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**OCTOBER 2012 • VOLUME 81, NUMBER 8**

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**About the Cover**

This photo of an ASTAR DC-8 was taken during sunrise at the Greater Cincinnati/Northern Kentucky International Airport by F/O Michael Braun (ASTAR). Download a QR reader to your smartphone, scan the code, and read the magazine.


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**OPPORTUNITIES**

- **SWOT Team 2012**
Heading to the polls on Election Day

Read “Why November 6 SHOULD Matter to You,” page 21, to get an overview of some of the legislative issues affecting your career.

Flying on Election Day

Some states have adopted new laws that include changes to voting rules and registration requirements for early or absentee voting for the 2012 election. See if your state is one of them (page 24).

Missing your friends at ASTAR Air Cargo

Go to page 29 for a retrospective of the airline.

Interested in how well the Association is meeting its strategic goals

Check out page 16 to get up-to-date on ALPA’s strategic plan.

Fighting fatigue

Turn to page 6 to learn what a fellow pilot has to say about recognizing the symptoms and mitigating the threat.

Contemplating surgery to improve your vision

Flip to “Health Watch” (page 35) to learn about surgical techniques and FAA requirements for getting back into the cockpit after surgery.

In the crew room

Check out the new “Recently Retired” Department (page 34) to find out which ALPA members have put away their flight bags.
By the time you read this article, we’ll be about a month away from Election Day in the United States. The whole world will be watching to see the outcome of our nation’s democratic process. It’s an exciting time that garners international interest—not only because of some of the news media frenzy that teeters on train-wreck entertainment, but also because “We the People” have an opportunity to decide if the status quo or a new direction is right for our country. And understand, our decision is far more than interesting to our global counterparts, it’s game-changing.

Earlier this month, I attended a luncheon where Emirates Airlines President Tim Clark was the keynote speaker. His comments to the aviation audience were not surprising. His company is the world’s most global airline, operates more B-777s and A380s than any other airline, and frequently adds new destinations, including, most recently, Washington – Dulles International Airport.

The airline’s success, he said, has everything to do with Dubai’s pro-aviation policy. As Clark very directly put it, “The Dubai government’s progressive and unrelenting policy support for aviation is at the heart of this steady, long-term growth.” And in the company’s insatiable quest for aviation dominance, it wants more access to international flying through code-share and Open Skies agreements. Emirates, as you may have heard, is courting American Airlines for a code-share agreement and already has one with Alaska and JetBlue. In fact, the Emirates model is an international airline that does not participate in an international alliance but has expansive code-share agreements. And the airline is thriving.

Make no mistake, foreign airline executives around the world are waiting to see what happens in November. They know that who controls the U.S. House of Representatives, the Senate, and the White House plays a pivotal role in their access to the U.S. marketplace and what our industry will look like in the near future. Couple the aggressive expansion plan of Emirates and other foreign airlines with the continued push of foreign countries to do away with our limitations on foreign ownership, and you can see how the landscape of our industry, our flying, and those doing the flying could significantly change.

You’ve heard me talk before about the rise of long-haul foreign airlines in the Gulf and China and how we need a level playing field to compete globally. ALPA has outlined several ways to accomplish this. One is to establish our own national pro-aviation policy, but we have to convince our government to invest in and commit to our industry as the economic engine that it has proven to be.

The tax issue is a no-brainer. Reassess and reduce the tax burden that has been piled on our industry. Period. The airline industry will be nothing if managements can’t afford to stay out of bankruptcy and pay their employees a decent wage. This includes reestablishing pay that is commensurate with airline pilot experience. With this simple move, we also would diminish any pilot shortage myth, because our pilots would certainly choose to fly for U.S. airlines and not the Emirates and China Easterns of the world.

There should be no doubt: this election will bring change. We, as airline pilots, need to ensure that the changes that occur will have a positive effect on our careers. Whether you’re a Democrat, a Republican, or an Independent, as airline pilots we have more in common than we have differences. It’s time to focus on the 95 percent that holds us together rather than the 5 percent that drives us apart. During an election year, this is more important than ever. We need a collective voice to make a difference.

Even if your mind is made up on how you will vote on November 6, turn to page 21 and read about some of the airline pilot legislative items that are on the table and will be decided at the polls. In this article, we provide links to lists of members of Congress who have sponsored or cosponsored pilot partisan agenda items. You’ll see that our issues are very bipartisan. You’ll see that we are focused not on the political hoopla that will become increasingly volatile as we approach Election Day, but that we’re able to filter the noise and come up with solutions that will protect our profession.

On November 6, please head to the polls. Exercise your right to make a difference. Your vote matters.
Can you fly this leg tonight?” the captain asked me as I boarded our airplane bound for Washington, D.C.—one of our most demanding airports due to security, unique and challenging approaches, and a short runway. Tonight there was another added threat—fatigue. The captain, a reserve pilot called in for this flight, had just gotten home that morning from an all-night flight from South America. Now the controls were in my hands. Margin is the difference between our current performance and our limits. There was no margin tonight, but I knew that I could complete the flight safely despite the threats. I was confident I would not let down the 160 people sitting behind me.

How do you know when you are fatigued, and what can you do to mitigate the threat? I have studied the issue for years, and here are some things that I have learned.

Fatigue warning signs
The first step in combating fatigue is recognizing and admitting it exists. One of the symptoms of fatigue is denial. It’s an insidious threat and can creep up on you without warning. The ability to understand your body and the discipline to listen to it will determine how you react to fatigue.

Common symptoms
■ You fixate, stare off into space, and can’t get or stay focused.
■ You forget to execute basic tasks.
■ You feel behind the aircraft, and your reactions are slow.
■ Your judgment and decision-making capability are degraded.
■ You disregard critical information.
■ You make navigation, checklist, and/or fuel calculation errors.
■ You miss or make improper radio calls.

Plan of action to adapt
Fatigue is the by-product of being an aviator, and we have to learn to adapt and mitigate the threat via countermeasures. I’ve learned that the only way to survive in this business is to have a proactive, focused, and disciplined action plan that applies my knowledge and my understanding of fatigue.

Sleep—The first step in my plan is to get quality sleep. Using sleep aids such as an eye mask, ear plugs, white noise, and/or a hot shower might be required. White noise provides a constant stimulation to the brain and keeps unwanted noises masked, including a noisy hotel guest or the traffic jam just outside your window. Get the sleep and naps that you can and then continue mitigating fatigue with other countermeasures.

Food and drink—What we eat and drink can pick us up or slow us down. I try to eat nutritious meals and snacks with little or no refined sugar plus remain hydrated with water or a sugar-free electrolyte drink. I stay away from all carbonated beverages. Strategic consumption of caffeine restores vigilance and alertness; however, avoid caffeine if you’re already alert. You might be able to pinpoint the best nutrition plan for your type of flying by avoiding foods that make you tired and sluggish. Remember, we determine how we look, feel, and perform by the way we treat our bodies. Don’t let a temporary satisfaction interfere with your long-term well-being.

Exercise—Get your body moving even if it’s a quick 20-minute stroll after dinner, a fast-paced walk through the airport, or stretching while taking a break in flight. A well-rounded workout program (a mix of cardio, strength training, and stretching) increases your strength, endurance, mobility, long-term health, deep sleep, and resistance to fatigue. The more oxygen that runs through your veins, brain, and muscles, the more energized you’ll feel and the more alert you’ll be.

Lifestyle—I avoid alcohol, nicotine, and sleeping pills. Alcohol can disrupt and hinder proper sleep. Nicotine is a stimulant and can inhibit sleep. Sleeping pills have side effects such as altered sleep, dependence, and decreased performance.

Conclusion
Despite modern science, technology, and medicine, much is still unknown about fatigue, sleep, and circadian rhythms. Pilots must take responsibility for managing their lifestyle so that it doesn’t negatively affect their flight performance. By knowing the threat and recognizing your personal symptoms, you’ll be able to plan and take action so that fatigue doesn’t become a factor when performing your flight duties.

F/O Linch is a retired lieutenant colonel and USAF F-16 instructor pilot/safety officer and a certified flight instructor (CFI/CFII). ALPA members in good standing can obtain information on fatigue and other aeromedical issues by contacting the Aeromedical Office at 303-341-4435, Monday-Friday, 8:30 a.m. to 4:00 p.m. mountain time, or by accessing www.AviationMedicine.com.
## Airline Industry Update

► Bloomberg reported that American Airlines has won court approval to throw out its labor agreement with its pilots. U.S. Bankruptcy Judge Sean Lane granted American’s request to reject the pilots’ contract, saying proposed changes to the agreement are necessary for the airline’s restructuring.

► According to USA Today, AMR Corp.’s bankruptcy creditors expect the parent company of American Airlines to decide by year-end whether to merge with another airline or remain an independent company. In early September, a lawyer for the creditors committee said that AMR needed a deal with pilots to complete its reorganization.

► Per MSN Money, British Airways and Qantas will terminate their joint business venture after 17 years at the end of March 2013. Qantas will be entering a new global partnership with Emirates.

► The Sydney Morning Herald reported that Qantas is canceling orders for 35 B-787 Dreamliners in order to cut costs. The move comes after the airline reported a full-year loss of 245 million Australian dollars ($257 million), which is its first full-year net loss since the company was privatized in 1995. Qantas blamed the loss on high fuel costs, labor disputes, and intense competition in its home market.

► On August 31, Lufthansa passengers faced the first in a series of flight disruptions as cabin crewmembers initiated strikes over pay and cost-cutting measures at the airline, according to Market Watch and the Centre for Aviation. The strikes came as Lufthansa cut jobs and implemented a three-year cost-cutting initiative in the face of a weakening economy, high fuel costs, and increased competition from low-cost airlines. As of press time, the disruptions had ended with Lufthansa and the cabin crewmembers’ union signing a preliminary agreement seeking mediation regarding wages.

► The FAA has announced that it’s putting together a working group to study the effects of portable electronic devices during all phases of flight. The six-month review could result in airlines’ being able to allow passengers to use their devices. “With so many different types of devices available, we recognize that this is an issue of consumer interest. Safety is our highest priority, and we must set appropriate standards as we help the industry consider when passengers can use the latest technologies safely during a flight,” said Department of Transportation Secretary Ray LaHood.

► Per CBC News, Canada’s Transportation Safety Board (TSB) is continuing to push for aviation safety across the country and the Arctic. The board is particularly concerned about landing accidents and runway overruns and collisions with land and

### MarketWatch

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<tr>
<th>Airlines</th>
<th>Parent Company</th>
<th>Stock Symbol</th>
<th>8/31/11</th>
<th>8/31/12</th>
<th>% Chg.</th>
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<tr>
<td>Piedmont, PSA</td>
<td>US Airways Group, Inc.</td>
<td>NYSE: LCC</td>
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<td>Bearskin, Calm Air</td>
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<td>Southwest Airlines1</td>
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<td>Jazz Air</td>
<td>Chorus Aviation</td>
<td>TSX: CHR.B</td>
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<td>Atlantic Southeast, ExpressJet</td>
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<td>Alaska</td>
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<td>NYSE: ALK</td>
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<td>Air Transat</td>
<td>Transat A.T. Inc.</td>
<td>TSX: TRZ.B</td>
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<td>Colgan, Mesaba, Pinnacle</td>
<td>Pinnacle Airlines Corp.</td>
<td>OTC: PNCL.Q</td>
<td>$3.60</td>
<td>$0.04</td>
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</tbody>
</table>

1 Southwest had a dividend payout of 0.01 per share on 8/14/2012.
2 AMR filed for bankruptcy on 11/29/2011. The price shown for 8/31/2012 is the over-the-counter traded value.
3 Pinnacle Holdings, Inc., filed for bankruptcy on 4/1/2012. The price shown for 8/31/2012 is the over-the-counter traded value.
**Airline Industry Update**

In just a few short hours, KCM has been very much anticipated and will be a very welcome change in IAH. "The Transportation Safety Board has identified those types of accidents in our Watchlist, [so] we’re more or less communicating to the industry and the regulator, Transport Canada, that there is a concern there," said TSB spokesperson John Lee, who noted that these issues remain on the TSB’s Watchlist because it doesn’t feel Transport Canada has dealt with them to the board’s satisfaction.

The NTSB has recommended that external cameras or other anticollision aids be installed on some large airplanes, according to CNN. Per the NTSB, cameras could prevent collisions if the pilot is incapable of seeing the wingtips. The board is currently investigating three collisions in which the pilots could not see the wingtips from the cockpit.

A year after the dedication of the Flight 93 National Memorial near Shanksville, Pa., the project remains short of its financial goal, reported the Star-Telegram. A recent fundraiser and other donations have raised $5 million, allowing construction to proceed on the second phase. But another $5 million is needed to finish one of the signature elements—a 93-foot tower with 40 chimes representing the passengers and crewmembers who died.

According to The New York Times, during the past five years the number of mishandled passenger bags has declined from 18 bags per 1,000 passengers to just under 9. According to a SITA report, 99.1 percent of travelers retrieved their bags on time. Baggage-handling fees collected by U.S. airlines accounted for $3.36 billion in 2011.

Per The Boston Globe, WestJet, Southwest, and JetBlue are adding more rows of seats to accommodate more passengers on airplanes, while adding extra legroom in some rows for travelers who will pay more to stretch their legs. A TripAdvisor survey reported...

**FrontLines**

**IAH, JFK, DFW Added to Known Crewmember**

Pilot screening points for the Known Crewmember (KCM) program were activated on September 18 at Bush Intercontinental Airport (IAH) in Houston and at John F. Kennedy International Airport (JFK) in New York. On September 19, KCM was activated at Dallas/Fort Worth International Airport (DFW).

Access points for IAH are at Terminal E, entry near Lane 6 of the security checkpoint, and at Terminal A, direct access beside the checkpoint exit lane. "The ExpressJet pilot group has been waiting for a solution like this," said F/O Drew Wilkens, ExpressJet Security Committee chairman. "KCM has been very much anticipated and will be a very welcome change in IAH."

Capt. Jay Pierce, the Continental pilots’ Master Executive Council chairman, said, "I’m glad to see KCM being implemented at more airports, for use by more ALPA pilots. The program recognizes our professionalism and reflects the responsibilities we hold as trusted crewmembers."

Pilots at JFK were also able to transit security via the new KCM checkpoints at Terminals 3, 5, and 8. "This is really going to speed things up," said F/O Adam Mercure (Delta). "Now I won’t have to [hold up] passengers to get through the security line to get to work. I’m really going to like this."

In just a few short hours, dozens of pilots, including Capt. Justin Miller and F/O Jared Dirkmaat of American Eagle, had used the KCM access point in DFW located in Terminal C at the Gate 20 checkpoint.

"Our pilot group has been looking forward to this opening in Dallas," said Dirkmaat. "As many of our pilots are based here, it will make it that much easier for us to get to our flights quickly."

KCM, developed jointly by ALPA and Airlines for America, utilizes existing employment and background checks to identify and screen pilots, thus shortening the screening lines at 23 airports nationwide, with 8 more planned by the end of 2012.

KCM is now available to more than 100 airlines, including all U.S. airlines that have ALPA-represented pilots.

For a complete list of KCM airports and the locations of checkpoints, scan the QR code to download the ALPA smartphone app and then select the KCM tab, or visit www.knowncrewmember.org.

**Air Transport Int’l, Capital Cargo Pilots Vote on TA**

The Air Transport International and Capital Cargo Negotiating Committees reached an agreement-in-principle with management on August 9 for a joint col-
that 41 percent of respondents said more legroom tops their list of improvements, but 71 percent said they wouldn’t pay more for it on domestic flights that take fewer than four hours.

Aug. 26, 2012, marked the one-year anniversary of certification of the B-787 Dreamliner, according to Flight Safety Information. Both the FAA and the European Aviation Safety Agency granted type certificates for the airplane a year ago.

TravelPulse announced that the U.S. Department of Commerce’s International Trade Administration reported that international visitors to the U.S. spent an estimated $82.2 billion on travel-related goods and services so far this year. International visitor spending in June 2012 was $13.8 billion, an increase of 7 percent from June 2011. On average, travel- and tourism-related exports in the U.S. increased more than $1.3 billion a month during the first half of 2012.

Ron Akana, an 83-year-old United Airlines flight attendant, has gained entry into the Guinness World Records book for having the “longest career as a flight attendant” in the world, the AP reported. He worked his final trip the weekend of August 25 on a United flight from Denver to Kauai. Akana began working for United in 1949; and with the exception of two years away to serve in the Korean War, he has been in the skies ever since.

Per ABC News, the Transportation Security Administration (TSA) has expanded its K9 bomb detection program to include approximately 1,000 dogs. Dogs trained in the TSA program at Lackland Air Force Base now patrol U.S. airports. “What’s great is that they are extremely accurate, and they are mobile,” said TSA spokesman Nico Melendez.

Pilots meet with SkyWest management on August 21 in Denver.

Air Transport Int’l and Capital Cargo MECs meet in Arlington, Tex., to discuss road shows.

Pilots spent a portion of the meeting, held in Denver, with senior executives from SkyWest and ExpressJet, and had discussions with SkyWest CEO Jerry Atkin and President Brad Rich. Topics included the status of the industry, SkyWest financials, the possible integration of the three pilot groups, future aircraft orders, and ongoing negotiations at Atlantic Southeast and ExpressJet.

Although no agreements were reached, management emphasized the need to “think outside the box” and committed itself to cooperatively sharing ideas with the pilots. The pilot reps viewed the two-hour session with management as positive and constructive.

The pilot groups also discussed sharing information among common committees, working together at joint domiciles, and opening crew rooms to all pilots of SkyWest, Inc. The Atlantic Southeast and ExpressJet Master Executive Council chairmen and the president of the SkyWest Airlines Pilots Association have been meet-

collective bargaining agreement (JCBA). Both Master Executive Councils (MECs) have held separate MEC meetings since then, unanimously approving the JCBA tentative agreement (TA) for a membership ratification vote. The MECs also met jointly to strategize and discuss logistics for road shows in Bahrain, Cincinnati, Japan, Miami, and Singapore to review the details of the TA with members.

Voting opened August 27 and was scheduled to close on September 24. If the pilots ratify the JCBA TA, the merger process for the two airlines moves forward. The MECs’ Merger Committees have also begun integrated seniority list meetings.

If the JCBA is not implemented by Dec. 31, 2012, the Transition and Process Agreement, which became effective on May 29 and guides the merger process, may be terminated.

Pilots Meet with SkyWest Management

On August 21, ALPA pilot representatives from Atlantic Southeast and ExpressJet met face-to-face with SkyWest pilots for the first time. The
ing routinely to talk about these and other issues, and all parties have agreed to continue to meet.

ExpressJet Pilots Launch Family Awareness Program
ExpressJet pilots successfully kicked off their Family Awareness program with 140 people at Cedar Point in Sandusky, Ohio, discussing contract negotiations, the ExpressJet/Atlantic Southeast merger, and other union business. Union leaders gave a status update, answered questions, and interacted with pilots and their families. Participants also enjoyed the roller coaster capital of the world and everything else the park has to offer—Adventure Island, Planet Snoopy, and more. Additional events are being scheduled near the ExpressJet pilots’ other crew bases.

Recognizing the critical role a pilot’s family plays in the decision-making process regarding career, livelihood, union involvement, and other issues, ExpressJet pilot leaders established a Family Awareness program to educate pilot families and keep them informed of rapidly changing events. The program also provides a pilot’s spouse or significant other with a means to offer feedback to elected pilot leaders.

Pinnacle Pilots Respond To Bankruptcy Filing
“Late last night, Pinnacle filed a motion in the U.S. Bankruptcy Court for the Southern District of New York to reject the pilots’ collective bargaining agreement,” said Capt. Tom Wychor, the pilots’ Master Executive Council (MEC) chairman, regarding Pinnacle Corporation’s Section 1113 bankruptcy filing on September 13.

“While this filing was expected, we do not think that it was necessary for Pinnacle to take this step so shortly after contract negotiations resumed. We believe the filing is an ill-advised distraction from the real work of negotiating a consensual agreement that maintains industry-standard pay, work rules, and benefits and can garner pilot support to help Pinnacle move through this difficult period.

“We acknowledge that concessions are necessary to allow Pinnacle to successfully reorganize,” Wychor commented. “The extraordinary level of concessions sought by Pinnacle, however, would set a new floor for pilot contracts within the regional airline industry. The bottom line is this: In the five months since company executives filed for bankruptcy, they have not been able to justify the level of concessions they are seeking. Rather than solving its problems, Pinnacle executives are attempting to use the bankruptcy process to gain an overwhelming and unfair competitive advantage in the industry. We firmly believe that if the bankruptcy court allows Pinnacle to implement the steep reductions in our wages, work rules, and benefits that it is proposing, the cost of pilot attrition and the inability to hire new pilots in the future would vastly outweigh the assumed short-term benefits of the imposed cuts.

“We encourage our management to bring to the bargaining table the same energy they have used to run to the courtroom. We must find enough common ground to form the basis for a new agreement, one that provides a future for both Pinnacle Airlines and its pilots.”

In related news, more than 200 Pinnacle pilots, spouses, and kids enjoyed an evening at Target Field in Minneapolis, Minn., to see the hometown Minnesota Twins take on the visiting Detroit Tigers. The pilots’ Family Awareness Committee sponsored the event in mid-August to build family unity.

Pinnacle was slated to hold another Family Awareness ballpark event in Atlanta later this fall.

Colgan Air’s last flight at Newark took place on September 5.

Colgan Ceases Operations
The last Colgan Air flight departed Newark Liberty International Airport on September 5 as the Pinnacle subsidiary ended its operations due to Pinnacle Airlines Corp.’s restructuring plan. Colgan has been a proud member of ALPA since 2009, flying express flights for mainline carriers Delta, United, and US Airways. Colgan Airways Corp. was founded in 1965.

Pilot Input Needed for Fatigue Survey
The International Federation of Air Line Pilots’ Associations (IFALPA), of which ALPA is a member, needs pilot input. The federation is conducting a survey on Fatigue Risk Management Systems (FRMS), the scientifically based, data-driven process for addressing fatigue in flight operations.
As part of its work with the International Civil Aviation Organization, IFALPA is participating in the FRMS forum and surveying airlines, regulators, members of the scientific community, and pilots of IFALPA member associations to assess the current culture of organizations that could support FRMS implementation. IFALPA plans to present its survey results at the forum’s next conference in 2013.

Capt. Don Wykoff (Delta), IFALPA president, recently circulated a letter to ALPA members stating that he firmly believes FRMS will be a prominent feature of the airline industry in the future. He stressed that it’s vital that FRMS be introduced properly to advance pilot fatigue management and that this is an opportunity for pilots to help influence international policy on this important issue.

The Congress reconvenes

Members of Congress returned to Washington on September 10 after a five-week district work period. The main order of business was slated to be the passage of a continuing resolution to keep the government running for the next six months in lieu of regular appropriations bills, which Congress has been unable to pass.

On September 14, the Office of Management and Budget released its report on the effect that automatic budget cuts, known as “sequestration” and scheduled to take effect in January 2013, will have on transportation and other government programs. The sequestration will impose an 8.2 percent cut in major programs at the FAA that support ATC services, airport improvement, aircraft certification, and NextGen development and implementation. The report bluntly states, “The FAA’s ability to oversee and manage the nation’s airspace and air traffic control would be reduced.”

Parliament resumes

The second session of the 41st Parliament resumed on September 17 when members of Parliament returned from their ridings after a two and a half month summer break on the barbecue circuit. They will pick up where they left off, as the unfinished business will be reassigned position on the Order Paper in the House of Commons.

Among the issues ALPA will be actively engaged in is working to defeat Bill C-377, the Act to Amend the Income Tax Act for Labour Organizations. This bill, supported by members of Parliament from the Conservative Party, would place unwarranted, onerous monetary reporting requirements on labour organizations such as ALPA.

The bill had passed Second Reading before recess and was referred to the Finance Committee, which will begin deliberations on it this fall. ALPA will be coordinating its efforts in opposition to C-377 with the Canadian Labour Congress. The current Conservative government holds a comfortable majority in both the House and Senate, which virtually ensures passage of legislation that it introduces or supports.

Before the recess, Parliament had passed its omnibus budget bill, C-38. The omnibus bill made amendments to a great many parts of law. Although Royal Assent was given on June 29, each piece of the legislation has its own coming-into-force date, which ALPA will track. Of interest is the amendment to the Canada Labour Code, which, when in force, will require a party to a collective agreement to file a copy with the minister of Labour as a condition precedent to its validity. A second budget implementation bill, slated to be introduced early in this session, is expected to have an effect on public services and government programs such as the reform of pension plans for federal employees. ALPA will be monitoring this bill very closely when it’s introduced.

With the return of members of Parliament to Ottawa, ALPA will renew its efforts to draw their attention to the issue of Canadian airlines using foreign pilots. This issue involves many entities, including Citizenship and Immigration, Human Resource and Skills Development Canada, Transport Canada, and the Canadian Transportation Agency. ALPA will continue to engage lawmakers from all parties and the bureaucrats who administer the programs in an effort to rectify the problem.

In the last session, the Standing Senate Committee on Transport and Communications held hearings into “The Emerging Issues in the Airline Industry” and produced an initial report on June 12. The Senate hearings were scheduled to resume on September 25. ALPA had appeared before the Committee previously and will continue to attend, participate in, and monitor the hearings for pilot pension issues.

Congress reconvenes

Members of Congress returned to Washington on September 10 after a five-week district work period. The main order of business was slated to be the passage of a continuing resolution to keep the government running for the next six months in lieu of regular appropriations bills, which Congress has been unable to pass.

On September 14, the Office of Management and Budget released its report on the effect that automatic budget cuts, known as “sequestration” and scheduled to take effect in January 2013, will have on transportation and other government programs. The sequestration will impose an 8.2 percent cut in major programs at the FAA that support ATC services, airport improvement, aircraft certification, and NextGen development and implementation. The report bluntly states, “The FAA’s ability to oversee and manage the nation’s airspace and air traffic control would be reduced.”

Parliament resumes

The second session of the 41st Parliament resumed on September 17 when members of Parliament returned from their ridings after a two and a half month summer break on the barbecue circuit. They will pick up where they left off, as the unfinished business will be reassigned position on the Order Paper in the House of Commons.

Among the issues ALPA will be actively engaged in is working to defeat Bill C-377, the Act to Amend the Income Tax Act for Labour Organizations. This bill, supported by members of Parliament from the Conservative Party, would place unwarranted, onerous monetary reporting requirements on labour organizations such as ALPA.

The bill had passed Second Reading before recess and was referred to the Finance Committee, which will begin deliberations on it this fall. ALPA will be coordinating its efforts in opposition to C-377 with the Canadian Labour Congress. The current Conservative government holds a comfortable majority in both the House and Senate, which virtually ensures passage of legislation that it introduces or supports.

Before the recess, Parliament had passed its omnibus budget bill, C-38. The omnibus bill made amendments to a great many parts of law. Although Royal Assent was given on June 29, each piece of the legislation has its own coming-into-force date, which ALPA will track. Of interest is the amendment to the Canada Labour Code, which, when in force, will require a party to a collective agreement to file a copy with the minister of Labour as a condition precedent to its validity. A second budget implementation bill, slated to be introduced early in this session, is expected to have an effect on public services and government programs such as the reform of pension plans for federal employees. ALPA will be monitoring this bill very closely when it’s introduced.

With the return of members of Parliament to Ottawa, ALPA will renew its efforts to draw their attention to the issue of Canadian airlines using foreign pilots. This issue involves many entities, including Citizenship and Immigration, Human Resource and Skills Development Canada, Transport Canada, and the Canadian Transportation Agency. ALPA will continue to engage lawmakers from all parties and the bureaucrats who administer the programs in an effort to rectify the problem.

In the last session, the Standing Senate Committee on Transport and Communications held hearings into “The Emerging Issues in the Airline Industry” and produced an initial report on June 12. The Senate hearings were scheduled to resume on September 25. ALPA had appeared before the Committee previously and will continue to attend, participate in, and monitor the hearings for pilot pension issues.
ALPA and LifeLock: Partners to Protect Your Identity

By F/O Ken Binder (FedEx Express), Chairman, ALPA Retirement & Insurance Committee

Every four seconds someone is a victim of identity theft. This statistic is certainly a wakeup call as to how easily our lives can be turned upside down if our personal information is not vigilantly protected.

In response, ALPA has recently partnered with LifeLock, a leader in identity-theft protection, to offer members this critical service at a discounted rate with the first month free. ALPA’s R&I Committee is committed to improving the services we currently offer our members, and this is a great addition to that portfolio.

Through this service, if you do become the unfortunate victim of this type of fraud, LifeLock staff will step in to do all the work for you.

While many people have credit monitoring, identity theft is about more than just your credit card. In fact, credit card fraud accounts for only 14 percent of all identity theft, and identity theft as a crime in general is still growing. You are even at risk at work, particularly with people who have access to your personal information.

Take advantage of this members-only offer and sign up for LifeLock today—to protect yourself and your loved ones. If you are already a LifeLock customer, you can still benefit from this member-only discount. Visit ALPA’s Member Insurance webpage at http://memberinsurance.ALPA.org and follow the link to the LifeLock registration page to enroll.

LifeLock offers a $1 million total service guarantee, and new in 2012 is a $25,000 insurance policy to all members.

To learn more about LifeLock, go to www.lifelock.com.

More Passengers Travel Through U.S. Airports

Despite capacity constraint from most airlines, more passengers are traveling through U.S. airports. According to the BTS, an average of 2.146 million passengers per day went through U.S. airports in the first five months of 2012—about 37,000 more passengers a day than in the first five months of 2011. This includes all scheduled services from U.S. airlines with $20 million in revenue and all foreign airlines with 10,000 passengers per month to the U.S.

The added passengers are crowding onto fewer flights per day. BTS data show that the average number of flights is down 1.2 percent in 2012 from 2011, which works out to about 320 fewer flights per day around all the U.S. airports. The drop in the number of flights began in March and has been trending downward since. About that time, the industry started cutting back capacity even further because of a stagnating economy.

Average Flights Per Day

Average Passengers Per Day January – May

Source: BTS, T-100, and ALPA E&FA Analysis

To read the latest On Investing magazine from Charles Schwab, go to www.schwab.com/oninvesting. It’s an added benefit for members through ALPA’s partnership with Charles Schwab & Co., Inc., as the Association’s preferred financial services provider.
The following is a summary of the status of ALPA contract negotiations by airline as of Aug. 31, 2012:

**Air Wisconsin**—A Section 6 notice was filed on Oct. 1, 2010. Negotiations continue October 23–26, November 13–16, and December 4–7 and 18–21.

**Atlantic Southeast**—A Section 6 notice was filed on May 20, 2010. A joint Section 6 notice was filed on March 28, 2011. Negotiations are under way for the Atlantic Southeast/ExpressJet joint collective bargaining agreement.

**CanJet**—A notice to bargain was filed on Dec. 1, 2011. Negotiations continue September 24–28.

**Continental**—With the assistance of the National Mediation Board, the pilots have reached an agreement-in-principle (AIP) with United Continental Holdings, Inc., on major economic issues. While some details of an agreement still remain open, the pilots are confident a final AIP can be worked out soon.

**ExpressJet**—A Section 6 notice was received on May 28, 2010. A joint Section 6 notice was filed on March 28, 2011. Negotiations are under way for the Atlantic Southeast/ExpressJet joint collective bargaining agreement.

**First Air**—A notice to bargain was filed on Oct. 1, 2010. Negotiations continue September 24–28.

**Mesa**—A Section 6 notice was filed on Sept. 10, 2011. Negotiations continue.

**Piedmont**—A Section 6 notice was sent on March 13, 2009. An application for mediation was filed with the NMB on April 21, 2010. Mediation is under way.

**Ryan**—A Section 6 notice was sent on Sept. 2, 2011. Negotiations continue September 24–28 and October 8–12.

**Sun Country**—A Section 6 notice was sent on Feb. 23, 2010. Sun Country filed for mediation on May 9, 2012.

**United**—With the assistance of the National Mediation Board, the pilots have reached an agreement-in-principle (AIP) with United Continental Holdings, Inc., on major economic issues. While some details of an agreement still remain open, the pilots are confident a final AIP can be worked out soon.

*Editor’s note: ALPA negotiators at this Canadian airline have experienced many delays in bargaining because of management shakeups and the loss of Flight 6560. Since bargaining opened in 2010, the pilot group has had two CEOs, three vice presidents of flight operations, and four company lead negotiators. However, the team members remain confident they will make progress in the coming sessions.
ALPA Weighs In on NextGen Advances

Capt. Lee Moak, ALPA’s president, recently submitted a statement for the record to the U.S. House of Representatives Transportation and Infrastructure Committee, Aviation Subcommittee, for a hearing it held on the progress of NextGen. Recognizing that the potential benefits of NextGen have been widely discussed, ALPA’s comments focused on the tangible benefits that are already accruing through the implementation of various initiatives. Included in the list of NextGen successes were:

- Seattle greener skies initiative,
- Metroplex—optimization of the airspace and procedures in the Metroplex (OAPM),
- Parallel runway operations at airports,
- Time-based flow management,
- Automatic Dependent Surveillance – Broadcast (ADS-B),
- RNP/RNAV enroute airways (Q/T/TK Routes),
- Continued expansion of RNP/RNAV approach capability,
- Increased capacity in oceanic areas, and
- Reduced vertical separation minima.

ALPA’s comments illustrated that each of these successes has resulted in benefits such as greater safety margins, reduced fuel expense, reduced emissions, and more efficient ways to move air traffic. In some cases, the programs and initiatives have taken advantage of existing avionics and/or optimization of procedures and do not require new equipage for the aircraft or the FAA.

Check Out The FlightDeck

Learn how the United and Continental pilots could be close to reaching a deal. Hear how ALPA is helping more than 700 pilots find jobs after two airlines announced closures. Find out the latest Known Crewmember locations. Hear what’s in the Pilot’s Bill of Rights. Plus, watch highlights from ALPA’s 58th Air Safety Forum. All of this and more is highlighted in the latest episode of The FlightDeck.

To sign up for video podcasts of The FlightDeck via iTunes, scan the QR code.

Tell us what you think about this latest edition at flightdeck@ALPA.org. Got a story suggestion? Let us know.

ALPA Recognizes Top Pilots at NIFA SAFECON 2012

ALPA was a sponsor of this year’s national collegiate flying competitions, the 2012 NIFA SAFECON, held at Kansas State University in mid-May. Capt. Dave Ryter (American Eagle), ALPA’s Education Committee chairman, and Capt. George Burnette (Delta), a committee member, represented the Association.

NIFA SAFECON is a week-long event that tests all aspects of a competitor’s aviation knowledge and flying abilities. During competitions, Ryter hosted an ALPA forum that included a discussion about the future of the airline piloting profession as well as a question-and-answer session. Twenty-eight schools competed, with Embry-Riddle Aeronautical University—Prescott winning the national championship. On behalf of ALPA, Burnette presented the Regional Top Pilot Awards, including a $500 check, to each of the 10 regional top pilots, and the National Top Pilot Award to Prescott’s Alex Tamsing. The National Top Pilot Award winner received $1,000, as did the winner’s school.

ITNews

Safety Data Now Available on Your Smartphone

The ALPA app for iPhone and Android users has recently been expanded to include selected safety-related information. Existing users of the ALPA app should receive notification on their phones that an upgrade is available.

When installed, the safety icon (a “+” symbol) will appear between the KCM and Jumpseat icons and will take you to both an In Case of Accident/Incident section (which includes Orange Card information and other valuable resources) and ALPA’s International Directory. Users must be logged in to access this information.

Suggestions for improving the content of these areas or the organization of the information are welcome and should be directed to EAS@ALPA.org.

To download the ALPA Mobile app, scan the QR code.
Capt. Phillips Flies West
Capt. Thomas J. Phillips (US Airways, Ret.), a stalwart ALPA safety volunteer and recipient of ALPA’s 2002 Air Safety Award, lost his battle with pancreatic cancer on August 30.

Phillips began his working life as an EMT but quickly found a passion for aviation. After working his way up the commuter ranks, he landed his dream job with the airline that would become US Airways.

A champion of safety, Phillips was the chairman of both the Aircraft Design and Operations Group and Accident Survival Committee and was a respected speaker at many

Have You Read?

Skygods: The Fall of Pan Am
By Capt. Robert Gandt (Delta, Ret.)

Pan American World Airways evokes nostalgic memories of a bygone era of air travel. And the fall of Pan Am may be most notably attributed to the crash of Flight 103 over Lockerbie, Scotland, which killed 270 passengers and townspeople and left the aircraft’s smoldering wreckage stretching for miles beyond its point of impact. That was Pan Am’s ultimate demise, at least the event most often connected to the airline’s closing its doors. But that’s where the book ends. Let’s start at the beginning, where Capt. Gandt engineers a most interesting labyrinth of events, providing intimate details of Juan Trippe’s inexhaustible drive to create an airline unlike any other.

So explicit are the details that one might imagine Capt. Gandt sitting in each and every meeting where discussions of build it bigger, build it better, build it now were taking place. “No” was not an acceptable answer to Trippe, and his determination was the catalyst for earning Pan Am the recognition of being a state-of-the-art airline. The pilots who flew for Pan Am were the peerless aviators who so handily complemented Pan Am and its reputation for being the finest airline. Skygods—that’s what the pilots were, the gold standard for the industry. In addition to the growth of the airline—and as a by-product a surge in the aviation industry—we have an image of the glory days, as well as the turbulent times the pilots endured as a result of Pan Am’s mergers, furloughs, and financial crises.

Nonetheless, the pilots’ unending loyalty to their airline was equaled only by the respect that flying for Pan Am earned them. Throughout the reading of Skygods, you’ll certainly expand whatever knowledge you had of Pan Am. Skygods not only plies you with the facts, but also transports the reader from the late 1920s through the following six decades, which were, in terms of global expansion in air flight, an integral chapter in aviation history.—Reviewed by Kari Cantrell, ALPA Communications Department

Capt. Phillips received the 2002 ALPA Air Safety Award, the Association’s highest honor for a pilot safety representative.

international safety groups and meetings. After retiring from airline flying, Phillips worked in flight operations safety at Boeing. His humility and the respect that he had for everyone he worked with were a true testament to his character.

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

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Compiled from information provided by ALPA’s Membership and Council Services Department
It started in 2008 as an action-planning activity to engage ALPA leaders in the Association’s strategic planning process. It has evolved into the way we do business.

At this year’s Board of Directors (BOD) meeting, the union’s elected representatives will once again set the course for the years ahead. Capt. Lee Moak, ALPA’s president, and the other national officers are challenging these leaders to widen their scope to view ALPA’s Strengths, Weaknesses, Opportunities, and potential Threats with a fresh eye.

Capt. Don Wykoff (Delta), chairman of ALPA’s Strategic Planning Committee, will shepherd these ALPA SWOT Team.
leaders through discussions about everything that matters to airline pilots today—from how to handle competition when it’s not the airline in your backyard but governments from afar to how the new flight- and duty-time rule will affect the way you fly. To get up to takeoff speed on ALPA’s strategic plan, read the list of recent “checked off” items from each BOD delegate committee. See something amiss? Tell your rep! Then follow how the plan progresses in delegate committee sessions this October with BOD coverage at www.ALPA.org/bod2012. To see how the strategic plan has evolved, visit www.ALPA.org/strategicplan.

BY MOLLY MARTIN, CONTRIBUTING WRITER
**BOD Committee 1**

**ALPA Structure**

ALPA is capitalizing on its unique position within the airline industry to share information across pilot group lines, enabling the union to

- build bridges abroad through the Global Pilot Symposium, which brings together government, industry, and pilot group leaders from global airline alliances such as SkyTeam, oneworld, and Star Alliance.
- continue to foster similar relations within the Association through the US Airways Express Pilots Alliance, Delta Connection Pilots Alliance, Fee-for-Departure Task Force, etc.
- host an industry-leading symposium exclusively for cargo pilots.

**BOD Committee 2**

**Collective Bargaining and R&I**

ALPA is advancing the airline piloting profession by moving the cornerstone areas of contracts and retirement and insurance to

- achieve a new Delta contract and the Continental/United agreement-in-principle, which continue the progressive pattern-bargaining trend among mainline airlines.
- utilize new bargaining strategies in different bargaining environments, expediting the bargaining process to achieve constructive outcomes.

- creatively bargain benefit issues through the process of benchmarking, contract comparison, and member education. New retirement approaches at Hawaiian and Alaska; improved retirement benefits at Delta, Jazz, and other airlines; and retiree health reimbursement accounts at FedEx represent health-care–related enhancements.

**BOD Committee 3**

**Safety, Security, and Flight and Duty Time**

ALPA is continuing to champion the safety and security of air transportation, and remarkable changes have taken place since 2010, including

- the FAA issued a final science-based rule on pilot fatigue in December 2011 that
  - incorporates maximum flight-duty periods and flight-time limits based on the type of flight and time of day it begins.
  - includes a 10-hour minimum rest period.
  - contains new cumulative flight-duty and flight-time limits.
  - allows airlines to develop alternative ways of mitigating fatigue based on science and validated by the FAA via Fatigue Risk Management Systems.

While the new rules do not apply to cargo operations, ALPA is actively advocating that Congress pass legislation to have the flight-time/duty-time regulations apply to them.

ALPA has been engaged in Canada to revise the current flight-time rules to a science-based rule that is similar to the new U.S. rule.

The FAA Modernization and Reform Act of 2012 includes the following provisions regarding NextGen:

- funding mechanisms and deadlines for the adoption of existing navigation and surveillance technology.
- mandates development of navigation procedures and creation of an oversight board with stakeholder participation to provide better oversight.
More Known Crewmember airports are coming online (see page 8).

Legislative efforts are under way to increase Federal Flight Deck Officer program funding from $25 million to $35 million annually.

During early 2012, the International Civil Aviation Organization Dangerous Goods Panel agreed to new international technical instructions regarding the carriage of lithium batteries. These new technical instructions contain improved provisions for labeling, training, inspection, and pilot notification.

In August 2010, President Obama signed into law the Airline Safety and FAA Reauthorization Act of 2010, a short-term FAA funding bill that included provisions regarding minimum qualifications and licenses for individuals wanting to be airline pilots. In February 2012, the FAA issued a notice of proposed rulemaking (NPRM) that established new training and qualification standards to complement the August 2010 legislation. The NPRM also proposed establishing a new “restricted” airline transport pilot (ATP) certificate. ALPA was heavily involved in developing the 2010 legislation and has been involved with the FAA in shaping the NPRM and anticipated final rule.

ALPA, like all organizations in this economy, is tightly monitoring its finances. Union leaders accepted the recommendations of the Special Committee for Finance, Structure, and Services (SCFSS) to Section 60 policies at the October 2011 Executive Board meeting, including

- streamlining allocation of dues into four accounts—Administrative and Support, Master Executive Council (MEC), Local Executive Council, and Operating Contingency Fund (OCF)—and permitting refunds from MEC account surpluses under certain conditions.
- refining and expanding use of the OCF regarding supplementary funding to MECs.
- establishing a $500,000 off-the-top dues allocation after the Mansfield settlement loan is paid off to be used for strategic purposes such as Major Contingency Fund funding.
- implementing other policies to increase cost efficiency.
- creating a Resource Planning Team.

ALPA is focused on raising awareness about the resources available to members and increasing the effectiveness of the union’s communications efforts. To that end, the Association has

- refocused national publications for the sound-bite generation and reinvigorated MEC and LEC newsletters.
- developed ALPA Daily for elected leaders and staff.
- conducted an all-member survey to determine what members want ALPA to inform them about, and how they want to receive that information.
- implemented a robust, proactive external communications program that includes news media interviews, press statements, op-eds, and advertisements.
- established relationships through ALPA’s Education Committee with Aviation Accreditation Board International-accredited flight schools and created ACE Clubs at Embry-Riddle’s Daytona Beach campus, the University of North Dakota, etc.
BOD COMMITTEE 6
LEGAL, GRIEVANCE, AND Mergers

ALPA is focused on risk management, one of the cornerstones protecting the viability of the Association, and these efforts have collectively shielded the union from significant risks and financial exposure.
- The Executive Board refined Section 40 risk management policies in April 2012, which ALPA successfully applied to lump-sum payments negotiated at Air Transport International, Pinnacle, and Trans States.
- ALPA expanded training modules regarding roles and responsibilities of pilot representatives, current legal issues, and risk management.
- ALPA is proactively managing its insurance program with Kitty Hawk to protect the viability of the Association.

continuing to oppose efforts to modify foreign ownership and/or control limitations that would not benefit ALPA members.
- ensuring that U.S. and Canadian airlines receive a fair share of international flying opportunities.
- establishing and maintaining international aviation policies that provide an effective balance among economic, security, airline, and worker interests and priorities, including opposing pilot outsourcing.
- supporting efforts to relieve tax and fee burdens on airlines.
- promoting policies to ensure that the airline industry attracts and retains highly qualified and talented employees and increases stable, good-paying jobs for U.S. citizens.
- ensuring effective funding of NextGen.

BOD COMMITTEE 7
GOVERNMENT AFFAIRS AND REGULATORY

ALPA’s new white paper “Leveling the Playing Field for U.S. Airlines and Their Employees” sets the tone for how the Association will continue to engage in the policy that drives airline pilots’ careers. The union plans to head into that government vs. government battle by
- championing the establishment of national level aviation policies to promote financially stable U.S. and Canadian airline industries.

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BOD COMMITTEE 8
ORGANIZING

ALPA is approaching its organizing efforts strategically, so ALPA’s Organizing Task Force established the following metrics and rationale for identifying new groups to organize:
- methodologies to measure the value of adding prospective pilot groups to ALPA.
- cost-benefit metrics regarding the cost of organizing and representing new pilot groups.
- broad goals for ALPA’s organizing efforts, including criteria for identifying organizing targets.
- an internal organizing work plan.

What’s next? Stay tuned.
As an organization that is not partisan, our loyalties lie with the issues, not the political parties or the politicians. Understandably, separating personal views on social or fiscal issues is incredibly challenging; so as the leading advocate for airline pilots, we’ve summarized a few of the current legislative items on the table that affect your profession, career, and future to be decided—in some shape or form—at the polls on November 6.
Health-care taxation

Over the past few years, proposals to impose taxes on employer-provided health-care benefits and retirement contributions have gained momentum as Congress wrestles with deficit-reduction strategies. These policy ideas have been included in several bipartisan deficit-reduction proposals. ALPA remains actively engaged in this important issue, as taxation of health-care benefits would represent a significant tax increase for every ALPA member. Scan the QR code to view a list of members of Congress who signed an ALPA-supported letter in opposition to taxing health-care benefits.

Ex-Im Bank

During the past five years, the Export-Import Bank has provided financing for dozens of widebody aircraft to foreign airlines. This financing is provided at rates and terms that are not available to U.S. airlines, and many of these bank-subsidized widebody aircraft are being used on routes that are, have been, or could be served by U.S. airlines. U.S. carriers have found that they have needed to withdraw from or not enter routes that might otherwise be economically viable.

The effect on U.S. pilot and airline worker jobs has been significant. In response to the increase in seat capacity directly attributable to aircraft financing from the bank to foreign airlines, domestic airlines have been forced to reduce capacity by nearly 2 percent, resulting in the loss of approximately 7,500 U.S. airline jobs.

That’s why ALPA worked with Congress to reform the bank’s financing of widebody aircraft through the Export-Import Bank Reauthorization Act of 2012. The reauthorization includes important bipartisan reforms to aircraft financing and will help to protect U.S. airline workers from unmerited, subsidized foreign competition. The reforms will also shine some desperately needed light on the bank’s financing processes. By directing the United States to negotiate with the four European countries that finance Airbus, the reauthorization will help bring about a necessary end to worldwide subsidies of widebody aircraft. This action will help to level the playing field for U.S. airlines that compete with foreign airlines, including many that are state-sponsored and that buy U.S.-and European-manufactured airplanes at below-market rates unavailable to U.S. airlines.

ALPA believes the bill was a step in the right direction to reasserting the bank and urgent members of Congress to vote yes on this bill. Scan the QR codes to see how your representatives and senators voted.

FAA reauthorization

After more than five years and 23 extensions, Congress finally passed a full reauthorization of the FAA in January 2012. This was a top priority for ALPA. The new law provides the FAA guaranteed funding for four years, allowing the agency to plan and execute NextGen air traffic control upgrades, which will increase safety and promote efficiency and capacity growth. Furthermore, the law includes critical provisions to improve the safety of air operations such as runway incursion prevention and research on how to operate safely in weather events such as icing, windshear, and volcanic ash. While the final version of the bill did include certain provisions that ALPA would like to see removed, the Association strongly urged Congress to support this bill. Scan the QR codes to see how your representatives and senators voted.

Oil speculation

Fuel is often the largest and certainly the most volatile expense for the airline industry. Dramatic price swings have added significant stress to an already beleaguered industry and make long-term planning almost impossible. In today’s marketplace, the price of oil is increasingly driven by speculators, not by producers and consumers of oil. In the last decade, the level of speculative trading in crude oil futures contracts on the New York Mercantile Exchange has risen by 600 percent. A Deutsche Bank analysis estimates that every one cent increase in jet fuel prices on an annualized basis equals an additional fuel expense of $170 million for the U.S. airline industry. In turn, these costs are passed on to consumers or drive businesses into debt or, worse, bankruptcy.

ALPA supports S. 1598, the Anti-Excessive Speculation Act introduced by Sen. Bill Nelson (D-Fla.), which protects pilot jobs and the airline industry from rampant speculation in the oil market. The bill curbs oil speculation while allowing legitimate hedging. Importantly, the
EU ETS

Every country is concerned about the potential effect that greenhouse gases from burning jet fuel can have on the climate. To this end, the European Union has created an emissions trading scheme (ETS)—a unilaterally imposed scheme that charges airlines for their aviation carbon emissions into and out of the EU.

It’s ALPA’s view that the ETS violates state sovereignty and is in contravention of the United Nations Framework Convention on Climate Change. More than 20 countries with large aviation sectors, including the U.S., have adopted a declaration opposing the ETS and have urged the EU to work collaboratively with the rest of the international community to address aviation emissions.

Further, there is no requirement that funds raised from the ETS be applied toward mitigating climate change or decreasing aircraft emissions through technological innovation of equipment or fuel. Instead of combating climate change, the EU ETS will only impede the U.S. airline industry’s ability to reduce carbon emissions. The EU ETS decreases U.S. airlines’ ability to invest in such technology. According to the International Air Transport Association, the EU ETS could erode airline industry profits, which are already very marginal, by more than 30 percent. This significant decrease in profits will hinder U.S. airlines’ ability to invest in new, more fuel-efficient airplanes.

Legislation has already passed in the House of Representatives by voice vote that would block U.S. participation in this scheme. ALPA has been advocating for the U.S. Senate to follow suit. Encouragingly, a companion bill, S. 1956, introduced by Sen. John Thune (R-S.D.) and Sen. Claire McCaskill (D-Mo.), recently cleared the Senate Appropriations bill, but ALPA believes funds are not kept pace with the growth of the program since it began nearly a decade ago. As a result, there is a waiting list of pilots who would like to enter the program but cannot because funds are not available for training. And in the administration’s FY 2013 budget request, a cut of more than 50 percent was proposed to the FFDO program.

Unfortunately, however, funding for the program has not kept pace with the growth of the program since it began nearly a decade ago. As a result, there is a waiting list of pilots who would like to enter the program but cannot because funds are not available for training. And in the administration’s FY 2013 budget request, a cut of more than 50 percent was proposed to the FFDO program.

ALPA aggressively lobbied Congress to protect and increase funding for the FFDO program. Pilot advocates held more than 50 meetings with key congressional leaders and appropriators, and ALPA sent more than 3,800 letters and e-mails to Congress in support of FFDO funding.

Ultimately, the House of Representatives increased the program’s budget by $10 million, thanks to an amendment offered by Rep. Chip Cravaack (R-Minn.). The Senate has not yet completed its consideration of the Homeland Security Appropriations bill, but ALPA is committed to working with lawmakers in both chambers and on both sides of the aisle to ensure this program is protected and strengthened.

FFDO

The Federal Flight Deck Officer (FFDO) program was instituted by Congress with the passage of the Arming Pilots Against Terrorism Act of 2002. Since its creation, the FFDO program has been tremendously successful as a strong, ongoing deterrent against the threat of aircraft hijackings. This is primarily due to an excellent training curriculum and the quality of the pilots who are selected to make up its ranks. Today, many thousands of FFDOs protect the flight decks of U.S. airliners and defend more than 100,000 flight segments per month, at a very minimal cost to the U.S. government and the American taxpayer.

As ALPA members know, FFDOs receive no compensation for their service, and they pay out of their own pocket for many costs associated with their federal service. ALPA knows of no other aviation security program that can compare to the FFDO program in terms of effectiveness and efficiency.

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ALPA views improving flight and duty time rules as among the most important flight safety undertakings in modern times. Achieving one level of safety for all ALPA members has been a major focus of ALPA’s advocacy efforts during the 112th Congress.

In spring 2011, while the FAA was drafting regulations to update flight- and duty-time regulations, ALPA aggressively lobbied against an amendment offered by Rep. Bill Shuster (R-Pa.) to the FAA reauthorization bill that would have allowed exemptions to pilot fatigue regulations for supplemental and all-cargo carriers in advance of the rulemaking. This amendment ultimately passed the House, but ALPA successfully prevented the language from becoming law. ALPA pilots engaged in intense grassroots action and sent more than 3,500 letters to Congress opposing this provision.

When the FAA missed its congressionally mandated Aug. 1, 2011, deadline for completing the flight-time/ duty-time (FT/DT) rulemaking, ALPA led a charge on Capitol Hill to garner signatures on a letter to the FAA urging swift action. The letter was spearheaded by Rep. Brian Higgins (D-N.Y.) and Rep. Jean Schmidt (R-Ohio) and included the signatures of 103 members of Congress.

The FAA’s final fatigue rule, FAR Part 117, was ultimately issued on Dec. 21, 2012. While the new rule is a significant improvement over the antiquated rules established five decades ago, it falls short by excluding cargo operations from the updated regulations. For decades, ALPA has demanded “One Level of Safety” for the simple reason that fatigue affects all pilots. All safety regulations should follow suit. ALPA worked with congressional leaders to introduce bipartisan legislation in both the House and the Senate that would close the cargo carveout and extend the FAR Part 117 fatigue rules to all pilots. More than 2,700 pilots and counting have asked their representatives and senators to cosponsor and pass this bill. Scan the QR codes to view a current list of cosponsors in the House and Senate.

Will You Be Flying on November 6?

Early and absentee voting is easy. Many states have adopted new laws that include changes to voting rules and registration requirement for the 2012 election. So even if you’ve done it before, double-check the rules and requirements.

For your convenience, the Association has compiled an information guide (state by state) that outlines early and absentee voting rules. Please visit www.ALPA.org/advocacy and click on the map. ALPA encourages all members to exercise their constitutional right to vote.
ALPA-PAC’s work on pilots’ behalf lays the groundwork and sets the stage for our victories on Capitol Hill. In 2011, as the new flight-time/duty-time (FT/DT) rule moved slowly through the rulemaking process, ALPA-PAC began building and expanding a base in Congress to support expediting the process and keeping the new rules science-based. Of the 103 members of Congress who ultimately signed ALPA’s letter pushing the administration to take swifter action, ALPA-PAC had made direct contact with 100 of them, supplementing the direct advocacy by ALPA’s Government Affairs team and volunteer pilot advocates. After the new rule was published, the PAC immediately moved to activate that base of support toward fixing the cargo carveout.

Rep. Chip Cravaack (R-Minn.), above, and Rep. Tim Bishop (D-N.Y.), left, the lead sponsors of the Safe Skies Act of 2012 in the House, are two of the PAC’s greatest champions. Both have been targeted this election cycle as vulnerable incumbents, and the PAC has been working hard to ensure that they return next year to continue their work on pilots’ behalf. ALPA-PAC has also supported more than 30 candidates for Congress this year, all of whom have pledged to support “One Level of Safety and Security” in our skies.

ALPA-PAC is active in all of ALPA’s legislative activities. Through a strong PAC, ALPA is able to build and expand relationships in Congress, helping to create pilot partisan majorities in the House and Senate that lead to ALPA victories, including the new fatigue rules and passage of the Safe Skies Act.

Find out more at www.ALPA.org/alpapac.
ALPA pilot leaders and staff gathered in the memorial garden at the Association’s Herndon, Va., offices on September 11 to honor the victims of 9/11 and pay tribute to the crews of United Flight 93, United Flight 175, American Airlines Flight 11, and American Airlines Flight 77 on the 11th anniversary of the terrorist attacks.

“In the wake of that senseless tragedy, we were unified and repulsed by the events that led to the tragic loss of those on the aircraft and those on the ground,” said Capt. Lee Moak, ALPA’s president. “We will, as airline pilots, never again witness a friend, a family member, a fellow crewmember leave us too early in this manner.”

Capt. Jay Heppner, the United pilots’ Master Executive Council chairman, read the names of the flight crews lost that day. “My fellow United pilots—Vic Saracini and Mike Horrocks of Flight 175 and Jason Dahl and LeRoy Homer of Flight 93—were murdered, victims of an attack that challenged our national character and tested our collective mettle,” Heppner said.

“The deaths of these brave pilots, together with those who were in command of American Airlines Flights 11 and 77, serve as reminders that we cannot afford to be complacent or stagnant in the upkeep of our national security.”

“Make no mistake, the fury we felt 11 years ago today has not diminished,” Moak concluded. “In fact, it is what fuels our resolve to continue to make positive changes in our industry. Our swift reaction and fierce determination defined our profession as the leading advocate for safer skies. And for that, we should be proud.”

ALPA Honors 9/11 Victims

By Molly Martin, Contributing Writer

In Memoriam: Sept. 11, 2001
United Airlines Flight 93
Capt. Jason Dahl and F/O LeRoy Homer, Jr.; flight attendants Lorraine Bay, Sandra Bradshaw, Wanda Green, CeeCee Lyles, and Deborah Welsh

United Airlines Flight 175
Capt. Victor Saracini and F/O Michael Horrocks; flight attendants Robert Fangman, Amy Jarret, Amy King, Kathryn Laborie, Alfred Marchand, Michael Tarrou, and Alicia Titus; customer service representatives Marianne McFarlane and Jesus Sanchez

American Airlines Flight 11
Capt. John Ogonowski and F/O Thomas McGuinness; flight attendants Barbara Arestegui, Jeffrey Collman, Sara Low, Karen Martin, Kathleen Nicosia, Betty Ong, Jean Roger, Dianne Snyder, and Madeline Sweeney

American Airlines Flight 77
Capt. Charles Burlingame and F/O David Charlebois; flight attendants Michele Heidenberger, Jennifer Lewis, Kenneth Lewis, and Renee May

We Will Never Forget

To view a video of ALPA’s 9/11 memorial service, scan the QR code.
October 2012 Air Line Pilot 27

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ollowing the 9/11 commemoration in the Herndon, Va. offices’ memorial garden, Capt. Lee Moak, ALPA’s president, dropped the gavel to open the 111th regular meeting of the Association’s Executive Board. For the first time, the meeting took place in ALPA’s remodeled, state-of-the-art conference center. The union’s four national officers opened the morning plenary with their individual reports, speaking about recent ALPA activities and accomplishments, and explaining how Everything Matters—the Association’s theme for this year.

Moak spoke at length about events happening around the globe and how they are reshaping the airline industry, including the inroads Emirates Airlines is making into countries like Australia and Canada and the Japanese government’s bailout of Japan Airlines. He talked about the operational advantages of several overseas airlines, emphasizing that government policy is preventing U.S. airlines from fully competing with their industry counterparts.

“Things have changed, and we need to recognize them,” said Moak, adding that “the way you deal when things change—the way you combat the enemy—is that you accept the environment you’re in, you adjust, and you go after the things you need to go after so that you can prevail for your members.” He likened the current airline industry circumstances to those of the U.S. maritime industry before its decline, suggesting that pilots must act together to avoid a similar fate.

Referees of the National Football League are currently on strike, and Moak was quick to point out that for the first week of the regular season, the total number of those watching football games set a television viewing record. Moak noted that the lesson to take from this event is that public sympathy for labor causes is low and that, to be successful, pilots must work together to accomplish their goals.

Moak told Executive Board members, “The union is only what you make it, so make it yours, make it strong, and make it matter.”

ALPA safety, security, and pilot assistance matters

Capt. Sean Cassidy, ALPA’s first vice president, reviewed the achievements and emerging challenges confronting the safety, security, and pilot assistance efforts of ALPA’s Air Safety Organization (ASO). He talked about the success of the recent Air Safety Forum and the one-day seminars the ASO has hosted covering topics such as pilot training qualifications, flight and duty time, cockpit laser illuminations, and self-disclosure safety programs like ASAP and FOQA.

“We are very strategically focused,” said Cassidy, explaining the reason for the union’s achievements. “We have a game plan; we’re constantly reevaluating the game plan as we do at every single one of these boards.”

As the Association’s national safety coordinator, he added, “We will continue to be adaptive and evolve, we will continue to listen to you, and we are always mindful of the fact that in order to succeed, it’s not enough for us to see what’s on the horizon. We have to anticipate what’s beyond the horizon.”

Membership matters

“This union has been around for 81 years,” said Capt. Bill Couette, ALPA’s vice president–administration/secretary, to the Executive Board members. “We’ve had tough issues before and we’ve made it through…. We’ll have tough issues for the future and we’ll make it through that too. That’s what gives us our strength.”

Couette described the extensive level of support ALPA provides its members—“pilots helping pilots”—reviewing the efforts of the Furloughed Pilots Support Program and the work of the

PHOTOS BY WILLIAM A. FORD

The Executive Board meeting was held in ALPA’s new Conference Center.
NMB Chair Addresses Executive Board

National Mediation Board Chairman Harry Hoglander addressed ALPA’s master executive council (MEC) chairs during the Wednesday plenary session in a special presentation to the ALPA Executive Board. The former ALPA executive vice president and TWA MEC chair observed, “I’ve walked many miles in the shoes you now wear.”

Speaking candidly, Hoglander talked about the timing and practicalities involved in requesting a proffer of arbitration during the collective bargaining process. He said, “The whole idea here is to get the board’s attention.”

Hoglander described what he referred to as the “zone of reasonableness,” explaining that pilot groups seeking proffers should have only a limited number of open items left to resolve in the negotiating process. He provided an example from a previous negotiation involving a non-ALPA pilot group, in which a proffer was requested with 358 items still open. “The board is in the interest of settling things,” he said, acknowledging that the group, at the time of its request, was far from concluding its talks.

In a point of personal privilege, Capt. Erik Jensen (Comair), his pilot group’s Master Executive Council chairman, told members of the Executive Board “how honored I am to be an ALPA pilot.” Comair shut down its operations on September 29, and Jensen expressed his sincere appreciation to the other ALPA leaders for their continued support and encouragement during this difficult time. Jensen’s full remarks will be reprinted in the November 2012 issue of Air Line Pilot.

Board work

The members of the Executive Board, made up of the union’s 36 master executive council (MEC) chairmen, spent time in four delegate committees, reviewing national committee reports and proposed amendments to ALPA’s Constitution and By-Laws and Administrative Manual. They also considered issues to be addressed during the strategic planning phase of the upcoming Board of Directors meeting this fall. The Executive Board authorized a Major Contingency Fund allocation for changes including an ALPA Constitution and By-Laws amendment that would eliminate the current exemption from dues of a pilot’s wage deferral to a 401(k) plan or RRSP if that plan is the only pension plan available to any pilot at his or her airline. The Board of Directors delegates will address the issue at the upcoming meeting.

The four Delegate Committee chairs—Capt. Tim O’Malley (Delta), Capt. Jay Heppner (United), Capt. Jay Pierce (Continental), and Capt. Scott Stratton (FedEx Express)—briefed the Executive Board on the various reports and presentations they received regarding the Association’s current strategic plan and potential changes the Board of Directors will deliberate on.

In addition, each ALPA MEC chairman provided an overview of the recent activities of his pilot group.
After more than four storied decades of faithfully delivering cargo across the globe, on Aug. 4, 2012, ASTAR Air Cargo shut its door, laying off its remaining 117 pilots. This was the final chapter in the recent rollercoaster ride of uncertainty that ASTAR pilots had been subjected to during the past five years.

The official announcement of the layoff was delivered less than a week after DHL, ASTAR’s primary client, informed ASTAR that it was terminating the long-existing contract between the two companies effective June 1.

“The ASTAR pilot group was taken aback by DHL’s decision,” says F/O Brent Covey, the pilots’ Master Executive Council (MEC) chairman at the time and now co-custodian for the ASTAR pilots. “We find it especially surprising as we were working with DHL to provide continued service at the price of cost-saving measures by the pilot group and ASTAR.

“This is not the way we wanted this story to end,” Covey says. “Our commitment to both our profession and our company has been tested repeatedly, and I would never have bet against us. Over the years, ALPA has never ceased in supporting us in every fight. Now we are looking to our fellow ALPA members to assist our pilots in getting back to the cockpit and to continuing our careers.”

But Capt. George Chetcuti, the pilot group’s MEC chairman before Covey and now his co-custodian, acknowledges, “I’ve had almost a sense of relief that it’s finally over. You could write a book about all the weird things that happened during the history of this company. So many times over the years, especially the last few years, we thought, ‘They’re going to shut down.’ Since 2008, it’s been very nerve-racking; the writing was on the wall.”

DHL to ASTAR
ASTAR’s checkered history dates back to 1969, when Adrian Dalsey, Larry Hillblom, and Robert Lynn created DHL Worldwide Express to shuttle bills of lading for cargo ships between Hawaii and San Francisco, thus saving ship owners from expensive delays at anchor or dock before being permitted to unload. In 1983, the company, under the new name DHL Airways, grew rapidly, launching service to Australia, Hong Kong, Japan, the Philippines, and Singapore and offering door-to-door express delivery in the Pacific basin and later worldwide.

Lufthansa and Japan Airlines each bought a 5 percent stake in DHL, increased to 25 percent each in 1992. In 1998, however, Deutsche Post Worldwide Network, a German-based international express delivery company, acquired a 22.5 percent stake in DHL and gradually
grew that stake to complete ownership by 2002.

To comply with U.S. federal laws limiting foreign ownership of U.S. airlines, Deutsche Post spun off the airline and sold a majority stake to a private investor. FedEx and UPS challenged the move, however, claiming that Deutsche Post exercised effective operational control of the airline.

In July 2003, a U.S. investment group headed by John Dasburg (CEO of Northwest Airlines during the 1990s), accomplished a management buyout of the airline and changed its name to ASTAR Air Cargo. Dasburg was chairman, president, and CEO of ASTAR until the company closed its doors.

**Trouble begins**

In August 2003, DHL bought Airborne Express, an express delivery company and cargo airline that had as its hub a privately owned airport in Wilmington, Ohio. DHL kept Airborne’s ground operations and spun off the airline as ABX Air, Inc.

Art Luby, assistant director of ALPA’s Representation Department, explains, “When DHL, 100 percent owned by Deutsche Post, bought and spun off ABX, it violated the scope clause in the ASTAR pilots’ contract. But the National Labor Relations Board [NLRB], acting outside its authority, intervened and prevented us from grieving the scope violation. Eventually, we won a unanimous decision from all three judges in the 9th Circuit Court of Appeals to overturn the NLRB, but it took six years. Meanwhile, ABX became established within DHL.”

Deutsche Post, Luby asserts, had tried to expand DHL’s presence in North America because the German company “had the deluded belief that it could compete against FedEx and UPS.

“The company should have kept a small-scale domestic network in the United States to supply its international route structure.”

Moreover, in 2007, DHL bought 24.5 percent of ASTAR’s voting stock and 49.5 percent of the nonvoting stock—enough to get a seat on ASTAR’s board. Just a year later, however, on May 28, 2008, the relationship was thrown into turmoil again when DHL announced plans to outsource its domestic cargo lift to the company’s main competitor, UPS. ASTAR pilots fought hard against the agreement that threatened their jobs, testifying before Congress and mounting an aggressive public relations campaign.

“We were very active in trying to prevent the DHL deal with UPS from going through,” Chetcuti recalls. “We had picketing events right in front of DHL headquarters in Fort Lauderdale and UPS headquarters in Atlanta, and we went to Capitol Hill and knocked on every congressman’s and senator’s door.

“The ASTAR pilots created a professional 30-minute video to explain what DHL was trying to do. We had the mayor of Wilmington [Ohio], several ASTAR pilots, even [CEO John] Dasburg on the video. We went into a full-court press to stop the UPS deal. We and management

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**Free Aeromedical Support for ASTAR Flightcrew Members**

After ASTAR ceased operating, ALPA’s president, Capt. Lee Moak, wrote to each ASTAR flightcrew member, “All of us at ALPA recognize the difficulties you are facing with the shutdown of your airline. It is an uncertain road you have in front of you, but you will not walk it alone.

“As you seek alternative employment,” he continued, “either within this industry or in another profession, there may be situations in which you will need the expertise of someone in the medical field, including keeping your medical certification active, coping with health issues, or dealing with stress.”

Moak reminded each ASTAR furloughed that the ALPA Aeromedical Office, “an important ALPA service and resource,…lengthened the careers of many of our members. This office specializes in addressing the unique needs of pilots and providing individualized medical assistance.

“As part of our commitment to you, your family, and your career,” Moak wrote, “the ALPA Aeromedical Office will continue to be available to you for free telephone consultations—even after you separate from your company.”
dropped our barriers and worked very closely together for our mutual goals; we had a very unique relationship.”

In May 2009, DHL and UPS dropped the proposal in the face of increasing scrutiny. At that time, ASTAR’s fleet included 6 A300b4 freighters, 29 B-727-200Fs, 8 DC-8-73Fs, and a Bell 206 helicopter based in New York City. “We used the Bell 206 to carry financial documents from Wall Street and other heliports around New York City to JFK,” Chetcuti explains. “The helicopter flew probably 20–30 flights per day.”

More trouble was afoot—but the union was looking out for the ASTAR flightcrew members. “We negotiated and ratified a collective bargaining agreement in early 2008,” Luby recalls. “It included a job security commitment for all pilots in the event ASTAR maintained its operations above a certain level in North America. We sued DHL based on this aspect of the agreement when it announced its deal with UPS. The lawsuit and the accompanying grievance led to a settlement in which furloughed pilots received at least six months of full pay free of any job responsibilities.”

On Nov. 10, 2008, DHL announced that it would cut 9,500 jobs as it discontinued both air and ground operations within the United States. The ASTAR

**Support Network for ASTAR Furloughed**

F/O Brent Covey, the ASTAR pilot group co-custodian, told his fellow furloughed ASTAR flightcrew members, “No pilot ever wants to see his or her company shut down. I know that the reasons and justifications given for ASTAR’s closing will not ease the pain and frustration of your situation.

“On behalf of the ASTAR Master Executive Council, I want to see all of us flying the line once again, and ALPA is committed to using every available resource we have to support you. You will not face this closure alone.

“Through our union, we have built a support structure for you and your fellow pilots to get you through this challenging period in your career. From employment assistance and financial help to government resources and tips for managing stress, ALPA’s Furloughed Pilots Support Program offers a wealth of materials to assist you.

“Do you have questions about what government programs are available to you? Visit the Furlough Resources section of ALPA’s members-only webpage (www.ALPA.org/furlough) for information. Are you looking for other career opportunities? Take advantage of one of these two offers: a one-year, complimentary membership in FAPA.aero (www.FAPA.aero, formerly FltOps.com), or complimentary attendance at one of the job fairs hosted by Aero Crew Solutions (www.aerocrewsolutions.com), both of which are available through ALPA.

“Remember: As an ALPA member, you have the world’s largest union of professional pilots behind you, beside you, and with you every step of the way. You will make it through this, and together, we will deal with the challenges facing you and your family.”

S/O Art Penot in the cockpit of a DC-8 freighter.
flightcrew members were hit with a big furlough in September 2010, but the furloughed received pay and benefits until early March 2011.

Once more than 500 pilots strong, the ASTAR that remained was reduced to 84 active pilots—28 three-member flight crews for the eight Stretch Eights that remained in the fleet. The group had hoped to rebuild and come to a new agreement with DHL that would allow the company time to find new clients. DHL’s decision in June 2012 to end its contract with ASTAR put an end to those plans.

**A proud legacy**

“We worked very hard to refleet at the end—with B-767s—but it was a day late and a dollar short,” Chetcuti reflects. “We were left with a four-engine airplane that sucked gas and a three-man crew. And we were basically an ACM [aircraft, crew, maintenance, and insurance] carrier with one customer. We had all our eggs in one basket—DHL. We did have a very small contract with the U.S. Air Force, but not enough to sustain us; 98 percent of our business was DHL.”

“It’s a sad story, but it’s a good story,” adds Covey. “I don’t think there will ever be another DHL Airways. Our collective bargaining agreement was robust and rewarding. Our scheduling, pay, and vacation policies were unmatched in an overworked industry. Although we were relatively unknown, we set the bar higher beginning in the late 1990s.

“Our hotel committee was 100 percent line pilot controlled. We negotiated all the hotel contracts; we were able to negotiate great rates that other airlines were unable to get. Five-star hotels were the norm, and we seldom had the complaints that other airlines in the industry experienced.”

Covey continues, “In the absence of a defined-benefit plan, we had a 15 percent 401(k) plan—we could contribute as much as 15 percent of our pay, and the company would match it one for one. Our health package was top-shelf. Our benefits were the products of the labor of several negotiating committees over the years, resulting in a mature contract.”

Says Chetcuti, “It was a great company to work for. I’m proud to say I worked for ASTAR. It was a top-notch group. Our training was second to none; we had probably the most standardized cockpits out there. I was a check airman for 14 years. I give a lot of credit to our owners and management.”

Covey agrees, noting, “For decades, our training, operational procedures, and standards were well above those of other airlines, including some of the legacy airlines. We’re extremely proud of our safety culture; the day the airline closed its doors, it was the same culture as the one I walked into 27 years ago. You only realize that in retrospect. Some of our members have gone on to flying jobs with other airlines; they come out of training with the realization that the training we had at ASTAR was really outstanding in many respects.”

In 2005, the FAA presented the Diamond Award of Excellence—the agency’s highest award for aviation maintenance training—to ASTAR. The award honors companies that have promoted professionalism and integrity while exemplifying honor and diligence within the aviation community. Covey points out, “In the late 1980s, most new hires flew a Swearingen Metroliner; most of us had no jet time. When we moved up to the jet, the guys who had been with the company since the beginning were in the left seat; they mentored us and continued to develop the culture of DHL Airways that continued to the end.”

Regarding their dealings with other airlines and management, Covey advises, “We decided long ago that staying on the moral high road would probably always produce the best look-back. We lived by the ALPA Code of Ethics—at the end of the day, we’re glad we did.”

“Through our union, we have built a support structure for you and your fellow pilots to get you through this challenging period in your career. From employment assistance and financial help to government resources and tips for managing stress, ALPA’s Furloughed Pilots Support Program offers a wealth of materials to assist you.”

— F/O Brent Covey, ASTAR pilot group co-custodian
ALPA, Coalition Members Urge President to Act on EU ETS

By John Perkinson, Staff Writer

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LPA, Airlines for America, the General Aviation Manufacturers Association, and a host of other U.S. airline industry leaders are taking their objections to the European Union’s emissions trading scheme (ETS) directly to the country’s highest authority. On September 17, a coalition of aviation groups wrote a letter to President Obama, asking him to intercede by initiating an Article 84 proceeding in the International Civil Aviation Organization (ICAO).

In the letter, the coalition stressed that overturning the EU’s ETS is “necessary to protect U.S. sovereignty and jobs.” The letter stated that “If this EU breach of U.S. sovereignty—the imposition of an EU tax on U.S. airlines, aircraft operators, and citizens on the ground in the United States, over our airspace and international waters—goes unanswered, it almost certainly will result in other such schemes affecting a variety of sectors of the U.S. economy.”

As spelled out in the Chicago Convention, which sets international aviation policy decision-making and established ICAO in 1944, Article 84 directs ICAO member states to address any differences they are unable to resolve with the ICAO Council.

On Capitol Hill

ALPA continues to lobby lawmakers as the Senate is working to pass the

EU ETS BREAKS THE RULES

ALPA and other U.S. airline industry stakeholders contend that the EU’s emissions trading scheme violates international law because it:

- ignores that nations have exclusive sovereignty over their airspace as outlined in the Chicago Convention and the Air Transport Agreement between the United States and the European Union.
- conflicts with bans on fuel taxes/charges also delineated in the Chicago Convention and the Air Transport Agreement.
- is inconsistent with the Kyoto Protocol of 1997, which acknowledges the International Civil Aviation Organization as the appropriate authority to address aircraft emissions issues.

“U.S. airlines have committed billions of dollars toward the purchase of more efficient aircraft like the Boeing 787 Dreamliner and the 737 MAX [above]. Mr. President, this is how we reduce emissions, improve our efficiency, and create good American manufacturing jobs.”

European Union Emissions Trading Scheme Prohibition Act of 2011 (S. 1956) in the final legislative days before the November election. The Senate bill authorizes the secretary of the Department of Transportation to take appropriate actions to protect the U.S. airline industry from the effects of the EU ETS.

If enacted, the legislation would then go to the House of Representatives, where ALPA is working with representatives to fast-track the proposal before Congress ends its fall legislative session. A similar bill (H.R. 2594) was passed in the House last October. However, the Senate bill would still need House approval.

“Protecting U.S. airlines and their employees from this harmful tax has been an extremely high priority for ALPA because of the scheme’s potential to cost U.S. airlines $3.1 billion over the next eight years and threaten airline pilots’ jobs,” commented Capt. Lee Moak, ALPA’s president.

“For years, ALPA has collaborated with the airlines and regulators to reduce aircraft emissions, and our industry has achieved remarkable results,” said Moak. “We are committed to pursuing international guidelines through ICAO and to continuing to engage in work to advance high-tech engines and airframes, alternative fuels, and NextGen procedures. These efforts are the true solution to doing even more to reduce aircraft emissions.”

Inherently motivated

In a statement to the House Aviation Subcommittee of the Committee on Transportation and Infrastructure last year, Moak pointed out that airlines have an inherent economic incentive to reduce fuel consumption and greenhouse gas (GHG) emissions. He explained that fuel accounts for a significant part of an airline’s operating budget. Moak said, “Between 2000 and 2008, GHG emissions and fuel burn were reduced by 5.5 percent while transporting 17 percent more passengers and cargo.”

Throughout this campaign, ALPA has iterated the argument that the EU’s ETS burdens an already tax-laden U.S. aviation industry, reducing the ability of airlines to invest in “green” technology. The coalition letter to President Obama observes, “U.S. airlines have committed billions of dollars toward the purchase of more efficient aircraft like the Boeing 787 Dreamliner and the 737 MAX. Mr. President, this is how we reduce emissions, improve our efficiency, and create good American manufacturing jobs.”

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Fellow ALPA Members,

Every year we say goodbye to many proud airline pilots who retire from the ranks of airline flying—whether by choice or because of reaching the mandatory retirement age. They have honorably served the profession during some of our industry’s most turbulent times. We would like to recognize their service with this new department in Air Line Pilot.

Capt. Lee Moak
ALPA President
F/O Ken Binder
ALPA R&I Committee Chairman

Recently Retired

The following is the first installment of Air Line Pilot’s “Recently Retired” Department. This list includes recently retired ALPA members and the airline for which they last flew. Air Line Pilot will publish this list quarterly, using information provided by ALPA’s Membership and Council Services Department.

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<th>Name</th>
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<td>Capt. Kenneth Lemon</td>
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By Dr. Quay Snyder
ALPA Aeromedical Advisor

Editor’s note: This column, one of a series on vision and eye health, is adapted from an article available at www.AviationMedicine.com.

Advances in ophthalmologic surgery have allowed those who are nearsighted the opportunity to have nearly normal distant vision without corrective lenses. No doubt, line pilots contemplating this surgery have heard both positives and negatives and could be concerned with the implications for their airman medical certification.

Here’s a brief summary of basic surgical techniques that change the shape of the cornea to improve vision.

Monovision refractive surgery
Monovision refractive surgery corrects one eye for distant vision and the other eye for near vision. The FAA has allowed this surgery for pilots, but requires a six-month adjustment period after the surgery to adjust to monocular depth perception cues before returning to flight duties.

Laser techniques
Nearly all U.S. refractive surgeries now use lasers. A topographic map of the cornea is developed to measure the refractive power of all portions of the cornea plus astigmatism and refractive error, or the ophthalmologist uses the refraction calculated for an individual’s glasses prescription. Calculations are made regarding where and what thickness of cornea needs to be removed to give “normal” vision.

The eyes are anesthetized with drops, the eyelids are held open to prevent blinking, and a suction ring is used to flatten the cornea and to prevent eye movement during the surgery. The laser is positioned in front of the eye and is programmed to reshape the cornea based on the measured refractive error. Postoperatively, eye drops are given to relieve dryness and reduce inflammation and infection. A shield is usually provided to prevent rubbing the eyes. Recovery times and stabilization of vision vary with the technique.

Corneal surface techniques
PRK
Photorefractive keratotomy (PRK) uses an eximer (UV) laser to shave off the surface of the cornea where the curve is excessive. Usually, less than 15 percent of the corneal thickness is removed. The surgery ordinarily takes about 15 minutes.

Most ophthalmologists only perform PRK on one eye at a time to allow healing. The eye is protected with an ointment to prevent rubbing the eyes. Postoperatively, eye drops are given for pain relief. Vision usually stabilizes within several weeks, but some change may occur over the following months.

LASEK
Laser-assisted sub-epithelial keratomileusis (LASEK) involves using a microkeratome to shave layers off the cornea to change its shape. The surface of the cornea is initially lifted off in a flap. The inner layer is then shaved with the microkeratome. Depending on the depth of the cut, both myopia (nearsightedness) and hyperopia (farsightedness) can be corrected with this technique. After shaving the cornea, the surgeon replaces the epithelial flap on the cornea, which heals without sutures. Complications of LASEK include glare, over- or under-correction, and corneal scarring or loss.

LASIK
Laser in-situ keratomileusis (LASIK) combines ALK and PRK techniques. Instead of shaving the corneal surface with the laser as in PRK, LASIK shaves the inner layers of the cornea. Each of the corneal flap techniques removes a flap of the corneal surface and replaces it after the laser correction of the stroma of the cornea. Replacing the flap causes less discomfort and shorter healing times in most cases. The flap acts like a living bandage over the portion of the cornea affected by the laser.

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ALK
Automated lamellar keratomileusis (ALK) involves using a microkeratome to shave layers off the cornea to change its shape. The surface of the cornea is initially lifted off in a flap. The inner layer is then shaved with the microkeratome. Depending on the depth of the cut, both myopia (nearsightedness) and hyperopia (farsightedness) can be corrected with this technique. After shaving the cornea, the surgeon replaces the epithelial flap on the cornea, which heals without sutures. Complications of ALK include glare, over- or under-correction, and corneal scarring or loss.

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LASIK
Laser in-situ keratomileusis (LASIK) combines ALK and PRK techniques. Instead of shaving the corneal surface with the laser as in PRK, LASIK shaves the inner layers of the cornea. The ophthalmologist first makes an incomplete circular incision near the periphery of the cornea. The surface of the cornea is peeled back in a flap using a microkeratome.
or femtosecond laser (intra-LASIK) to expose the inner layer. An excimer laser is used to “shave” the inner layer of the cornea, and the corneal surface flap is replaced to cover the lased site. Vision may be nearly normal in one to three days.

**Wavefront-guided LASIK**

Wavefront-guided LASIK, one of the newest techniques, is very similar to standard LASIK with one difference that increases the precision of the surgery. Rather than programming the laser based on the measured refractive error when prescribing glasses (“Which is better, Number 1 or Number 2?”), the wavefront technique uses a laser to construct a very detailed topographical map of the cornea to more precisely measure corneal irregularities to be corrected during the surgery. Postoperative vision results may be better than with standard LASIK—reduced glare and halos after surgery, with potentially improved contrast sensitivity and night vision. Wavefront guidance may also be used with PRK.

**Alternate refractive surgery techniques**

**Conductive keratoplasty (CK)**

A technique to correct farsightedness uses heat-causing radio waves from a probe the size of a human hair to shrink portions of the cornea. These shrunken areas steepen in curvature, moving the point of focus forward to improve farsightedness. Although the FDA has approved the technology, visual regression may occur as long as a year after the surgery. By comparison, vision stabilizes within three to six months after laser procedures. The CK correction may not be permanent; the cornea may remold toward its original curvature. After CK, the FAA requires a 12-month observation period while the pilot is grounded for 12 months, followed by possible medical tests before returning to flying.

**Intracorneal rings**

An FDA-approved refraction correcting surgery uses partial rings implanted in the cornea to correct vision errors. The FDA approved Intacs in 1999 for nonlaser surgical correction of mild myopia without significant astigmatism. Intacs are tiny plastic ring segments that are implanted in the peripheral cornea.

Phakic intraocular lenses

For high degrees of refractive error or corneal abnormalities precluding changing the shape/thickness of the cornea, an alternative exists. By adding an artificial lens, similar to the widely used method of removing a cataract-affected lens and replacing it with a plastic intraocular lens, vision can be corrected by a technique similar in principle to having eyeglasses inside the eye. The major difference between the cataract-correcting procedure and the refraction correction is that in the latter, the patient’s own lens is left in place and an artificial lens is placed behind the natural lens. This maintains some ability to accommodate (shift vision focus between near and distant) while correcting the deficiency in distant vision.

The advantages include absence of scarring and swelling of the central cornea with the associated glare and potential loss of one to two lines of best visual acuity. The procedure is reversible.

The FAA allows this surgery if the pilot’s vision meets FAA standards afterward. Reporting to the FAA and receiving FAA approval is required. Several types of phakic IOLs are available, including single-vision, multifocal, accommodating, and monovision. Each carries a different implication for pilots and required observation periods before returning to flight duties.

For more information, go to www.geteyesmart.org.

Next month: Risks vs. advantages of refractive surgery; FAA and airline policies.
Stumped? Go to www.ALPA.org/doubletake to see how many you got right. Good luck.
ALPA Sudoku
(© paulspages.co.uk)
Complete the sudoku puzzle so that each column, each row, and each of the nine 3×3 sub-grids that compose the grid contain all the digits from 1 to 9.

The solution to this month’s ALPA sudoku can be found on page 36.

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

Have You Moved?
Please call Membership Services at 1-888-359-2572, e-mail your new address to Membership@ALPA.org, or clip out this form—along with the mailing label on the back cover—and send it to ALPA Membership Services
PO Box 1169, Herndon, VA 20172-1169

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## ALPA Information Numbers

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

- **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
- **ASPEN** 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** (CS@ALPA.org) 703-689-4311
- **Discipline and Discharge** (Rep@ALPA.org) 703-689-4226
- **Economic and Financial Analysis** (EFA@ALPA.org) 703-689-4289
- **Engineering and Air Safety** (EAS@ALPA.org) 703-689-4200
- **FAA Enforcement or Medical Certificate Action** (Rep@ALPA.org) 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
- **Membership Insurance** (Insurance@ALPA.org) 1-800-746-2572
- **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** (OrganizingInfo@ALPA.org) 703-689-4179
- **Publishing Services** (Publishing@ALPA.org) 703-481-4441
- **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 of Adjustment** (Rep@ALPA.org) 703-689-4226

The following ALPA resources may be obtained by e-mail or by dialing toll-free number 1-888-FLY-ALPA) 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.

### 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.

- **American Eagle** – EGL MEC 817-685-7474
- **ASTAR Air Cargo** – DHL MEC 859-282-1475
- **Atlantic Southeast** – ASA MEC 404-209-8566
- **Bearskin** – BRS MEC 807-628-5683
- **Calm Air** – CMA MEC 204-471-1000
- **Canadian North** – CNP MEC 780-718-6012
- **CanJet** – CJA MEC 1-800-959-1751
- **Capital Cargo** – CCI MEC 256-289-0428
- **Comair** – CMR MEC 859-282-9016
- **CommutAir** – CMT MEC 440-985-8579
- **Compass** – CPZ MEC 952-853-2373
- **Continental** – CAL MEC 281-987-3636
- **Delta** – DAL MEC 404-763-4925
- **Evergreen** – EIA MEC 503-474-3880
- **ExpressJet** – JET 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 1-800-561-9756
- **Kelowna Flightcraft** – KFC MEC 250-878-7950
- **Mesa** – MAG MEC 602-306-1116
- **North American** – NAA MEC 732-778-6969
- **Piedmont** – PDT MEC 339-987-1277
- **Pinnacle** – PCL MEC 901-527-0355
- **PSA** – PSA MEC 616-405-3962
- **Ryan** – RYN MEC 1-800-292-ALPA
- **Spirit** – SFA MEC 765-481-9033
- **Sun Country** – SCA MEC 952-853-2393
- **Trans States** – TSA MEC 610-805-5387
- **United** – UAL MEC 847-292-1700
- **Wasaya** – WSG MEC 807-624-7270

*Pilot group in custodianship

### Other Organizations

- **Air Line Pilot, PO Box 1169, Herndon, VA 20172-1169.
- **Canadian Publications Mail Agreement #40620579:** Send address changes to Canadian addresses to 2835 Kew Drive, Windsor, ON, Canada N8T 387.

### 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 703-692-4180.

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

### 2012 EBBCB Schedule

The Association’s Election and Ballot Certification Board’s schedule for counting ballots is October 10, November 12, and December 10.

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

### ALPA Headquarters

1625 Massachusetts Ave., NW, Washington, DC 20036

Postmaster: Send address changes to Air Line Pilot, PO Box 1169, Herndon, VA 20172-1169.

### ALPA Accident/Incident Hotline

1-800-746-2572

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*Guaranteed issue amounts under the Group Term Life plan are contingent on the following: 1) Pilot is in good standing and employed by an airline with ALPA-represented pilots. 2) Pilot holds a valid FAA medical certification to fly with no special issuance or SSODA. 3) Confirmation, at time of enrollment, that the pilot has not previously been denied participation in an ALPA group life plan. Offer valid until Jan. 15, 2013.

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