ALPA PILOTS: FLYING SAFELY DESPITE THE WEATHER
Watch the first episode of *The FlightDeck* for aviation news you can use. Simply scan the QR code below with your phone, sit back, and enjoy.

[flightdeck.alpa.org](http://flightdeck.alpa.org)

New to QR technology? Download a QR reader to your phone, scan the code, and watch *The FlightDeck*.
Aviation Matters

Our Resolve to Act

People say I’m a little intense. And maybe I am. But I believe in the “team,” and I know what the power of 53,000 pilots working toward the same goal can yield. I am driven by results; being runner-up is simply unacceptable. My commitment to you, and the commitment of my leadership team, is to add yet another success story in ALPA’s long history of improving airline pilots’ quality of life: deployment of CrewPASS.

The evidence is in: the “trial” demonstration program under way at three airports confirms that CrewPASS is a low-cost, viable, noninvasive security screening method that improves the level of security for our aviation system. Your ALPA team has remained actively engaged throughout the process. We’re the ones who kept this revolutionary idea from getting mired in politics, dying on the vine, or getting swept under the bureaucratic rug. Discussions, debate, and dialogue with regulators, legislators, and industry stakeholders have been weekly priorities for our staff. I would like to recognize and congratulate Capt. John Prater and his leadership team for moving CrewPASS as far as they did.

In late November 2010, ALPA staff from the Engineering and Air Safety and Government Affairs Departments met with legislators to brief them on the status of implementing CrewPASS. In that same month, the Transportation Security Administration (TSA) announced that it would move forward to implement ALPA-developed CrewPASS, one of the Association’s Board of Directors priorities.

All of this is well and good. However, we need to move forward and hold the TSA to its word. Until the equipment is installed, turned on, tested, and staffed at airline airports across the United States, it won’t help our members one bit.

We are all keenly aware that on Oct. 29, 2010, the TSA began using Advanced Imaging Technology (AIT) equipment for security screening at some U.S. airports. AIT screens for both metallic and non-metallic threats, including weapons and explosives that can be concealed under clothing.

The TSA said at the time that AIT screening of pilots was optional, but those selected for AIT screening who did not wish to submit to that technology would undergo a more thorough pat-down than normal by TSA security officers. In November, ALPA secured TSA’s agreement that all airline flightcrew members in uniform who have valid airline identification would not have to undergo AIT screening or an invasive physical pat-down. That was a clear ALPA victory for every airline pilot and ALPA member.

However, as professional airline flightcrew members, we have already been screened. We have been through employment checks. We have been fingerprinted. We have been through criminal background checks. We are the most highly trained, highly regulated, and highly scrutinized employees in the entire transportation industry. We know that CrewPASS is a priority for the majority of our pilots, and this is the reason why we will see it to fruition.

We don’t need to be reminded that in September, the 10th anniversary of 9/11 will be upon us. This date—forged into the minds of Americans and people around the world—represents the enormous, cascading effects of lax aviation security measures: Terrorists bypassing security. The hijacking of our aircraft and using them as bombs against us. The loss of innocent lives. The near economic destruction of our industry and great stress on the entire economy.

That momentous day altered the world. The United States has taken action ever since to circumvent another such catastrophe but not always with optimal results. The motives behind the will and determination to protect this country and its citizens have never come into question. All the while, ALPA has continued to be the voice for airline pilots, presenting viable solutions to help detect security threats and other challenges that come our way.

Yes, the Air Line Pilots Association, International, continues to be the conscience of the industry, and we will uphold the mission of the visionaries who established this union 80 years ago.

They established our union’s original motto of “Schedule with Safety,” and eight decades later, this continues to be our driving force. As your new president, I will take those next steps—to build on the foundation advancing the policies of the Association—on behalf of all airline pilots.

My commitment to you, and the commitment of my leadership team, is to add yet another success story in ALPA’s long history of improving airline pilots’ quality of life: deployment of CrewPASS.

Capt. Lee Moak, ALPA President
Weighing In

The Class of 2011

By Capt. Bill Couette
ALPA Vice President–Administration/Secretary

If you ever wonder why ALPA is the way it is—its policies, priorities, structure—look around. This union was built by pilots, for pilots, and is run by pilots. We, the airline pilots of today and of yesterday, have an obligation to do our part to ensure our viability and the relevancy of the airline industry on its 100th anniversary and for decades to come.

And as we enter into the 80th year as the Air Line Pilots Association, International, we can be, and should be, proud of our union representatives who are leading us today. From the most seasoned to the greenest, they are motivated, energetic, and dedicated.

In February, I had the opportunity to spend a week with our newest representatives as ALPA hosted its annual Leadership Training Conference. Fifty-nine new representatives from 27 of ALPA’s 38 pilot groups were in attendance. They were introduced to the vast array of resources and services available to them through our dedicated and experienced staff.

Our newly elected pilot leaders were thoroughly briefed on ALPA’s strategic plan, our history, and where we stand today. Most importantly, we impressed upon these representatives that we are looking to them to further the goals of the Association, keeping in mind that our most important goal is to provide the best service possible to our members.

They had the opportunity to meet with ALPA’s national officers. They had face-to-face time with ALPA’s professional staff, who offered them advice and support in different areas of their newly elected leadership role. And they were able to meet with the national committee chairmen who oversee and provide subject-matter expertise for the Association (see “Attendees Bring Energy and Enthusiasm to Leadership Training Conference,” page 26).

I’ve been the national officer liaison for this meeting for 5 years now, and I never get tired of the enthusiasm I see and the comments I hear, like: “I never knew…” “I had no idea…” “very impressive….” I can remember my first Leadership Training Conference—it was overwhelming to see all that my union had to offer. And for me personally, during the past 22 years, our union has continued to expand and broaden the horizons of all our members.

I was very proud of our incoming representatives and how their comments and feedback further demonstrated how ALPA certainly has set itself apart from any other pilot union. We are the largest and strongest airline pilot union in the world because we are willing to thoroughly invest in training and provide support to our pilot representatives.

I hope that at the end of the week, our new pilot leaders left feeling proud and confident that despite their tough assignments that lie ahead, we are with them, side by side, and they will have the tools they need to succeed. They must succeed if ALPA is to succeed.

Part of ALPA’s current success can be attributed to its dedication to following the union’s strategic plan. With so many issues that we could tackle, it was critical that we focus our collective energy on an agreed-upon list of priorities that would advance the union’s legislative, regulatory, policy, and collective bargaining goals.

I look forward to working with our new leaders and current leaders this year and for years to come. I pledge to help all our leaders become familiar and comfortable with their roles and the tremendous support system that surrounds them. And when our leaders can carry out their duties with the knowledge that their union stands with them, it will encourage others to take on a leadership role as well.

I look forward to serving you for the next 4 years. ☺
Each year the Association sponsors four $3,000 scholarships that are available to the dependent children of medically retired, long-term disabled, or deceased ALPA members. The 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, and, under that proviso, three scholarship renewals are made to a sophomore, junior, and senior.

All applications received are carefully reviewed with serious consideration given to financial need, as well as 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 their eligibility to receive renewals of their scholarships.

We want to remind you of this educational assistance program and to urge you to encourage those students who meet the eligibility requirement and who wish to pursue a college education to apply for the annual award.

Applications may be obtained from Maggie Erzen, Air Line Pilots Association, 1625 Massachusetts Avenue, N.W., Washington, D.C. 20036, and must be received no later than April 1, 2011.

Additionally, we would like to bring to your attention that, on several occasions, contributions have been made to the ALPA Scholarship Fund in memory of a deceased member, or simply as a kind gesture on the part of a member to further the financial assistance by the Association to a student. In the past, depending on the amount available, these funds have been used to augment the awards of current recipients or as a one-time financial assistance award to a needy applicant. We ask that you forward this information to your MEC in case anyone wants to make a voluntary contribution to this separate fund.

Sincerely,

Capt. Randy Helling
Vice President—Finance/Treasurer
Airline Industry Update

According to the Associated Press, after a decade of multibillion-dollar losses, U.S. airlines appear to be on course to make money for years to come. Why? They are flying less. By grounding planes and eliminating flights, airlines have cut costs and pushed fares higher. As the global economy rebounds, travel demand is rising and airplanes are as full as they’ve been in years. Profit margins at big airlines are the highest in at least a decade, according to the government. The eight largest U.S. airlines are forecast to earn more than $5 billion this year and $5.6 billion in 2012. U.S. airlines are in the midst of reporting fourth-quarter results that should cap the industry’s first moneymaking year since 2007.

The FAA announced in mid-January that in 2010, nationwide reports of lasers pointed at airplanes almost doubled from the previous year to more than 2,800. This is the highest number of laser events recorded since the FAA began keeping track in 2005. Los Angeles International Airport recorded the highest number of laser events in the country for an individual airport in 2010. Chicago O’Hare International Airport was a close second, and Phoenix Sky Harbor International Airport and Norman Y. Mineta San Jose International Airport tied for the third highest number of laser events for the year. “The FAA is actively warning people not to point high-powered lasers at aircraft because they can damage a pilot’s eyes or cause temporary blindness,” said FAA Administrator Randy Babbitt. “We continue to ask pilots to immediately report laser events to air traffic controllers so we can contact local law enforcement officials.” (See “FAA Stats on Laser Events,” page 20.)

U.S. airlines did not have a single fatality in 2010, USA Today reported. This marks the third time in the past 4 years that there were no deaths. Last year also marked the first time that there were no passenger fatalities on any airline based in developed nations, says Arnold Barnett, a professor specializing in accident statistics at MIT’s Sloan School of Management. Last year, U.S. airlines flew more than 10 million flights and hauled more than 700 million passengers, but only 14 people suffered serious injuries, according to the NTSB.

Power was restored to parts of Newark Liberty Airport on February 7 after an outage grounded some flights, affected airport security checkpoints, and stranded passengers on its monorail system, reported The New York Post. The power outage occurred around

---

MarketWatch

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Transport Int’l, Capital Cargo Int’l</td>
<td>Air Transport Services Group, Inc.</td>
<td>NASDAQ: AYSG</td>
<td>$2.31</td>
<td>$7.40</td>
<td>220.3%</td>
</tr>
<tr>
<td>Continental Airlines, United Airlines</td>
<td>United Continental Holdings, Inc.</td>
<td>NSYE: UAL</td>
<td>$12.23</td>
<td>$25.40</td>
<td>107.7%</td>
</tr>
<tr>
<td>Alaska Airlines</td>
<td>Alaska Holdings, Inc.</td>
<td>NSYE: ALK</td>
<td>$31.34</td>
<td>$59.24</td>
<td>90.9%</td>
</tr>
<tr>
<td>Piedmont Airlines, PSA Airlines</td>
<td>US Airways Group, Inc.</td>
<td>NSYE: LCC</td>
<td>$3.31</td>
<td>$9.92</td>
<td>86.8%</td>
</tr>
<tr>
<td>AirTran</td>
<td>AirTran Holdings, Inc.</td>
<td>NSYE: AAI</td>
<td>$4.82</td>
<td>$7.39</td>
<td>53.3%</td>
</tr>
<tr>
<td>Bearskin, Calm Air</td>
<td>Exchange Income Corporation</td>
<td>TSX: EIF</td>
<td>$13.32</td>
<td>$19.89</td>
<td>49.3%</td>
</tr>
<tr>
<td>Hawaiian Airlines</td>
<td>Hawaiian Holdings, Inc.</td>
<td>NASDAQ: HA</td>
<td>$5.94</td>
<td>$7.39</td>
<td>24.4%</td>
</tr>
<tr>
<td>Jazz Air</td>
<td>Chorus Aviation</td>
<td>TSX: CHR.A</td>
<td>$4.26</td>
<td>$5.01</td>
<td>17.6%</td>
</tr>
<tr>
<td>FedEx Express</td>
<td>FedEx Corporation</td>
<td>NYSE: FDX</td>
<td>$77.91</td>
<td>$90.32</td>
<td>15.9%</td>
</tr>
<tr>
<td>Atlantic Southeast Airlines, Express Jet</td>
<td>Skywest, Inc.</td>
<td>NASDAQ: SKYW</td>
<td>$14.47</td>
<td>$13.05</td>
<td>1.9%</td>
</tr>
<tr>
<td>American Eagle</td>
<td>AMR Corp.</td>
<td>NYSE: AMR</td>
<td>$6.92</td>
<td>$7.05</td>
<td>1.9%</td>
</tr>
<tr>
<td>Comair, Delta</td>
<td>Delta Air Lines</td>
<td>NYSE: DAL</td>
<td>$12.23</td>
<td>$11.67</td>
<td>-4.6%</td>
</tr>
<tr>
<td>Colgan Air, Mesaba, Pinnacle</td>
<td>Pinnacle Airlines Corp.</td>
<td>NASDAQ: PNCL</td>
<td>$8.06</td>
<td>$7.21</td>
<td>-10.5%</td>
</tr>
<tr>
<td>Air Transat</td>
<td>Transat A.T.Inc.</td>
<td>TSX: TRZA</td>
<td>$21.00</td>
<td>$16.90</td>
<td>-19.5%</td>
</tr>
<tr>
<td>Mesa</td>
<td>Mesa Air Group, Inc.</td>
<td>In bankruptcy</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


2AirTran Holdings, Inc. agreed to be acquired by Southwest Airlines on 9/27/2010. The acquisition has not closed and AirTran stock was still traded as of 1/31/2011.

3ExpressJet Airlines was acquired by Atlantic Southeast Airlines (ASA), a wholly owned subsidiary of Skywest, Inc. 8/4/10. ExpressJet operations will be merged with ASA.


5In bankruptcy
2:25 p.m. ET, affecting all three of the New York City-area airport’s passenger terminals. The airport’s air traffic control tower operated on backup, and security checkpoints were out of service except at the C1 and C2 gate areas during the outage, which was caused by equipment failure at a Public Service Electric & Gas Company switching station in Elizabeth, N.J.

John Pistole, administrator of the Transportation Security Administration (TSA), announced that on February 1 the agency began testing new software on its advanced imaging technology (AIT) machines at Las Vegas McCarran International Airport. The software enhances privacy by eliminating passenger-specific images and instead auto-detects potential threat items and indicates their location on a generic outline of a person. The TSA was also planning to test the new software at Hartsfield Jackson Atlanta International and Ronald Reagan Washington National Airport. “We are always looking for new technology and procedures that will both enhance security while strengthening privacy protections,” Pistole said. “Testing this new software will help us confirm test results that indicate it can provide the same high level of security as current advanced imaging technology units while further enhancing the privacy protections already in place.”

USA Today reported that U.S. and foreign airlines are adding fuel surcharges, or increasing base fares, to deal with the rising cost of jet fuel, which is going up with the price of crude oil. Fuel surcharges on international tickets—a mainstay of international fares—are also rising. “With the problems in the Middle East, speculation is that fuel may going back up,” said Tom Parsons, CEO of Bestfares.com. “Whether you call it a fuel surcharge or fare hike, prices will likely be higher.”

Major elements of the half-billion-dollar expansion of John Wayne Airport in Orange County, Calif., are complete and the modernization effort should be largely finished by the end of the year.
year, The Orange County Register reported. The $543 million project, under way for several years, adds six gates and roughly 300,000 square feet to the terminal. Significant aspects of the modernization include a $30.5 million powerplant—expected to pay for itself in a decade—that was recently switched on and will supply virtually all the airport’s energy.

The NAV Canada air traffic control center that handles most transatlantic traffic was temporarily evacuated on January 27, causing ground delays and reroutings, according to AviationWeek.com. Controllers had to leave the Gander Area Control Center due to smoke coming from an electrical panel in a power supply room. While Gander was offline, controllers in the nearby Moncton Center took responsibility for the Gander oceanic airspace. About 20 U.S. transatlantic flights were affected by the delay.

AAAE Security SmartBrief reported that in the future, airport security agents will use travelers’ personal information along with patterns of behavior to determine the level of screening they will receive. The goal is to make airport security more tolerable for travelers and more difficult for terrorists to penetrate, said James Marriott, who oversees the International Civil Aviation Organization’s security branch. Experts note, however, that the success of this system depends on the ability to collect the relevant information from airlines and governments.

A new control tower was dedicated at La Guardia Airport in late January, replacing an old one that was structurally damaged and had outdated equipment, reported NY1 News. The modernized tower cost about $100 million and has the latest aviation technology. The FAA plans to knock down the nearly 40-year-old tower after the full transition.

According to CNN, about 30 percent of Americans have passports, a significant increase from a few years ago but still low compared with rates in other countries, including 75 percent in the United Kingdom and 60 percent in Canada. Avid travelers and tourism experts say fewer Americans travel internationally because, among other reasons, the work culture allows less vacation time, the costs and logistics of traveling overseas are prohibitive, and the U.S. has a variety of domestic vacation destinations.

The NTSB announced that it has established a Twitter account (www.twitter.com/ntsbgov) and a YouTube channel (www.youtube.com/ntsbgov) as the Board broadens its communication efforts by moving into social media. “Transparency and open government are key components of NTSB’s agenda to improve transportation safety,” said NTSB Chairman Deborah A.P. Hersman. “Social media [provide] yet another opportunity for us to engage with our most important stakeholders, the traveling public.”

### Delays Improve but Still Costly

<table>
<thead>
<tr>
<th>Delay minutes in millions</th>
<th>Cost of delay minutes in billions</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>$6.49</td>
</tr>
<tr>
<td>90</td>
<td>$4.26</td>
</tr>
<tr>
<td>80</td>
<td>$4.09</td>
</tr>
<tr>
<td>70</td>
<td>$3.92</td>
</tr>
<tr>
<td>60</td>
<td>$3.75</td>
</tr>
<tr>
<td>50</td>
<td>$3.58</td>
</tr>
<tr>
<td>40</td>
<td>$3.41</td>
</tr>
<tr>
<td>30</td>
<td>$3.24</td>
</tr>
<tr>
<td>20</td>
<td>$3.07</td>
</tr>
<tr>
<td>10</td>
<td>$2.90</td>
</tr>
<tr>
<td>0</td>
<td>$2.73</td>
</tr>
</tbody>
</table>

Source: E&FA analysis of BTS Airline On-Time Statistics and BTS Form 41 Schedule P5.2 and T2 data for carriers with > $100 million in revenue. TME=Twelve months ended.

Full 2010 calendar year financial data are not available from the BTS until May. Delayed in 2010, a small improvement from 2009, when 18.9 percent of flights were delayed. Weather, air traffic control, airline operations, and increased security are all causes for delays. The majority of the delays come from weather and air traffic control. There were 63.5 million delay minutes in the 12 months ending September 2010, a 7.5 percent improvement from the same time frame in 2009. Still, those delay minutes added $4 billion in additional direct aircraft operating costs for the airlines.

Prepared by ALPA’s E&FA Department
FrontLines

Furloughed Alaska Pilots Return to the Cockpit
The Alaska pilots’ Master Executive Council (MEC) recently welcomed six more pilots back from involuntary furlough, bringing the number of Alaska pilots on involuntary furlough to 51. On March 2, six more furloughed pilots will return to active service. Management has announced that it expects that all involuntarily furloughed pilots will be offered recalls by April 2012.

“We are pleased that Alaska management has recognized the need to bring back our fellow pilots on furlough in the near term and we hope to see them back on the flight deck soon. We will continue to work with management to advocate for their return as quickly as can be accomplished,” said F/O Paul Stuart, the pilots’ MEC chairman.

FedEx MEC Endorses TA for Ratification Vote
In early February, FedEx Express pilots reached a tentative agreement with management. Their current contract became amendable on Oct. 31, 2010, but the pilots and management exchanged Section 6 openers early in August.

“We set out in negotiations to provide significant improvements to our pilots in a meaningful time period. Along the way, we recognized that certain opportunities and obstacles gave that goal added significance,” said Capt. Scott Stratton, the pilots’ Master Executive Council (MEC) chairman. “Through innovative thinking and hard work, we obtained a unique agreement that provides improvements while maintaining our strategic positioning for the next agreement.”

The MEC leaders met in early February for their regularly scheduled first quarter MEC meeting. Following a thorough review, the MEC endorsed the tentative agreement, which the pilots will then vote on from February 25 to March 23 after a series of road shows in Anchorage, Dallas/Ft. Worth, Los Angeles, Memphis, Miami, and Washington, D.C.

The new agreement provides across-the-board increases to hourly pay rates, a pensionable lump-sum payment for pilots, increases to domestic and foreign per diem rates, an improved foreign duty assignment letter of agreement, three vital safety programs, and other positive modifications.

“We commend the hard work of our Negotiating Committee and ALPA staff during this negotiations process,” said Stratton.

Pilots Prepare For Negotiations as Mesa Emerges from Bankruptcy
In late January, a U.S. Bankruptcy Court judge issued an order confirming Mesa Air Group’s plan of reorganization, and as of press time the company is on track to emerge from bankruptcy as a stand-alone airline. And with the pilots’ contract having become amendable in December 2010, they are preparing to enter into direct negotiations with management.

To get ready for these and other events, the Mesa Master Executive Council (MEC) met at the ALPA offices in Herndon, Va., to review and update their strategic plan. MEC members spoke with Capt. Lee Moak, ALPA’s president; Capt. Sean Cassidy, first vice president; Capt. Bill Couette, vice president-administration/secretary; and Capt. Randy Helling, vice president-finance/treasurer, about issues affecting the union. They also received briefings from Capt. Mike Donatelli (Delta), ALPA’s SPSC chairman, key MEC committee chairmen, and ALPA staff.

“This is a pivotal time for the Mesa Air Group pilots,” said F/O Marcin Kolodziejczyk, the pilots’ MEC chairman. “The MEC has worked to establish a game plan that will help us to take advantage of opportunities and address any challenge that may arise. We have a great team in place, and I’m confident that by remaining focused we will successfully achieve our goals.”

Mesa Master Executive Council (MEC) met at the ALPA offices in Herndon, Va., to review and update their strategic plan. MEC members spoke with Capt. Lee Moak, ALPA’s president.
ALPA’s Legal Department Achieves Landmark Victory in U.S. Court of Appeals

The union’s Legal Department recently obtained a rare reversal of an adverse decision by the five-member National Transportation Safety Board that had unanimously upheld an FAA Order of Revocation of a member’s airline transport pilot certificate for allegedly falsifying FAA medical certification applications.

The NTSB hears appeals of certification actions that the FAA brings against pilots for violating FARs, and staff attorneys frequently provide assistance to members charged with those violations. Because of the high level of deference that the federal courts give to the FAA and the NTSB, successfully challenging an adverse NTSB certificate decision in court is difficult.

In this case, the pilot, a veteran B-767 captain, was able to offer a credible explanation as to why information was not intentionally omitted from the medical applications. After protracted legal proceedings, the pilot’s actions were ultimately vindicated in January 2011 when a three-judge panel of the U.S. Court of Appeals for the Ninth Circuit found that the NTSB acted “arbitrarily and capriciously” in reversing an earlier administrative law judge decision in the pilot’s favor.

The Court further found that because the FAA did not offer “substantial evidence” to contradict the pilot’s “credible explanation” at the hearing, there was no basis in the record to uphold the FAA’s Order of Revocation. The NTSB’s decision against the pilot was vacated, and the case was remanded to the NTSB for final disposition consistent with the Court’s opinion. Jay Wells, an attorney in ALPA’s Legal Department, handled the case.

ALPA and IFALPA File Amicus Brief in The U.S. Supreme Court Supporting Captain’s Authority

This case arose when the captain of an Alaska Airlines flight received a report from his cabin crewmember that some passengers were creating a disturbance and that she had “lost control” of the cabin. The captain relied on this report and made an immediate decision to divert and land at the nearest suitable airport where the passengers were removed and turned over to law enforcement authorities.

The disembarked passengers sued. The U.S. District Court followed long-established law and deferred to the captain’s decision, which the Court concluded was neither arbitrary nor capricious. Upon appeal, the Ninth Circuit Court of Appeals reversed and applied a “reasonable standard,” which would require a captain to verify the cabin crew’s reports by his or her independent investigation.

ALPA believes this requirement is not realistic in the aviation context as the captain cannot leave the locked cockpit to verify the cabin crew’s reports. Further, a captain is expected to make split-second decisions regarding the safety of flight, often with imperfect information and no ability to investigate. If the captain has to delay a decision to investigate before taking appropriate action, such delay could lead to disastrous results for the passengers and crew.

Moreover, ALPA believes this decision is contrary to established legal precedent and the Tokyo Convention. ALPA and IFALPA are seeking to reverse the Ninth Circuit Court’s decision that would require the captain to investigate before acting, and they are filing an amicus or “friend of the court” brief in the Supreme Court.

ALPA’s Legal Department is currently preparing the amicus brief.

On Parliament Hill

Canada’s Senate Standing Committee on Transport and Communications has begun a series of hearings on the emerging issues related to the Canadian airline industry. The Senate has invited government officials and industry reps to appear before it to share their views on the topic. ALPA is tentatively scheduled to appear before the Committee in March.

Issues that ALPA will be addressing include the following:

Foreign pilots operating in Canada

Some Canadian charter operators have employed foreign pilots on a seasonal basis, usually in the winter when the north-south tourist traffic is at its peak. ALPA will renew its objection to this practice before the Senate Committee. Although there is much speculation about a looming pilot shortage, the Association believes that enough highly qualified pilots are available and that the program is being misused for economic advantages rather than to fill a pilot shortage.

Bilateral issues

• Canada/European Union: ALPA now has observer status on the Joint Committee, the body that will monitor the implementation and administration of the bilateral air agreement. The second meeting of that group took place in Ottawa on February 9.

• Canada/United Arab Emirates: Canada and the United Arab Emirates have a bilateral air services agreement with specific route rights and capacity restrictions. The Emirates has been lobbying heavily to greatly increase the capacity (from three flights with an A380 to 10 per week). The Canadian government declined to grant additional access.

In retaliation, the Emirates evicted Canada from a military staging base in its territory and greatly increased visa prices. The Association will again raise its objection to the grant of any additional access to the United Arab Emirates before the Senate Committee.

• Canada/United Arab Emirates: Canada and the United Arab Emirates have a bilateral air services agreement with specific route rights and capacity restrictions. The Emirates has been lobbying heavily to greatly increase the capacity (from three flights with an A380 to 10 per week). The Canadian government declined to grant additional access.

In retaliation, the Emirates evicted Canada from a military staging base in its territory and greatly increased visa prices. The Association will again raise its objection to the grant of any additional access to the United Arab Emirates before the Senate Committee.
Benefits News

The U.S. Department of Labor (DOL) has proposed a new rule to broaden the definition of a fiduciary under ERISA and has announced new fee disclosure requirements for defined contribution plans. On Oct. 21, 2010, the DOL released proposed regulations intended to provide additional protections to retirement plan participants and beneficiaries by more broadly defining circumstances under which a person or entity is considered a fiduciary by virtue of providing investment advice to a plan or its participants. The proposed regulations amend a 35-year-old rule that the DOL has determined may no longer be appropriate given the significant changes in retirement plans in recent years, including the emergence of defined contribution plans as the predominant retirement savings vehicle.

The Internal Revenue Service and the Pension Benefit Guaranty Corporation (PBGC) have announced applicable limits for 2011. Dollar limitations for pension plans and other retirement-related items will once again remain generally unchanged for tax year 2011. The same is true for the PBGC guarantees for defined-benefit plans terminating in 2011. There were, however, slight increases in the income phase-out range for taxpayers making contributions to traditional and Roth IRAs.

Want more info? Go to the members-only site of www.alpa.org and click on e-Library in the toolbar. In the left-hand column, click on R&I, then R&I Update Archives to check out the December 2010 issue.

ALPANegotiations Update

The following is a negotiations summary by airline as of Feb. 18, 2011:

Air Transport International—A tentative agreement was reached on Dec. 3, 2010. Final language is being discussed and reviewed. A ratification ballot is expected in March.

Air Wisconsin—A Section 6 notice was filed on Oct. 1, 2010. Negotiations continue March 14–16.

Atlantic Southeast—A Section 6 notice was filed on May 20, 2010. Negotiations are under way. See ExpressJet below.

Continental—Negotiations are under way for the Continental/United joint collective bargaining agreement (JCBA). Management provided the pilots with a comprehensive proposal on Oct. 27, 2010, and the pilots responded on Dec. 15, 2010. The parties requested assistance from the National Mediation Board on Dec. 17, 2010, pursuant to their process agreement. Mediation began on February 18 in Washington, D.C.

Comair—A Section 6 notice was filed on Sept. 27, 2010. Negotiations are under way.


Colgan—Section 2 direct negotiations paused for Pinnacle/Mesaba/Colgan joint negotiations. See Pinnacle, below.


FedEx Express—A Section 6 notice was filed on Aug. 10, 2010. The Master Executive Council approved a tentative agreement on February 9, subject to membership ratification that will take place in March.


Piedmont—A Section 6 notice was sent on March 13, 2009. An application for mediation was filed with the National Mediation Board on April 21, 2010. Negotiations are under way.


Sun Country—A Section 6 notice was sent on Feb. 23, 2010. Negotiations are under way.

Trans States—The last mediated bargaining session occurred June 14 – 17, 2010. The National Mediation Board has not set new dates for continued mediation.

United—A Section 6 notice was sent on April 6, 2009. Negotiations are under way for the United/Continental JCBA. See Continental above.

ExpressJet—A Section 6 notice was received on May 28, 2010. Joint negotiations are under way for both Atlantic Southeast and ExpressJet.
Congressional Committees Gain New Leaders

The 112th Congress convened on January 5, with new leaders in the U.S. Senate and many changes in the lineup of congressional committees of interest to ALPA members. The following Senate committees have new leaders:

**U.S. Senate**

**Commerce, Science and Transportation Committee**
- Chairman: John Rockefeller (D-W.Va.) (left)
- Ranking Member: Kay Bailey Hutchison (R-Tex.)
- The Commerce Committee has jurisdiction over air transportation and aviation security. ALPA works mainly with the Subcommittee on Aviation.

**Finance Committee**
- Chairman: Max Baucus (D-Mont.) (left)
- Ranking Member: Orin G. Hatch (R-Utah)
- The Finance Committee has jurisdiction over finance and tax issues, including aviation taxes and revenue.

**Health, Education, Labor and Pensions**
- Chairman: Tom Harkin (D-Iowa) (left)
- Ranking Member: Michael Enzi (R-Wy.)
- The HELP Committee has jurisdiction over the Railroad Labor Act, health care, pensions, Family and Medical Leave, and workforce issues.

**Homeland Security and Government Affairs Committee**
- Chairman: Joe Lieberman (I-Conn.) (left)
- Ranking Member: Susan Collins (R-Me.)
- The Homeland Security Committee does not have jurisdiction over the TSA; however, it does have jurisdiction over international security matters.

**Judiciary Committee**
- Chairman: Patrick Leahy (D-Vt.) (left)
- Ranking Member: Chuck Grassley (R-Iowa)
- The Judiciary Committee has jurisdiction over bankruptcy and certain airline mergers in the context of trade and commerce protections.

**Appropriations Committee**
- Chairman: Daniel Inouye (D-Hawaii) (left)
- Vice Chairman: Thad Cochran (R-Miss.)
- The Appropriations Committee allocates federal spending, including federal funding for FAA programs and operations, including the HIMS program, and transportation security.

---

**ALPA Website Highlights Member Benefits**

Being an ALPA member has its privileges. The members-only section of ALPA's website outlines some of the advantages offered exclusively to ALPA pilots and their families. Log on to www.alpa.org, click on the Member Benefits tab, and access the following Association web pages:

- Aeromedical contains important and useful information related to health and medical certification.
- Furloughed Pilots provides special ALPA/FltOps membership information, job information and postings, available resources, and valuable contacts as members work their way back to an ALPA cockpit.
- A Charles Schwab link connects members to a team of professionals who provide specialized financial services and guidance to airline pilots and their families.
- Insurance Programs contains a variety of outstanding and specialized disability and life insurance plans for ALPA pilots.
- ALPA Union Liability Insurance offers coverage information for local and master executive council officers.
- ALPA Shopping Mall lists several great products available at special prices just for ALPA members.
- ALPA Federal Credit Union links members to a solid not-for-profit, member-owned financial institution serving airline pilots and their immediate family members.

---

**In Memoriam**

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Name</th>
<th>Airline</th>
<th>Position</th>
<th>Year</th>
<th>Name</th>
<th>Airline</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Capt. Frank E. “Mac” McCallister</td>
<td>United</td>
<td>August</td>
<td></td>
<td>Capt. Clarence W. Prevost</td>
<td>Northwest</td>
</tr>
<tr>
<td></td>
<td>Capt. Charles L. Nichols</td>
<td>TWA</td>
<td>October</td>
<td></td>
<td>Capt. A.L. Prose</td>
<td>United</td>
</tr>
<tr>
<td></td>
<td>Capt. John R. Bruning</td>
<td>Eastern</td>
<td>November</td>
<td></td>
<td>Capt. Carlos M. Rubio</td>
<td>American</td>
</tr>
<tr>
<td></td>
<td>S/O Richard W. Cady</td>
<td>TWA</td>
<td>December</td>
<td></td>
<td>Capt. C.G. Schlichter</td>
<td>United</td>
</tr>
<tr>
<td></td>
<td>Capt. Vincent L. Consigli</td>
<td>United</td>
<td>December</td>
<td></td>
<td>Capt. Bob C. Steiner</td>
<td>FedEx</td>
</tr>
<tr>
<td></td>
<td>Capt. Donald P. Devine</td>
<td>United</td>
<td>December</td>
<td></td>
<td>Capt. Gordon B. Stringham</td>
<td>Delta</td>
</tr>
<tr>
<td></td>
<td>Capt. Robert. E. Fow</td>
<td>Delta</td>
<td>December</td>
<td></td>
<td>Capt. Harold R. Wheeler</td>
<td>Frontier</td>
</tr>
<tr>
<td></td>
<td>F/O Robert M. Fuller</td>
<td>Northwest</td>
<td>December</td>
<td></td>
<td>Capt. Douglas O. Wulff</td>
<td>Northwest</td>
</tr>
<tr>
<td></td>
<td>Capt. Danell P. Galligan</td>
<td>US Airways</td>
<td>December</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Capt. Thomas E. “Ed” Griffith</td>
<td>United</td>
<td>December</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Capt. Robert Ja</td>
<td>Northwest</td>
<td>December</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Capt. Paul S. Kerr</td>
<td>Continental</td>
<td>December</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Capt. Michael D. Lubratovich</td>
<td>Northwest</td>
<td>December</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Capt. Steven A. Natale</td>
<td>ASTAR</td>
<td>December</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Compiled from information provided by ALPA’s Membership and Council Services Department
Engineering and Air Safety Update

ALPA Promotes FOQA/ASAP Programs
ALPA representatives met with senior FAA leaders recently about the process for reviewing and discussing draft policy guidance that the agency issues on implementing and conducting FOQA and ASAP programs. Representatives from the Air Transport Association also attended the meeting. The group agreed that it was important for all to review and comment on draft material before the FAA makes a final decision in order for the stakeholders to be able to communicate and explain any changes to their constituents. ALPA and the ATA also briefed the FAA on the industry’s ad hoc ASAP Leadership Alliance. The Alliance, sponsored by industry and co-chaired by ALPA and the ATA, is a venue for FAA and the airline industry to gather to discuss issues involving ongoing ASAP programs.

ALPA Addresses FAMS Problems with FFDO
Federal Air Marshal Service (FAMS) leaders met with Capt. Sean Cassidy, ALPA’s first vice president, and Engineering and Air Safety Department staff in early February at the request of FAMS to follow up on ALPA’s long-standing concerns about the funding and management of the Federal Flight Deck Officer (FFDO) program. FAMS leaders readily acknowledged the validity of ALPA’s claims, and they promoted a closer working relationship with the Association to increase communication to help resolve issues. The dialogue established the foundation for working to improve this essential layer of aviation security.

Association Stresses Safety Priorities to FAA Leaders
Capt. Sean Cassidy, ALPA’s first vice president, accompanied by Brendan Kenny, director of ALPA’s Government Affairs Department, and Keith Hagy, director of ALPA’s Engineering and Air Safety Department, recently attended a meeting with FAA Deputy Administrator Michael Huerta. During the meeting, which the Transportation Trades Department of AFL-CIO hosted, Cassidy stressed ALPA’s priorities for revising flight-time/duty-time regulations and holding to the FAA deadline of Aug. 1, 2011, to do so. ALPA also stressed that NextGen should move forward and raised concerns about needed NextGen funding to offset the cost of equipping page of certain technologies included in the FAA NextGen Implementation Plan. Cassidy also addressed the issue of laser hazards as a result of the FAA releasing information that indicates that the number of reported laser illuminations of aircraft increased sharply from 2009 to 2010.

ALPA Reps Meet With GAO on Runway Safety
On January 19, ALPA airport safety representatives met with the FAA’s Runway Safety Office (GSAO) regarding runway safety. The primary purpose of this meeting was an audit to exchange information about how well, and how seriously, the FAA is treating the subject of runway safety. ALPA informed the GAO that the Association is quite pleased with the direction that the agency has taken in recent years to increase the level of regulatory oversight of and involvement in this important safety area. ALPA is actively participating in the FAA’s Runway Safety Council and its investigative subgroup, the Root Cause Analysis Team.

ALPA Provides Input to Runway Safety Council
The FAA’s Runway Safety Council (RSC), which consists of government and industry representatives including ALPA, met on January 12. At this meeting, ALPA provided input regarding the cockpit visibility of a captain in the left seat making a turn to the right on a reverse high-speed taxiway, as detailed in a review of an incident at SEA. The Root Cause Analysis Team (RCAT) and the RSC are addressing ALPA’s concerns. In addition, the FAA presented its findings on runway safety best practices and commended ALPA for participating in its interview and research project. ALPA also addressed safety issues at specific airports during the meeting.

ALPA Hosts Operations Committee Meeting
ALPA’s Operations Committee, representing the Central Air Safety Committee of all 38 ALPA-represented pilot groups, held its 36th meeting in mid-February. The group’s agenda included updates on safety committee projects concerning training, human factors, and communications; the current status of ALPA’s efforts to establish new, science-based flight- and duty-time regulations; and ALPA’s efforts in pursuit of safety improvements contained in the Airline Safety and FAA Extension Act of 2010. The presentations also included individual pilot group reports and open discussions of items of mutual interest to all pilot groups, including ground deicing, RNAV departure procedures, safety data reporting and protections, methods to improve internal communications, budget reviews, and the role of the Operations Committee in developing ALPA safety policies.


ALPA’s priorities for revising flight-time/duty-time regulations and holding to the FAA deadline of Aug. 1, 2011, to do so. ALPA also stressed that NextGen should move forward and raised concerns about needed NextGen funding to offset the cost of equipping page of certain technologies included in the FAA NextGen Implementation Plan. Cassidy also addressed the issue of laser hazards as a result of the FAA releasing information that indicates that the number of reported laser illuminations of aircraft increased sharply from 2009 to 2010.

ALPA Reps Meet With GAO on Runway Safety
On January 19, ALPA airport safety representatives met with the Government Accountability Office (GAO) regarding runway safety. The primary purpose of this meeting was an audit to exchange information about how well, and how seriously, the FAA is treating the subject of runway safety. ALPA informed the GAO that the Association is quite pleased with the direction that the agency has taken in recent years to increase the level of regulatory oversight of and involvement in this important safety area. ALPA is actively participating in the FAA’s Runway Safety Council and its investigative subgroup, the Root Cause Analysis Team.

ALPA Provides Input to Runway Safety Council
The FAA’s Runway Safety Council (RSC), which consists of government and industry representatives including ALPA, met on January 12. At this meeting, ALPA provided input regarding the cockpit visibility of a captain in the left seat making a turn to the right on a reverse high-speed taxiway, as detailed in a review of an incident at SEA. The Root Cause Analysis Team (RCAT) and the RSC are addressing ALPA’s concerns. In addition, the FAA presented its findings on runway safety best practices and commended ALPA for participating in its interview and research project. ALPA also addressed safety issues at specific airports during the meeting.

ALPA Hosts Operations Committee Meeting
ALPA’s Operations Committee, representing the Central Air Safety Committees of all 38 ALPA-represented pilot groups, held its 36th meeting in mid-February. The group’s agenda included updates on safety committee projects concerning training, human factors, and communications; the current status of ALPA’s efforts to establish new, science-based flight- and duty-time regulations; and ALPA’s efforts in pursuit of safety improvements contained in the Airline Safety and FAA Extension Act of 2010. The presentations also included individual pilot group reports and open discussions of items of mutual interest to all pilot groups, including ground deicing, RNAV departure procedures, safety data reporting and protections, methods to improve internal communications, budget reviews, and the role of the Operations Committee in developing ALPA safety policies.
One Contract. One List. One Voice. It’s more than just a slogan. It has become a successful blueprint for ALPA leaders at Pinnacle, Mesaba, and Colgan as they move forward with plans to combine their nearly 3,000 pilots into one unified pilot group. Clearly the pilots are on board. With nearly 87 percent of eligible pilots casting ballots, 90.5 percent voted for the historic joint collective bargaining agreement (JCBA) reached after only 102 days and 23,000 man-hours of intense, focused negotiations.

The JCBA is notable because it solidifies the pattern of the Delta/Northwest merger model by achieving all-encompassing job security provisions, in addition to significantly enhancing compensation, benefits, and quality-of-life provisions. “This is the most successful merger in recent ALPA history,” said Capt. Lee Moak, ALPA’s president. “The Pinnacle, Mesaba, and Colgan leaders had a vision for this three-party merger, and they more than succeeded. This company is poised to be a major player in the regional industry, and this contract is a key piece to achieving that. This is also a case study from which we can all learn as we move forward in the ever-changing airline industry.”

Adopted early on in the joint negotiating process, “One Contract | One List | One Voice” became both the destination and the pathway for the three Master Executive Councils (MECs) and the eight-member Joint Negotiating Committee (JNC) as they navigated toward a single contract. “It was critical to ensure that we eliminated the whipsaw potential among the three pilot groups and to provide a contract that shows every pilot substantial gains,” said Capt. Kristofer Pierson (Mesaba), the JNC co-chairman. Each pilot group came to the negotiations from a different perspective: Pinnacle pilots had just passed the 5-year anniversary of their contract’s amendable date, Colgan pilots were working under some of the worst terms in the industry and approaching the one-year mark in their first contract negotiations, and Mesaba pilots were working under a post-bankruptcy contract, while preparing to open Section 6 negotiations in January 2012. In order to build unity among the three groups, the MEC leaders initiated a number of joint activities, focusing on information-sharing and coordination among the three negotiating teams and joint MEC meetings.

This joint effort was desired after Pinnacle Airlines Corp. announced that it planned to transfer all jet flying to Pinnacle Airlines and consolidate turbo-prop flying under the Mesaba banner and return the Colgan certificate after purchasing Mesaba Airlines on July 1, 2010. “The pilots stood directly in the path of where management wanted to be,” said Capt. Paul Hallin (Pinnacle), the JNC co-chairman. “They wanted to move aircraft and pilots between the airlines, and we were only willing to cooperate with that plan if our needs were addressed as well. That meant one contract and one list.”

The first hurdle to a mutually beneficial contract was getting Pinnacle management to agree to negotiate for one book. “Management was motivated to get operational savings from the merger,” said Bruce York, director of ALPA’s Representation Department, who oversaw the work of ALPA’s professional negotiators and attorneys assigned to the process (see “Merger Support,” page 17). “There was an upside for the company to reduce redundancies and gain operational advantages and conceptualize and propose a structure for efficient negotiations that would let us share the value created.”
Once management was on board with the “one contract” concept, both sides worked together to create a process agreement that called for the new contract to be completed in 45 days. Pilot leaders then finalized a protocol agreement, which was negotiated among the three MECs to provide an alternative process and time line for seniority list integration.

The three Negotiating Committees combined into one cohesive and unified group that understood the need to “harmonize our goals and surrender our perceptions and assumptions about each other’s contracts to determine the true best practices from each,” said Capt. Barry Nomann (Colgan), the JNC co-chairman. “Early on we realized that it was vitally important that we capitalize on all the bargaining power we had and leverage all opportunities available to us if we were going to be successful.”

As the negotiations began under the expedited time line, the least controversial sections of the contract were tentatively agreed to first, building momentum to address the more difficult sections that covered scope, compensation, scheduling, and benefits. By relying on and maintaining existing language in the less controversial sections, the negotiators were able to spend most of their time crafting new provisions in key areas where improvements were needed.

“We adopted an internal work protocol for the review and negotiation of each section,” Pierson explained. “First, we reviewed and discussed the language and practices on each property. We engaged in a side-by-side comparison of the relevant contract provisions, and then we decided on what our priorities were in each section. We then reviewed the industry standard with respect to all of the key issues. We found the key to our success was focusing our internal debates and discussions on what was best for the combined pilot group rather than being wed to certain provisions that already existed in each of our contracts.”

The MECs unanimously directed the JNC to focus on achieving job security provisions that would bind each airline and the parent company. That focus produced a guarantee that all flying performed for Pinnacle Airlines Corp. would be done by pilots on the integrated seniority list under the JCBA. “Pilots who are new to the industry may not understand the historic value and importance of this scope language,” Nomann added, “but taking away the company’s ability to whipsaw is what will allow us to maintain an industry-leading contract.”

Concerned with the short staffing already wreaking havoc on the operations and quality of life at Pinnacle and Colgan, the JNC also gained new commitments from management that the airlines will alter their practices. “There are key elements of this contract that require appropriate staffing levels,” said Nomann. “To do otherwise leads to monetary consequences, including limits on forced work assignments and costly premium pay when the company extends or junior-assigns a pilot.”

To address the high workload associated with the expedited negotiations, the JNC created topic-specific subcom-
The subcommittees reported back to the JNC, where the strengths and weaknesses of all proposals were fully vetted before finalizing those sections. All sections were agreed upon by unanimous decision. “It was important to reach consensus on all provisions to ensure we kept moving forward together,” Nomann said. Support from the Economic and Financial Analysis and Retirement and Insurance Departments helped to expedite consideration of the concepts being explored.

As the initial 45-day deadline approached, the forward momentum slowed slightly as both sides grappled with the complexities of scheduling and quality-of-life issues. “The difficulty of merging two contracts and three distinct operational cultures complicated the process,” said Pierson. “Our proposals were reasonable, relying heavily on already existing language and practices, but it was still difficult to get management to agree.” The parties mutually agreed to extend the deadline in recognition of the fact that substantial progress was being made.

“From Day 1, the MEC chairmen and JNC have been clear that any agreement had to reflect the 6 years that Pinnacle had already spent in bargaining, the loss of Section 6 negotiations for Mesaba pilots working under a bankruptcy agreement, and the years that Colgan pilots worked at below-industry-standard terms and conditions,” Hallin said. “This commitment to the pilots created hurdles that slowed the expedited process, but we would not be deterred.”

The two sides met again after a Thanksgiving holiday break and put their full effort into reaching a deal that would bring all three airlines together.

On December 17, the JNC announced it had reached a tentative agreement that contained significant improvement in all of the cornerstone areas of the contract: job security, compensation, benefits, and quality of life.

From the merger announcement press release sent July 1, 2010, to the final signing ceremony on Feb. 17, 2011, ALPA Communications Department staff provided significant support. “While the negotiators and attorneys were busy planning for and conducting negotiations, ALPA’s Communications Department worked alongside pilot leaders from the beginning to develop and implement a strategic communications plan pursuant to ALPA merger policy,” said Marie Schwartz, director of the Department. “ALPA merger policy requires establishing joint communications designed to build pilot unity, educate the pilots on the merger process, outline the risks associated with third-party involvement in the seniority list integration process, and provide information on the agreement reached with management.”

The strategic communications plan was anchored by the electronic newsletter Information, the primary vehicle for simultaneously distributing regular Negotiating Committee updates and other information relevant to the process to all three groups. The joint communications supported the individual communications the pilot groups sent out to their pilots.

“A single contract with this degree of job security ensures we are going to move forward in unity,” Pierson said. “Pinnacle can have as many operating certificates or codeshare agreements it wants, but the flying will be done by our pilots, on one list, under this contract.”

One Contract: achieved. One List: in development. One Voice: loud and strong. This pilot group is doing it right.
Fighting Back Against Laser Illuminations

ALPA launches a multifaceted plan to combat the rising rate of laser illuminations of aircraft

By Jan W. Steenblik, Technical Editor

Whether with malicious intent or simply thoughtless and unaware, people pointing laser devices with beams of concentrated energy at aircraft pose an unacceptable risk to aviation safety.

In January, the FAA released data that show intentional laser illuminations of aircraft have increased sharply (see “FAA Stats on Laser Events,” page 20). The Association is also aware that laser illuminations of aircraft in Canada have also increased. In January, ALPA made public its comprehensive plan to reduce the rate and risk of these attacks (see “ALPA’s Plan to Thwart the Laser Threat to Aircraft,” page 20).

ALPA’s president, Capt. Lee Moak, declared, “We have reviewed the FAA’s data and have compared it to our own data and pilot reports. ALPA’s conclusion is that the risk associated with laser illuminations is unacceptable. Pointing lasers at aircraft in flight poses a serious safety risk to the traveling public, and we are calling on industry and government to take steps to safeguard the skies.”

Each week, laser illuminations of aircraft occur around the world. The potential negative effects of laser beams striking the human eye and interfering with flight operations are well documented. While no aviation accident has been attributed to a laser illumination, several significant cases of pilot injury have been reported. With hand-held lasers proliferating worldwide, the threat and the risk have increased.

ALPA, with support from the FAA, Transport Canada (TC), the Transportation Security Administration (TSA), the Federal Bureau of Investigation (FBI), the Federal Air Marshal Service (FAMS), the Joint Terrorism Task Force (JTTF), and the Royal

Lasers 101

Most aircraft laser illuminations have occurred during approach, landing, and takeoff in hours of darkness. The harmful effects of a laser illumination are more pronounced at night, when the dark-adapted human eye is significantly more sensitive to light. Laser illuminations can interfere with pilot vision, potentially affecting the safety of flight.

Hand-held lasers come in a variety of colors, usually red and green. Green lasers pose the greatest risk to the human eye. Because aiming and holding a hand-held laser beam directly on a moving aircraft is difficult, pilot exposure usually has involved sporadic, brief flashes. The chances of permanent injury to the eye resulting from an aircraft illumination are very slim.

However, laser illumination of the cockpit frequently produces a “startle response” in pilots that can lead to distraction and disruption of attention to aircraft control. In some cases, laser illuminations have led to temporary disorientation or temporary incapacitation, e.g., flash-blindness.

ALPA recommends that all pilots review FAA Advisory Circular (AC) 70-2 or TC Aeronautical Information Circular (AIC) 14/09. Both circulars provide guidance on flight crew laser mitigation procedures and how to report laser illumination events. To view the documents, go to the members-only site of www.alpa.org. On the top menu bar, select Committees and click on National Security Committee; then select Threats at the top of the page and click on the Lasers link.

Recommended Flight Crew Actions

1. If struck by a laser on approach, do not look into the beam. Shield your eyes and go heads down immediately to protect your eyes while the laser is illuminating the cockpit.
2. Consider executing a missed approach. As with other critical events such as low weather, the presence of birds, or an aircraft on the runway, a go-around may be your most prudent course of action in responding to a laser illumination.
3. Do not rub your eyes.
4. Consistent with flight manual restrictions, use cockpit automation to the fullest extent.
5. Maintain control of the aircraft, monitoring configuration, altitude, and airspeed to maintain or reestablish the desired flight profile.
6. Turn instrumentation and panel background lighting up.
7. Communicate with other cockpit crewmembers and assess their condition. If a crewmember has been injured, declare an emergency and request priority handling, if necessary.
8. Transfer control of the aircraft to other pilot, if necessary.
9. Expeditiously advise ATC of the laser event. Provide the most accurate description possible of the location of the laser source, beam direction, and color and length of exposure (flash or intentional tracking).
10. If you are notified while in the arrival area that a laser event has been reported and remains unresolved, request a different runway or ask for holding until the area has been secured and the threat has ceased.
Canadian Mounted Police (RCMP), is working to educate the public on the dangers that lasers present to aviation and to support the law enforcement efforts in investigating and prosecuting perpetrators.

As part of that effort, ALPA leaders have provided ALPA members, via the Association’s website, with a newly updated Jepp-sized information portfolio containing guidance on how to respond to and report a laser incident (see “Recommended Flight Crew Actions,” page 18).

11. Consider diverting if the laser threat continues.
12. Follow all company protocols related to reporting laser illuminations in a safe and timely fashion, to include notifying local company officials.
13. Cooperate with law enforcement officials conducting an investigation of the event.
14. As soon as possible after landing, get an eye examination at the nearest emergency room (and/or with an ophthalmologist). Eye injuries should be reported to ALPA’s Aeromedical Office (303-341-4435) as soon as possible. Additional information and treatment referrals, as appropriate, are available from that office. Please also contact the ALPA Safety Hotline at 1-800-424-2470.
15. When practicable, write a report on the event per directions in AC 70-2 or AIC 14/09, as appropriate, and send it to the FAA or the TC.

For more information, please contact ALPA’s Engineering and Air Safety Department at 1-800-424-2470.

ALPA Commends U.S. House Judiciary Committee Action on Lasers

ALPA’s president, Capt. Lee Moak, praised the unanimous action by the U.S. House Judiciary Committee on Jan. 26, 2011, to report the Securing Aircraft Cockpits Against Lasers Act of 2011 (H.R. 386), a bill that would make shining a laser at an aircraft a specific federal crime.

“The pilots of ALPA welcome the Judiciary Committee’s unanimous action today to advance legislation that would make aiming a laser at an aircraft a federal crime,” Moak said. “We deeply appreciate the efforts of the entire Committee, and especially the leadership of Rep. Dan Lungren (R-Calif.) for introducing the bill, and for the vocal support of Judiciary Committee Chairman Lamar Smith (R-Tex.), Rep. Bobby Scott (D-Va.), and Rep. John Conyers (D-Mich.).

“Today’s bipartisan effort is a critical step forward in protecting all who depend on air transportation. We urge the U.S. House of Representatives to swiftly pass the Securing Aircraft Cockpits Against Lasers Act of 2011.”
On Jan. 25, 2011, ALPA issued a regulatory, legislative, and public awareness action plan to safeguard the skies from deliberate laser illumination of aircraft and the risk it poses to aviation.

On an industry level, ALPA urged implementing the following immediate responses:

- Congress must make intentionally aiming a laser at an aircraft a specific federal crime.
- The U.S. and Canadian governments must restrict the sale and use of portable lasers that are strong enough to cause injury.
- The FAA and Transport Canada (TC) must create and increase the size of laser-free zones around airports and prohibit the use of all lasers in such zones.
- The FAA, the TC, and NAV Canada must develop and implement improved air traffic control and pilot operating procedures for responding to, and notifying pilots about and rerouting aircraft around, threat areas when reports of illuminations are received.
- The NTSB must add deliberate laser illumination of all modes of transportation to its list of Most Wanted Transportation Safety Improvements.

“A threat this serious requires decisive action from every legislative and regulatory angle, but we also need the public to get engaged,” ALPA’s president, Capt. Lee Moak, noted in releasing the ALPA plan. “Consumers across the country and around the globe have a role and responsibility in ensuring aviation safety by eliminating accidental strikes and by being watchful for those who would misuse lasers by shining them at aircraft.”

On Jan. 19, 2011, the FAA announced that in 2010 U.S. reports of lasers pointed at aircraft almost doubled from the previous year to more than 2,800—the highest number of laser events recorded since the agency began keeping track in 2005.

Los Angeles International Airport recorded the greatest number of laser events in the country for an individual airport in 2010 (102 reports), and the greater Los Angeles area tallied nearly twice that number (201 reports). Chicago O’Hare International was a close second, with 98 reports, and Phoenix Sky Harbor International and Norman Y. Mineta San Jose International Airports tied for third with 80 reports each.

U.S. laser event reports have increased steadily since the FAA created a formal reporting system in 2005 to collect information from pilots. Reports rose from almost 300 in 2005 to 1,527 in 2009 and 2,836 in 2010.

The FAA said the increase in reports “is likely due to a number of factors, including the availability of inexpensive laser devices on the Internet; higher power levels that enable lasers to hit aircraft at higher altitudes; increased pilot reporting of laser strikes; and the introduction of green lasers, which are more easily seen than red lasers.”

ALPA’s Plan to Thwart the Laser Threat to Aircraft

On Jan. 25, 2011, ALPA issued a regulatory, legislative, and public awareness action plan to safeguard the skies from deliberate laser illumination of aircraft and the risk it poses to aviation.

The potential negative effects of laser beams striking the human eye and interfering with flight operations are well documented. While there has yet to be an aviation accident attributable to a laser illumination, several significant cases of pilot injury have been reported. In view of the worldwide proliferation of hand-held lasers, the FAA and the Transportation Security Administration (TSA) and the Federal Air Marshal Service (FAMS) are working in conjunction with the Federal Aviation Administration (FAA) to educate the public on the dangers presented to airlines by unauthorized laser illuminations and to support law enforcement officials in the investigation and prosecution of such incidents. As part of that effort, ALPA leaders have developed recommended new practices to be used when confronted with a laser illumination during critical phases of flight. The intent of these protocols is to ensure that pilots are properly prepared to respond to a laser illumination event.

ALPA has published the “Laser Illumination Threat Mitigation” guide to alert pilots about this threat and the recommended actions to take if struck by a laser. To view the guide, go to the members-only site of www.alpa.org. On the top menu bar, select Committees and click on National Security Committee; then select Threats at the top of the page and click on the Lasers link.
How do you design an organization to ensure that its structure provides for maximum productivity and an optimum opportunity for success? That question was on the minds of the members of ALPA Delegate Committee 1 as they sat in a conference room at ALPA’s 2008 Board of Directors meeting. The Board charged the Committee with examining the union’s structure and governing framework, asking the group to make recommendations to enhance communications effectiveness, policy-making implementation, pilot unity, and other Association efficiencies.

ALPA leaders, following the recommendations of Delegate Committee 1, promoted “the value of and ALPA’s commitment to codeshare-family information-sharing and development of pilot alliances within network families to support the principles of career protection, progression, contract, and professional standards.”

Two years later at the 2010 Board of Directors meeting, Capt. Reed McDonald (Delta), Delegate Committee 1 chairman, updated ALPA’s elected leaders on the group’s efforts to revisit this important initiative. He said, “Delegates were briefed on the importance of strategic planning and how changes in the airline industry environment affect our strategy and goals. Those changes, in turn, affect choices relating to structure and allocation of resources.”

BOD Delegate Committee 1 reaffirmed the policy of codeshare-family information-sharing and alliances within networks, but also stressed the importance of sharing information across pilot group lines; within and between network, cargo, and fee-for-departure pilot groups; as well as between and among international pilot alliances. The delegates recognized that reasons for bringing members together may not always be readily apparent and that shared interests can develop over time as the airline industry and the nature of air transportation evolve.

Finding common cause
The current US Airways Express Pilots Alliance (USEPA) is a prime example of this BOD initiative. The pilots of Air Wisconsin, Colgan, Mesaba, Mesa, Piedmont, PSA, and Trans States came together to form USEPA because, as employees of competing fee-for-departure airlines providing feed for a major U.S. carrier, they understand that they could be pressured by their managements to make unnecessary concessions as a means of becoming more attractive for future business growth. They also know that by sharing information regarding collective bargaining and other priorities, they can better protect their contract gains, create more stability for their members, and potentially benefit from the larger pool of ideas that result when seven groups work together.

Likewise, ALPA’s leaders, in promoting this kind of coalition, understand that by bringing together pilot groups within a brand, codeshare arrangement, or other shared purpose, Association members can work collectively to find pilot-centric solutions to confront and resolve problems.

Uniting pilots to exert greater influence over the issues that challenge the airline piloting profession has been a member mantra since ALPA was formed nearly 80 years ago. What makes this particular aspect of strategic planning
unique from previous Association efforts is its departure from more-traditional linear thinking. This policy is a model for all ALPA members, and affirms that pilots share fundamental interests and benefit from working together across boundaries that can otherwise divide them.

Ties that bind

“USEPA started with then-ALPA president Capt. John Prater and Strategic Planning Committee member Capt. Tom Wychor (Mesaba),” said F/O Marcin Kolodziejczyk, the Mesa pilots’ Master Executive Council chairman and USEPA chairman. “The ALPA pilot groups that provide flying for US Airways Express met Prater and Wychor in June 2010 to talk about issues the pilot groups had in common and how they might work together.”

After several meetings, the pilot representatives announced on Nov. 12, 2010, that they had formed an alliance. The purpose of USEPA would be to coordinate programs that promote and standardize safety, security, training, and professionalism among the participating pilot groups, and to protect and enhance pilot job security.

“Six of our seven pilot groups are in active contract negotiations,” said Kolodziejczyk, who added that the Alliance also enhances collective bargaining standards and protects against potential management efforts to whipsaw one pilot group against another.

To extend this support even further, most of the USEPA pilot groups have approved a voluntary bilateral transfer resolution aimed at protecting USEPA pilots from the adverse effects resulting from the non-routine shifts in flying among their airlines. The resolution encourages the various pilot groups’ master executive councils to work together to find solutions, if and when these events occur, that could include meeting with managements to attempt to negotiate positions for the affected pilots.

“We’re just beginning to put our house in order,” said F/O Mark Hinczynski (PSA), USEPA secretary-treasurer. “We elected officers at our last meeting and are passing resolutions outlining how we will conduct business so that this can be documented in our policy manual. The group plans to conduct strategic planning in March followed by a general meeting in April, where our officers will talk to the members about where we see the Alliance going.”

At the Alliance’s meeting in January, the members elected Kolodziejczyk chairman, Capt. Richard Swindell (Air Wisconsin) vice chairman, and Hinczynski secretary-treasurer.

Endless possibilities

Thinking about the days before the Alliance, Hinczynski said, “In many respects, USEPA was an offshoot of the ALPA Fee-for-Departure MEC Working Group and the Fee-for-Departure Task Force before that. As part of this effort, pilot representatives from each of ALPA’s fee-for-departure pilot groups met several years ago for a special summit to talk about protecting jobs, establishing contract standards, and expanding career opportunities for pilots at both regional airlines and the mainline carriers they support.”

Because several of the fee-for-departure carriers fly for more than one major airline, a pilot group may belong to multiple alliances with intersecting and overlapping memberships. In addition, in 2009 US Airways Express carriers Air Wisconsin, Piedmont, and PSA created a protocol that enabled pilot representatives from each of the three airlines to attend each pilot group’s contract negotiations, also paving the way for the future alliance. And like the Alliance, the ALPA Fee-for-Departure MEC Working Group and the Fee-for-Departure Task Force are both products of previous Board of Directors directives.

“Alliances like USEPA make perfect sense, given the challenges these pilots face,” said ALPA’s president, Capt. Lee Moak. “They help our members to recognize that what seem like local or airline-specific issues are actually concerns of the larger membership. USEPA is an example of why ALPA is important, and one more indication that when pilots work together, they can accomplish so much more.”

“ALPA pilots are not competitors,” said Kolodziejczyk. “We face many of the same issues regardless of the company we work for or the aircraft we fly. This is especially true at the express level where we work within the same network.”

“Our goals with USEPA are to promote, coordinate, and maintain the highest level of safety in the US Airways Express brand, improve pilot contract standards, and protect jobs for pilots who fly for US Airways Express carriers. By working collectively, we will be successful in enhancing the careers of our pilots, advancing our profession, and providing the highest level of safety and service to US Airways and its passengers.”

The types of alliances and coalitions ALPA pilots will organize in the future and the advantages they offer will depend on many factors. Given the possibilities, the operating structure of the Association may someday evolve to resemble the matrix-like structure that has begun to form with these new partnerships.
The headlines stacked up like arrivals over O'Hare in the old days:
“U.S. Braces for Massive Storm”
“Storm Slams Midwest, Barrels East”
“Monster Storm in Heartland Heads East”
“Powerful Storm Threatens 30 States”
“Blizzards, Two Feet of Snow in Chicago on Radar”
“Blizzard Warnings in Nine States; Chicago Fears Two Feet of Snow”
“Air Travelers Hit Hard by Massive Winter Blast
[Airlines cancel nearly 5,900 flights Tuesday as storm moves into Midwest]”

During the first week of February 2011, what television meteorologist Al Roker called “the most powerful storm to hit the United States in recent memory” stretched some 2,500 miles from Texas up through the Midwest and east into New England. U.S. airlines canceled nearly 20,000 flights that week, and major U.S. hub airports including Chicago O'Hare International and Houston Intercontinental closed. Several U.S. airline airports closed for the first time in their history.

Many snow-belt airports do a better job of keeping runways open and ramps and taxiways clear than road crews in their areas do in keeping streets, roads, and highways clear. But when gale force winds whip the earth’s surface, even the ground crews at an airport like Chicago O'Hare, with its hundreds of superbly maintained pieces of heavy equipment to move snow and ice, can’t create an environment safe for aviation.

After the storm passed, airline analysts estimated that this single bout of severe weather cost U.S. airlines more than $600 million, even after accounting for fuel and labor savings. Hundreds of thousands of passengers were inconvenienced; untold tons of mail and cargo were delayed.

But news media reporters and bloggers missed the most important part of the story: No U.S. (or Canadian) airlines suffered any accidents or incidents during the severe weather.

ALPA members flew many thousands of flights during that period, including into, out of, and through the storm system—and weather elsewhere—safely.

---

WEATHER OR NOT

Recent severe weather slammed the U.S. airline industry—but most news outlets missed an important part of the story.

By Jan W. Steenblik, Technical Editor
The fact that U.S. and Canadian airlines operated in the recent severe weather without bending metal or injuring a passenger was no accident. In fact, that superb performance was the legacy of generations of line pilots who flew their trips with consummate professionalism—and also brought their unique experience and collective wisdom to bear on a host of aviation safety issues as ALPA safety representatives.

Today, ALPA is the world’s largest non-governmental aviation safety organization. Hundreds of Association members, backed up by the professional staff of ALPA’s Engineering and Air Safety (E&AS) Department working with ALPA’s Government Affairs and Communications Departments, serve their fellow airline pilots and the traveling public in their roles as ALPA safety and security representatives.

The 24 professional members of the E&AS Department bring centuries of experience in every aspect of aviation, including air traffic control, aviation security, aeronautical engineering, flight operations, pilot training, human factors, charting and instrument procedures, aeromedical, certification, accident investigation, and the inner workings of U.S. and Canadian regulatory bodies.

Take a look at the following brief list of ALPA achievements in aviation safety—and think about what they mean to you during winter weather, and year-round:

ALPA shapes modern airports
ALPA’s fingerprints are everywhere on airline airports—FAR Part 139 requirements for aircraft rescue and firefighting (ARFF) resources, a plan for controlling wildlife hazards, a formal disaster plan, snow and ice removal, runway friction measurements, and more. Terminal Doppler weather radar. Runway safety areas. Better signs and surface markings. Land-and-hold-short operations (LAHSO)—SOIR in Canada—with conservative safety restrictions set by ALPA that permit improved airport capacity without reducing safety. Runway distance-to-go markers. Centerline approach lights. Required full-scale emergency drills. Frangible structures, such as approach light stanchions. Runway grooving. VASIs and PAPIs. Runway edge lights and REILs. Precision instrument approach guidance.

ALPA steers aircraft design and operations
Many of ALPA’s contributions to your (and your passengers’) flying safety in your airplane, and your airline’s operations, are not so apparent: “Fasten seatbelt” signs. RNAV and RNP procedures. Procedures and equipment requirements for extended twin-engine operations (ETOPs). New fuels to reduce carbon emissions. Improved seat strength and flammability resistance of cabin materials. Visual descent points. More-stringent MMELs and MELs. More-realistic emergency evacuation tests. FOQA and ASAP. Better standards and procedures for ground deicing and anti-icing fluids. Fuel tank protection. Standardized, rational noise abatement procedures.

ALPA ensures cockpits serve pilots...

...And aircraft are secure

One part of ALPA’s multifaceted aviation safety structure is the Association’s network of regional airport safety coordinators (RASCs) and the ALPA airport safety liaisons (ASLs) with whom they work. The ASL program’s primary goal is to maximize aviation safety by providing the perspective of a cooperative, professional airline pilot to help airport managers operate their airports in the safest, most efficient manner possible. The ASL can help airport managers detect airport deficiencies, risks and potential hazards, resolve operational problems, and provide ALPA with a direct point of contact at the airport.

The ASL program is not an ALPA airport inspection program, but a partnership intended to provide mutual benefits to all airport stakeholders. The program is primarily a vehicle for understanding airport managers’ concerns and needs in order to help them develop solutions to issues at their airport.

One of the reasons U.S. and Canadian airports operate as safely as they do—even in blizzard conditions—is the long-term relationship of mutual respect and cooperation that ALPA ASLs have established at their respective airports. Pilots such as Capt. Jeff Sedin (United), who is the ASL for Chicago O’Hare, with Great Lakes RASC Capt. Mike Maas (American Eagle) serving as auxiliary ASL, have invested many hours, long before the severe weather strikes, to help airport managers prepare for the days and nights when Old Man Winter hurls his worst stuff.
Pilots learn early in their careers the mantra, “High to low, look out below,” meaning that when an aircraft travels from an area of high atmospheric pressure to an area of lower pressure, a barometric altimeter not set to the new local setting will read high. Similarly, operating in air that is substantially colder than the standard atmosphere will cause a barometric altimeter to read high.

Cold-temperature altimetry errors are greatest at higher altitudes. For example, at 5,000 feet above the airport, when the temperature is -50 C, the error is approximately 1,500 feet. This amount of error can lead—and has led in documented cases—to dangerously little terrain clearance when maneuvering in mountainous terrain and IMC.

Canadian operators have corrected barometric altimeter readings for cold temperatures for decades; most Canadian airlines use a Jepp chart with a cold-temperature correction table for each airport. Transport Canada, noting that most FMS equipment is capable of making the correction automatically, mandate that if the FMS is capable of doing so, the pilots must use that capability.

ALPA representatives played a role in the International Civil Aviation Organization (ICAO) adopting standards and recommended practices (SARPs) relating to cold-temperature altimetry corrections. As a result, the FAA Aeronautical Information Manual contains the ICAO cold-temperature error table.

The U.S. Air Force trains pilots to apply a temperature correction for final approach, but few U.S. airlines train pilots on this subject. A temperature correction is incorporated into the final approach segment of RNAV approaches, but all RNP approaches with vertical guidance (VNAV, LNAV) lack temperature corrections; this remains an outstanding issue at the government-industry Aeronautical Charting Forum in which ALPA safety representatives participate.

Contrast this stellar performance of the North American air transportation system in such weather with that of surface transportation—especially on our highways. Hundreds of cars, trucks, and buses, from Texas to Minnesota, from the Dakotas to Maine—were stuck or involved in accidents during the early February storm. Clearly, taking off and landing jet airplanes on airports in the snow belt is safer than driving in that region!

This extraordinary achievement—repeated thousands upon thousands of times by ALPA members this winter—is a testament to two main causes: (1) the efforts of generations of ALPA pilot volunteers and staff to improve aviation safety (see “ALPA Makes Flying Safe,” page 24) and (2) the training, professionalism, and dedication of ALPA members and other hardworking airline employees.

Pilots who fly in Canada and Alaska, and to high-latitude international destinations in Russia and Scandinavia, operate in winter conditions more months of the year than most of their U.S. counterparts. One of the advantages of ALPA’s bringing Canadian members into the fold in 1997 has been that U.S. and Canadian members have learned from each other about many operational issues, including cold-weather operations.

An ongoing example: the need for wider use of temperature-compensated barometric altimeter readings in very cold weather (see above).
Every February, ALPA dedicates time and resources to the union’s newly elected leaders. They come to the Leadership Training Conference with an abundance of energy, bursting with new ideas and a fresh perspective. And they often leave with a great deal of information, blown away by the depth and breadth of support, services, and resources that ALPA provides (see pilot testimonials, page 29).

This year’s class hailed from 27 of ALPA’s 38 pilot groups, representing more than 14,000 ALPA pilots. After attending this training, the new leaders can rattle off the union’s top priorities, give a breakdown of ALPA members’ dues dollar at work, and properly represent their members with advice and counsel they received from the numerous experienced staff members from various ALPA departments.

The 4-day event provides the pilot reps with the opportunity to meet their support staff, network with other newly elected leaders, and learn the ins and outs of everyday operations—from reading finance and membership charts to participating in master executive council (MEC) meetings and how best to communicate with their fellow pilots.

When these leaders take office on March 1, they will be ready. And they know that whatever situation faces them, they won’t go it alone.

Pays to plan
If you don’t aim for anything, that’s probably what you’ll hit, and these pilot representatives heard that mantra from ALPA’s national officers, the union’s Strategic Planning Committee chairmen, and staff. Though they discussed different topics, all the presenters emphasized the importance of planning, reviewing everything from the planning process itself to the union’s strategic plan goals, and how this group of leaders can leave their mark on that plan.

Capt. Lee Moak, ALPA’s president, opened the meeting by going over the union’s strengths, weaknesses, opportunities, and threats. He encouraged the attendees to look beyond the immediate issues of their own pilot groups, or within their airline brand families, and band together to conquer the threats facing the profession from abroad—namely, the expansion of Middle Eastern, Chinese, and Indian airlines (see charts below).

“These are government-owned airlines that aren’t viewed...
As a taxing vehicle,” Moak said, “where unions are illegal and strikes are illegal. These are countries where human rights are an issue.”

With help from ALPA’s Economic and Financial Analysis Department, he illustrated that growth in the airline industry will come not from North America but from the rest of the world, and it will easily surpass growth in the United States and Canada. He described the situation in detail, pointing out that the number of narrow- and widebody airplanes on order—especially in the Middle East and India—far exceeds the air transportation needs of those countries.

“We shouldn’t be turning our heads away from this,” Moak said. “Our strategic goal should be to capture our fair share of this flying, and right now that’s escaping us. Let’s not wait until all of these A380s are sitting in our back yard to say we’re going to do something about it.”

National Mediation Board member Linda Puchala, a guest speaker, talked about strategic planning as well. She walked attendees through several simple math equations to illustrate how bargaining time lines corresponded to their terms in office to make the point about efficient negotiations. She encouraged pilot leaders to bring hard-hitting contract provisions, not unimportant contract provisions, to mediation. “I want to talk scope, health care, and retirement,” she said.

“You are duly elected leaders in the most powerful pilots union in the world,” said Moak. “We need to act that way, and we need to execute that way.”

All about ALPA

Every pilot rep who’s attended the Leadership Training Conference walks away with a new appreciation and understanding of ALPA, the most powerful pilots union in the world.

Here’s the 30,000-feet flyover: Capt. Bill Couette, vice president-administration/secretary, provided the lay of the land, describing the Association’s structure and the jurisdictions of the governing bodies (local councils, master executive councils [MECs], Executive Council, Executive Board, Board of Directors). He also discussed the union’s rules, which are laid out in ALPA’s Constitution, the Administrative Manual, and MEC policy manuals. The governing bodies make those rules, Couette said.

“If we don’t like something within the policies, it is up to the members to change it,” he stressed.

The Legal Department went over the basics of Robert’s Rules of Order, which govern all ALPA meetings. The attendees then put the rules to the test in mock MEC meetings, which were run by members of ALPA’s Leadership Committee (Capt. Bill Couette).
By the Numbers

7 are in direct negotiations under Section 6 of the RLA: Air Wisconsin, Atlantic Southeast, Comair, ExpressJet, FedEx (which reached a tentative agreement on Feb. 9, 2011), PSA, and Sun Country.

6 more have advanced from direct talks to NMB mediation: CommutAir, Continental, Evergreen, Piedmont, Trans States, and United.

3 “others”: Mesaba and Colgan agreed to joint negotiations with Pinnacle and reached a tentative agreement on Dec. 17, 2010, which members ratified on Feb. 17, 2011; First Air opened contract talks in October 2010.

A number of ALPA’s pilot groups are in negotiations now.

ALPA’s Structure

Executive Council:
The union’s fiduciary arm; also may interpret ALPA’s Constitution & By-Laws and policies.

Executive Board:
May interpret the Constitution and may adopt and change policies.

Board of Directors:
Highest governing body; directs the management and affairs of the union; may change the Constitution & By-Laws.

Dressler [ExpressJet], Capt. David Farmer [Delta], Capt. Mark Moore [Delta], and Capt. Tom Wychor [Mesaba]. The Legal Department also described the duty of fair representation and self-help in depth, offering case studies to illustrate the seriousness of potential pitfalls to decisions that ALPA pilot leaders make.

Capt. Randy Helling, vice president–finance/treasurer, tapped into the Finance Department for assistance in reviewing the Association’s latest figures. “Pilots trust us to manage their money wisely,” he said, emphasizing to the union’s newest leaders their fiduciary responsibility. He added that ALPA has been constantly reengineering its financial footprint since 9/11, making ALPA more efficient now than ever.

Bruce York, director of the Representation Department, spoke briefly about the many bargaining activities during the educational vignette that highlights ALPA’s team approach to negotiations with input from the Economic and Financial Analysis, Retirement and Insurance, and Communications Departments.

Keith Hagy, director of the Engineering and Air Safety Department, opened by waving around a replica of the Collier Trophy, an award presented annually for the greatest achievement in aviation and aviation safety in America, which ALPA has received three times in the past 14 years. “It’s a testament to the individuals who step up and want to give back to the profession,” Hagy said. He also reviewed many services and resources that the Department offers, such as ALPA’s worldwide accident and incident hotline, which receives about 700 calls a year.

Brendan Kenny, director of ALPA’s Government Affairs Department, ran through a list of the union’s accomplishments on Capitol Hill and gave an update on several pieces of legislation now in the hopper. The pressing issue now is the FAA reauthorization bill, which has been extended 17 times and expires on March 3. “I’d venture to guess [Congress will pass] at least one more extension,” he said, “because the bill has yet to go through conference.” Kelly Hardy, a senior Government Affairs Department specialist, made a pitch for ALPA-PAC, saying 14 percent of pilots participate, donating an average of $165.35.

Marie Schwartz, director of the Association’s Communications Department, coached the reps on how best to actively listen to and communicate with their pilots, showing several “good” and “bad” training videos that never fail to both educate and entertain.

Capt. Sean Cassidy, ALPA’s first vice president, presented his goals to the group and wrapped up by asking the representatives to be cognizant of their new, influential role. “One thing I’ve realized—it doesn’t matter if you’re a national officer or a local executive council representative, if you have a pin on, you are ALPA,” he said. “There’s a conduit that exists between the front lines and the front office—and that’s you.”

So, if you’re one of the 14,000 ALPA pilots flying the line today with a new representative, reach out to him or her and ask how your union can help you. And don’t worry…they come prepared.—By Molly Martin, Contributing Writer
Pilot Perspectives

Air Line Pilot interviewed several pilot leaders who attended the Leadership Training Conference about their thoughts on the training, being an effective leader, and the importance of being a unified group.

To view videos of the interviews, scan the QR image and watch the videos.

On the Union’s Resources…

“Being at this convention has opened my eyes to a great deal of resources that ALPA has to help us on a day-to-day basis with regard to financing, insurance, legal, medical—just numerous things that I can’t even begin to wrap my head around.” —F/O Chris Gaskins, Evergreen Status Rep Council 118

“What the pilots really want is the information I may or may not have; but if I don’t have it, I know where to get it. Whether it’s through the Economic and Financial Analysis Department, the Representation Department, whatever it may be, the experts are always available to the pilots.” —Capt. Blaine Dye, Alaska Council 67

“Just learning what ALPA has has been an eye-opener for me, even though I’ve been doing this for 20-plus years.”

On Being a Leader…

“If I can help just one pilot out throughout my tenure as status rep, that makes all the difference. And that is why I chose to step up and become a representative.” —F/O David Hegedus, MESA Status Rep Council 88

“We’re there for the individual; we’ve got the resources, the support—and we’re there for the pilot. It’s primarily what we’re here for.” —Capt. Barry Turner, Secretary/Treasurer, Jazz MEC

On Listening…

“The one trait that is really good is listening. Listen to your representative and take their concerns to the MEC.” —F/O Travis Wheat, Spirit Status Rep Council 109

“You’ve got to listen to your pilot group, make sure that you understand their fears and their desires, and make sure you transfer the information you have to them so that they can make their decision.” —Capt. Lem Terrell, Block 1 Rep, Hawaiian Airlines

On Unity…

“We’re stronger together than we are divided, and if we have a single playing field for all of our pilot groups and we realize that every one of our pilot groups is working toward the same goal, then we will achieve maybe at least what we had before.” —F/O Reed Donoghue, Vice Chairman, Air Wisconsin Council 50

“I think the voice of the union should be that our pilots need to be united. We need to step forward as a strong front.” —F/O Jason Jarvi, Atlantic Southeast Status Rep Council 113

On Unity…” —F/O Reed Donoghue, Vice Chairman, Air Wisconsin Council 50

“Just learning what ALPA has has been an eye-opener for me, even though I’ve been doing this for 20-plus years.”

“Just learning what ALPA has has been an eye-opener for me, even though I’ve been doing this for 20-plus years.” —Capt. Roger McCollum, Delta Status Rep Council 74

“I think the voice of the union should be that our pilots need to be united. We need to step forward as a strong front.” —F/O Jason Jarvi, Atlantic Southeast Status Rep Council 113
ALPA staff members gathered at the Association’s Herndon, Va., Conference Center from their various field offices for the 2011 Joint Staff Conference in January. ALPA’s president, Capt. Lee Moak, opened the meeting, telling attendees that he believes ALPA’s staff members set the union apart from all others. “Truly, no one has the professionals of ALPA,” Moak said. “With a renewed focus and engagement strategy, our 53,000 members and ALPA staff are going to succeed as a team.”

Similar to the Leadership Training Conference (see page 26), this event provides staff from the Communications, Economic and Financial Analysis (E&FA), Legal, Representation, and Retirement and Insurance (R&I) Departments with the opportunity to discuss best practices, strategic plan initiatives, and hot-topic issues facing ALPA members today. Soundbites included:

- **The Information Technology and Services Department** showcased the new Dispute Tracking System, which uses SharePoint for tracking and reporting disputes and grievances. At present, 19 master executive councils are using this version of the system, which addresses the Board of Directors goal to better coordinate the union’s information and activities.

- **An R&I Department representative** reported, according to an annual nationwide survey for 2010, that American workers, on average, pick up 29 percent of family health-care insurance premiums, which are going up at a rate of approximately 9 percent per year.

- **Brendan Kenny**, director of the Government Affairs Department, shared legislative updates, including his take on the new dynamic on Capitol Hill. Al Ogilvie, the Legal and Government Affairs representative in Canada, gave a similar briefing and joked that while the country’s political landscape is trending more conservative, it’s not quite tea party status.

- **Capt. Don Wykoff** (Delta), ALPA’s Flight Time/Duty Time Committee chairman, and Keith Hagy, director of the Engineering and Air Safety Department, presented an overview of ALPA’s safety and security initiatives, including advancements in flight- and duty-time regulations and developments on CrewPASS.

- **E&FA Department analysts** forecast that airlines will continue to make money in 2011, but say they are watching capacity creep, which creates pressure on pricing.

- **Membership and E&FA teamed up** to review pilot polling. They say length does make a difference: pilots lose interest with surveys that feature 40–50 questions or that take longer than half an hour to complete.

- **Legal Department attorneys** reviewed the Association’s new risk management policy and its recently changed merger policy. They presented case studies of recent and current mergers. Bob Savelson of Cohen, Weiss and Simon, ALPA’s outside law firm, noted that ALPA merger policy encourages pilot groups to get involved early in the transaction and to get value from the merger through negotiations.

- **Jalmer Johnson**, ALPA’s general manager, delivered an overview of the union’s strategic plan and organizing efforts. His interesting factoid: members who have joined since 2000 generate 30 percent of ALPA dues income—which shows how much the union’s footprint has changed over the last decade.

- **Creative minds from the Communications Department** unveiled the process behind creating ALPA Brand Guidelines, the first step in addressing the Board of Directors resolution on strengthening and promoting the Association’s image.

- **By Molly Martin**

   Contributing Writer
Congress is once again debating FAA reauthorization, deciding whether to pass a bill to finance much-needed improvements to a stretched and aging aviation infrastructure, or to extend the legislation that authorizes the agency for an 18th time. Proposed language also considers a broad range of policy and regulatory concerns. Throughout the process, ALPA has been front and center—providing congressional testimony, issuing public statements, encouraging pilots to weigh in using the Association’s “Call to Action” program, and reaching out to lawmakers to offer guidance on what will be required to continue to provide a safe and efficient U.S. air transportation system.

“Passing a long-term comprehensive bill to reauthorize the activities of the FAA, to upgrade airports and modernize the [U.S. national airspace system], and to improve aviation safety is critical not only to pilots and the aviation industry but also to the entire nation and our national economy,” said ALPA’s president, Capt. Lee Moak. These comments were part of recent testimony he submitted to the Aviation Subcommittee, not the U.S. House of Representatives Committee on Transportation and Infrastructure.

Moak’s statement gave a detailed account of the Association’s priorities regarding pilot training and qualification, flight-time/duty-time and rest regulations, NextGen and other infrastructure improvements, flightdeck doors on all-cargo aircraft, lasers (see page 18), and a host of other topics to be addressed in H.R. 658, also known as the FAA Reauthorization and Reform Act of 2011.

“We encourage Congress to continue to promote FAA leadership and industry efforts to mitigate the risks of runway incursions, excursions, and confusion,” said Moak, who also spoke about the lack of a requirement to provide firefighting services at airports and the need for alternative fuel research.

“Pilot fatigue is universal, and the factors that lead to fatigue in most individuals are common. There is no rational or scientific basis to support different ‘fatigue rules’ depending on the type of operation.” The Association also initiated a grassroots Call to Action campaign, encouraging ALPA members to contact their respective senators and express opposition to the Inhofe amendment. ALPA efforts paid off. Within days of the announced Call to Action, more than 3,000 pilots acted, writing to their senators about the shortsightedness of this legislation, the amendment was withdrawn a week and a half after it had been introduced.

The FAA announced a notice of proposed rulemaking last year to establish a single approach to domestic, international, and unscheduled airline flights based on the current science addressing pilot fatigue, and to revisit a set of aviation rules and regulations that, in some cases, are 60 years old.

“The current U.S. ATC infrastructure is outdated and must be modernized, the equipment’s capabilities are limited, and efficiency is decreasing,” said Moak in his congressional statement. “Delays and other problems that currently plague the ATC system underscore the critical need for ongoing national airspace system modernization.”

The Senate version of the legislation calls for a 2-year authorization while the House bill is expected to cover 4 years. Obviously, the differences in the two will need to be rectified, and Capitol Hill is expected to act on this legislation soon.

Across the Capitol building in the Senate Chamber, ALPA has been reaching out to senators to address their version of FAA reauthorization legislation, The FAA Air Transportation Modernization and Safety Improvement Act (S. 223). Moak sent a letter to each Senate member, stressing the need for “one level of safety with regard to flight-time/duty-time and rest rules.” The letter and several other Association communications efforts were in opposition to an amendment sponsored by Sen. James Inhofe (R-Okla.) that, if enacted, would have permit subpart-S carriers (i.e., supplemental, non-scheduled operators) to operate under a separate set of fatigue rules.

Moak told the lawmakers, “Pilot fatigue is universal, and the factors that lead to fatigue in most individuals are common. There is no rational or scientific basis to support different ‘fatigue rules’ depending on the type of operation.” The Association also initiated a grassroots Call to Action campaign, encouraging ALPA members to contact their respective senators and express opposition to the Inhofe amendment.

A Good Sign

As this issue went to press, the U.S. Senate passed its version of the FAA reauthorization bill by a vote of 87-8. The legislation includes a stable funding source for FAA operations, movement toward NextGen, and an amendment to make shining a laser at an aircraft cockpit a federal crime.

“Passing a long-term comprehensive bill to reauthorize the activities of the FAA, to upgrade airports and modernize the [U.S. national airspace system], and to improve aviation safety is critical not only to pilots and the aviation industry but also to the entire nation and our national economy.”

—Capt. Lee Moak, ALPA President
What the Nav Display Doesn’t Show You

By Capt. Bill de Groh (American Eagle)
ALPA Aircraft Design and Operations Group Chairman and IFALPA ADO Vice Chairman of Operations

Since the introduction of RNAV SIDs, lateral track errors resulting in pilot deviations have declined substantially thanks to the professionalism of ALPA pilots. However, occasionally these excessive track errors still happen; in some cases, the pilots are unaware of the error until the air traffic controller gives them a phone number to call. Doesn’t the flight crew know where the aircraft is in relation to the expected RNAV departure path? To answer that question, it’s important to understand what the flight management system (FMS) and navigation displays don’t show us.

Many RNAV SIDs involve some combination of a heading leg followed by a track leg. The heading legs are either a heading to an altitude or a heading to intercept a track. The heading-to-altitude leg terminates upon reaching a specified altitude. The heading-to-intercept leg terminates when the aircraft reaches an FMS-computed turn lead point to smoothly join the next track.

These combinations of paths and terminators, along with 21 others, are referred to as the path/terminator concept. Standard specifications for path/terminators are contained in ARINC 424, a standards document, and are given two-letter codes for brevity. In this discussion the pertinent path/terminators are VA (heading-to-altitude), VI (heading-to-intercept), DF (direct-to-fix), and CF (course-to-fix).

A heading is not positive course guidance
Current air traffic control procedures authorize simultaneous takeoffs from parallel runways whose centerlines are at least 2,500 feet apart, if the takeoff courses diverge by 15 degrees or more. However, with RNAV SIDs some airports have been authorized, via waiver, to conduct simultaneous parallel departures out to 10 nautical miles before requiring the 15-degree course divergence. In this case, anything that causes the aircraft’s lateral position to exceed expected boundaries may result in a pilot deviation or, worse, a loss of required separation.

As previously mentioned, many RNAV SIDs begin with a heading leg, which means the aircraft is not following a defined ground track. This begs the question, Why design a procedure that would allow aircraft to drift off the desired ground track, especially with the divergence waiver? Why not design these procedures to use a track leg instead of a heading leg for the initial climb? One reason is the concern that a non-RNAV aircraft might drift into an RNAV aircraft tracking off a parallel runway.

In most cases, a controller knows which aircraft is which as long as proper equipment codes are used, but controllers also have to manage their workload as do pilots. A second reason is that not all flight management systems have the same capabilities; in the effort to move forward with RNAV procedures, certain compromises had to be made. Procedure designers have tried to consider these FMS limitations when designing SID procedures.

What the PFD and MFD don’t show you
Knowing where the aircraft is at all times is basic to flight safety. But in some aircraft, during the early stages of an RNAV SID, the position information displayed may not convey an accurate picture of the aircraft’s position with respect to the desired path expected by the air traffic controller. In these aircraft, the navigation displays after takeoff show a centered course needle while on a VA or VI leg because it’s a heading leg and there’s no track to follow. This means that the course needle is centered (or the magenta line moves with the aircraft) regardless of the aircraft’s heading or position over the ground. If this aircraft’s lateral position drifts, for whatever reason (e.g., turbulence, very strong crosswinds, or pilot maneuvering), the amount of this drift will not be indicated to the flight crew. If the next leg is a DF leg, after the FMS sequences the direct course begins, with the course needle centered, from that displaced position.

A word about the combination of VA to CF legs:
Many FMSs, upon reaching the VA leg altitude terminator, will calculate an intercept heading based on the cross-track distance to the next course and aircraft speed. If the cross-track distance is large enough (e.g., a light aircraft taking off from a long runway), the FMS will come off the procedure heading in an attempt to steepen the intercept angle. This behavior may result in the FMS initiating a turn toward a parallel runway even though the flight crew has programmed the FMS correctly. Generally, this wouldn’t
be a problem because the aircraft is only on the VA leg for about 10 seconds, i.e., the time it takes to take off and climb to 400 or 500 feet AGL. But add a strong crosswind in the direction of this intercept turn, and the ground track may get the attention of the air traffic controller. Although many RNAV SID pilot deviations have been caused by incorrect flight crew procedures, some excessive lateral deviations still go unexplained, and the pilots remain adamant that they followed all procedures properly. Nevertheless, the FAA has issued letters of warning to these pilots. Perhaps more is being expected from RNAV SIDs than should be.

**Fixing the problem**

Possible solutions to this problem include, but aren’t limited to,

- redesigning RNAV SIDs to use a track off the runway after takeoff, especially for simultaneous parallel runway departures, or designing procedures more tolerant of differences that may exist among various FMS units.
- establishing a no-transgression zone with a departure monitor is a good idea but can be very costly since, unlike an approach NTZ that only needs to be manned when the weather is poor, a manned departure monitor would be operational all the time. However, automated tools being studied as part of NextGen could be used to satisfy this function in some locations where benefit can be seen.
- requiring path divergence for all departures, including RNAV.
- providing more in-depth training for pilots and air traffic controllers about FMS characteristics during the initial climb on an RNAV SID, especially if heading legs are used. This would help controllers better understand what to expect on the radar ground tracks. It would help pilots better understand the limitations of their navigation system.

**Flight crew considerations**

The following thoughts are for information only and are not intended for flight crews to use to deviate from their airline- and FAA-approved operating procedures:

- Without track information available immediately after takeoff, ensure that the *procedure heading is maintained until the FMS sequences off the VA or VI leg*. If some disturbance causes the aircraft to deviate from this procedure heading, return to the procedure heading immediately and consider advising the controller.

**CLARE TWO at DFW is one of the RNAV SIDs that can lead even the most conscientious flight crews astray.**

- Having the autopilot engaged, although highly recommended, is not a protection—after engaging the autopilot, actively monitor that the aircraft’s heading matches the procedure heading while on a VA or VI leg.
- If the aircraft’s indicated ground track appears to be trending toward a parallel runway consider advising the controller.
- Submit an ASAP report any time you observe unusual FMS behavior related to RNAV departures. Documenting such behavior may help to improve procedure design.
- Decline an RNAV SID clearance. Although this is always an option, please understand that ALPA supports RNAV SIDs. They are a big part of NextGen and are needed for the expected increase in air traffic. However, ALPA wants RNAV SIDs to be safe and not result in pilot deviations.

ALPA pilot volunteers are involved in industry groups such as ASIAS, the CNS TF, and the PARC to work toward solutions to issues associated with RNAV departures.

One factor in good decision-making is knowing when a decision has to be made. A pilot must know where the aircraft is with respect to the expected path at all times. But knowing where you are is only as good as the information available on the flight deck.
By Victoria Fortuna
Senior Benefits Attorney, ALPA Retirement and Insurance Department

When pilots are flying the line, they are always on business travel, and as such, pilots qualifying travel expenses are deductible as ordinary and necessary business expenses. This article reviews the federal rules for U.S. pilots regarding the taxation and deductibility of travel expenses, including per diem reimbursements, for the 2010 tax year (for which individual tax returns are due, generally, by April 15, 2011). For the benefit of your tax advisors, the official rules for tax year 2010 are set forth in IRS Revenue Procedure 2010-39. General information is also contained in IRS Publication 463, Travel, Entertainment, Gift, and Car Expenses, and IRS Publication 1542, Per Diem Rates.

Many of ALPA’s collective bargaining agreements provide that the airline will pay each pilot a fixed amount, often called “per diem,” to cover meals and incidental expenses that pilots incur while on a trip. When an airline makes these per diem payments (or otherwise reimburses pilots for travel expenses), the airline may exclude all or a portion of the per diem payments or reimbursements from pilots’ taxable income reported on the Form W-2. The amount excluded depends on whether the amount paid exceeds the federal per diem rates or special per diem rates that apply to the transportation industry.

Often called “per diem,” to cover meals and incidental expenses that pilots incur while on a trip. When an airline makes these per diem payments (or otherwise reimburses pilots for travel expenses), the airline may exclude all or a portion of the per diem payments or reimbursements from pilots’ taxable income reported on the Form W-2. The amount excluded depends on whether the amount paid exceeds the federal per diem rates or special per diem rates that apply to the transportation industry.

Frequently, the amount of per diem the airline pays or reimburses is not enough to cover reasonable business travel expenses, and in those cases pilots may be entitled to claim an itemized deduction for the expenses not covered. If a pilot receives no per diem payments or reimbursements from the employer, or receives per diem payments that the airline includes in taxable income, the pilot may be entitled to claim an itemized deduction for expenses incurred while on business travel.

Obtain competent tax advice
As with most matters concerning taxes, the federal law governing the taxation of pilots’ expenses and per diem payments is complex and can sometimes be confounding. ALPA does not provide tax advice to individual members; therefore, all pilots are urged to obtain competent tax advice about applying the information presented in this article to their own situations.

Substantiating expenses
Recognizing the burden of requiring pilots to actually substantiate expenses, the IRS stipulates that a designated amount of expenses relating to overnight trips may be deemed substantiated. For amounts deemed substantiated, pilots need not maintain any records of the amounts actually spent while on the trip (but must maintain records regarding the time, place, and purpose of the business travel).

If the employer pays for lodging separately, the designated amount of expenses for meal and incidental expenses (M&IE) that is deemed substantiated is equal to the amount the federal government would pay its own employees for M&IE when they travel to the same locality. The federal government publishes M&IE rates for every locality in the world. The M&IE rates are differentiated as CONUS (for continental United States) and OCONUS (for outside the continental United States) rates.

Special rates for the transportation industry
The IRS uses special transportation industry rates that simplify the CONUS and OCONUS rates. For 2010, the transportation industry rate is $59 for CONUS and $65 for OCONUS. Pilots may use these rates for calculating the tax deduction under the deemed substantiation method for all CONUS and/or all OCONUS travel in 2010. If a pilot uses these special rates, the deduction may be somewhat less than if the standard M&IE rates are used, especially if the pilot usually travels to higher-cost or international destinations.
For travel expenses to be either excluded from taxable income or claimed by a pilot as an itemized deduction, the expenses must be incurred while on a business trip that requires sleep or rest (an “overnight trip”).

### Itemized deductions

Most airlines exclude per diem payments from a pilot’s taxable income to the maximum extent legally permissible. If a pilot has business travel expenses that the employer did not reimburse, a pilot may claim those expenses as an itemized deduction on his or her tax return. If a pilot claims this itemized deduction, Form 2106, “Employee Business Expenses,” must be completed. Form 2106, and all other IRS forms and publications, may be obtained on the IRS website at www.irs.gov or by calling the IRS at 1-800-TAXFORM.

To claim any business travel expense as an itemized deduction, a pilot must be able to substantiate the time, place, and purpose of the business travel, as well as the amount of the expense. The time, place, and business purpose must be substantiated with actual records, such as a pilot’s logbook. The amount of the business expense must also be substantiated; but in the case of business meals and incidental expenses, the amount may be deemed substantiated (no written records will be required) by using the federal M&IE rates.

Other business travel expenses must be substantiated with records. (If the expense is less than $75, the IRS will not require a receipt to substantiate the amount spent on any single purchase, such as a single meal expense, but this rule does not apply to lodging expenses, for which receipts are necessary even if the expense is less than $75.)

Only 80 percent of the amount deemed substantiated is deductible in 2010, and then only to the extent that a pilot’s (or a pilot’s and spouse’s) aggregate miscellaneous itemized deductions (including business expenses) exceed 2 percent of adjusted gross income. Note that union dues constitute deductible employee business expenses and count toward the 2 percent of adjusted gross income threshold.

### Expenses for “overnight trips”

For travel expenses to be either excluded from taxable income or claimed by a pilot as an itemized deduction, the expenses must be incurred while on a business trip that requires sleep or rest (an “overnight trip”). Expenses incurred on trips that are not overnight trips do not satisfy this requirement.

For pilots, the expenses at issue are usually meal and incidental expenses, because the airline invariably pays for lodging directly or reimburses for it separately.
Tucker’s Tale

ALPA Cargo Crewmembers Accommodate A Special-Needs Passenger
By John Perkinson
Staff Writer

From limousines to lemurs, ALPA air cargo crewmembers transport it all. Capt. Rich Fazio (FedEx Express) said he once flew a shipment of crickets out of New Orleans, and Capt. Mark Danielson (FedEx Express) remembers carrying sea turtles and ferrets. So when an 8-year-old, male hippopotamus needed a lift to the West Coast, these ALPA pilots viewed the assignment as just another day’s work.

Tucker, a 5,500-pound hippo and resident of the Topeka Zoo, needed to be relocated to the San Francisco Zoo. He and the Topeka Zoo’s female hippo, Mara, became parents last August and the facility could not accommodate all three. Born and raised at Disney’s Animal Kingdom Lodge near Orlando, Fla., Tucker was scheduled to be moved on Nov. 30, 2010, by a private contractor that specializes in transferring zoo animals.

However, the large mammal wasn’t cooperating and in the time it took the zoo to convince him and plan another trip, the contractor was booked. FedEx stepped in, offering to transport the animal gratis. Tucker would fly on Jan. 6, 2011, from Kansas City to Memphis and then from Memphis to Oakland, where he would be loaded on a flatbed truck and shuttled to his new digs in the Bay City.

“The station manager contacted me the day before,” said Fazio, who piloted the first leg of the journey. “We talked about some of the concerns he and the people from the zoo had.” Tucker would be in a crate with six bales of hay, several containers of grain, and the strapping and reinforcement devices necessary to support and contain him. Lighting and temperature would also be a concern.

“On takeoff and until accelerating to climb speed, the A300 goes through several pitch changes, some approaching 10 degrees. F/O Mike Michaud and I discussed how to minimize these changes and decided we could do so by manipulating the flight management system into climbing the way we wanted it to, rather than the most economical way the aircraft seeks to fly,” said Fazio.

He added, “Our initial takeoff rotation in the A300 is to 18 degrees nose up. Mike and I elected to stop that rotation at 12.5 degrees to keep Tucker from being forced to the back of his pen.” Fazio noted that he had to constantly think about the live cargo in the back and not the quickest way to the parking spot.

During both flights, the hippo was attended to by two handlers and a veterinarian. Fazio noted that the vet had a large dart gun, just in case Tucker became unruly.

On the ground in Memphis, the hippo was transferred to an MD-11, where FedEx’s Danielson and F/O Brian Donar were waiting for their payload.

“Tucker’s oversized crate was approximately 1½ times the size of a normal MD-11 pallet,” said Danielson.

“Loaded with hay and food, he was as comfortable as any hippo can be,” he observed, adding, “Our airplane was equipped with a rigid cargo barrier that kept Tucker’s distinct aroma confined to the upper cargo compartment.

“He was a perfect passenger throughout our flight. Had he been upset, we definitely would have known since annoyed, oversized animals tend to bounce airplanes,” Danielson noted.

Every accommodation was made for this unusual air traveler; even the air traffic controllers did their part.

“Our initial descent into Oakland, the Oakland Center controller assigned a step-down altitude. To make it easier on Tucker’s ears, I had Brian request a constant descent because of our special cargo,” said Danielson.

Curious about the request, the controller asked if the aircraft was transporting horses. Hearing that the flight’s cargo was a hippo, he said, “Cool,” according to the captain, and information about the airplane’s unique freight was forwarded to the other controllers along the MD-11’s flight path to ensure that Tucker continued to get kid-gloves treatment.

Danielson remembers, “I elected to use the full runway length so our deceleration was gradual. The taxi in went as smoothly as our taxi out. The San Francisco Zoo was very appreciative of FedEx’s service, and I was happy to be among those playing a part in (Tucker’s) relocation.”

Tucker isn’t the first hippo to travel the stratosphere, and he certainly won’t be the last. Because he enjoyed an easy hub connection and good weather, he probably hasn’t given his journey or all of the arrangements that made it possible a second thought. Despite the apparent ease of this adventure, it’s easy to take air travel for granted. But the staffs from the two zoos are truly grateful for the efforts of FedEx and its pilot crews, and now the citizens of San Francisco are, too.
THE EMERGENCE OF ALPA
By John Perkinson, Staff Writer

In this installment of “Shaping History,” excerpts from George Hopkins’ Flying the Line chronicle the founding of ALPA.

“Airline pilots should be well paid solely for the skills they possess and the responsibilities they bear, and in an ideal world they would be. But in the real world people get paid what they are worth only if they have the muscle to command it.” (page 2)

“[Future ALPA president] Dave Behncke’s [in photo below] earliest known utterance on the subject of pilot unionization stemmed directly from the sour feelings competitive flying instilled in most pilots. In 1928, Behncke was elected ‘governor’ of the Central District of the National Air Pilots Association (NAPA), one of several semi-social pilots’ organizations that flourished in the 1920s. Some airlines were using cash incentives to encourage pilots to fly in marginal weather, and Behncke was speaking for the sober majority when he urged NAPA to adopt the slogan: ‘Don’t overly a brother pilot!’ By that Behncke meant that if one working pilot refused to fly the mail, then his brother pilots should support him.” (page 20)

“The hard fact is in the late 1920s a clear clash of values had set in between pilots and management—one that almost amounted to a class conflict. When all of the romantic myths were punctured, the typical airline owner-operator of that era…was less interested in pioneering than he was in his bank account, less interested in the welfare of his employees than he was in his stockholders’ dividends, and less concerned with the safety of flight than he was with its profitability…. To pioneer pilots, flying airplanes was a way of life, something they did because they loved it…. That didn’t mean, though, that early airline pilots were going to work for peanuts. It was obvious that the men who signed their paychecks had plenty of money. Aviation was a gusher that returned unimaginable profits, at least per centagewise, on the amount invested.” (page 15)

“The first generation of airline pilots, the ones who managed to live through the 1920s against all odds, saw the future only dimly. Indeed, the nature of their work precluded long-term planning. Some of them, however, had the idea that air transportation would one day become something more than a curiosity, perhaps even the dominant mode of passenger travel…. ” (page 13)

“In early July 1931, just before rumor had it that UAL was going to unilaterally impose the new ‘reformed’ pay scale, Behncke asked for and received an audience with the Chicago operations manager. Behncke was accompanied by a committee of pilots, who stood resolutely behind him as he solemnly presented his collection of escrow resignations and asked that they be forwarded up the line.” (page 62)

“UAL’s management was flabbergasted. They had no idea that early airline pilots were going to work for peanuts. It was obvious that the men who signed their paychecks had plenty of money. Aviation was a gusher that returned unimaginable profits, at least percentage wise, on the amount invested.” (page 61)

“The men who helped Dave Behncke create ALPA never thought of themselves as troublemakers. They were, in fact, good ‘company men,’ loyal and conscientious, with more of a stake in the survival of the airlines for which they worked than the owners themselves had.” (page 12)
National Officers

For complete biographical information on ALPA’s national officers and executive vice presidents, visit www.alpa.org.

Executive Vice Presidents

For more information on who executive vice presidents represent, please visit www.alpa.org/evp.

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 contains all of the digits from 1 to 9.

The solution to this month’s ALPA sudoku can be found on page 37.
**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, dial the last four digits of the number listed below.

- **Accident Investigation (EAS@alpa.org)** 703-689-4312
- **Accounting and Finance (Finance@alpa.org)** 703-689-4144
- **Air Line Pilot (Magazine@alpa.org)** 703-481-4460
- **ALPA main number** 703-689-2270
- **ALPA-PAC** 202-797-4033
- **ASPiEN** 703-689-4220
- **Balloting (Balloting@alpa.org)** 703-689-4173
- **Cashiering (Cashiering@alpa.org)** 703-689-4385
- **Communications (Communications@alpa.org)** 703-481-4440
- **Computer help line (HelpDesk@alpa.org)** 703-689-4357
- **Council Services (CSC@alpa.org)** 703-689-4311
- **Disciplinary and discharge** 703-689-4226
- **Economic and Financial Analysis (EFA@alpa.org)** 703-689-4289
- **Election dates LEC/MEC** 703-689-4212
- **Engineering and Air Safety (EAS@alpa.org)** 703-689-4200
- **FAA legal actions** 703-689-4226
- **Government Affairs (GovernmentAffairs@alpa.org)** 202-797-4033
- **Human Resources (HumanResources@alpa.org)** 703-689-4262
- **Information Technology and Services (Itservices@alpa.org)** 703-689-4223
- **Legal (Legal@alpa.org)** 202-797-4096
- **Legal** 703-689-4326
- **Membership Services (Membership@alpa.org)** 1-888-359-2572 (1-888-FLY-ALPA), option 3
- **IT Operations and Services (ITOS@alpa.org)** 703-689-4245
- **Organizing** 703-689-4179
- **Publishing Services (Publishing@alpa.org)** 703-689-4185
- **Purchasing (Purchasing@alpa.org)** 703-689-4319
- **Representation (Rep@alpa.org)** 703-689-4375
- **Real Estate (Realestatedept@alpa.org)** 703-689-4105
- **Retirement and Insurance (R&I@alpa.org)** 703-689-4115
- **System Board** 703-689-4226

**Membership Services**
To obtain membership account information or to update your records or your postal or e-mail address via the Internet, go to the My ALPA area of Crewroom.alpa.org; or dial the toll-free number 1-888-359-2572 (1-888-FLY-ALPA) and choose menu option 3.

- Listed below are the telephone numbers of MEC offices.
  - **AirTran** – ATN MEC 404-763-5165
  - **Air Trans** – TSC MEC 1-888-337-2033
  - **Air Transport International** – ATI MEC 505-263-8838
  - **Air Wisconsin** – ARW MEC 757-754-7687
  - **Alabama** – ALA MEC 206-241-3138
  - **American Eagle** – ELM MEC 817-685-7474
  - **ASTAR Air Cargo** – DHL MEC 859-282-1475
  - **ATA** – ATA MEC 773-284-4910
  - **Atlantic Southeast** – ASA MEC 404-209-8566
  - **Bearskin** – BRS MEC 807-628-5683
  - **Calm Air** – CMA MEC 204-471-1000
  - **CanJet** – CJA MEC 1-800-959-1751
  - **Capital Cargo** – CCI MEC 256-289-0428
  - **Colgan Air** – CJC MEC 1-877-MEC-CJC1
  - **Comair** – CMR MEC 859-282-9016
  - **CommutAir** – CMT MEC 440-985-8579
  - **Compass** – CZP MEC 952-853-2373
  - **Continental** – CAL MEC 281-987-3636
  - **Delta** – DAL MEC 404-763-4925
  - **Greenview** – EIA MEC 503-474-3880
  - **ExpressJet** – XJT MEC 281-987-3636
  - **FedEx Express** – FDX MEC 901-752-8749
  - **First Air** – FAB MEC 1-877-459-3272
  - **Freedom** – MAG MEC 602-306-1116
  - **Hawaiian** – HAL MEC 808-836-2572
  - **Island Air** – AIS MEC 808-838-0188
  - **Jazz** – JAZ MEC 1-800-561-9576
  - **Kelowna Flightcraft** – KFC MEC 250-878-7950
  - **Mesa** – MAG MEC 602-306-1116
  - **Mesaba** – MSA MEC 952-853-2389
  - **Midwest Airlines** – MEA MEC 508-360-3112
  - **North American** – NAA MEC 732-778-6969
  - **Piedmont** – PDM MEC ASPEN, ext. 3274
  - **Pinnacle** – PCL MEC 901-527-0335
  - **PSA** – PSM MEC 603-674-9683
  - **Ryan** – RYN MEC 1-800-292-ALPA
  - **Spirit** – SPA MEC 1-800-662-2572
  - **Sun Country** – SCA MEC 952-853-2393
  - **Trans States** – TST MEC 610-805-5387
  - **United** – UAL MEC 847-292-1700
  - **Wasaya** – WSG MEC 807-627-9443

*Pilot group in custodianship

---

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

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

---

**2011 EBCB Schedule**
The Association’s Election and Ballot Certification Board’s schedule for counting ballots is March 10, April 11, May 10, June 10, July 11, August 10, September 12, October 11, November 10, and December 12.

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.
Have You Moved?

Please call Membership Services at 1-888-359-2572, or e-mail your new address to membership@alpa.org, or clip out this form—along with the mailing label on the left—and send it to:

ALPA Membership Services
PO Box 1169, Herndon, VA 20172-1169

<table>
<thead>
<tr>
<th>Name:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Member #:</td>
<td></td>
</tr>
<tr>
<td>Airline:</td>
<td></td>
</tr>
<tr>
<td>New address:</td>
<td></td>
</tr>
<tr>
<td>Apt.:</td>
<td>City:</td>
</tr>
<tr>
<td>State:</td>
<td>Zip:</td>
</tr>
</tbody>
</table>

---

Crib
Big-boy bed
Tricycle
Bicycle
**Karate classes**
Tournament fees
Recorder lessons
Guitar lessons
Driving school
Used car
College tuition
Graduation gift

---

**From diapers to diplomas, you make it all happen.**

There’s nothing you wouldn’t do for your family. That’s why it’s essential you have Financial Protection Benefits from Unum. If you ever become ill or injured and can’t work, our benefits can help support you—so you can take care of the things that matter most. **When you’re this important, you need benefits this complete.**

Visit www.alpa.org/mbin or call 1-800-746-2572.

*A member service of Air Line Pilot.*

---

Insurance products are underwritten by the subsidiaries of Unum Group. © 2010 Unum Group. All rights reserved. Unum is a registered trademark and marketing brand of Unum Group and its issuing subsidiaries. NS10-586