, Staff Writer

civilian ranks, noted aviation consultant Kit Darby. However, federal budget cuts have reduced the size of military aircraft fleets and, consequently, the pool of available military pilots. A 2009 RAND report predicted that by 2016, the Air Force will have fewer than 1,000 fighter aircraft in its fleet, which represents only 32 percent of the number it had in 1989.

In addition, U.S. Defense Department Secretary Charles Hagel in July discussed military cuts for the 2015–2019 defense plan, which could include reducing tactical aircraft squadrons by as many as 5, retiring bombers, and making cuts in the C-130 cargo airplane fleet. The Navy

was reassigning some fighter pilots to fly MQ-1 Predator and MQ-9 Reaper drones.

In the other branches, the Navy also has a growing interest in RPAs, and the Army continues to focus much of its aerial demands on helicopters.

In addition to fewer numbers of service pilots, the airline industry has been rocked by 9/11, the recession, and bankruptcies. Airline pilot hiring has been spotty and limited largely to regional and low-cost operations. These conditions helped the military retain its aviators.

However, that market is changing, and new opportunities exist with the major airlines—and military pilots are noticing.

More and more are completing their basic obligations and submitting airline employment applications. In 1993, 80 percent of Air Force pilots signed up for another five years, compared to just 65 percent today.

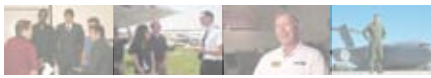
Comparing apples to oranges

In July, the *Los Angeles Times* reported, "Air Force pilots typically earn about \$90,000 by the time they complete their 11th year," when they decide whether to stay for an additional five years. "The median annual wage of airline pilots, copilots, and flight engineers is \$103,210 according to the U.S. Bureau of Labor Statistics' latest numbers," the newspaper noted.

The Air Force is noticing these changes, too. It recently announced an improved Aviator Incentive Program with a signing bonus of \$225,000 for a nine-year commitment to continue flying fighter jets. However, this offer is only available to approximately 130 veteran military pilots, who will have to weigh the stress of future deployments and the demands of the job on family.

As for current military pilots as a source for airline employment, Darby said, "The airlines like these guys." They have great flight training, follow procedures well, and are used to wearing uniforms. They will continue to be a great resource for the airlines, but their numbers simply aren't what they used to be. [▶](#)





“**D**ad, my elementary school is holding a career day—could you please talk to my class about being an airline pilot?” “My daughter’s Girl Scout troop is organizing presentations about interesting jobs for women—could you come to the high school and discuss the kind of education that is needed to become an airline pilot?”

If you have ever received questions like these, you likely appreciate the powerful draw that the airline piloting profession holds for many young people. It’s also likely you recognize that, by

school is slated to begin classes in its first permanent building, constructed on land donated by the Museum of Flight and located near King County International Airport/Boeing Field.

Founded in 2004, today more than 400 students from across the Northwest matriculate at this public college-preparatory high school. Funded through an innovative public-private partnership, the school bases its curriculum on subjects typical for students enrolled in grades 9–12 but with a strong focus on science, technology, engineering, and

Get Involved!

ALPA’s Education Committee needs volunteers to reach out to local schools and communities across the United States and Canada. Scan the QR code to join the Education Committee’s efforts today. Then, stay on the site to watch available PowerPoint presentations and order materials for your next career day visit. [▶](#)



Community Outreach To Primary and Secondary Schools

By ALPA Staff

reaching out to local schools and student organizations, ALPA volunteers can generate important visibility for the value of the airline industry and for the essential role airline pilots play in keeping air transportation safe and secure.

Recently, ALPA’s Education Committee unveiled various resources for individual ALPA pilots who may be asked to participate in a career event by a child, teacher, or parent in their community. From a formal slideshow that can be presented as is or tailored to a particular age or audience to foam airplane kits, coloring books, stickers, and pens that feature the ALPA logo, the Education Committee offers ALPA members a variety of materials and information to help them make the most of an opportunity to work with young people who are interested in aviation.

In addition to helping individual pilots as they participate in career events, ALPA’s Education Committee and a number of ALPA pilot groups are conducting coordinated outreach programs at schools in their communities.

The Alaska Airlines pilot group has been involved in Seattle’s Aviation High School since its start. In fall 2013, the

math, with the goal of preparing for an aviation or aerospace career.

Further south on the Pacific, the Hawaiian Airlines pilot group has worked for nearly four years with local school students to promote the airline industry and the piloting profession.

“We knew that individual Hawaiian pilots were being asked by their families and friends to go to the schools, but each pilot was starting from scratch to put together age-appropriate presentations



During a career day presentation at James Denman Middle School in San Francisco, Calif., students build “ALPA” foam airplanes.

and materials,” explained Capt. Harold Fujii. “We wanted to centralize the effort and make it easier for pilots to volunteer.”

A former high school teacher, Fujii created a committee within the Hawaiian Airlines pilot group and worked with the ALPA Education Committee to produce a guide to becoming an airline pilot that describes the education and training requirements, the types of airlines, career outlook, and the flight schools in Hawaii. In addition to the guide, the committee put together a folder with ALPA and Hawaiian logo items to give to students.

“We posted a flyer in the Hawaiian Airlines pilot crew lounge asking for volunteers and worked with the company management, which supported the idea right from the start,” continued Fujii. “Once we had the information and volunteers in place, we started the program by coordinating with the Hawaii Department of Education and sending a packet of information offering a presentation on the airline piloting profession to all of the 140 or so public and private secondary schools in the state.”

The program began with about 35 volunteers and has grown to include more than 60 pilots who visit preschools, elementary schools, junior high and high schools, and colleges on the U.S. mainland and on the islands of Hawaii, Kauai, Maui, and Oahu, as well as Rota in the Mariana Islands. The pilots often work with Hawaiian Airlines flight attendants on their visits.

During the 2012–13 school year, Hawaiian pilots were invited to participate in 47 school and community events. “If we can help just one student fly straight and level toward achieving his or her goal of becoming an airline pilot, it is all worth it,” said Fujii. [▶](#)

Taking AERF Mainstream Spreading the Word About This Important ALPA Resource

By Capt. Ed Lowry
(ExpressJet), AERF
President

It's an unfortunate reality that we are frequently unaware of the many resources available to us through ALPA until we are confronted with situations that make us truly thankful they're there. The ALPA Emergency Relief Fund (AERF) is a perfect example. Many of our pilots are probably unaware that this important member resource even exists, and yet each of us is just one catastrophic event away from needing it.

In late June, Calgary and parts of southern Alberta were deluged with heavy rainfall and record floods that destroyed homes and businesses and claimed the lives of four people. The provincial government later reported that approximately 55,000 square kilometers were directly affected by the flooding and that more than 100,000 people were forced out of more than 10,000 homes. I remember seeing vivid pictures of the devastation on the evening news.

Capt. Chris Kampen, chairman of the Canadian North Master Executive Council (MEC), immediately called me to get some information for his members about AERF and to see what he could do to expedite assistance. The Canadian North MEC then contacted potentially affected pilots to make sure they knew that this benefit is available.

Fortunately, most of the Canadian North pilots and

other ALPA members in and around Calgary didn't need aid, but Kampen assured us that the pilots who did greatly appreciated the support they received—and that gave the MEC an idea.

The Canadian North pilots were already scheduled to have a Family Awareness barbeque the following month. As part of this event, the MEC officers decided

the funds they raised at the event.

This AERF fundraiser was particularly timely because some of our pilots have questioned whether AERF is available to Canadian ALPA members. Let me state for the record that AERF is intended for all ALPA members who qualify. AERF provides financial assistance to help pilots and their families deal



F/O Olivier Goudreau, the Canadian North MEC vice chairman, takes his turn in the dunk tank to help raise money for AERF.

to volunteer to sit in a dunk tank to raise money for AERF. Kampen understands that the program is only as successful as our members make it, and that the fund relies solely on donations.

Kampen alternated with F/O Olivier Goudreau, MEC vice chairman, and Capt. Corey Hazelwood, MEC secretary-treasurer, taking turns dangling above a tank while pilots and their family members attempted to hit a target with a ball to send the sitting officer plunging into icy-cold water. The MEC then made a much-appreciated contribution to AERF from

with the immediate, extraordinary expenses caused by widespread catastrophic events.

I would be remiss if I didn't once again acknowledge the sizeable donations the United Pilots Unity Fund and the Delta Pilots Charitable Fund made earlier this year to help us accommodate those affected by Hurricane Sandy and to keep the fund afloat. These contributions were extremely generous, but more help is needed.

My fellow AERF board members, F/Os Christine Gromek (United) and Mark Segaloff (Continental), and

I want you to think of AERF in the same way you think about your ALPA worldwide accident/incident hotline "orange card" or the Aeromedical Office. Always be aware that this resource is available, and don't hesitate to use it when you need it.

Follow the excellent example of the Canadian North pilots and consider raising money to support AERF. The fund is a 501(c)(3) nonprofit organization, so if you have questions about appropriate fund-raising activities, don't hesitate to give us a call. As a matter of fact, we have some fund-raising plans of our own, but you'll hear more about that later this fall.

The obvious—and sometimes not so obvious—advantages of belonging to ALPA come from airline pilots pooling their resources and working together to support each other. Only by taking these steps is ALPA's existence possible, and only by promoting and backing AERF will this resource be available to us. So spread the word and support AERF! Think of it as our collective rainy-day savings account.

To learn more about AERF and other emergency-related resources, or to watch a video about a member whose family benefited from the program, request a grant, or make a donation, go to www.alpa.org/relieffund. Donations are tax-deductible in the United States, but remember that AERF is available to *all* ALPA members—above and below the 49th parallel—who qualify. 🌐

ALPA DAILY



Hate to Be the Last to Know?

Check out *ALPA Daily* for the latest in airline industry news and analysis from around the globe.

Daily has it all—from news you can use to what's happening at your airline.

So get in the know today with *ALPA Daily* at www.alpa.org.



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ALPA Nat'l & Pilot Group News
Airline News
Industry & Legislative News

ALPA Nat'l & Pilot Group News

ALPA Responds to DOJ Lawsuit to Block American-US Airways Merger
Air Line Pilots Association, International - 08/13/2013
"Today's action by the Department of Justice (DOJ) has interfered with the steady progress that the airline industry has made to achieve an economically rational yet vigorously competitive industry. This merger has broad support by labor groups, investors on Wall Street, the Pension Benefit Guaranty Corporation (PBGC), and other stakeholders."

United Airlines Diverts U.S.-Bound Boeing 757 on Mechanical Issue
Bloomberg Businessweek - 08/14/2013
...plane. The diversion came on the same day that Chicago-based Boeing's 787 Dreamliner was hit by a new operational problem as ANA Holdings Inc.

Industry & Legislative News

How to Revive Airline Competition
Slate - 08/14/2013
The era of cheap airfares is on the wane. Regulatory changes in the late 1970s and early 1980s opened the industry up to competition that was a boon to passengers but a disaster for the established airlines.

Deregulation May Not Have Been a Boon for Airline Passengers After All
Mother Jones - 08/14/2013
...ation of the virtues of deregulation may be the U.S. airline ...ed from most nonsafety-related rules in 1978. ...best of new players entered ...major

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ALPA Hosts Conference on Looming Changes to Pilot Scheduling



The countdown has already begun: As you read this, the U.S. airline industry is only a few months away from fully implementing the most sweeping change to flight- and duty-time limits and minimum rest requirements for passenger airline pilots in more than half a century. On Jan. 4, 2014, the long-awaited and long overdue new FAR Part 117, designed—with significant ALPA input—to minimize flight crew fatigue, goes into effect. Airlines, flightcrew members, and the FAA must be ready for the change by then.

On August 6–7, ALPA hosted a meeting in Washington, D.C., that brought together representatives from government agencies, airlines, and aviation labor groups to ensure that all parties involved in implementing FAR Part 117 are coordinating with each other.

“For decades, ALPA has been fully engaged in efforts to change the flight- and duty-time limits and minimum rest requirements to reduce pilot fatigue and enhance aviation safety for all,” said Capt. Lee Moak, ALPA’s president. “With the final rule set to go into effect in 151 days, we thought it was imperative to bring key people together to ensure an ‘on-time arrival’ of this essential change in regulations.”

More than 200 people attended the “Part 117: A Path to Implementation” conference. Wide-ranging discussions included a thorough overview of the new rule, all aspects of implementing the new flight- and duty-time regulations and minimum rest requirements, and available software tools.

“While we commend the FAA for its actions in proceeding toward implementation of Part 117, we are disappointed that cargo pilots will continue to be subject to antiquated fatigue rules,” said Moak. “ALPA will continue to work tirelessly and strongly advocate for one level of safety for all types of flight operations and across the airline industry.”

FT/DT ARC bears fruit

On June 15, 2009, Capt. Randy Babbitt, then FAA administrator, issued a “Call to Action on Airline Safety and Pilot Training” in response to the Colgan Air Flight 3407 fatal accident earlier that year. One result: The FAA convened a government/industry Flight and Duty Time Limitations and Rest Requirements Aviation Rulemaking Committee (ARC), with a mandate to produce recommendations for rulemaking within 45 days. ALPA line pilot and staff aviation safety representatives participated in the ARC and contributed substantial input to the recommendations, which are reflected in FAR Part 117.

Fast-forward to the ALPA Part 117 conference: “We’re here to celebrate the success of the ARC,” declared Peggy Gilligan, FAA associate administrator for aviation safety. “Part 117 is built around a single principle—fitness for duty. We expect pilots and airlines to

share the responsibility for assuring that pilots are fit for duty.”

Jim Johnson, managing attorney in ALPA’s Legal Department, acknowledged, “This topic is hard; it’s contentious.” The FT/DT ARC, he noted, had two goals for its rulemaking recommendations—that they be (1) based on solid



Gilligan



Johnson

There’s an App for That!



Representatives from several bidding, scheduling, and software vendors—Sabre Airlines Solutions, Jeppesen, Kronos Incorporated, Navtech/PIAS, and SAFTE-FAST, Institutes for Behavior Resources—discussed existing and new software tools and applications that are, or are expected to be, available by Jan. 4, 2014, to help manage flightcrew member scheduling under the new FAR Part 117.

Charles Yeager, supervisor for applications and web development in ALPA’s IT Department, talked about the ALPA smartphone app that the union is developing to help members keep track of their logged flight and duty time and their minute-by-minute status in relation to the limits set by FAR Part 117. Yeager said the Association hopes to release the app in October. [▶](#)

sleep science, and (2) simple and clear.

Unfortunately, however, questions and confusion about FAR Part 117 already have arisen (hence one of the reasons for ALPA holding the conference). “Some questions will be easy,” Johnson observed. “Some will make your head hurt—they’ll require the FAA to issue an interpretation.”



Capt. Don Wykoff (Delta), chairman of ALPA's Flight Time/Duty Time Committee and president of the International Federation of Air Line Pilots' Associations (IFALPA), urged the conference attendees, “Roll up your sleeves and get down in the weeds.”

Mangie



And so they did—though Capt. Jim Mangie, director of Delta Air Lines' Pilot Fatigue Program cautioned, “As we do this deep swan dive into the weeds, let's climb out of the weeds a bit to remember the *intent* of the reg.” Mangie served on the ARC and noted

that “the science could only take us so far; the operational experience was important, too. But we only had 45 days, so we couldn't think of everything.”

Mark Bury, deputy assistant chief counsel, FAA international law, legislation and regulations division, advised, “Our office is aware that answers to questions will be time-sensitive.... I'd like to see the requests for interpretations focus on the broader issues, rather than the ‘one-offs.’”



John Duncan, deputy director for policy, FAA flight standards service, said his agency also will publish clarifications to FAR Part 117 in the *Federal Register*. Guidance for FAA flight inspectors will be updated on September 5.

Doug Mullen, assistant general counsel, Airlines for America (AAA), urged the FAA to develop a website for gathering and answering questions about Part 117. “An excellent idea,” said Bury. “We'll do it.” Mullen also noted that AAA has petitioned the FAA to give airlines the option to adopt FAR Part 117 before the implementation deadline—as early as December 9.

Asked if airlines have a plan for rule-specific education, Mangie replied, “We're focused on something simple for pilots to shove in their flight bag. We don't want them sitting on the taxiway, Number 3 for takeoff, and taking off their shoes to count on their fingers and toes whether they're legal.” (See “There's an App for That!” page 32.)

FRMP and FRMS

FAR Part 117 requires FAR Part 121 airlines to have a fatigue reduction management *plan* (FRMP) or an FAA-approved fatigue reduction management *system* (FRMS). The latter would be “an optional approach, an alternative method of compliance,” explained Dale Roberts, the FAA aviation safety inspector for operations risk management and former airline pilot who patiently fielded a majority of the many questions attendees asked.

FAA's Number Two Weighs in on FAR Part 117



Michael G. Whitaker, FAA deputy administrator, was the luncheon speaker during day two of the ALPA FAR Part 117 conference. He thanked ALPA “for the great work you do and for being a solid partner with us in efforts to enhance aviation safety. Your professionalism is an essential component of

what we do, and I think this conference is a testimony to that.

“The United States is leading the world by introducing these concepts [to reduce flight crew fatigue],” Whitaker declared, “and we hope other countries will adopt this approach as well, creating an improvement in safety globally. We've been working with ICAO for the last three years to develop standards, guidance, and recommended practices that can be used by other civil aviation authorities around the world. We're also working with our counterparts in Europe to offer guidance in implementing this science-based approach among European carriers.”

Whitaker emphasized, “The success of this rule boils down to the fact that preventing fatigue is a joint responsibility...of both the airline and the pilot. The airline provides an expanded opportunity for rest. The pilot has the responsibility to take advantage of that window and get the rest he or she needs.... Pilots are going to have to sign a release before every segment, saying they are fit for duty. And if a pilot is fatigued, the airline must remove him or her and allow the pilot to rest.”

FRMPs are based on scientific models of fatigue and sleep. Dr. Steve Hursh, a sleep scientist from SAFTE-FAST, Institutes for Behavior Resources, declared, “Everyone would like to have a bright line below which you're too fatigued, and above which you're fit to fly. That's not the correct way to use models.”

Capt. Greg Whiting (United), a member of the United Airlines Fatigue Review Committee and a participant in the 2009 ARC, explained, “A good FRMS has to be dynamic, modifiable, and flexible.”

Down in the weeds

Complete coverage of all of the nuances of “what ifs” of implementing FAR Part 117 on the line are beyond the scope of this brief report. However, certain key themes emerged:

- Additional clarification of the concepts of “theater” and “acclimation” by the FAA is needed; ALPA will convey more detailed information about these aspects of FAR Part 117 the in coming months.
- One of the biggest gains for line pilots is the mandatory 10-hour minimum rest period, which must include an eight-hour opportunity for uninterrupted sleep.
- Another huge gain: The FAA will evaluate every existing and future crew rest facility on every airplane and categorize it as Class 1, 2, or 3 as defined by FAR Part 117.
- Each flightcrew member must report for any flight duty period rested and prepared to perform his or her assigned duties.

Bottom line: ALPA will continue to work with the airlines and the FAA to ensure that the rule is properly implemented in a timely manner.—Jan W. Steenblik, *Technical Editor*

COMMUNICATIONS



ALPA Communications

▼ Liked Message ⚙

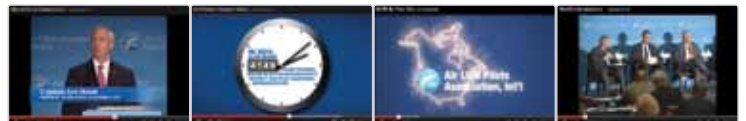
ABOUT COMMUNICATIONS

The ALPA Communications Department, with more than 40 professionals, serves all ALPA pilot groups as an in-house print shop, public relations agency, and advertising firm rolled into one. It also provides every line pilot with timely publications and productions, helping connect you with your union. Acting as the voice for the airline pilot, ALPA's Communications Department ensures that your pilot representatives put their best foot forward.


Friends





Videos




Event Planners


 Handle all of the logistics of ALPA's formal and informal events, from road shows to the BOD.
11 minutes ago near Herndon, Va.

 Checked in at The Mayflower Renaissance for The Flight Time Duty Time Conference.
August 6, 2013, via mobile

 Checked in at The Washington Hilton for The 59th Annual ALPA Air Safety Forum.
July 18, 2013, via mobile


 Liked ALPA's 44th Board of Directors Meeting.
October 14, 2012

Designers

 Create ALPA's national and local publications, marketing materials, and visual communiqués.
6 minutes ago near Herndon, Va.

Some of our more recent projects...
—With Event Planners and Writers & Editors
August 7, 2013



 Liked ALPA's Brand Guidelines.
July 26, 2013



Writers & Editors

Draft and edit all publications, including meeting notices, presentations, and newsletters.

15 minutes ago near Herndon, Va.

Just sent out our latest *ALPA Daily* and *FastRead*. —With Multimedia Production Specialists and Web Coordinators
August 13, 2013



Liked *Air Line Pilot* magazine.

—With Designers

July 26, 2013, via mobile



Working up some talking points for our next appointment on the hill re: Leveling the Playing Field. —With Government Affairs Department

July 24, 2013



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Promote ALPA's message through publications, broadcasts, public venues, and social media.

46 minutes ago near Herndon, Va.



Media Specialists shared a link: ALPA Responds to DOJ Lawsuit; Fee for Departure MECs meet; United, ALPA Pilots Join Union Brethren; Volunteers Needed; and More in Today's *FastRead*. http://www.alpa.org/portals/alpa/fastread/2013/FastRead_20130813.htm

August 13, 2013



Nick Calio, Capt. Lee Moak, and Edward Wytkind posted "Why preclearance in Abu Dhabi is a bad deal for America" on www.thehill.com/blogs.

July 22, 2013, via mobile



Liked 2013 ALPA Leadership Training Conference.

January 28, 2013



Communications Specialists

Handle all internal and external communications to keep ALPA pilot groups informed.

13 minutes ago near Herndon, Va.

Lots of Family Awareness activities this month! Here are some shots from the latest ExpressJet and FedEx Express events...

August 12, 2013, via mobile



Checked in at the First Air road show.

August 1, 2013, via mobile



Liked P2P Training.

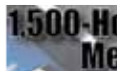
July 29, 2013



Multimedia Production Specialists

Develop videos, websites, photography, and animations for internal and external audiences.

44 minutes ago near Herndon, Va.



Liked the 1500-Hour Rule website.

August 12, 2013

Had lots of great discussion at The 59th Annual ALPA Air Safety Forum. Check out our photos on Flickr, too. — 248 photos

July 19, 2013



Liked ALPA Multimedia Training.

July 2, 2013



Braniff Pilot Refuses to Take Retirement Sitting Down

By John Perkinson
Staff Writer

Editor's note: Do you know a pilot we should highlight in "Our Stories"? Please contact us at Magazine@alpa.org.

You could say that Orville Rogers is running for his life. While on a layover in Chicago, the then Braniff captain read the Dr. Kenneth Cooper best-seller *Aerobics*, which promotes exercise to improve health and well-being. Rogers immediately caught the running bug and never looked back. Forty-five years later, he is still pounding the pavement and, these days, setting world records for his age group and competing in track meets across the country.

"That's the beauty of it," said Rogers. "You see, I turned 95 last November, so all of these records are out there like ripe fruit for the picking."

"Earlier this year, I participated in the National Masters Indoor Championship in Landover, Md.," Rogers said. In the course of three days, he ran in six events: the 400 meters (2:24.51); the 3,000 meters (30:19.33); the 60 meters (14.82); the 1,600 meters (14:39.91); the 200 meters (57.88); and the 800 meters (6:53.84), setting new world records for his age group in each.

The retired pilot noted that he currently holds a total of nine world records. In addition, he has logged nearly 40,000 miles of roadwork in nearly five decades, easily

passing the paltry 38,000 hours he logged flying for airlines and the military.

However, running the good race hasn't always been easy for this nonagenarian. He survived a sextuplet bypass operation nearly two decades ago and suffered a stroke in 2011. His left foot, hand, and hip were initially paralyzed; but the feeling in these areas soon returned, and with recuperation and an aggressive rehab regimen, he was back on track.

Cooper, Rogers' inspiration and long-time friend, provided some perspective. "So many people don't wear out, they rust out. He's proving the contrary—if you keep exercising, you can achieve phenomenal records."

Getting some air

Rogers flew for Braniff from 1946 to 1977. Based in Dallas, Tex., Braniff International Airways was a profitable and expanding airline (with ALPA-represented pilots) for many decades, providing service to markets in the United States and Central and South America. However, the airline struggled following passage of the 1978 Airline Deregulation Act and closed its doors in 1982.

Recalling his days as a line pilot, Rogers commented, "I went to work flying the DC-3, like everybody did in those days, and retired on the 'Stretch 8,' flying to South America. Let me tell you about the McDonnell Douglas DC-8. I think it was the longest airplane in the world



Earlier this year, Rogers participated in an event in Landover, Md. During a three-day period, he set six new world records for his age group.

at the time. It carried a lot of fuel, and our longest scheduled flight was 10 hours and 40 minutes from New York to Buenos Aires," which Rogers says he flew many times.

Of his time spent as an airline pilot, Rogers said, "I enjoyed my flying career immensely, and I enjoyed wearing my ALPA pin, too."

The Braniff pilot also flew for the U.S. Army Air Corps during World War II and the Korean War. During the latter, he was stationed at Carswell Air Force Base in Fort Worth,

Tex., flying the Convair B-36 "Peacemaker." Rogers divulged that his crew had orders for a certain foreign capital target if the cold war ever turned hot.

Taking age in stride

Rogers attributes his success to his training. He lifts weights and runs 10 to 12 miles a week at the Cooper Aerobic Center in Dallas, Tex. "At my age, there is no one to look to for guidance or help. There is no coaching available to a 95-year-old. So I had to devise my own interval training schedule," he said.

Rogers also maintains an open mind and is willing to try new things. He went skydiving for the first time at age 91 and two years later tried hang gliding near Kitty Hawk, N.C. And earlier this year, Rogers revealed the secret to his success as a world-record holder. He told a Dallas-area news reporter, "I don't care how old you are. If you don't have goals, something to look forward to, you lose interest in life."

Clearly, this former Braniff captain is setting and meeting his goals, and to him we offer our congratulations. 🌟

Solution to this month's ALPA sudoku on page 38

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

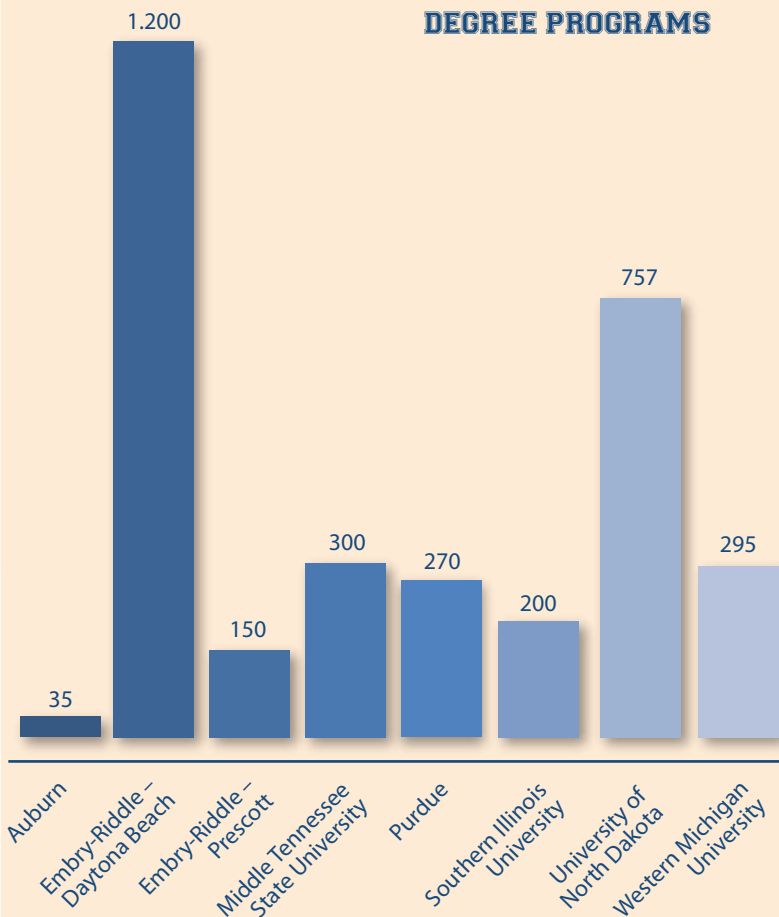
THE LANDING

BOEING PHOTO

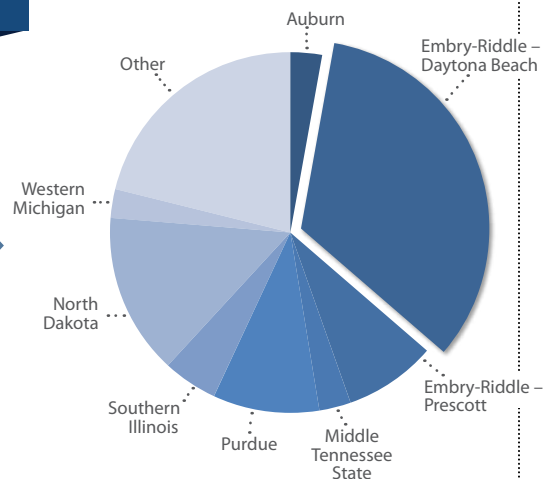
HOW DOES YOUR UNIVERSITY RANK?

Of the 33 Aviation Accreditation Board International-accredited collegiate aviation programs, *Air Line Pilot* contacted these eight to get flight education enrollment numbers. Why these eight? Based on current data, they topped the list of universities that ALPA members attended. >>>

RECENT ENROLLMENT NUMBERS PROFESSIONAL FLIGHT DEGREE PROGRAMS



ALPA MEMBER AVIATION ALMA MATERS



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- 5 Enter your school information in the space provided.
- 6 If you have military experience, select the Add Military button.
- 7 Once you are finished entering your information, select the Save button located at the bottom.
- 8 To submit, select the Done button located at the bottom. You will be directed back to the My ALPA site. ➔

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Capt. Dan Adamus
Air Transat, Bearskin, Calm Air, Canadian North, CanJet, First Air, Jazz Aviation, Kelowna Flightcraft, Wasaya

F/O Todd Ortscheid
AirTran, Air Transport International, North American, PSA

F/O Scott Smetana
Delta

Capt. Larry Beck
Continental

F/O Michael Hamilton
United

Capt. Thomas Maxwell
American Eagle, Atlantic Southeast, Compass, Mesa Air Group, Sun Country

Capt. Mark Nagel
Alaska, Endeavor Air, Evergreen, Piedmont, Spirit

Capt. Tim Canoll
Executive Administrator





Want to know more about ALPA's EVPs? Scan the QR code.

ALPA Sudoku

(© paulspages.co.uk)

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 36.

Too easy, too difficult? Tell us what you think. E-mail Magazine@alpa.org.

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

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, the Membership and Insurance toll-free number, and Membership Services numbers need to be dialed directly.

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Endeavor Air – PCL MEC 952-854-4484

Evergreen – EIA MEC 503-474-3880

ExpressJet – XJT MEC 281-987-3636

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Freedom – MAG MEC 602-306-1116

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To report a safety problem or airspace system deficiency, call 1-800-424-2470 or e-mail EAS@alpa.org.

2013 EBCB Schedule

The Association's Election and Ballot Certification Board's schedule for counting ballots is September 10, October 10, November 11, and December 10.

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

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