

# AIR LINE PILOT

OFFICIAL JOURNAL  
OF THE AIR LINE  
PILOTS ASSOCIATION,  
INTERNATIONAL

SEPTEMBER 2010



**From Air Transat to Wasaya**  
**Canadian Pilots at Work**

# Stay Connected

ALPA has many ways to keep you up-to-date on everything ALPA.



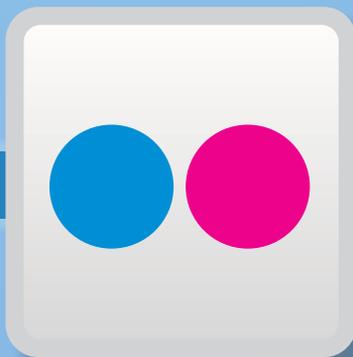
Facebook



Twitter



LinkedIn



Flickr



YouTube



RSS Feeds

TO LEARN MORE, VISIT  
[www.alpa.org/stayconnected](http://www.alpa.org/stayconnected)

# Contents

SEPTEMBER 2010 • VOLUME 79, NUMBER 7



First Air's two L-382G Hercules freighters on the tarmac in Yellowknife, NT, Canada. (Special Canadian section begins on page 14.)

CAPT. RORY KAY (UNITED)

## COMMENTARY

### 5 Pilot to Pilot

The New Law of the Land

### 8 Weighing In

'Higher, Orville, Higher!'

### 9 Pilot Commentary

The Evolution of Jazz

## FEATURES

### 22 Furloughed But Not Forgotten

### 26 Capital Cargo Crewmembers Achieve A New Contract

### 27 Capt. Prater Presents Revitalization Plan at Washington Aero Club

### 28 Remembering That Fateful Day

## SPECIAL SECTION

### 14 ALPA Canada

### 16 Air Transat

### 16 Bearskin

### 17 Calm Air

### 18 CanJet

### 18 First Air

### 19 Jazz

### 20 Kelowna Flightcraft

### 21 Wasaya

## DEPARTMENTS

### 6 Front Lines

ALPA in the News

### 10 As We Go to Press

Late-Breaking ALPA News

### 29 ALPA@Work

NTSB Concludes Continental Flight 1404 Accident Investigation

### 31 From the Hill

ALPA: Aviation Bill Advances Safety, but Is Only First Step; Wall Street Reform Becomes Reality

### 33 Global View

ICAO: A Major Influence on the Piloting Profession

### 34 ALPA Toolbox

AERF—Pilots Helping Pilots in Their Time of Need

### 35 Industry Trends

ALPA Offers Blueprints to FAAC

### 36 Flying the Line

Declaring Minimum Fuel: What Are You Really Saying?

### 37 History Lessons

Weather and Aviation

### 38 We Are ALPA

ALPA Resources and Contact Numbers

### About the Cover

Professional Flight Engineer Jeremy Studney (First Air) "sticks" the tanks of his L-382G at Yellowknife, NT, Canada. Photo by Capt. Rory Kay (United).

*Air Line Pilot* (ISSN 0002-242X) is published monthly, except for the combined January/February and June/July issues, by the Air Line Pilots Association, International, affiliated with AFL-CIO, CLC. Editorial Offices: 535 Herndon Parkway, PO Box 1169, Herndon, VA 20172-1169. Telephone: 703-481-4460. Fax: 703-464-2114. Copyright © 2010—Air Line Pilots Association, International, all rights reserved. Publication in any form without permission is prohibited. *Air Line Pilot* and the ALPA logo Reg. U.S. Pat. and T.M. Office. Federal I.D. 36-0710830. Periodicals postage paid at Herndon, VA 20172, and additional offices. 

# 64

# THINGS YOU CAN DO FOR YOUR UNION AND YOUR PROFESSION

- Attend your local council meetings
- Volunteer for an international, ALPA national, or MEC committee position
- [Contribute to the ALPA Emergency Relief Fund](#)
- Read your ALPA mail
- Document your safety concerns and share them with your Central Air Safety Committee
- Carry your ALPA membership card
- [Become a Fan of WeAreALPA on Facebook](#) 
- Reach out to your congressional representatives and members of Parliament
- [Sign up for the ALPA-PAC checkoff](#)
- Wear your ALPA pin and lanyard
- Read *Flying the Line* and *Flying the Line II*
- Discuss union matters in the crew room
- Learn more about ALPA's structure
- March in an ALPA demonstration
- Run for ALPA office
- [Connect with your fellow pilots and professional staff on LinkedIn](#) 
- Attend your MEC meetings
- Tell an aspiring pilot how important it is to be an ALPA member
- Observe ALPA's Code of Ethics and Canons
- Lend your time and talents to your union
- Read *Air Line Pilot*
- Discuss the advantages of ALPA representation with non-ALPA pilots
- [Visit \[www.alpa.org\]\(http://www.alpa.org\) regularly](#)
- Make an online credit card donation to ALPA-PAC
- Think of 10 ways ALPA could improve member services and share them with your LEC representative
- Make informed choices in union elections
- Carry the ALPA Accident/Incident Hotline orange card with you
- Visit an ALPA office
- [Subscribe to ALPA's RSS Feeds](#) 
- Carefully document any contract violations you observe—share them with your local council representative
- [Write an article for \*Air Line Pilot\*](#)
- Get involved in your pilot group's Family Awareness Program
- Listen to fellow pilots' views on union issues
- Give ALPA your e-mail address
- Volunteer for ALPA's Critical Incident Response Program
- Prominently display ALPA stickers and bag tags
- Memorize your ALPA member number
- Read your MEC and LEC newsletters and messages
- Spearhead a grassroots effort for favorable change
- Offer constructive criticism to your MEC
- [See pictures from the latest ALPA events on Flickr](#) 
- Complete and return contract surveys
- Call ALPA's toll-free, 24-hour Air Safety Reporting Line (1-888-FLY-ALPA) to share safety observations
- Thank pilot volunteers for their service
- [Join an ALPA-PAC Club](#)
- Make sure ALPA Membership Services has your correct address and phone number
- Know the history of your profession and your union
- [Subscribe to the WeAreALPA channel on YouTube](#) 
- Participate in dues checkoff
- Provide thoughtful responses to ALPA's telephone and web polls
- Rise above political infighting
- Write a letter of support to a fellow ALPA pilot group that is on strike or in a crisis situation
- Disregard rumors and get your information from a credible union source
- Take pictures for use in ALPA publications
- Share positive news stories with fellow ALPA pilots
- Get involved in the legislative campaigns for candidates who are pro-ALPA and pro-labor
- Attend other pilot groups' pickets and demonstrations
- [Attend the ALPA Air Safety Forum](#)
- Carry and follow your contract/scheduling quick guide
- Attend a congressional hearing about pilot/aviation safety issues
- Help your furloughed union brothers and sisters
- [Follow WeAreALPA on Twitter](#) 
- [Peruse ALPA FastReads](#)
- Become a Pilot-to-Pilot® volunteer 

# The New Law of The Land



By Capt. John Prater, ALPA President



**When President Obama signed the 15th extension of the FAA reauthorization bill (P.L. 111-216)**, he signed into law provisions that will lead to improved safety standards not only for current ALPA members but also for our future members. New language in the law forces the FAA to address flight- and duty-time (FT/DT) limits and pilot fatigue. Sound like familiar issues? You're right. For more than two decades, ALPA leaders have pushed for new rules to address pilot fatigue; and when the president signed the bill into law, it was our language, our concerns, and our call to action that shaped that provision.

In 2008, ALPA's Board of Directors set our legislative and regulatory goals and time lines to accomplish these goals. Our Engineering and Air Safety and Government Affairs Departments worked closely with decision-makers on Capitol Hill, ensuring that what began as the Airline Safety and Pilot Training Improvement bill did not get watered down and was completed in this congressional session.

So what happened? The provisions in that bill, which we helped craft, were hitched onto the short-term FAA reauthorization extension before the congressional recess. And President Obama signed the bill into law just days after it passed nearly unanimously in both the House and Senate.

The law now sets a one-year timetable for the FAA to issue final regulations on FT/DT limits and minimum rest requirements based on scientific evidence that addresses pilot fatigue. For ALPA members, this deadline represents the final approach of a flight that we began in 1990 to revise federal regulations that are more than 50 years old.

The Association is prepared to address the FT/DT notice of proposed rulemaking (NPRM) as soon as it's published, which is mandated to be within 180 days. Here in the U.S., the Aviation Rulemaking Committee addressing pilot fatigue finished its work last October. The FAA administrator finished the NPRM this spring and sent it to the Department of Transportation, which is currently evaluating the notice before the Office of Management and Budget reviews it. Meanwhile, Transport Canada has appointed Capt. Dan Adamus (Jazz) to co-chair a government-industry committee on revising Canadian FT/DT regulations.

The 111th U.S. Congress might be the first to direct FT/DT regulatory reform, but we pulled a page from Canada's law books when Congress required the FAA to issue a rule mandating that all airlines implement safety management systems (SMS).

Transport Canada already requires Canadian airlines to have an SMS, so they are ahead of the rest of the world in implementing this new approach to safety. It's no secret that ALPA believes a voluntary, confidential, and nonpunitive reporting program is an essential element to making SMS work. But in Canada, we learned that you cannot legislate the corporate cultural change required for an effective SMS. That's why the Association was pleased with the language that requires the FAA to come up with, and act on, a plan that *encourages* all airlines to establish ASAP and FOQA programs. ALPA fought hard for language in the final bill that addresses *encouraging* these programs rather than *requiring* them, because we all know

**ALPA fought hard** for language in the final bill that addresses encouraging these programs [ASAP and FOQA] rather than requiring them, because we all know these programs work precisely because they are voluntary.

these programs work precisely because they are *voluntary*.

The new law directs these and other improvements in the U.S. (see "From the Hill," page 31), but there are several safety issues that remain in the unpassed reauthorization bill that we will continue to push for, including the enormous task of modernizing our airspace; improving runway safety; and continuing necessary volcanic ash, icing, and wake turbulence research—just to name a few.

And that's where each ALPA member comes in. I encourage you to meet with your members of Congress and find out where they stand on issues that directly affect you as an airline pilot. Show up in uniform at their offices or at a campaign event. If issues like job security, collective bargaining rights, and restrictions on international outsourcing rank high among your priorities, I encourage you to become involved in the campaigns of the candidates who support those goals.

Your union's [Political Action Committee](#) will support the candidates who support airline pilots, no matter what side of the aisle they're on. ALPA, working with your master executive council legislative committees, is the most powerful advocate for our profession on the Hill. No single pilot group can accomplish what 38 pilot groups standing united can accomplish. With your support, ALPA will continue to influence the legislation that will affect each and every airline pilot. That, I can promise you.

### House Passes ALPA-Endorsed Laser Legislation

On July 27, the U.S. House of Representatives unanimously passed the Securing Aircraft Cockpits Against Lasers Act of 2010 (H.R. 5810). Sponsored by Rep. Daniel Lungren (R-Calif.), H.R. 5810 would amend Title 18 of the United States Code to establish “criminal penalties for knowingly aiming a laser pointer at an aircraft or its flight path,” ranging from a fine to as many as 5 years in prison.

Since the widely reported Teterboro, N.J., lasing incident in late 2004 resulted in the first federal criminal prosecution of laser pointing under the USA PATRIOT Act, ALPA has increasingly called for federal legislation to address the rapidly growing laser illumination threat to aviation.

ALPA’s National Security Committee has been working with the FBI; the Federal Air Marshal Service; the Airport Law Enforcement Agencies Network; and numerous state, local, and airport law enforcement organizations, including the National Joint Terrorism Task Force.

On July 27, ALPA’s president, Capt. John Prater, sent a letter to Lungren supporting the legislation. The congressman quoted extensively from the Association’s letter during his remarks on the House floor, summarizing ALPA’s support: “We urge Congress to expeditiously pass this legislation and thereby enhance the safety and security of all commercial airline passengers and crewmembers.”

ALPA will continue to support legislative action, including a Senate companion to this measure, until this legislation is signed into law.

### ALPA FFD Pilots Discuss Priorities, Meet with NTSB, FAA

Capt. John Prater, ALPA’s president, hosted 2 days of meetings in mid-July at the union’s Washington, D.C., offices with the Fee-for-Departure (FFD) Task Force. Capt. Bill Couette, ALPA’s vice-president-administration/secretary, and Capt. Tom Wychor (Mesaba), the Fee-for-Departure MEC Working Group chairman, led the discussions, with staff from the Association’s Economic and Financial Analysis and Engineering and Air Safety Departments participating.

During the meeting, attendees had the opportunity to meet with Deborah Hersman, NTSB chairman, who was accompanied by senior NTSB staff, and with Randolph Babbitt, FAA

administrator. Participants discussed the FFD business model and practices and the unique safety and industrial issues that can arise. The pilots noted that because FFD airlines do not sell tickets they compete with each other for legacy-carrier contracts, versus competing for passengers. This competition compels FFD airlines to continuously look for ways to reduce costs so that they can underbid other FFD carriers.

The meetings also gave ALPA representatives an opportunity to brief Hersman and Babbitt on the unique challenges present at individual FFD airlines.



PHOTOS: CHRIS WEAVER

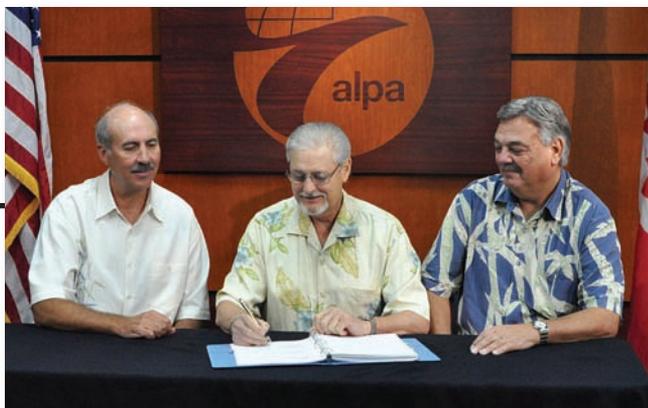


**During a Fee-for-Departure Task Force meeting, attendees had the opportunity to meet with Deborah Hersman (left), NTSB chairman, who was accompanied by senior NTSB staff, and with Randolph Babbitt, FAA administrator (above).**

“We covered pilot safety, training, and flight- and duty-time regulations with our government guests to help them better understand how fee-for-departure operations differ from those of mainline carriers,” said Couette, who added that Hersman and Babbitt asked questions and were very receptive to the pilots’ concerns.

### Aviation Sustainability And Environment White Paper Now Available

The President’s Task Force on Aviation Sustainability and the Environment, chaired by Capt. Kathleen Hurst



WILLIAM A. FORD

**ALPA's president, Capt. John Prater (right); Capt. Eric Sampson, Hawaiian Airlines pilots' Master Executive Council chairman (center); and Duane Woerth (left), a member of the Hawaiian Airlines Board of Directors and former ALPA president, attend a contract signing ceremony in ALPA's Herndon, Va., offices in late July.**

(United), has written a new white paper that presents ALPA's views on the challenges that the airline industry faces in meeting today's demands for continually decreasing emissions of greenhouse gases.

The paper provides an overview of how these challenges are being met through advanced technology and better operating procedures while highlighting the enormous strides that the airline industry has already made to reduce fuel consumption and greenhouse gas emissions. The document focuses on the need to ensure that safety comes first with any new operational measures designed to conserve fuel, and it describes research into new alternative, renewable fuels. To [view the white paper](http://www.alpa.org), go to [www.alpa.org](http://www.alpa.org). On the menu bar, click on Press Room. In the right-hand column, under News Media Center, click on ALPA on the Issues.

## ALPA Addresses Professionalism with Educators

In mid-July, Capt. John Sluys (Alaska), ALPA's Professional Development Group chairman, and other ALPA reps attended the annual meeting of the Aviation Accreditation Board International (AABI) in Kent, Ohio. Sluys spoke with educators about how airline pilots' strong work ethic, character, and professionalism help to ensure safety of flight, and he emphasized that these characteristics should be taught to the next generation of airline pilots from their first day of training.

The meeting, hosted by Kent State University, focused on "Raising the Standards of Aviation." Approximately 80 representatives of academia, airlines, regulators, labor organizations, general aviation, and other groups attended the event, which addressed what AABI and accredited institutions can do to better instill professionalism in their students. AABI serves as the official accrediting body for

university and college aviation programs worldwide (see "Guest Commentary," April, page 9).

The next meeting is scheduled for February 2011 in Daytona Beach, Fla., and will be hosted by Embry-Riddle Aeronautical University.

## Peak Interest

On June 25, F/O Karson Conway (Pinnacle) accomplished a towering personal achievement. He scaled the Mountain of the Holy Cross in Eagle County, Colo., completing his goal to climb all 54 peaks in the state that are 14,000 feet high or higher.

"I'm still in denial that it's over," says Conway. "You put so much energy and time into something. It's kind of hard to describe—one of those 'had to be there' kind of feelings."

Conway began this personal journey by climbing his first Colorado "fourteener," ironically, at the age of 14. He and other members of his family, including older brother Kannon, ascended Blanca Peak, a 14,345-foot peak just 20 miles from Alamosa, Colo., in July 1996.

Conway and his brother spent a month during the summer of 1999 scaling 21 of Colorado's fourteeners, making a significant dent in his list. In the years that followed, Conway could not always find a climbing companion and ascended 18 of the peaks on his own.

A current resident of Olive Branch, Miss., Conway graduated from the University of Memphis in 2005 and became a pilot for Pinnacle Airlines 2 years later.

In addition to the 54 official fourteeners, Conway has climbed many other famously formidable mountains, including Mount Rainier in Washington and Mount Whitney in California. 🌄



**F/O Karson Conway (Pinnacle) on the summit of Snowmass Mountain, Colo.**

F/O KARSON CONWAY (PINNACLE)

# 'Higher, Orville, Higher!'

**By Capt. Randy Helling**

ALPA Vice-President-Finance/Treasurer



**Not-so-trivial history question:  
How many times did the Wright brothers fly together?**

Only once—for 6 minutes, on May 25, 1910, at Huffman Prairie, near Dayton, Ohio. Orville was the pilot; Wilbur, the passenger.

Why only once, and so briefly?

The inventors of the airplane had to get their father's blessing: Bishop Wright had made them promise they would not fly together. By not flying together, if one died—and Orville had been seriously injured in the 1908 crash that killed U.S. Army Lt. Thomas Selfridge—the surviving brother could continue their work.

I bring this up to remind us all how far we have come since aviation's infancy, when flight—including early airmail and airline flying—was downright dangerous. Even during the 1930s, after the Wrights' rickety pusher biplanes had evolved into airliners like the Boeing 247 and the Douglas DC-3, flight was a risky business: More than half of ALPA's founders died in aviation accidents.

Those "key men" feared for their safety, and that of their passengers, and they feared for their jobs. They met in secret in 1931 to create this union, whose motto since the early days has been Schedule with Safety.

Today, we continue to improve upon the safest means of travel on the planet—air transportation. And we meet openly, without fear. There is a cause-and-effect relationship between those two facts.

At the end of August, ALPA will celebrate its 56th Air Safety Forum. At this showcase annual event, after a day or more of meetings open only to ALPA members and distinguished guests from government agencies, airline managements, and academia, we open our doors to host a public forum. Only a fraction of 1 percent of your dues goes to fund this important event. And it continues to be a great investment: over the decades, many of the men and women (including legions of ALPA line pilot volunteers) who have built and shaped our air transportation system—and do so today—have met at ALPA's Air Safety Forum to discuss, argue, learn, inform, and recharge.

In recent years, the Air Safety Forum has expanded to include several additional key subject areas.

In the Wrights' day, security meant keeping the cows from eating the fabric off your wings if you landed in Farmer Brown's field. Today, security is a multibillion-dollar, multi-

disciplinary, round-the-clock effort. That aviation security involves the close cooperation of government agencies, airlines, and flight and cabin crews will be made abundantly clear during both the private and public days of the Forum.

"Pilot assistance" a century ago was Katherine Wright taking the train from Dayton to Washington, D.C., to stay by brother Orville's side during the 7 weeks he was hospitalized (four broken ribs and a broken leg) after his 1908 accident. At this year's Air Safety Forum, we will have ALPA-only meetings of our Aeromedical, Critical Incident

**Over the decades, many of the men and women who have built and shaped our air transportation system—and do so today—have met at ALPA's Air Safety Forum to discuss, argue, learn, inform, and recharge.**

Response Program (CIRP), HIMS (substance abuse treatment), Professional Standards, and Canadian Pilot Assistance Committees. During the public portion of the Forum, we will have an *international* CIRP panel.

Air cargo has grown enormously since Wright Company pilot Phil Parmalee flew the first known commercial air cargo (two bolts of dress silk) from Dayton to Columbus, Ohio, on Nov. 7, 1910 (65 miles in 1 hour and 6 minutes!). Today, the ALPA President's Committee for Cargo serves as a conduit for the special safety, security, and other issues that concern ALPA members who fly only cargo. Their panel during the Forum will deal with a hypothetical hijacking of a freighter.

The word "jumpseat" didn't appear in aviation until after World War II. Today, access to jumpseats—and captain's authority over them—have become hugely important in the day-to-day lives of our members. Thus ALPA has a national Jumpseat Committee, which will hold a full day of private meetings and have a panel during the public forum to address several vital topics of interest to all ALPA members.

The same day a century ago when Orville (whom ALPA made an honorary member in 1939) took Wilbur on a short hop, he piloted their 82-year-old father's first and only flight—less than 7 minutes, in which they climbed to about 350 feet and the old man cried to his son, "Higher, Orville, higher!"

We who proudly wear ALPA wings embrace that same spirit, setting ever higher goals for ourselves and our industry, meeting them, and meeting about them. That's the reason for ALPA's Air Safety Forum. 🌐

## The Evolution of Jazz

**By Capt. Brian Shury (Jazz)**  
Master Executive Council Chairman

**During the evolution of Jazz,** our representatives have been involved in numerous rounds of bargaining in various contexts, including bankruptcies, multiple mergers, and more than one strike. As similar as all rounds of bargaining are, Contract No. 2 was very different for a number of reasons. We faced many “up-front” challenges that we did not have to deal with in the past, including a very different company business model; a company whose revenue base is 99 percent tied to a struggling carrier; a changing pilot demographic profile; five pilot bases spread across the entire country; a pilot group that was coming off 6 years of working under a bankruptcy collective agreement; and, last but not least, a new business plan hanging in the balance that would significantly change the company’s footprint.

Added to all the above were the unforeseen challenges that presented themselves along the way, highlighted by unprecedented federal government intervention that would have seen us legislated back to work in the event of a strike and, even worse, set in motion a process that may have set very onerous terms for any subsequent arbitration process.

At the end of the day, the result was that we were able to achieve an excellent agreement in a quickly changing environment, under tremendous pressures—which prompts the question: How did the Jazz pilots prevail and ultimately achieve an excellent result in the face of all these various challenges?

The answers are not that compli-

cated. We knew we had the unqualified support of ALPA and all of the resources that brings into play. We had an incredible group of dedicated pilot volunteers at all levels of our organization. We had a Master Executive Council that remained an absolute anchor. And, most importantly, we had a pilot group that was very well informed and very well prepared and that believed in their representatives and themselves.

One of our mottoes was “Hope for

**Critical to our success was that we were prepared to alter our plan to meet changing conditions. We were able to adapt when required because of all the planning that we had done during the last 2 years and because of the trust we had built among our MEC, MEC committees, and pilot group.**

the best but plan for the worst.” Our group began planning for this round of bargaining more than 2 years ago. Our strategic plan included establishing a Strategic Preparedness and Strike Committee (SPSC). In our past rounds of bargaining, the MEC had shouldered this role, but we believed that in this case an SPSC could provide valuable support and assistance to the MEC, Negotiating Committee, and pilot group. The SPSC delivered in spades. We watched as SPSC members used the ALPA model to create a Pilot-to-Pilot® communication network that included multiple Family Awareness events and pilot-unity-building nights all across the country and put together the entire infrastructure required to mount a

coast-to-coast strike if necessary.

This round of bargaining brought out the best in our group. We were fortunate to have a very experienced and dedicated Negotiating Committee. The collective bargaining process also attracted many new faces who were volunteering for the first time. These new faces will be the future leaders at Jazz, and this will be, by far, the most enduring bonus from this bargaining experience. Our entire pilot group is far more involved now with the union than when we started this process.

Critical to our success was that we were prepared to alter our plan to meet changing conditions. We were able to adapt when required because of all the planning that we had done during the last 2 years and because of the trust we had built among our MEC, MEC committees, and pilot group.

Having said all of this, at Jazz we are always trying to look forward. It may be that the current bargaining model whereby each individual group (albeit with lots of support) attempts to gain a bit more with every round of bargaining may not be the most efficient way to achieve our ultimate objectives. Our Association does a fantastic job of creating and developing relationships domestically and internationally in terms of IFALPA and airline pilot alliance organizations. We need to harness those relationships to realize our ultimate collective bargaining strength.

At Jazz we hope that collectively all of us and our colleagues worldwide can begin a dialogue regarding other bargaining models and other forms of organizational architecture that will allow us to speak with one voice for all professional pilots, regardless of borders, equipment, and business models, so that we can deal with management on a level playing field or perhaps on a field that is tilted our way for a change. 🌐

# AS WE GO TO PRESS

## Sun Country Recalls Furloughees, Prepares to Leave Bankruptcy

Minneapolis-based Sun Country Airlines is beginning to bring back its furloughed pilots as it prepares to emerge from bankruptcy later this year. Sun Country, one of the few airlines with ALPA-represented pilots that remains in Chapter 11, is working on a tentative agreement for a reorganization plan that would allow it to emerge from bankruptcy as a stand-alone airline this fall.

In July the pilots' Master Executive Council worked quickly and collaboratively to provide management with a letter of agreement (LOA) to facilitate the expedited upgrade of one captain and permanent recall of two first officers from furlough. The LOA followed existing contract language but allowed shorter publication times and award notices.

The new LOA continues to bear fruit for the 120 Sun Country pilots as management has continued to increase its staffing levels. In late July management announced its plans to return four pilots to captain positions and recall 10 more furloughed first officers. In all, six pilots have returned to the captain's seat, and 12 others have now been recalled to permanent positions this year, returning pilot staffing to more realistic levels and positioning the airline to take advantage of new growth opportunities.

"This is welcome news for the MEC and all Sun Country pilots, and we look forward to the day when our remaining 24 pilots can return from furlough. We are cautiously encouraged as our airline continues to recover from bankruptcy, earns profits,

and expands its scheduled and charter operations," said Capt. Dennis Vanatta, the pilots' MEC chairman. "Our success is due to the combined and coordinated efforts of our pilots and other employees, our management, and the MEC."

The pilots opened Section 6 negotiations in February. They have worked through all of their C-list contract issues and have now moved on to more substantive items as bargaining continues.

## ExpressJet Pilots Review Proposed Sale, Merger of Airline

After an August 4 announcement by ExpressJet Airlines that it intends to sell the airline to SkyWest Holdings, Inc., and merge ExpressJet with Atlantic Southeast Airlines, the ExpressJet pilots are carefully reviewing the proposed trans-



**President Obama delivers remarks to the AFL-CIO Executive Council meeting on August 4 at the Washington Convention Center in Washington, D.C.**



JALMER JOHNSON

**During ALPA's July Executive Council meeting held in Ottawa, Ont., members of the Executive Council and several invited guests, including Martin Eley, the director general of civil aviation (center), were invited to Parliament for a private dinner in the War Room, in the east block of the Parliament buildings. Eley, as well as the Honourable Lisa Raitt, the minister of labour, spoke to the Council members, emphasizing the importance of fostering positive relationships with ALPA. Also pictured above are Capt. Don Wykoff (Delta), ALPA's executive administrator (left), and Capt. Dan Adamus (Jazz), ALPA's Canada Board president.**

action and considering all the available options.

Capt. Chris Cashmarek, the ExpressJet pilots' Master Executive Council chairman, said, "Every transaction presents opportunities and risks. We need to review and evaluate the plan for the combined airline before we can commit to taking a position to support or oppose the sale/merger. What I can state unequivocally is that, just as airline mergers over the past few years have shown us, it will take pilot involvement and support to realize any true measure of success for this or any transaction."

The MEC sent a letter to ExpressJet Holdings management stating its fundamental requirements for supporting a sale/merger, including the following:

- The transaction must result in a profitable airline that provides long-term stability and progressive career potential for the pilots;
- The transaction must fully honor the scope and successorship provision of the pilots' collective bargaining agreement;
- Management must commit to negotiating a joint collective bargaining agreement with all involved parties that benefits all pilots; and
- There must be a fair and equitable seniority list integration.

ExpressJet employs approximately 2,700 pilots and flies more than 40,000 passengers per day to 130 destinations in the United States, Canada, Mexico, Central America, and the Caribbean with approximately 1,100 departures daily.

## Spirit Pilots Ratify, Sign New Contract

On July 23, following 4 years of negotiations and a strike in June, Spirit pilots ratified a new collective bargaining

agreement that includes substantial pay raises and industry-leading work rules. The new agreement went into effect on August 1.

The 5-year contract immediately increases hourly wages by an average of 10 percent for captains and 18 percent for first officers, giving pilots a well-deserved share of the company's strong profits over the past years. In addition, the entire pilot group received a substantial signing bonus. The agreement also includes much-needed clarification on existing work rules and puts into writing long-standing operations practices while providing management with additional flexibility on scheduling.

"This union has never backed away from a fight, and ALPA pilots

stood shoulder to shoulder with our Spirit Airlines brothers and sisters on the picket lines in June to demand a fair contract," said Capt. John Prater, ALPA's president. "I commend the strength, commitment, and steadfast unity of the Spirit pilots and congratulate them on their new contract."

## ALPA Gears Up for Air Safety Forum



ALPA's 56th Air Safety Forum will be held August 30–31 at the Washington Hilton in Washington,

D.C. The event's public day begins at 8:30 a.m. on Tuesday. The Forum will highlight the Safety, Security, Pilot Assistance, and Jumpseat Committees and the President's Committee for Cargo. [For more information](http://www.alpa.org), go to [www.alpa.org](http://www.alpa.org) and click on the Events tab and then click on the Air Safety Forum icon.

## Continental Pilots Take Action to Help Prevent Outsourcing

The Continental pilots' Master Executive Council recently worked with ALPA's Legal Department to craft the union's comment in response to a request from Continental, United, and All Nippon Airways for a grant of global antitrust immunity (ATI). The ATI request, if granted by the Department of Transportation (DOT), would allow the airlines to enter into, among other agreements, a revenue-sharing transpacific joint venture (JV) agreement. Filed in early July with the DOT, ALPA's comment proposes that the DOT require that each U.S. airline party to a JV arrangement do a share of the transpacific JV flying proportional to the share of revenue it derives from the total flights the JV airlines fly over those routes. If an airline performs no flying, it will not receive any revenue from the JV. This concept is consistent with H.R. 4788, the Aviation Jobs Outsourcing Prevention Act, which ALPA supports.

Capt. Jay Pierce, the Continental pilots' MEC chairman, said, "The strength of ALPA is instrumental as we work to make sure that alliances and joint ventures are structured properly to prevent executives from pitting one pilot group against another, and to prevent outsourcing airline jobs to the lowest bidder. By taking action, we can ensure that our

# As We Go To PRESS

pilots are protected and that the benefits from these types of JVs, which can be significant, are properly and fairly distributed.”

The Continental MEC is actively encouraging its pilots to contact their congressional representatives to ask them to support H.R. 4788 and to write to the DOT to support ALPA's request for job protections.

Any ALPA pilot can also participate in [ALPA's Call to Action](#) to support H.R. 4788. Go to the members-only site of [www.alpa.org](http://www.alpa.org) and click on the Legislation & ALPA-PAC tab on the main menu bar, then under the Call to Action for H.R. 4788 click on the Take Action Now link.

## Pilots Approve Transition And Process Agreement

In late July, the United and Continental Master Executive Councils approved a Transition and Process Agreement that was negotiated with United and Continental managements. The Agreement includes protections and enhancements for pilots during the transition period between now and when the merged company begins to operate, and defines the process for negotiating the Joint Collective Bargaining Agreement (JCBA).

Capt. Jay Pierce, the Continental pilot group's MEC chairman, said, “The Transition and Process Agreement gives all of our pilots important protections and benefits until the merger is completed and we have a JCBA.”

Capt. Wendy Morse, the United Pilots MEC chair, added, “Just as importantly, this Agreement allows us to proceed to the next phase of the process: negotiating a JCBA that will provide our pilots with improvements in the cornerstone areas of our contract.”

## ALPA Stages Mini Leadership Training Conference for Newly Elected Officers

Eight ALPA pilots from five pilot groups met at ALPA's Herndon, Va., offices July 13-14 for a day-and-a-half mini Leadership Training Conference. This condensed leadership orientation and training was offered to master executive council and local executive council officers elected since the annual ALPA Leadership Training Conference, which took place in February.

“Making newly elected MEC and LEC leaders wait until the 2011 Leadership Conference would handicap their ability to provide the best of ALPA's resources to their pilot groups,” said Capt. Bill Dressler (ExpressJet), the Leadership

## Supporting the Pilots Of Tomorrow

Capt. Jason Dahl was at the controls of United Flight 93, which crashed near Shanksville, Pa., on Sept. 11, 2001. (See “Remembering That Fateful Day,” page 28). He was one of the first to give his life in a valiant attempt to protect the passengers and crew of his aircraft.

The Capt. Jason Dahl Scholarship Fund was established the day after this national tragedy and has been helping flight students pursue their dreams ever since. This 501(c)3 non-profit corporation provides two \$5,000 scholarships annually for qualified students who wish to enroll in accredited commercial flight training programs.

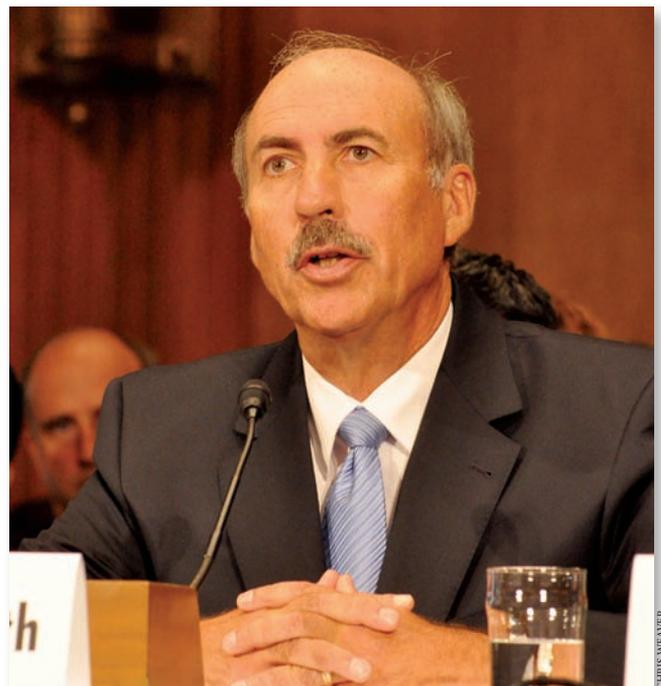
To apply for a scholarship or to make a donation, go to <http://dahlfund.org> or write to the organization at 9956 W. Remington Pl Unit A-10 Suite 93, Littleton, CO 80128. 

Committee chairman and host of the mini Leadership Conference.

Pilots from AirTran, Air Transport International, Atlantic Southeast, Compass, and North American attended the Conference.

## Woerth Appears Before Senate as Confirmation Process Begins

Capt. Duane E. Woerth, a former ALPA president, sat before the U.S. Senate on August 5, moving one step closer in his confirmation as the U.S. ambassador to the International Civil Aviation Organization (ICAO). Woerth was nominated for the post by U.S. President Barack Obama on July 1.



CHRIS WEAVER

# In Memoriam

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

## 2004

Capt. R.L. Hobson US Airways October

## 2009

Capt. Gordon R. Gibson Ozark March  
 F/E Patricia J. Dobbins Emery August  
 Capt. J.T. "Tom" McGoldrick Aloha September  
 Capt. D.R. Sherman Pan American September  
 Capt. Don J. Ashcraft Braniff December  
 Capt. C.C. Evans, Jr. Eastern December

## 2010

Capt. Donald S. Pyle America West January  
 Capt. E.W. Henderson United February  
 Capt. William N. Turnbull Polar March  
 Capt. Ray F. Butler Northwest April  
 Capt. Joe R. Moran United April  
 Capt. Robert E. Snowden, Jr. FedEx April  
 Capt. Ronald M. Stickney Eastern April  
 Capt. R.M. Lindrud Northwest May  
 Capt. George Lowe United May  
 Capt. Robert J. Plump DHL May  
 F/O Don J. Reid Pan American May  
 S/O Elmer J. Zulauf United May  
 Capt. Richard F. Buzinski Eastern June  
 Capt. John J. Camalick Delta June  
 Capt. Paul E. Geyer Delta June  
 Capt. Bev C. Gordon Delta June  
 Capt. Karl Haase, Jr. Delta June  
 Capt. Wesley B. Hargraves Eastern June  
 Capt. H.P. Huddleston Pan American June  
 Capt. William T. Jordan US Airways June

Capt. Donald E. Kirkham Eastern June  
 F/O Alvin R.C. Kurtzahn Northwest June  
 Capt. Edwin S. Leek, Jr. TWA June  
 Capt. Charles R. Mesnier Mesa June  
 Capt. Joseph A. Montanaro TWA June  
 Capt. James W. Morrell United June  
 Capt. W.F. Pattison Flying Tigers June  
 Capt. George B. Rogers Eastern June  
 Capt. Raymond O. Rotge TWA June  
 Capt. E.N. Thompson United June  
 F/O John Davidson Vachon FedEx June  
 Capt. James C. Wheeler Midway June  
 Capt. Robert D. "Dee" Burke Delta July  
 Capt. James A. Curtis United July  
 Capt. Michael D. Donovan Eastern July  
 Capt. D.W. Harvison Delta July  
 F/O Roy A. Jacobs Delta July  
 F/O John O. Johnson Braniff July  
 Capt. Arnold E. Kenneson Delta July  
 Capt. Garth W. Lynn United July  
 Capt. Calvin S. MacDonald Northwest July  
 Capt. Walter C. Moore Delta July  
 Capt. John J. Murphy Spirit July  
 Capt. Steven J. Peterka Compass July  
 Capt. Frank E. Roberson Delta July  
 Capt. Robert J. Rooks Delta July  
 Capt. Robert R. Sauer US Airways July  
 Capt. Joseph J. Sedey Delta July  
 Capt. Jasper S. Woodward Continental July

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

Votes on Woerth's nomination by the Committee and then the full Senate are expected after Congress returns from its August recess.

Regarding Woerth's nomination, ALPA's president, Capt. John Prater, said, "Capt. Woerth brings to this important post a deep understanding of the global airline industry, garnered through his experience as an airline pilot, international union president, expert representative on government and industry advisory committees, and member of airline boards of directors."

Woerth's nomination has been endorsed by a variety of organizations, including ALPA, the National Air Traffic Controllers Association, and the Air Transport Association. He is currently senior vice-president of an internet advertising firm in Omaha, Neb., and served as ALPA president from 1999 to 2006.

## Scholarship Recipients Announced

ALPA has chosen the recipients of the 2010 ALPA Scholarship Award.

A new 4-year scholarship was awarded to Jillian Sanning, daughter of medically disabled F/O Matthew Sanning (United). Jillian will be attending Washington University in St. Louis, Mo., and majoring in engineering.

A new special 1-year scholarship was awarded to Blake Travelstead, son of medically retired Capt. Rex Travelstead (TWA). Blake has been accepted to Oregon State and will pursue a degree in earth sciences.

Tyler Renslow, son of deceased Capt. Marvin Renslow (Colgan), had his 2009 scholarship renewed. Tyler attends the University of Florida.



**From left: Jillian Sanning, Blake Travelstead, Tyler Renslow, and Katherine Clarke.**

Katherine Clarke, daughter of deceased S/O Arnold A. Clarke (Northwest), had her 2007 scholarship continued. Katherine is enrolled at the University of Colorado.

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

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

Applications for the 2011-2012 school year may be obtained from Maggie Erzen, Air Line Pilots Association, 1625 Massachusetts Avenue, N.W., Washington, D.C. 20036. The application period begins in January, and applications must be received by no later than April 1, 2011. 

**FOR MORE THAN 13 YEARS,** ALPA has had the honour of representing Canadian airline pilots. The merger between CALPA and ALPA marked a crucial step in the Association's history and mission to be the voice of *all* airline pilots in North America. The union grew not only in its culture and numbers, but also in its vision—defining ALPA's international



O O C A

focus. Today, the Association remains unmatched in its unwavering efforts to achieve quality-of-life standards for all of its 53,000 members. For its members above the 49th parallel—those 2,450 airline pilots and professional flight engineers who gallantly represent the profession—ALPA proudly showcases the flight crews of Air Transat, Bearskin, Calm Air, CanJet, First Air, Jazz, Kelowna Flightcraft, and Wasaya in this issue of *Air Line Pilot*. 🌐



# NADA!

# AIR TRANSAT

## Pilots Negotiating for Improved Job Security and Safer Regulations

Contract negotiations are front and center for Air Transat pilots. After 6 months of collective bargaining that began in January, the pilots and management have entered into conciliation. Capt. Sylvain Aubin, the pilots' Master Executive Council chairman, says, "Air Transat pilots are a unified group. We are committed to executing a respectful collective bargaining process and to obtaining a fair and equitable contract."

The pilots filed for conciliation in June after 6 months of intense face-to-face meetings with management came to a halt. The minister of labour appointed Conciliation Commissioner Maureen Flynn to oversee negotiations between the pilot group and management. "The pilots of Air Transat stand solidly behind their highly experienced Negotiating Committee," says Aubin. "Working together puts us in the strongest possible position to achieve the outcome we all seek: a viable, profitable, and sustainable airline."

In addition to contract negotiations, the issue of pilot fatigue and the need for revised flight- and duty-time legislation are top priorities for the pilots. Using the Association's experience as a participant in last year's FAA Aviation Rulemaking Committee, the group is working with other Canadian pilots to bring about much-needed change to current flight- and duty-time rules that push the limits of pilot exhaustion.

Capt. Martin Gauthier (Air Transat), chairman of the ALPA Flight Time/Duty Time Committee for Canada, is committed to improving scheduling practices for Air Transat pilots and other Canadian pilot groups to decrease pilot fatigue, which is exacerbated by the frequency of night flights the pilots make.

"Looking ahead, our pilots would like to be in a position



**Air Transat operates 18 A330s and A310s.**

to effectively partner with management to collaborate on a fatigue risk management system that mitigates pilot fatigue," Aubin says.

As Air Transat is largely an international operator, the pilot group anticipates many global challenges ahead. Open skies agreements, carbon tax ramifications, and fleet renewal are among the most pressing issues. "Since we will be in the middle of an international market soon, we must look forward and be ready to work with our company's management as partners," notes Aubin.

Air Transat, Canada's leading holiday travel airline, specializes in both scheduled and chartered flights from several Canadian cities to global vacation destinations. The airline has a fleet of 18 A330s and A310s, and the pilots transport approximately 3 million passengers annually to nearly 60 destinations in 25 countries, including Austria, Belgium, France, Germany, Greece, Ireland, Italy, the Netherlands, Spain, Switzerland, and the UK.

The company recently added several new routes, including a flight to Bale-Mulhouse on the French-Swiss border and new connections between Montreal and Dublin, Toronto and Nice, Vancouver and Paris, and Calgary and Paris.

—Lynn Konwin, ALPA Senior Communications Specialist

# BEARSKIN

## Rewards Seen for Positive Labour Relations and Contract Maturity

The nature of Bearskin flying has changed since the airline sold its Northern Division to Wasaya a few years ago, and the airline has since established a definite niche, offering daily scheduled passenger service throughout Ontario and Manitoba.

Bearskin's main pilot base is in Thunder Bay, Ont. (CYQT). The airline has two smaller pilot bases in Sioux Lookout, Ont. (CYXL) and Winnipeg, Man. (CYWG). "Bearskin has found its place in the commuter world and appears to be doing well," says Capt. Danny Parnham, the Bearskin pilots' Master Executive Council chairman.

Today, the "Bear" continues to offer more than 100 departures

daily to 17 destinations in Ontario and Manitoba. No other airline offers more service between northern Ontario's key cities.

Thunder Bay and Sudbury combined feature more than 25 departures daily and act as Bearskin's major hubs, linking northern Ontario's five largest cities and a number of smaller communities to Winnipeg, Man., and Ottawa, Ont.

The pilots fly routes as far south as Kitchener/Waterloo, Ont., and as far north as Flin Flon, Man. East/west operations extend from Ottawa to Winnipeg.

Bearskin has indicated that it will be increasing service between Ottawa and Kitchener/Waterloo from three to five flights daily and is looking to add one, or possibly two, Metroliners to its existing fleet of 14.

Bearskin has also confirmed that it has begun a pro-



**Bearskin operates a fleet of 14 Metroliners.**

cess to take over the southbound routes from Thunder Bay that Delta Air Lines is getting set to abandon on October 10. The airline hopes to develop a partnership with Delta, which would see Bearskin send flights to and from Minneapolis, Minn., with passengers having the option to connect to Delta flights as needed. Due to the increase in flights, the airline will be hiring additional pilots.

Bearskin's fourth contract was ratified 4½ years ago, and to date no grievances have been filed. "Our contract is starting to reap the rewards of maturity and a positive labour-management relationship," says Parnham.

Advancements to the current contract focused greatly on quality-of-life issues. "Contract No. 4 provided pilots with improved work rules beyond the basic parameters found

in Transport Canada's current flight-time/duty-time regulations," says Parnham. "When the time comes to negotiate our fifth contract, we will strive to reach a settlement that will benefit not only the pilot group, but also our airline's business plan."

In 2010 and beyond, the Bearskin MEC plans to take a leading role in pushing for improved flight-time/duty-time regulations for Canadian pilots. As an appointed member of the ALPA Flight Time/Duty Time Committee for Canada, Parnham says he is 110 percent committed to bringing science-based improvements to the current Canadian flight-time/duty-time regulations. "I will advocate to the best of my ability the concerns of 703 and 704 pilots in Canada," says Parnham. Under Canadian aviation regulations, the 703/704 weight classification refers to airplanes with 19 or fewer seats.

For the Bearskin pilot group, as with many other Canadian and U.S. pilot groups, fatigue is a critical factor of daily operations. Bearskin pilots fly as many as 12 legs per day in 704 aircraft without the assistance of autopilots. "As exhausting as this is, many more carriers have no limit to cycles and routinely fly more than 12 legs per duty day. Fatigue is an issue that doesn't affect just our personal lives but those of our families and the flying public as well. An accident should not be the catalyst for changing our country's flight-time/duty-time regulations," says Parnham.

—Lynn Konwin, ALPA Senior Communications Specialist

## CALM AIR

### Commitment to Solid Communications Is Key

**C**alm Air pilots continue to strengthen the solidarity that they've worked hard to build as a pilot group. Recently, the pilots celebrated two successful Family Awareness gatherings in Thompson and Winnipeg, Man., with plans to have more. "We want to encourage our pilots to continue attending gatherings that foster good communications such as the ALPA-sponsored Family Awareness events we began having last summer," says Capt. Glen McGregor, the pilots' Master Executive Council chairman. "The strong line of communication that the pilots have developed is a key element of our success both on the job and at the negotiating table."

"These gatherings are an opportunity for us to remind our members that ALPA continues to build on its success of representing Calm Air pilots and that families are an integral part of that success," says Capt. Richard Cenerini, the MEC's secretary-treasurer. Last year, Calm Air pilots and their families attended picnic gatherings at Paint Lake in Thompson, Man., and Assiniboine Park, in Winnipeg, Man.

"We're getting more and more pilots to volunteer their time," says Cenerini. "The fact that so many of our pilots have chosen to stay and dedicate their careers here says a lot about what we have achieved."

The MEC is focused on maintaining positive working conditions for Calm Air pilots while also planning for the



**Calm Air F/O Joel Lautenschlager at the Arctic Circle in Repulse Bay, Nunavut (CYUT), on the longest day of the year, June 21, 2010.**

future. "We are working to mold the framework for contract negotiations in 2013," says McGregor. "Calm Air is a profitable airline, and we take a lot of credit for making and keeping it that way."

The MEC is evaluating lessons learned from their ALPA counterparts. Since the airline was sold to the Exchange Industrial Income Fund last year, the pilots know they need to be prepared for a new and evolving management-pilot relationship. "We plan to look to

the experience of other pilot groups around North America, especially ALPA-represented pilots, to help us prepare for this new reality," says McGregor.

Looking ahead with an eye toward the airline industry in Canada, the Calm Air pilots remain committed to supporting improvements across the board. "We feel strongly that

we can make positive contributions to help develop flight- and duty-time legislation," says McGregor. "And we are highly committed to helping Calm Air continue to progress as an industry leader in the regional and commuter-freight industry."—*Lynn Konwin, ALPA Senior Communications Specialist*

## CANJET

### Pilots Gear Up for a Fresh Start, Elect New MEC Officers

**O**n August 10, the CanJet pilot group elected two pilots to serve as representatives on the Master Executive Council. Capt. Alex Sirros will serve as CanJet's MEC chairman. F/O Jon Mason will serve as vice-chair. On July 12, F/O Adrian Griffiths was elected as the MEC's secretary-treasurer. Capt. Bruce Dandurand stepped up to the plate last June to serve as the interim MEC chairman. "Our recently held elections brought 75 percent of our members to the ballot box, giving a strong mandate to our MEC," says Dandurand.

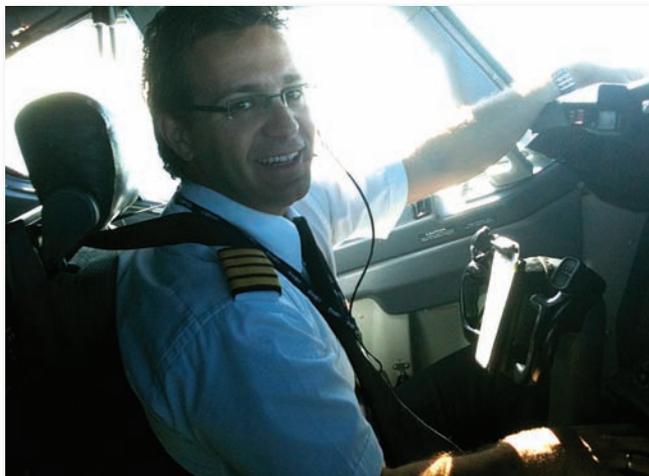
"We're eager to get started on a number of goals," says Sirros, who has already begun working on several initiatives to improve pilot unity. "Implementing more effective communications is going to be a key priority for us going forward." The MEC is making enhancements to its website, instituting a

monthly newsletter, and reaching out to the pilots for their input on what they perceive to be critical challenges. "We want to build our present committees and work with them to establish their roles within the MEC structure and ensure that every one of our members has the opportunity to be heard," says Sirros. Resolving ongoing issues regarding newly established bases and master seniority list bidding are also priorities for the MEC.

In addition to the communications efforts, the CanJet MEC is also actively supporting the initiatives of the ALPA Flight Time/Duty Time (FT/DT) Committee for Canada, chaired by Capt. Martin Gauthier (Air Transat). Griffiths attended the first official kickoff meeting of the Committee in December 2009. "Flight-time and duty-time issues are not simply pilot concerns. They affect every single person who steps aboard an airplane. We at CanJet, along with other ALPA members, are proud to be making positive changes for all airline pilots in Canada and to further enhance passenger safety," Griffiths says.

Last year, the CanJet pilot group made international headlines on April 19 after the heroics of the flight crew successfully thwarted an attempted hijacking of Flight 918, piloted by Capt. James Murphy and F/O Glenn Johnson. With the tumultuous repercussions of that event behind them, the newly elected leaders of the MEC are looking forward to getting a fresh start for the remainder of 2010 and beyond.

CanJet pilots became ALPA members in June 2006 and ratified their first collective agreement in June 2008. The 4-year agreement provides CanJet with job stability, enabling management to focus full time on building CanJet as Canada's premier charter airline. The airline operates an all-next-generation fleet of B-737-800s that increase fuel efficiency and range while reducing noise and carbon emissions.—*Lynn Konwin, ALPA Senior Communications Specialist*



**Capt. Alex Sirros, the new CanJet MEC chairman.**

## FIRST AIR

### Flightcrew Members Gear Up For Negotiations

**T**he bargaining cycle never ends at ALPA, a reality that is just as true among Canadian pilot groups as it is south of the border. With the Jazz Air contract just completed and bargaining heating up at Wasaya and Air Transat, the latest ALPA group entering contract

talks is also one of its newest: First Air.

First Air's 154 pilots and flight engineers have been eagerly awaiting the opportunity to negotiate a new contract since they joined the Association in 2008. In fact, gaining the financial resources, staff support, and bargaining expertise of the world's largest pilot union was the major reason why leaders from the former First Air Pilots Association (FAPA) decided to become ALPA members.

First Air, or "The Airline of the North" as it calls itself, flies



CAPT. RORY KAY (UNTIED)

**F/O Tim Lee, in a B-767 freighter, prepares for the return flight to Ottawa, Ont., from Frobisher Bay, Iqaluit, NU.**

both scheduled service and charters to some of the most remote locations in the Canadian Arctic out of bases in Ottawa, Ont.; Iqaluit, NU; and Yellowknife, NT, using a mix of jet and turboprop airplanes. It once held a near monopoly delivering food and mail under government contracts but lately has seen a number of rivals, including Canadian North and, most recently, Air Canada and WestJet in 2009, enter its markets.

In one of their first successes after joining the Association, the pilots negotiated a letter of agreement with management

last year that made it much easier for pilots to transition between aircraft types without losing seniority.

“Previously, our pilots had been stovepiped into staying with a certain aircraft type, like the 737 or the Hercules,” says the pilots’ Master Executive Council chairman, Capt. Jamie Biggs. “We are now getting away from that kind of ‘apartheid’ mentality to allow greater career movement across the system.”

First Air’s contract with its flightcrew members expires at the end of December. Members of the pilots’ MEC and Negotiating Committee, as well as ALPA staff and Canada Board members, recently met in Ottawa to begin drawing up a blueprint for opening contract talks this fall.

Since this will be the pilot group’s first ALPA contract, F/O Mike Edwards, the pilots’ Negotiating Committee chairman, says many sections of the existing agreement need to be cleaned up to bring them up to airline industry and ALPA standards.

“We have a lot of regular work processes that lack any kind of formal contract language, so we need to get these in writing and add clarity to our next agreement,” says Edwards, one of the former FAPA leaders who brought the independent union into ALPA. “On the plus side, our current management has changed dramatically for the better in the past 18 months, so we anticipate a good working relationship when we sit down to open bargaining later this year.”—*Rusty Ayers, ALPA Senior Communications Specialist*

## JAZZ

### The Strength of Jazz Pilot Unity

**W**hen pilots see threatening thunderclouds on the horizon, they know that a bumpy flight and some turbulence might lie ahead. And a bumpy ride is exactly what the more than 1,500 pilots of Jazz Air prepared for as they began their contract negotiations.

For Capt. Barry Turner, chairman of Jazz’s Strategic Preparedness Committee (SPC), getting through the heavy chop would take a well-devised plan. Turner realized that he would need the strong backing of the Jazz Master Executive Council leaders, an experienced Negotiating Committee, and enough dedicated pilot volunteers to fill a hockey stadium, or at least a few good pickup games at the local rink. Turner knew that he had the first two requirements locked in. The third requirement, getting enough volunteers to stay the course for an unspecified length of time, was going to be a challenge.

Turner didn’t underestimate the important role that Jazz pilot volunteers would play during an arduous negotiations process. A key element of his plan was to recruit a core group of pilot volunteers to form an SPC. Five individuals stepped up to join forces with Turner as he prepared to build a strategy for capturing the attention and support of every Jazz pilot across five geographically dispersed areas in Canada, including F/O Brian Kaban, the F/O rep for the Calgary pilots; Capt. Glenn McMullin, the Family Awareness chairman;



LYNN KONWIN

**The Jazz SPSC at the Toronto strike center.**

Capt. Noreen Newton, the Communications Committee chairman; and Capt. Dave Murray, the Pilot-to-Pilot® chairman. The fifth person, F/O Ricardo Bonito, whose wife had just given birth to their first child, became one of the first pilot volunteers to donate his time.

The SPC began charting a course for the pilot group, choosing “Strength in Unity” as the pilots’ campaign slogan. The SPC worked closely with the Negotiating Committee to achieve the pilots’ contract goals of increased pay, an improved pension, and career stability. “We wanted a career contract that would allow our pilots to build their careers with

Jazz and help grow the airline,” says Turner. While the Jazz MEC and Negotiating Committee were preparing for discussions at the bargaining table, the Jazz SPC took advantage of a variety of resources in the ALPA toolbox, including two programs that had an enormous effect on the pilot group: ALPA’s Family Awareness and Pilot-to-Pilot® programs.

McMullin began organizing pilot events at Jazz’s five main bases across Canada: Calgary, Halifax, Montreal, Toronto, and Vancouver. The task seemed daunting, admits McMullin, who wasted no time harnessing the enthusiasm of the pilot group. In May 2008, the pilots kicked off the start of negotiations by holding a Strength in Unity rally in Toronto that attracted more than 120 pilots and their families. “It caught on fast,” says McMullin. “We were able to get the pilots and their families to come out and join each other for some quality time while educating everyone about how the negotiations were progressing.”

Jazz pilots also conducted a series of well-executed road shows throughout Canada to ensure that no pilot was left behind in receiving accurate, up-to-date information, a move that helped to quell the rumour mill. On May 27, a resounding 99 percent of Jazz pilots voted to authorize a strike should it become necessary. For this round of bargaining, the challenges extended beyond the bargaining table, including unexpected government intervention by the minister of labour. However, on July 9 Jazz pilots prevailed and ratified a new 6-year agreement reflecting the career contract that they collectively worked to secure for more than 2 years.

“Despite all the hurdles we encountered, we achieved an

improved collective agreement without going on strike, and we did it while remaining focused, professional, and unified,” says Bonito, who is the pilots’ new Family Awareness chairman and a mainstay on the Jazz SPC. “I have never seen such solidarity and professionalism within a pilot group. More importantly, this type of solidarity could not have been achieved without the strong leadership of the Jazz MEC and SPC and the resources and training that ALPA provided.”

“The complete support of the pilot group was imperative,” says Turner. He experienced the merger in 2001 that brought four separate Canadian airlines—AirBC, Air Ontario, Air Nova, and Canadian Regional—together to form a single entity. “That process taught me that unity is the key to any successful undertaking.” One more key ingredient is needed, according to Turner: a few good stories to share with the pilot volunteers should they come upon more thunderclouds. And it turned out that he had several. Turner shared the following parable with the Jazz pilots: In an often-repeated example of unity, a father tells his son to break one stick. The son breaks the stick quite easily. Then the father tells his son to bundle 10 sticks together and then to break them as a bundle. The son cannot do it. The act of putting 10 sticks together made the bundle strong enough to withstand the pressure exerted by the son in his attempt to break the sticks.

“As line pilots, we are the vital link in determining the outcome,” says Turner. “When management sees the pilots are unified and standing strong behind their Negotiating Committee and MEC leaders, it knows it’s up against a formidable force.”—Lynn Konwin, *ALPA Senior Communications Specialist*

## KELOWNA FLIGHTCRAFT

### Pilots Focused on Growth

**W**ith negotiations now a year behind them and a new contract in place, the Kelowna Flightcraft pilots have reason to be pleased. The pilots’ Master Executive Council worked diligently with management for nearly 2 years to secure a 6-year agreement in early 2009, which became effective in November of that year. The new agreement was drafted from scratch, and because every section was completely rewritten, the contract leaves little room for misinterpretation.

Despite negotiating during one of the biggest economic downturns in Canada’s history, the pilots were able to secure a progressive contract that includes wage increases in the range of 10–12 percent with an additional 9 percent in longevity increases over 5 years. In addition, the new contract improves the pilots’ quality of life by allowing them to have a greater

degree of control over their schedules while reducing involuntary overtime.

Angus McGrath, the pilots’ Negotiating Committee chairman, worked to ensure there would be a smooth transition to the new contract. “Our MEC works very well as a team, and we did everything we could to make sure that this con-



**A Kelowna Flightcraft DC-10-30F lands at Calgary, Alberta, B.C.**

PETER NICKERSON

tract was fair and equitable for our group. Going forward, we are intent on protecting the rights of our pilot group while at the same time continuing to maintain an open dialogue with management.”

Capt. Ian Gold, the pilot group’s MEC chairman, was elected shortly after the new contract was ratified; despite the completion of the “heavy lifting,” he remains focused.

“We were able to obtain a superior contract, but now it’s time to keep an eye on the details, monitor enforcement, and ensure that our pilots are receiving the benefits we worked so hard to achieve,” Gold says. The pilots’ Negotiating and Grievance Committees have been working closely with management to implement new contract sections and proactively resolve any grievance issues.

With contract negotiations completed, pilots and

management are now focusing on economic recovery, the growth of the company, and expanding the fleet and route structure. As the largest of only two Canadian freight airlines with widebody equipment, Kelowna has carved out a unique niche in Canada’s air cargo market and is poised for substantial growth.

Kelowna Flightcraft pilots take to the skies every night in their fleet of Douglas DC-10s, B-727s, and Convair 580s to move approximately 600,000 pounds of freight for Purolator and another 300,000 pounds for Canada Post. The company is currently seeking international work for the DC-10 fleet. The pilots are based in domiciles covering the entire expanse of Canada, from Vancouver, B.C., to Halifax, N.S.—*David Fisher, ALPA Senior Communications Specialist*

## WASAYA

### Pilots Continue to Work Toward An Agreement

**M**ore than 2 years ago, Wasaya pilots began meeting with management, hoping to reach their first collective bargaining agreement. Today, the two sides continue to meet and make progress, but the situation has dramatically changed.

In February 2009, after numerous studies and number

crunching, the pilots agreed with management that Wasaya Airlines was an “essential service” and signed a Maintenance of Activities and Dispute Resolution Agreement. Under the Canadian Labour Code, if a disruption of services could pose a danger to the public, then the services are considered essential and work stoppages (either by strike or lockout) are prohibited.

Wasaya provides the majority of lift to 25 First Nation communities in northwestern Ontario—many of which are inaccessible by road and rely on Wasaya to fly in food, fuel, and medical supplies. If Wasaya stopped operating or even had to cut flights, these communities would be put at risk.

“Although we’re disappointed we are not allowed to use this important tool for negotiations,” says Capt. Jeff Braun, the Wasaya pilots’ Master Executive Council chairman, “Wasaya pilots understand that our most important commitment is to the populations we serve.”

With the agreement signed, negotiations moved on to a much different path. In December 2009, the Wasaya pilots applied for conciliation from the Federal Mediation and Conciliation Services. Since then, talks have been taking place under the direction of a conciliation officer. These mediated negotiations were scheduled to end in February 2010, but progress continues to be made. Consequently, both sides have agreed to extend the time line and keep meeting.

However, if talks break down and both parties reach impasse, a work stoppage won’t take place. Instead, the two sides will submit the remaining issues to interest arbitration, and a neutral party will resolve the outstanding contract sections. Both pilots and management hope to avoid this outcome

and decide their own fate by reaching an agreement.

“With the support of our union and the full array of ALPA resources at our disposal,” says Braun, “we will continue to work with management toward obtaining an agreement that helps our company succeed and grow while protecting the careers of every Wasaya pilot.”—*Jen Lofquist, ALPA Communications Specialist*



**A Wasaya Beech 1900D on final to Thunder Bay, Ont.**

and decide their own fate by reaching an agreement.

## Not Forgotten: Part 1

# Furloughed But Not Forgotten

**By Kimberly Seitz**, ALPA Senior Communications Specialist

*Editor's note: This is the first article in a three-part series that highlights the support and services that ALPA staff, volunteers, and others are providing to furloughed ALPA members and to those who lose their jobs to airline closures.*

**T**here may come a time in a pilot's career when he or she receives the dreaded "Gee, we're sorry, but we need to make staffing cuts and your number is up" letter that finds its way into the mailbox. F/O Scott Lefforge (Delta) knows how it feels to be furloughed and floundering—waiting for the recall.

"I was one of the first 400 Delta pilots to be furloughed after 9/11," Lefforge says. "I had moved my wife and three small children from California to Texas earlier that year, and we had just bought a house when I received my furlough letter in mid-October. It took me until January just to get my bearings."

But for F/O Joel Barman (Air Wisconsin), a furlough notice isn't quite as bad as waking up one morning and realizing you no longer have a job (or the prospects of a recall) because your airline has decided to close shop. Barman was flying for Independence Air when the airline ceased operating on Jan. 6, 2006.

"Even though the company dropped the bomb with 30 days' notice per the collective bargaining agreement," Barman recalls, "nothing really prepares you for that moment when you are out of a job and you know there's no going back." More than 1,200 Independence Air pilots lost their jobs when the regional airline shut down. Since that 2006 closure, more than 2,200 additional pilots have also been culled from the cockpit due to airlines' shutting down.

And many more have been temporarily let go due to insufficient work loads.

The airline industry has certainly seen its share of ups and downs, with higher furlough spikes in the 1980s after deregulation and the horrific events of 9/11—a time when more than 7,000 ALPA pilots were out on the streets. The industry was beginning to show signs of recovery in 2007 when domestic airlines began hiring again, and a predicted pilot shortage led some regional airlines to cut their hiring requirements just to fill open slots. However, high fuel prices and a sluggish economy during the summer of 2008 saw the number of furloughed pilots swell. While individually many may feel lost and alone, they certainly aren't forgotten.

In July 2008, ALPA's president, Capt. John Prater, created the national Furloughed Pilots Support Program (FPSP) under ALPA's Membership Committee. The Program focuses on pilots who are ejected from the cockpit due to downsizing.

"Having a coordinated Furloughed Pilots Support Program at the national level is essential to our entire membership in good times and in bad," says F/O Larry Deist (Delta), the FPSP coordinator and Council 44 F/O rep. "Obviously, when airlines are furloughing, we need to provide support; but ALPA also needs to be cognizant of the ever-looming potential for furloughs and have a plan in place to mitigate that threat and provide standing support structures if needed."

ALPA's support for its members during times of increased furloughs is well documented as evidenced by the quick mobilization of ALPA staff and resources after 9/11—but the creation of the FPSP is the first time the effort has been centralized and formalized into a standing initiative outlined in ALPA's *Administrative Manual*. Since its inception, the FPSP has undertaken and reemphasized numerous initiatives:

- **Job assistance**—All furloughed ALPA pilots receive a complimentary 1-year membership to [FltOps.com](http://FltOps.com), which

THE AIR LINE PILOTS ASSOCIATION, INTERNATIONAL (ALPA), IS THE LARGEST AIRLINE PILOTS UNION IN THE WORLD AND REPRESENTS NEARLY 33,000 PILOTS AT 35 AIRLINES. THE ASSOCIATION IS CHARTERED BY THE AIR COUNCIL AND THE CANADIAN AIRLINE PILOTS ASSOCIATION. INTERNATIONALLY ALPA IS A MEMBER OF THE INTERNATIONAL FEDERATION OF AIRLINE PILOTS ASSOCIATIONS.

Page 2 Job Opportunities  
Page 3 RESUME  
Page 3 Pilots Career Fair August 28  
Page 3 When the Income Decreases, But the Bills Don't

**FURLOUGHED PILOTS SUPPORT PROGRAM**  
An Informational Network for the ALPA Pilot  
**Flight Path**  
JULY 2010 VOLUME 2 ISSUE 2

**FPSP UPDATE FROM YOUR NATIONAL COORDINATOR**

**INSIDE THIS ISSUE...**

- 1 FPSP UPDATE FROM YOUR NATIONAL COORDINATOR
- 2 EMPLOYMENT ASSISTANCE AND JOB OPPORTUNITIES SERVICES OFFERED BY FURLOUGHED ALPA PILOTS
- 3 WHEN THE INCOME DECREASES, BUT THE BILLS DON'T  
FLTOPS CAREER FAIR  
FURLOUGHED PILOTS SUPPORT PROGRAM WEBSITE AT CREWMOM.ALPA.ORG
- 4 JOBS BULLETIN

**TIME TO BREAK THE CYCLE**  
"The more things change, the more they stay the same."  
I heard this phrase at a recent ALPA meeting, but not in a good way. In reference to the group that was remaining in the situation, I sensed a pervasive attitude of acceptance of their current situation. This was clearly the result of the fact that their approach was the same as it was many months ago and for some reason they weren't seeing any different responses or results. Were they really looking at both sides of the issue objectively? Did they really have the best interest of our association in mind when they chose their course of action, or were they more concerned in their agenda and doing things the way they've always been done? So, I began to examine this program and whether it was truly helping you, our furloughed pilots. You see, we tend to look at the cyclical nature of the airline industry as one in which we are just along for the ride with little hope for real change. We react and support with true sincerity, but isn't there something else we can be doing? The answer is YES!

In 2008, when Captain Prater recognized the need to direct more effort toward supporting our furloughed pilots, we took the first step in breaking the cycle of doing things the way they'd always been done. We created a National Furloughed Pilot Support Program, and with tremendous support from the top down, we have been working to build a program that supports every aspect of furlough for our members. We don't have it perfect yet, but we are trying. To be honest, we had hit a wall with little or no feedback from our member airlines, and when I put that in perspective with my epiphany as described in the first paragraph, we decided to do something different.

In the last issue of the *Flight Path*, we announced the addition of Jeff Mitchell to our team. I asked Jeff to bring a fresh perspective to our Furloughed Pilot Support Program and to examine, with a very critical eye, our current process. He has been reaching out to each member airline with furloughed pilots to see where we can help. He will do so on a monthly basis, until this down cycle is completed and all of our furloughed pilots are gainfully employed again. In fact, Capt. Prater just told me he'd like to put this committee out of business. We'd all like that.

The numbers show that while some airlines continue to furlough, others are recalling their pilots, and still others are actually beginning to hire. For those being recalled or hired, it's a great news, but for those who remain furloughed, we still have work to do. As a result, we will continue to ask people like Jeff to help us. We will continue to ask you to give us input on ways we can help, and we will begin anew the process of collaborating between all airlines to seek "best practices" for not only furlough support but also furlough mitigation. This is a cyclical industry, but we should never accept a passive role in it. The more things change, the more we should see opportunities to improve!

Adding Jeff to the committee is the first step toward breaking the cycle. The next step is to get you, the 3,500+ furloughed pilots, to give us input. We will be working with the support staff to develop a means by which furloughed pilots can give us that input. We need to know what worked to benefit furloughed pilots at your airline. What didn't? If you could make the rules, what would you do to mitigate furloughs in the future? What kind of contract language would you change to improve furlough benefits? If you were in my seat, what would you do differently? And right now... how can we help? Bottom line, you are the experts right now, and we need your perspective. We can change the future and break the cycle if we choose to. Otherwise, the more things change, the more they will be the same, and, personally, that is just unacceptable. :-)

Sincerely,  
*Larry Deist*  
Larry Deist, Coordinator  
Furloughed Pilots Support Program, Air Line Pilots Association, Int'l

**FELLOW FURLOUGHED PILOTS:**  
I debated using logic and historical fact to argue to optimism about being furloughed especially with the supposed imminent "up turn." However, let's call it how it is. Being furloughed stinks, while some might find opportunity for those of us who wish to be flying or simply working, being unemployed is awful. It is especially concerning to those who can't find meaningful work or work at all.

No paycheck and no health care is not what being a professional pilot is about. There are a few ALPA-represented airlines that have agreements with their managements to hire ALPA pilots. Please look for announcement communication advising you of which ALPA-represented airlines have agreements for potential interviews. :-)

Jeff Mitchell  
United Airlines, Furloughed

**FPSP UPDATES**  
Each publication of the *Flight Path* will have a list of furloughed pilots and the number of pilots who are recalled.

AA	5
AA	93
ASA	133
ATN	26
CA	143
CC	1
CMR	237
DAL	292
DHL	300
ED	69
HA	3
HL	5
MAG	291
MA	106
NAA	1
PSA	31
PSA	31
RN	92
SCA	31
SVA	41
TVL	133
US	7,412
XZ	217
Grand Total	3,636

\*As of 07/01/2010

**NOTE:**  
It is imperative that you keep ALPA informed as to your current mailing and e-mail addresses so that you can receive the latest information as it becomes available.



# A s of July 2010, 7.1 percent—3,635 ALPA members—were listed as furloughed.

chairman or another designated master executive council representative. Job leads, discount offers, and any other information deemed useful is sent to this distribution list as it becomes known.

- **Dedicated publication**—*Flight Path*, launched in December 2008 with the help of ALPA's Communications Department, is the quarterly publication designed and created for furloughed ALPA pilots. The newsletter, also distributed to pilots who lost their jobs due to airline closures, highlights services offered by furloughed ALPA pilots who are trying to make a living while waiting for their recall and announces airlines that offer preferential interviewing for furloughed ALPA members. Employment assistance and job opportunities are also highlighted. Past issues have included pertinent and timely information from ALPA's Retirement and Insurance Department with detailed explanations of COBRA benefits and the federal subsidy, how to access 401(k) accounts, how to file unemployment benefits, financial survival tips and techniques, and the myriad services provided by the AFL-CIO's Union Plus program. Furlough administrators/coordinators from the individual airlines are encouraged to submit articles and/or stories about their programs and successes.

- **Best practices**—The FPSP is also coordinating the ongoing development of a furlough "model" that MECs and furlough administrators/coordinators can use to customize a program best suited for their needs. "The furloughed pilots at PSA probably have different needs than the pilots furloughed at United," says Deist. "They also have differing levels of pilot volunteers and available resources. By creating a 'best practices' model, all MECs will be able to provide the resources that suit their needs and can be adapted to their airline's culture."

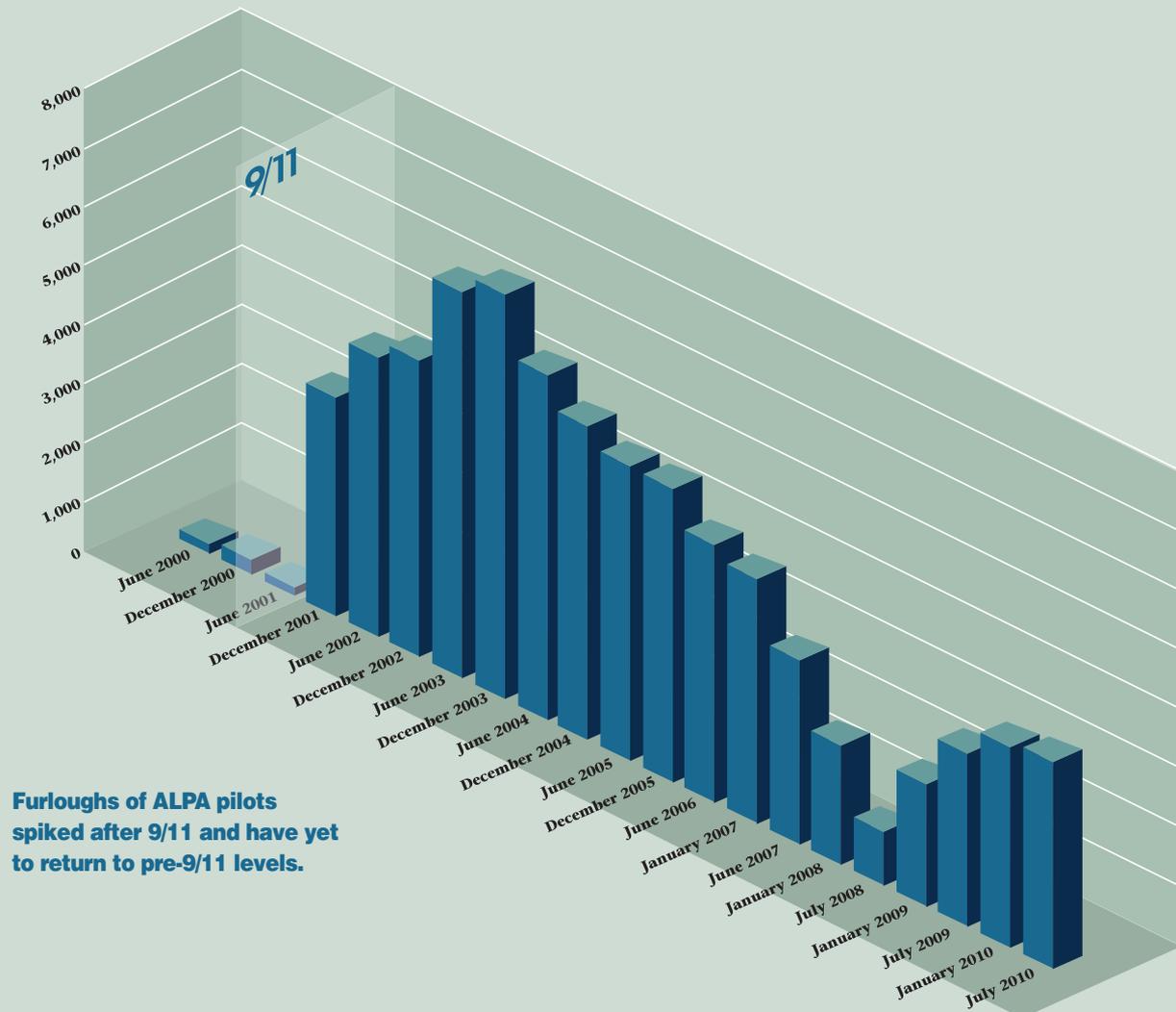
- **Updated website**—An **FPSP website**, which can be accessed by going to [www.alpa.org](http://www.alpa.org) and clicking on the Furloughed Pilots Support Program icon in the right-hand column, provides information ranging from medical and unemployment benefits to stress management to where to go for financial help/advice; a job search tool; and links to government resources. Recognizing that one size does not fit

**The Furloughed Pilots Support Program communicates with pilots in many ways, including via the quarterly publication *Flight Path*, above.**

specializes in job-hunting and career decision assistance to professional pilots and provides access to up-to-date information on pilot hiring, airline profiles, pilot pay, major airline interview briefings, and more. Membership also includes access to an afternoon session of a FtOps job fair.

- **Information dissemination**—ALPA's Membership and Information Technology Departments have set up a dedicated distribution list of all furloughed pilots that's designed to automate and simplify the registration process for membership in [FtOps.com](http://FtOps.com). Pertinent information is also sent to all member pilot groups via the "Furlough Coordinators" distribution list. Of the 38 ALPA pilot groups, 24 have furlough coordinators/administrators while the remainder receive the information via their Membership Committee

# ALPA Pilot Furloughs—1973 to Mid-2010



**Furloughs of ALPA pilots spiked after 9/11 and have yet to return to pre-9/11 levels.**

WILLIAM A. FORD

all, Deist has solicited feedback from furloughed pilots themselves to make sure any and all issues are addressed. “This is their program, and their input is critical to its success.”

Deist offers an astute perspective on what this particular audience needs—he endured a nearly 4-year furlough and was the furlough coordinator for Delta during the industry upheaval after 9/11. Deist’s performance as furlough coordinator at Delta earned him the national coordinator role and motivates him to mirror Delta’s success at the national level and to carry that through to other pilot groups.

Lefforge describes how Delta’s MEC program, headed by Deist, provided him with support during the 5 years he was furloughed from the airline. “Delta implemented a strong support system for furlougees,” he recalls. “A furlough sponsor was provided to every furloughed pilot who wanted one. Funds were made available for emergencies. Larry distributed information on unemployment and insurance. That first Christmas I even received a check from an anonymous donor. The regular contact was important to my mental health.”

Lefforge initially struggled to support his family as a licensed realtor before landing an aviation-related job writing technical manuals for a defense contractor. “You eventually get used to the new norm,” he says, “but it’s really important for the union to get behind and stay behind these guys.”

Recalled in December 2006, Lefforge has this advice to those who are furloughed or those who expect to be furloughed: “As soon as you get the letter, start looking for something to do. Don’t wait for something to just happen, go out and make it happen. Gainful employment provides motivation to keep going. There are psychological benefits in knowing where your next paycheck is coming from.” All Delta furlougees have been offered recall, and Delta is now hiring.

Lefforge credits his experience with ALPA as a furlougees as the motivating factor to becoming a union volunteer when he returned to flying the line, and he now serves as his MEC’s scheduling chairman.

The same is true of Barman. As with most airline closures in the recent past, ALPA quickly and efficiently mobilized to host

a career workshop and job fair at the Association's Herndon, Va., offices immediately after the January 2006 shutdown of Independence Air. Barman was one of the lucky pilots. By the end of that month, he had found work as a pilot with Air Wisconsin, whose MEC had secured from management preferential interviews for Independence Air pilots. Barman used his experience at Independence Air in his role as furlough coordinator at Air Wisconsin in early 2008.

"I knew what it was like to be an out-of-work pilot," he explains, "so I knew I was the perfect person to serve in this capacity. I also knew that ALPA's support for furlougees wasn't nearly as focused then as it is now, and I wanted my pilots to feel like they had someone they could turn to. My wife and I created furlough packets and tried to provide as much information as we could on how and where to file for unemployment, how to access COBRA, where to look for jobs, how to get supplemental insurance, etc." Barman also provided additional assistance to individual pilots who were denied unemployment and worked diligently to secure preferential interviews at Compass and Cape Air.

"My greatest joy was getting the vacancy awards and calling each and every recalled pilot and saying, 'Welcome back,'" he says. "I also tried to be on hand during their training events to personally welcome them back into the cockpit."

Barman, who now serves as LEC 51 chairman and F/O rep, is "happy furlougees have become a higher priority for ALPA. The national furlough program provides much-needed resources and increases the communications among pilot groups. This is a first, big step in providing a greater degree of hope for ALPA pilots who find themselves on the receiving end of a furlough letter." All Air Wisconsin furlougees have been recalled and the airline has begun hiring.

The next agenda item for the FPSP is standardized furlough mitigation language that can be added to all ALPA contracts, something Barman insists is necessary because "companies don't handle furloughs with much dignity."

"Hopefully with a continual examination of our processes, programs, and policies, combined with member input, we can break the cycle of reaction and move to an arena of proactive approaches to what has historically been one of the worst aspects of the airline industry. We have to do better by these pilots," Deist says. "We're definitely headed in the right direction, but we are far from our goal." 🌐

---

*The October issue will spotlight ALPA's Legal and Representation Departments and the staff members who continue to ensure that contractual obligations outlined in the pilots' collective bargaining agreements are fulfilled and that all federal obligations are met when an airline shuts down.*

**H**opefully with a continual examination of our processes, programs, and policies, combined with member input, we can break the cycle of reaction and move to an arena of proactive approaches to what has historically been one of the worst aspects of the airline industry. We have to do better by these pilots. We're definitely headed in the right direction, but we are far from our goal."

— *F/O Larry Deist (Delta)*  
*Furloughed Pilots Support Program*  
*coordinator and Council 44 F/O rep*

Reaching a new bargaining agreement is a feat in itself. Thousands of hours go into planning, communicating, negotiating, and executing to achieve a satisfied pilot group and a ratified tentative agreement (TA). ALPA has four pilot groups with new contracts under its belt this year alone. The Hawaiian pilots reached an agreement in January. And with a hat trick in July, Jazz (see page 19), Spirit (see

be a reality without the time and dedication of the Master Executive Council's Negotiating Committee, under the guidance of Terry Saturday, an ALPA senior contract administrator, and Jeffrey MacDonald, manager of ALPA's Representation Department. After nearly 3 years of negotiations, which turned into supervised sessions with the

could not attend a road show. Copies of the TA were distributed during the road shows and placed on the website in electronic format after the meetings concluded. The Negotiating Committee provided further information about the TA in multiple issues of the Committee's update with "Did You Know?" facts about the enhance-

# Capital Cargo Crewmembers Achieve a New Contract

By Tawnya Burket, ALPA Communications Specialist

"Spirit Strikes," August, page 16), and Capital Cargo attained ratified TAs.

For the Capital Cargo flightcrew members, the journey to their newly ratified contract began in June 2007 when their independent union joined ALPA. The vote to join the Association was overwhelming, with 99 percent of the 83 percent of eligible voters approving the merger. Three years later, the members have swung another vote in their favor by ratifying their first ALPA collective bargaining agreement with 71 percent voting in support of the new contract.

Over the life of the contract, flightcrew members will see an overall pay increase of approximately 18½ percent, which doesn't include the signing bonus that was distributed within the first 30 days of the contract being signed. Not only will the flightcrew members' pockets be lined with the pay raise and signing bonus, but their quality of life will also improve. The new agreement has more than 130 improvements to the 2002 agreement, including 5 years of recall rights; improvements in training pay, sick leave, and scheduling rules; a fence agreement in case of a merger with another company; a stipulation that any past practices shall not create a contractual or legal right to continue such practices; and the opportunity to start the next contract negotiations as early as July 2012.

These accomplishments would not



FOO JIM BOND (CAPITAL CARGO)



ERIC DAVIS

**ABOVE: Capt. Brian Frassetto, Negotiating Committee chairman, presents the details of the TA to fellow crewmembers in Cincinnati. LEFT: From left, Capt. Brian Frassetto, Negotiating Committee chairman; Capt. Andrew Forsythe, Negotiating Committee member; and F/O Chuck Hill, MEC chairman.**

National Mediation Board in January of this year, the flightcrew members reached a TA with management in May.

After the MEC leaders were advised of and endorsed the TA, they began planning an educational campaign. The Negotiating Committee prepared a summary of the TA to distribute to members and Pilot-to-Pilot® reps as soon as possible. The Committee then developed an extensive presentation and hit the road with the MEC officers, contract administrator, and Communications Committee vice-chairman at the hub cities of Cincinnati, Miami, and Toledo for a week in June to reach all the flightcrew members. The last road show presentation was video recorded and converted to a streaming web video and placed on the MEC's website for those who

members would receive if they ratified the TA. The Communications Committee also compiled frequently asked questions from the road shows, and these were added to the MEC's website so that flightcrew members could make an informed and educated decision regarding the TA.

In the end, the campaign was a success. The planning, communicating, negotiating, and executing paid off. The flightcrew members achieved substantial gains in their first ALPA contract and now have the knowledge and ALPA resources to gear up for 2012 negotiations.

Capital Cargo International Airlines is an aircraft, crew, maintenance, and insurance carrier that provides both domestic and international airport-to-airport transportation services. ALPA represents 111 Capital Cargo pilots and professional flight engineers. 🌐

**A**LPA's president, Capt. John Prater, outlined the union's five-point plan to revitalize the U.S. airline industry before more than 150 policymakers, airline representatives, journalists, and labor union leaders on July 19 at the prestigious Aero Club of Washington, D.C. In a presentation titled "Washington, D.C., from 35,000 Feet: Airline Pilots' Views on Policies for a Safe and Stable Airline Industry," Prater did not mince words about the realities facing air transportation or the source of current problems.

"The airline industry is different from any other in the tension that exists between its two missions," said Prater. "On one hand, airlines are treated like public utilities that are expected to provide safe, secure, low-cost transportation to the general public. On the other hand, the airlines are for-profit companies that are expected to make money. Balancing these missions has become complex."

Prater described the current shape of the airline industry and its effect on the airline piloting profession. "In the years since 9/11, airline pilots and other airline employees have been besieged by carrier bankruptcies and had to endure staggering concessions, brutal pension terminations, and widespread job losses." He examined the evolution of domestic job outsourcing in the form of the two-tiered airline system, with major and regional carriers; the ludicrously low starting salaries for regional first officers; the cost of training to become a pilot; and new challenges the industry will face in attracting future pilots.

Setting the stage for needed change, Prater outlined ALPA's five-point plan "to

revitalize a stable, safe, and profitable industry, now and for the future." The strategy first calls for establishing a national-level aviation policy to promote opportunities for U.S. airlines to prosper, creating new jobs for U.S. workers, and flying within a system that will allow do-

historically, a large number of airline pilots received their flight training through the military. However, more pilots are now coming from what can be expensive civilian and university programs and are spending large amounts of their own money to build their flying hours.

## Capt. Prater Presents Revitalization Plan at Washington Aero Club

By John Perkinson, Staff Writer

domestic airlines to effectively and profitably compete with foreign airlines. As part of this policy, lawmakers would ease the enormous burden on airlines that the current taxation structure creates.

The second point of the plan involves ensuring that U.S.-based airline pilots are the best trained, most competent pilot workforce in the world. Prater noted that,

The plan's third point stresses the need to establish a single, high level of safety and security for all passenger and cargo airlines. Prater also emphasized the importance of moving swiftly to modernize the U.S. National Airspace System, the fourth point in the union's plan. Lawmakers and regulators have wrestled with airline industry short-

comings for far too long.

The fifth point of ALPA's plan is forging a U.S. international aviation policy that provides an effective balance among U.S. economic, security, airline, passenger, and worker interests. "ALPA stands in solid support of the current U.S. foreign ownership and control rules. We urge their full enforcement," said Prater. He added, "The United States needs to ensure that our carriers are able to continue to survive and grow in the international arena. ALPA is offering suggestions to the Future of Aviation Advisory Committee that we believe will help achieve this objective. [See "Industry Trends," page 35.]

"Our airline industry is undergoing a critical transformation right now," Prater noted. "The decisions we make in taking on the challenges we face today will determine the opportunities we have tomorrow."

The union's president ended his speech with a challenge to the event attendees. "Each of us in this room has a tremendous capacity to contribute to a safe and stable airline industry, but we must also resolve to ensure that the needs of all stakeholders are recognized. I hope that all of you will join me today in a renewed commitment to strengthen our industry in every area—safety, security, and labor relations."

Prater was the featured speaker at the Club's July luncheon. Among others who were seated with him at the head table were F/O Linden Hillman, the AirTran pilots' Master Executive Council chairman, and Larry Willis, secretary-treasurer of the AFL-CIO's Transportation Trades Department. Prater's speech is posted on ALPA's website, [www.alpa.org](http://www.alpa.org).



**Capt. Prater speaks at the Aero Club of Washington.**

CHRIS WEAVER

# Remembering That Fateful Day

By John Perkinson, Staff Writer

**O**n the ninth anniversary of 9/11, we pause to recollect the many ways the horrific events of that day have changed us. This tragedy has brought us closer together, forcing us to set aside what typically divides us and to work together for a greater good. Such dire circumstances often compel individuals to see their responsibilities more clearly and to act with swift, dutiful purpose.

Many ALPA members remember how their flights were grounded that day. Air traffic controllers and dispatchers scrambled to direct pilots to the nearest airports. Large numbers of transatlantic flights were rerouted to Gander, Newfoundland, and Halifax, N.S., thanks to Transport Canada and its Operation Yellow Ribbon. And in three hours, 5,000 airliners were abruptly grounded with little warning and no preparation for handling an estimated one million passengers and crewmembers.

But the disrupted air traffic control system, the inconvenienced travelers, the forever-changed airline industry, and the estimated \$40 billion in insurance expenses associated with the attacks pale in comparison to the human cost.

## In Memoriam

**Sept. 11, 2001**

### United Airlines Flight 93

Capt. Jason Dahl and F/O LeRoy Homer, Jr.; flight attendants Lorraine Bay, Sandy Bradshaw, Wanda Green, Cee Cee 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, Jesus Sanchez (off duty), Michael Tarrou, and Alicia Titus

### American Airlines Flight 11

Capt. John Ogonowski and F/O Tom McGuinness; flight attendants Barbara Arestegui, Jeffery Collman, Sara Low, Karen Martin, Kathleen Nicosia, Betty Ong, Jean Roger, Dianne Snyder, and Madeline Sweeney

### American Airlines Flight 77

Capt. Charles Burlingame, F/O David Charlebois, and Capt. Bud Flagg (a retired American Airlines pilot who was a passenger); flight attendants Michelle Heidenberger, Jennifer Lewis, Kenneth Lewis, and Renee May

## The United Flight 93 Memorial

A new temporary memorial was opened recently at the crash site of hijacked United Flight 93, about 2 miles north of Shanksville, Pa. The temporary memorial is housed in a building that was originally used as a command post for first responders to the Flight 93 crash location.

The latest temporary memorial was created to improve safety and provide visitors with a better view of the construction work that is presently under way for the permanent memorial, which is expected to be finished in time for the 10th anniversary. The new temporary memorial includes photos of those who died on Flight 93, a message board where thoughts and prayers can be posted, and a time line of events.

"Some of the things from the current temporary memorial will become part of an exhibit that we have inside the building here," says Jeff Reinbold, the Park Service site manager. A sample piece of fence containing some of the tributes that have been left over the years will be part of the exhibit that people can come to see.

More than 1 million people have visited the Flight 93 memorial since United Flight 93 crashed.



**This bench is dedicated to Flight 93's Capt. Jason Dahl and F/O LeRoy Homer, Jr.**

More than 6,000 people were injured, and nearly 3,000 others died. Among the many victims that day, ALPA particularly remembers its own: Capt. Victor Saracini and F/O Michael Horrocks, who piloted United Flight 175, and Capt. Jason Dahl and F/O Leroy Homer, Jr., the cockpit crew of United Flight 93.

The four United pilots, the pilots of American Airlines Flight 11 and Flight 77, the cabin crewmembers, and the passengers who are no longer with us remind us that we still have a lot of work to do and that, with wisdom, tolerance, and unity, we can accomplish great things. They also remind us that we must never forget.

# @ALPA WORK

Advancing the Profession...Pilots & Staff

## NTSB Concludes Continental Flight 1404 Accident Investigation

“The perfect storm of circumstances.” That’s how Deborah Hersman, the NTSB’s chairman, described the events on Dec. 20, 2008, which led to the Continental Flight 1404 accident. Her comments came during the NTSB’s July 13 sunshine meeting on the in-

vestigation of the accident involving a Boeing 737-500 that experienced strong, gusty crosswinds during its takeoff roll and veered off the left side of Denver International Airport’s Runway 34R. The airplane eventually settled into a small ravine and caught fire on the right side of the fuselage. No

**According to the NTSB’s findings, Continental Flight 1404 experienced strong, gusty crosswinds during its takeoff roll and veered off the left side of Denver International Airport’s Runway 34R.**



fatalities resulted from the accident, but the NTSB reported 6 serious (including the captain) and 41 minor injuries among the 110 passengers and 5 crewmembers aboard the flight.

The Board noted that at the time of the accident the airport was experiencing mountain wave and down-sloping wind conditions, and that the 27-knot crosswinds reported by Denver Tower were actually greater, with gusts as high as 45 knots during the flight's takeoff roll. The NTSB indi-

dissemination of key, available wind information to air traffic controllers and pilots and (2) insufficient crosswind training due to inadequate simulator wind-gust modeling. The Board's statement of probable cause, however, focused attention on the pilot's control inputs.

In a statement issued after the meeting, ALPA again renewed its call to abandon the outdated "single probable cause" model currently required by statute for NTSB reports, adding that the practice often shifts attention away from critical, correctable safety enhancements by focusing only on pilots' actions.

ALPA highlighted four of the Board's proposals that are consistent with longtime ALPA objectives, noting that flight crews must have access to the most relevant wind information; they need this data in a timely manner; the FAA must mandate crosswind limits for both cargo and passenger-carrying aircraft; and the FAA and the industry should require airlines to use gusty-crosswind-conditions simulator training to accurately replicate these conditions.

"ALPA also commends the NTSB's recommendation to



The NTSB noted that at the time of the accident that the airport was experiencing mountain wave and down-sloping wind conditions, and that the 27-knot crosswinds reported by Denver Tower were actually greater, with gusts as high as 45 knots during the flight's takeoff roll. The NTSB indicated that the speed of the crosswinds was well in excess of demonstrated aircraft capabilities and company guidelines....

cated that the speed of the crosswinds was well in excess of demonstrated aircraft capabilities and company guidelines and that the pilots would likely have waited for conditions to improve or requested a different runway had they been advised of the actual wind conditions.

"For decades, the Air Line Pilots Association has challenged the industry to provide pilots more accurate information more quickly on weather phenomena such as strong, gusty winds," said Capt. Rory Kay (United), ALPA's Executive Air Safety Chairman, after the meeting. "Across the industry, the information on, and response to, extreme wind hazards is not as robust as it should be to keep our passengers and crews as safe as possible."

During the meeting, Hersman noted that the captain "had an outstanding record and had plenty of experience."

The NTSB issued 24 conclusions and 14 recommendations about wind information dissemination to flight crews, runway selection, pilot training for crosswind takeoffs, and crashworthiness from its investigation of the accident. The Board noted that factors contributing to the accident included (1) an air traffic control system that doesn't require

ensure that seats on the flight deck meet the highest possible standards of safety for crewmembers," said Kay. The Board recommended that the FAA "require cockpit crew seats installed in newly manufactured [transport-category] airplanes that were type certified before 1988 to meet crashworthiness standards contained in Federal Aviation Regulations Part 25.562."

"It's unfortunate that it takes an accident like the one in Denver to draw attention to the safety risk posed by pilots' not receiving timely and accurate information about winds," Kay concluded. "The good news is that we know the type of information access, operating limitations, and pilot training that are needed to address the hazard. We urge the regulator and the airlines to work together with pilots to swiftly implement these solutions."

During the proceedings, the Board acknowledged the rarity of the circumstances that day, estimating that pilots encounter crosswinds greater than 30 knots about once in 15,000 takeoffs. A complete report of the accident investigation will be posted on the Board's website at [www.ntsb.gov](http://www.ntsb.gov).—John Perkinson, Staff Writer

## ALPA: Aviation Bill Advances Safety, but Is Only First Step

By Jan W. Steenblik

Technical Editor

ALPA lauded the recent FAA extension bill that President Obama signed into law on August 1, noting that the bill “is a welcome first step in making flying safer,” but warned that “a good deal of work still remains to be done.”

In late July, the U.S. House of Representatives and Senate voted to advance key safety-related provisions as part of an extension of FAA operations. H.R. 5900 is the 15th extension since the last reauthorization bill expired in 2007. It extends FAA operations through Sept. 30, 2010, and importantly includes key safety provisions of H.R. 3371, the Airline Safety and Pilot Training Improvement Act.

ALPA’s president, Capt. John Prater, said, “This legislation brings much-needed improvements to aviation safety in the U.S. by addressing many of the pilot screening, training, and certification issues that are the result of the airline industry’s intense focus on the lowest possible operating costs. We are gratified that Congress has recognized ALPA’s call to raise the safety bar for all airlines.

“ALPA has long advocated raising standards for airline pilot screening and training and worked extensively with Congress after the tragic February 2009 Colgan Air crash and other recent regional airline accidents.”

Prater cautioned, however, “This legislation is merely a first step in creating safer skies and leaves the industry with work left undone. Modernizing our airspace and operations, improving runway safety, and continuing necessary research to improve the warning systems to avoid volcanic ash and wind shear are just a few important issues left on the table. We urge Congress to complete work on a comprehensive FAA reauthoriza-

tion bill before it adjourns for the year.”

The Act

- requires the DOT secretary to report annually on the FAA’s adoption of NTSB recommendations, explaining any deadline that has not been met.
- requires the FAA to create and maintain a comprehensive pilot record database so airlines can track and review pilot training histories.
- establishes a task force to evaluate

familiarity with stick pusher systems, icing conditions, and microbursts and other windshear events.

- requires the FAA to complete its ongoing rulemaking on pilot and aircraft dispatcher training and issue a final rule within 14 months. It also requires the FAA to convene a multidisciplinary panel to assess and make recommendations on pilot training, including initial and recurrent testing requirements and

“This legislation brings much-needed improvements to aviation safety in the U.S. by addressing many of the pilot screening, training, and certification issues that are the result of the airline industry’s intense focus on the lowest possible operating costs.”

— Capt. John Prater, ALPA President

and make recommendations on pilot education, professional standards, information sharing among airlines, and training standards and performance.

- requires the DOT inspector general to conduct a review of aviation safety inspectors and operational research analysts. The review includes an assessment of the FAA’s oversight of airlines, the level of aviation inspector and operational research analyst staffing and experience, and the surveillance responsibilities of aviation safety inspectors.

- mandates creation of an Aviation Rulemaking Committee to develop mentoring and professional development programs for flightcrew members.

- requires the FAA to conduct a study on best practices with regard to pilot pairing, crew resource management techniques, and pilot commuting.
- requires FAA rulemaking to ensure that airlines provide pilots with (1) stall, upset recognition, and recovery training, and (2) remedial training. This provision also requires the FAA to convene a multidisciplinary panel to study and report on methods to improve pilots’

classroom instruction.

- requires any person selling tickets for air transportation to disclose the actual airline providing the air transportation.
- requires the FAA to perform random, onsite inspections of regional airlines at least once each year.
- requires the FAA to issue regulations on flight-time and duty-time limits and minimum rest requirements based on the latest scientific evidence to address pilot fatigue. The provision also requires the National Academy of Sciences to study the effect of commuting on pilot fatigue, and requires the FAA to update regulations based on the study’s findings if appropriate.
- requires the FAA to report to Congress within 180 days on the Aviation Safety Action Program (ASAP), the Flight Operations Quality Assurance (FOQA) Program, the Line Operations Safety Audit (LOSA) program, and the Advanced Qualification Program (AQP).
- requires the FAA to implement a plan to facilitate establishing ASAP and FOQA programs at all airlines.
- requires the FAA to issue a rule mandating that all airlines implement

safety management systems (SMS), and consider including ASAP, FOQA, LOSA, and AQP as part of a required SMS.

- requires the FAA to complete rule-making to revise requirements for a commercial pilot certificate and mandate that all airline pilots hired have an

air transport pilot (ATP) certificate and at least 1,500 flight hours.

- allows the FAA to give flight hour credit against the required 1,500 hours for the ATP for “specific academic coursework.”
- directs the FAA to revise require-

ments for an ATP within 36 months, including provisions that would mandate training in a multi-pilot environment, adverse weather and icing conditions, high-altitude operations, professional standards, and the airline operational environment.

## Wall Street Reform Becomes Reality

**By John Perkinson, Staff Writer**

It's being heralded as the most sweeping U.S. financial reform since the Great Depression of the 1930s. On July 21, President Barack Obama signed into law H.R. 4173, the Wall Street Reform and Consumer Protection Act, created to promote economic stability and protect consumers by improving financial accountability and transparency. ALPA applauds this landmark bill, having aggressively lobbied for it to help prevent the recurrence of devastating events like the 2008 oil speculation bubble.

“This is a historic day for the nation's air transportation industry,” said ALPA's president, Capt. John Prater. “This landmark legislation will protect our airlines from the effects of rampant oil speculation and help stabilize employment, promoting a healthier work environment for our members.”

The new law, which came after more than a year of intense discussion and debate, provides a framework for the government to break up failing companies that threaten the economy, increases financial markets transparency, and creates a Consumer Financial Protection Bureau to issue and enforce regulations covering mortgages, credit cards, and other financial products.

### Pilot priorities

ALPA, working together with the AFL-CIO, Stop Oil Speculation Now, and the Air Transport Association, pressed Congress to include two important issues in the legislation. The first priority was for greater transparency in the derivatives market. The new law will expand current levels of accountability, safeguarding airlines and other

businesses from the kind of rampant oil speculation witnessed during the 2008 financial crisis. Financial entities utilizing futures contracts were able to manipulate the price of oil by using massive capital reserves to purchase contracts for pennies on the dollar, ultimately driving the price up so they could sell for a hefty profit. The lack of transparency in the derivatives market made it appear to average investors and end-users that demand for oil was reaching a fever pitch.

Between 2007 and 2008, U.S. consumers witnessed oil pricing fluctuate between roughly \$38 and \$140 per barrel. Airlines lost millions of dollars, which led to decreased capacity, bankruptcy filings, and devastating job losses.

ALPA's other legislative priority focused on ensuring that U.S. airlines are permitted to continue to hedge fuel costs through the legitimate use of derivatives. Airlines use this financial tool to minimize the risks associated with shifting fuel prices and more effectively develop long-term business plans, because they are able to more accurately predict future costs.

### The party's over

“The party's over for the high-flying Wall Street CEOs that drove our economy off a cliff,” said Rep. Mark Schauer (D-Mich.). “We simply can't afford to waste another penny on taxpayer-funded bailouts for big banks while Michigan families and businesses are struggling to make ends meet. This is about doing what's fair. This bill will protect consumers, crack down on the risky practices that put our entire economy at risk, and help lay the groundwork

to get our economy back on track.”

The Wall Street reform bill was introduced in the House of Representatives on Dec. 2, 2009, and passed the House 9 days later. The Senate approved its bill by a 59-39 margin on May 20. A conference committee was held to settle the differences between the two bills, and the House passed the conference report on June 30. The Senate passed the conference report on July 15—the very same day investment banking and securities mogul Goldman Sachs & Co. agreed to pay a record \$550 million to settle charges that it misled buyers of mortgage-related investments.

### Crossing the T's, dotting the I's

Obama, surrounded by top government officials at a special ceremony in the Ronald Reagan Building in Washington, D.C., signed the legislation making it official. He thanked both Senate Democrats and Republicans for their efforts and support.

“For years, our financial sector was governed by antiquated and poorly enforced rules that allowed some to game the system and take risks that endangered the entire economy,” said Obama. “Soon after taking office, I proposed a set of reforms to empower consumers and investors, to bring the shadowy deals that caused this crisis into the light of day, and to put a stop to taxpayer bailouts once and for all. Today, those reforms will become the law of the land.”

“We congratulate the Obama administration for its vision and tenacity in getting this legislation reviewed and codified,” said Prater. “The Wall Street Reform and Consumer Protection Act represents a welcome change.”

# ICAO: A Major Influence On the Piloting Profession

**By Seth Rosen**, Director of ALPA's International Pilot Services Corporation

**T**wenty four hours a day, 365 days of the year, an airplane takes off or lands every few seconds. Every one of these flights is operated and handled in the same uniform manner, whether by air traffic control, airport authorities, or pilots at the controls of their aircraft.

This enormous feat is made possible, in part, by the International Civil Aviation Organization (ICAO). The more familiar pilots become with ICAO, the more they realize how important this key policy-making body is to the piloting profession.

## What is ICAO?

By the end of World War II, many countries began to recognize the enormous benefits of developing a global air transportation system. They also understood that unifying safety and technical standards would be necessary to enable airlines to expand operations internationally.

In November 1944, fifty-two participating states (countries) signed the Convention on International Civil Aviation (the Chicago Convention), creating the authority for an international body for civil aviation cooperation. ICAO was officially established in April 1947 and formally recognized as a U.N. agency 6 months later.

ICAO is responsible for coordinating international air travel and establishing protocols and standards that the majority of the world's airline industry agree to comply with.

The agency's work is accomplished through an Assembly, a board of directors consisting of representatives from all 190 contracting states, which meets every 3 years. The next meeting will take place September 28–October 8.

The Assembly elects members from 36 states to serve as the Council, which directs ICAO work and, most importantly, sets policy. The third body of ICAO is its Secretariat, made up of staff employed by the United Nations.

## What are SARPs?

ICAO sets policy by issuing standards and recommended practices (SARPs), which provide guidance and direction for airlines, airports, and air traffic management operations around the globe. SARPs cover all technical and operational aspects of international civil aviation, including safety, security, personnel licensing, the operation of aircraft, air traffic services, accident investigation, and the environment.

Aviation SARPs are adopted and codified as annexes to the Chicago Convention that member states have agreed to implement to achieve a coordinated international aviation system. For example, SARPs for licensing flight-crew members, air traffic controllers, flight dispatchers, and other air transportation professionals are outlined in Annex 1.

## A seat at the table

ALPA's interaction with ICAO is made possible through its affiliation with the International Federation of Air Line Pilots' Associations (IFALPA). The Federation was established in 1948 to create a formal structure for the world's airlines pilots to interact with ICAO. It was generally accepted that pilots could provide a unique perspective critical to developing and adapting SARPs. IFALPA has official permanent status at the Air Navigation Commission, the entity that recommends the appropriate action in developing and amending SARPs to the ICAO Council.

## A new opportunity

As of press time, U.S. President Barack Obama has nominated Capt. Duane Woerth, a former ALPA president, to serve as the U.S. permanent representative to ICAO (see "As We Go to Press," page 12). If confirmed by the Senate, Woerth would be able to attend the upcoming Assembly meeting in Montreal in late September. Most importantly, he would help to develop and set future ICAO policy from the perspective of both an airline pilot and labor leader.

Woerth's nomination reminds us of the importance of this agency. Through ALPA's connection and participation, the union gains a better chance of controlling the terms and direction of the piloting profession and of advancing critical safety and technical issues on a global basis. 🌐

## IFALPA's Ties To ICAO

In addition to its headquarters in Chertsey, England, IFALPA maintains a regional office in Montreal in the ICAO building. The IFALPA



**McCarthy**

Montreal staff includes Capt. Paul McCarthy (Delta, Ret.), who now serves as technical director and ICAO representative in

the Air Navigation Commission, and two technical officers, Carole Couchman and Capt. Mike Jackson (Delta, Ret.). A third technical officer, Arnaud Du Bédard, is based in the Chertsey office. ALPA pilot volunteers work through IFALPA standing committees to participate in ICAO panels and study groups formulating changes to standards and recommended practices. 🌐

# AERF: Pilots Helping Pilots in Their Time of Need

By Lisa Noyes, Manager, ALPA Communications Department



Are you prepared for the unexpected? The best time to ensure your readiness for unforeseen disaster is now—not in the midst of recovery. Do you know what your insurance covers or the amount of your deductible? Does your family have an emergency plan?

Even if you answered yes, it's almost impossible to prepare for the unexpected expenses that often come with a natural or man-made disaster. Sometimes victims need immediate help with payments not covered by insurance. The ALPA Emergency Relief Fund (AERF) stands ready to help. AERF is funded by contributions by ALPA members and staff and is one of the many tangible member benefits that the Association offers.

The Fund was created in 2005 in the aftermath of Hurricane Katrina as a means for pilots to help fellow pilots and their families who suffer financial hardship from a widespread natural or man-made disaster, including floods, earthquakes, hurricanes, tornadoes, landslides, fires, droughts, and civil disturbances.

AERF assistance is administered by three pilot volunteers. For the past year, they were Capt. Mike Bowen (Continental), Capt. Steve Gillen (United), and Capt. Sam Landry (ExpressJet). Bowen says that depending on the situation, their responsibilities can be quite involved.

"During Hurricanes Ike and Gustav, we had tons of applications," he said. "After Katrina, insurance in the Gulf states skyrocketed. For some of the commuter pilots who live down there, it took everything they had to buy a home. Now they had lost power, lost freezers

## Don't Wait—Make a Plan—Be Prepared

AERF is there to help after the fact, but to help you think ahead, ALPA's Retirement and Insurance Committee has established a preferred financial service provider relationship with Charles Schwab & Co. for ALPA members to receive discounts on select financial planning and advice services. Among other services, a Schwab financial consultant can help evaluate your insurance needs and offer suggestions to adequately insure you against disaster.

- Go to the Schwab website, <http://www.schwabmoneywise.com/home/index.php>,

and click on Life Events for information about insurance needs and planning.

- Contact Schwab for a complimentary personal phone consultation by calling 1-888-600-8905.
- Review your insurance policies—make sure the coverage is adequate and deductibles are appropriate.
- Check the FEMA website, <http://www.ready.gov/america/makeaplan/index.html>, for guidelines for creating an emergency plan. 

full of food"—and AERF could help.

"It was especially nice to help the new pilots," Bowen said. "They were so thankful that something was available from their peers."

Gillen commented, "These pilots are in need because of events completely out of their control. The Fund is limited to a grant of \$2,500 per applicant, so we're not rebuilding a home destroyed by a hurricane. But it's a quick process to give them seed money for essential food, clothing, and lodging as they look to rebuild."

The Fund is intended to help with immediate, extraordinary, unanticipated expenses. The Fund should not be viewed as a substitute for adequate insurance or reimbursement of deductibles. AERF helps with expenses arising from a disaster that *insurance doesn't cover*, including medical expenses; temporary housing; primary residence repairs and debris removal; relocation expenses; transportation or evacuation expenses; replacement of medical equipment, vehicles, or other personal property; temporary child or elder care; travel expenses; and counseling.

"The most heart-wrenching phone

calls are when we have to advise an applicant who has met with some personal disaster that we can't help them because of having to adhere to IRS guidelines," Gillen said. "The Fund is chartered to only help in large-scale disasters and can't be used to help with a personal issue like an illness."

Since AERF's beginning, ALPA pilots and staff have contributed \$244,057, which has funded 144 grants to 126 pilots. The Fund currently has \$34,432 available for disaster relief.

If you fall victim to a widespread disaster and need financial assistance, go to [alpa.org/aerf](http://alpa.org/aerf), then click on the Help button. The information you provide will be reviewed by the Fund directors to determine the appropriate action.

If you want to help ALPA members who have suffered the effects of a catastrophic event, you can make a U.S. tax-deductible donation at [www.alpa.org/relief](http://www.alpa.org/relief). Or send a check payable to ALPA Emergency Relief Fund, 535 Herndon Parkway, P.O. Box 1169, Herndon, VA 20172-1169.

Since ALPA covers all the Fund's administrative costs, every penny you donate goes to pilots in need. 

## ALPA Offers Blueprints To FAAC

**By Jan W. Steenblik**  
Technical Editor

In late June, ALPA submitted recommendations to all five subcommittees of the Future of Aviation Advisory Committee (FAAC), created by the U.S. Department of Transportation (DOT) in May to identify the challenges the industry faces today and provide recommendations to the DOT secretary. Ana McAhron-Schulz, director of ALPA's Economic and Financial Analysis Department, is one of the FAAC's 19 members and serves on two subcommittees (see "Industry Trends," page 35, June/July).

ALPA's recommendations are summarized below and are consistent with ALPA's strategic plan.

### Financing

To ensure that the U.S. air transportation system remains viable and needed improvements can be made effectively and efficiently while acknowledging fiscal realities, the U.S. government must

1. recognize the necessity of improving the infrastructure and the magnitude of that task.
2. ensure all beneficiaries of modernization share the cost.
3. ensure the regulatory framework supports growth time lines.

### Labor/Workforce

To retain our current workforce and recruit the best and brightest of the future workforce for aviation careers, U.S. airline workers must be assured that they have secure jobs and can build a career. Thus the U.S. government must

1. ensure that U.S. airlines receive a fair share of flying opportunities. The DOT should support the Aviation Jobs Outsourcing Prevention Act (H.R. 4788).
2. maintain the current restrictions on foreign ownership and cabotage.
3. support proposed bankruptcy

legislation (H.R. 4677 and S. 3033) to reestablish collective bargaining as the primary means of making changes to a labor contract and clarify that a union may seek damages from an employer, or strike, if the bankruptcy forces changes to a union contract.

4. must ensure that pilot certification requirements are state-of-the-art.

"This is the third federal advisory committee that has met in the last 20 years; clearly the [airline] industry continues to face significant challenges. One is the tendency to emphasize consumer interests over the financial viability of the industry..."—ALPA submission to FAAC

5. ensure that the National Mediation Board is appropriately funded.

### Safety

To improve upon the current high level of safety

1. the FAA should modernize its flight- and duty-time limits and minimum rest requirements for flight crews.
2. airlines should implement safety management systems, and the U.S. government should fully support proactive safety programs such as FOQA and ASAP.
3. sustained funding of NextGen should be provided through a long-term, guaranteed funding stream.
4. the aviation rulemaking process must be overhauled and streamlined. Regulations and operations must ensure a single level of safety and security for all airlines, regardless of aircraft size, payload, or type of operation.
5. the FAA should create an Aviation Rulemaking Committee to develop new regulations to ensure that future airline

pilots are highly qualified and to promote professional standards for pilots.

6. the U.S. should adopt a trust-based security system.

### Competition and Viability

To promote a financially stable, competitive U.S. airline industry, the U.S. government should

1. establish and maintain an international aviation policy that effectively promotes U.S. airline, airport, worker, and consumer interests, ensuring that U.S. airlines perform a fair share of flying covered by joint venture arrangements with foreign airlines (see Labor/Workforce section, above) and maintaining current foreign ownership and cabotage restrictions.
2. review its policy goals and place greater emphasis on the importance of a viable domestic airline industry relative to pro-consumer and competitive public interest factors.
3. reduce the U.S. airline industry's heavy burden of taxes and fees.
4. support efforts to reduce speculation in the oil market and other derivatives.

### Environment

To advocate for needed environmental protections without harming the airline industry, the U.S. government should

1. create a comprehensive national energy policy that encourages development of new technologies; increases domestic production of energy sources; and avoids any carbon-emission cap-and-trade or other financial schemes that would have a negative effect on the airline industry.

2. provide sufficient, timely funding and other support for improvements to the U.S. national airspace system.
3. work with ICAO to establish reasonable and attainable emissions standards and operating measures for uniform application worldwide, with safety the first priority. 🌐

# Declaring Minimum Fuel: What Are You Really Saying?

**By Capt. Tim Flaherty**

Chairman, ALPA Air Traffic Services Group, Executive Air Safety Committee, and Ex-military and FAA Air Traffic Controller

In a number of ASRS reports, pilots bemoan the fact that they declared minimum fuel and were disappointed that they didn't get priority handling. Like every other aspect of working with air traffic control, we pilots need to be aware of what we're really saying and what a controller is really hearing when we use specific terms. It's critical to know how to communicate a serious fuel state to ATC and what to expect when you do.

In listening to pilots' and controllers' stories, it's clear to me that many pilots don't fully understand what minimum fuel really means to controllers. It's true that sometimes when we declare minimum fuel ATC provides us a more direct routing. We say "unable holding due to fuel" and may get a short vector to final. However, that's controllers trying to help you out in the normal performance of their duties; *it's not required by your call*. We may come to expect this as normal, so on a later flight we may delay longer than we should, expecting that shortcut we "always" get. And then we don't.

In talking to controllers about this, it's evident that it would help if everyone knew what their guidance says. The controller's manual, the *Air Traffic Control Handbook* (FAA Order 7110.65T), says that a declaration of minimum fuel is an *advisory* that, upon reaching your destination, a pilot cannot accept undue delay. It does *not* mean that we are declaring an emergency and we are *not* communicating a need for traffic priority. The same information is in the *Aeronautical Information Manual*. Controllers expect the pilot to declare an emergency and report fuel

remaining in minutes if you genuinely need priority handling to ensure that the flight is completed safely. If you need to be at the front of the line, you have to declare an emergency. But from my conversations with pilots and controllers, it's clear that the expectations can be out of sync. One pilot stated, "In my experience, the term 'min fuel' appears to be somewhat

would not. Remember, the minimum fuel listed on your company's release that includes alternate/reserve fuel is not meant to be relayed to ATC as a minimum fuel state. That's there for your planning in the event you're given holding or delays at the arrival airport, not to be conveyed to ATC as a minimum fuel state.

So what should we do? Start by

**So what should we do?**  
 Start by knowing what *your* undue (unreasonable) delay is! Recognize that controllers are not mind readers. Provide a little more information to controllers so they can do what they do: prioritize.

nebulous to ATC, but controllers respond well to either 'unable to comply' or 'emergency.'" We shouldn't be surprised by this response since it's correct! Again, ATC is not required to take any action when you declare minimum fuel. It is an advisory for the controller to prepare—if the flight experiences "undue delay"—for an emergency declaration. We should not expect "expedited" services. But remember, controllers like to help and may do so without an emergency call.

It's important to understand what "undue delay" means. Generically, it means more than a reasonable or necessary delay. In bad weather, "reasonable delay" may be a holding stack to FL260 most days, so to the controllers this stack is not an "undue delay." Undue delay means different things to different people. An aircraft broken down on the runway would cause an undue delay. Expected weather delays or typical crowded arrival patterns

knowing what *your* undue (unreasonable) delay is! Recognize that controllers are not mind readers. Provide a little more information to controllers so they can do what they do: prioritize. Tell controllers what your problem is—15 minutes of fuel until you need to divert vs. 15 minutes until you fall out of the sky are two very different priorities. If you just say "unable," you leave it up to controllers' imaginations to assign your priority. Help them to help you. And to leave this with a little food for thought, at what point does "unable holding due to minimum fuel" become "declaring an emergency"?

Are we pilots using "unable" inappropriately? Do not confuse "min fuel" with "emergency fuel" or substitute it for taking action that is necessary to complete the flight safely. Work with your brothers and sisters across the mike; they are there for you. Aviate, navigate, communicate! 🚀

## History Lessons: Weather And Aviation

### TEST AVIATOR FINDS STRATO WEATHER BAD

By Stephen J. McDonough

An airplane pilot who became lost in a nightmarish flight through the vast upper air of the stratosphere asked this week for broader weather information and forecasting.

D.W. Tomlinson, one of the nation's premier fliers and a pioneer in stratosphere flight, said that as a result of weather conditions he found between the ground and 35 thousand feet above... forecasting of the weather into the stratosphere was imperative for the future of aviation.

In previous flights during the last three years, Tomlinson has found "over the weather" flying practical for long distance trips and that at 20 thousand to 30 thousand feet it was "almost perfect." However, on one trip he found clouds, ice, and rain extending far above 30 thousand feet... That flight came close to being the last one for Tomlinson, making his present appeal for high altitude forecasting a convincing one....

He took off from Kansas City at 7:15 a.m. intending to land at Newark, N.J., where weather conditions were reported favorable, before noon. It was necessary to climb to 34 thousand feet to get over the clouds and then... Tomlinson's radio reception got progressively worse.

Speeding over Pittsburgh..., the veteran pilot descended to 15 thousand feet, trying to find a radio free layer of air but conditions were still worse. His case of "jitters" he described formally:

"Grave concern was then felt about finding Newark—an impossibility under the conditions without radio."

Therefore, Tomlinson said, he headed for Albany, N.Y., and climbed to 36 thousand feet, where the temperature outside the plane was 75 degrees below zero. The "plane was staggering though the air and extremely difficult to fly by instruments," he said....

[H]e then headed back for Newark, talked with the station

by two-way radio, and thought he was approaching the airport. At 1:30 p.m., when he was almost two hours overdue, Tomlinson came out of the storm with a sea of clouds below him.

The Newark airport had been passed during the storm and "with about 30 gallons of gas left, the plane was headed for Newark in particular and the United States in general." Tomlinson finally dropped down to seven hundred feet altitude where he got one glimpse of the earth, went into a tight spiral and he landed safely in a small field near Princeton, N.J., at 3:30 p.m.

*From The Air Line Pilot, January 1938*

altitudes, where pilots have little or no airspace in which to escape the effects of shear.

FAA recognized wind shear as a potential problem as far back as 1971.... The agency did not, however, rate shear as a high-priority problem—despite numerous requests by ALPA for a study of the hazard....

That all changed in the summer of 1975 when Congress became concerned about wind shear following the Eastern accident. In July, a House subcommittee opened hearings on weather-related problems affecting approach and landing operations. FAA, called to testify, was asked what it was doing to make sure that pilots had timely weather information.... The agency said it was working on a number of projects... but that more could be done....

The following month, FAA organized a large-scale effort to investigate wind shear, and set up a program office in Washington....

*From Air Line Pilot, April 1979*

### WIND SHEAR UPDATE: WHAT IS FAA DOING?

By Stuart Nixon

...On June 24, [1975,] an Eastern 727, with 124 people aboard, crashed into approach lights at New York's John F. Kennedy Airport while making an instrument approach through a severe thunderstorm. Only 11 people survived the crash.

Barely two months later, while investigators were still studying the Eastern wreckage, a Continental 727, carrying 134 passengers and crew, lost altitude shortly after takeoff from Denver's Stapleton Airport during a thunderstorm and slammed into the ground. No one was killed, but 15 people were seriously injured.

Two crashes in two months was more than FAA could ignore. One factor in both cases appears to be wind shear, a phenomenon commonly associated

with thunderstorms, warm and cold fronts, and other atmospheric events. Such events generate sudden changes, or shears, in wind speed or direction....

The greatest threat occurs at low



Continental Flight 1404's final ride was rough.... Despite the substantial damage and post-crash fire, no one on the airplane died. [The aircraft experienced strong crosswinds during its takeoff roll and veered off a runway at Denver International Airport. See "ALPA@ Work," page 29.]—*From Air Line Pilot, February 2009*

**National Officers**

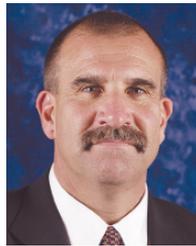
For complete biographical information on ALPA's national officers and executive vice-presidents, visit [www.alpa.org](http://www.alpa.org).



**Capt. John Prater**  
President



**Capt. Paul Rice**  
First Vice-President



**Capt. William Couette**  
Vice-President-Administration/Secretary



**Capt. Randy Helling**  
Vice-President-Finance/Treasurer



**Capt. Don Wykoff**  
Executive Administrator

President's Office

**Executive Vice-Presidents**

For more information on who executive vice-presidents represent, please visit [www.alpa.org/evp](http://www.alpa.org/evp).



**Capt. Robert C. Dowell**  
Group A



**Capt. Michael Geer**  
Group A



**Capt. Joe Fagone**  
Group A



**Capt. Ray Miller**  
Group A



**F/O Michael Hamilton**  
Group A



**Capt. Edward Lowry**  
Group B1



**Capt. Thomas Maxwell**  
Group B2



**Capt. Tom Zerbarini**  
Group B3



**Capt. John Sluys**  
Group B4



**Capt. Dan Adamus**  
Group C

**EVP Groups and the Pilots They Represent**

- Group A:** Continental, Delta, FedEx, United
- Group B1:** Air Transport International, Air Wisconsin, Comair, CommutAir, ExpressJet, Trans States
- Group B2:** American Eagle, ASTAR, Compass, Pinnacle, PSA, Ryan
- Group B3:** AirTran, Atlantic Southeast, Capital Cargo, Colgan, Evergreen, Mesa Air Group, Piedmont
- Group B4:** Alaska, Hawaiian, Island Air, Mesaba, North American, Spirit, Sun Country
- Group C:** Air Transat, Bearskin, Calm Air, CanJet, First Air, Jazz, Kelowna Flightcraft, Wasaya

**Pilot Resources: Walking the Line**

Want to watch your fellow ALPA members and their supporters demonstrate their unity by "Walking The Line"? Here's your opportunity to view video



To access Walking The Line, go to [www.alpa.org](http://www.alpa.org) and select the ALPA Channel icon located in the right-hand column. Scroll down the page and click on the Walking The Line tab. There you'll find Most Recent, Most Viewed, and Recently Featured video clips of ALPA members in action.



and photo footage documenting the solidarity of ALPA's pilot family. Watch footage of Spirit pilots and supporters picketing in Ft. Lauderdale during their successful

5-day strike. Check out Alaska pilots as they conduct picketing outside their company's annual shareholders' meeting in Seattle. View AirTran pilots picketing at the company's shareholders' meeting in Milwaukee.

## ALPA Information Numbers

The following ALPA resources may be reached by e-mail or by dialing, toll-free, 1-888-359-2572 (1-888-FLY-ALPA). Once connected, dial the last four digits of the number listed below.

**Accident Investigation** ([EAS@alpa.org](mailto:EAS@alpa.org))  
703-689-4312

**Accounting and Finance** ([Finance@alpa.org](mailto:Finance@alpa.org))  
703-689-4144

**Air Line Pilot** ([Magazine@alpa.org](mailto:Magazine@alpa.org))  
703-481-4460

**ALPA main number** 703-689-2270

**ALPA-PAC** 202-797-4033

**ASPEN** 703-689-4220

**Balloting** ([Balloting@alpa.org](mailto:Balloting@alpa.org))  
703-689-4173

**Cashiering** ([Cashiering@alpa.org](mailto:Cashiering@alpa.org))  
703-689-4385

**Communications** ([Communications@alpa.org](mailto:Communications@alpa.org)) 703-481-4440

**Computer help line** ([HelpDesk@alpa.org](mailto:HelpDesk@alpa.org))  
703-689-4357

**Council Services** ([CSC@alpa.org](mailto:CSC@alpa.org))  
703-689-4311

**Disciplinary and discharge**  
703-689-4226

**Economic and Financial Analysis**  
([EFA@alpa.org](mailto:EFA@alpa.org)) 703-689-4289

**Election dates** LEC/MEC 703-689-4212

**Engineering and Air Safety** ([EAS@alpa.org](mailto:EAS@alpa.org))  
703-689-4200

**FAA legal actions** 703-689-4226

**Government Affairs** ([GovernmentAffairs@alpa.org](mailto:GovernmentAffairs@alpa.org)) 202-797-4033

**Human Resources** ([HumanResources@alpa.org](mailto:HumanResources@alpa.org))  
703-689-4262

**Information Technology and Services**  
([Itservices@alpa.org](mailto:Itservices@alpa.org)) 703-689-4223

**Legal** ([Legal@alpa.org](mailto:Legal@alpa.org)) 202-797-4096  
703-689-4326

**Membership Services** ([Membership@alpa.org](mailto:Membership@alpa.org))  
1-888-359-2572 (1-888-FLY-ALPA),  
option 3

**IT Operations and Services** ([ITOS@alpa.org](mailto:ITOS@alpa.org))  
703-689-4245

**Organizing** 703-689-4179

**Publishing Services** ([Publishing@alpa.org](mailto:Publishing@alpa.org))  
703-689-4185

**Purchasing** ([Purchasing@alpa.org](mailto:Purchasing@alpa.org))  
703-689-4319

**Representation** ([Rep@alpa.org](mailto:Rep@alpa.org))  
703-689-4375

**Real Estate** ([Realestatedept@alpa.org](mailto:Realestatedept@alpa.org))  
703-689-4105

**Retirement and Insurance** ([R&I@alpa.org](mailto:R&I@alpa.org))  
703-689-4115

**System Board** 703-689-4226

## Membership Services

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

Listed below are the telephone numbers of MEC offices.

**AirTran**—ATN MEC 404-763-5165

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

**Air Transport International**—ATI MEC  
505-263-8838

**Air Wisconsin**—ARW MEC 757-754-7687

**Alaska**—ALA MEC 206-241-3138

**\*Aloha**—ALO MEC 808-838-0022

**American Eagle**—EGL MEC  
817-685-7474

**ASTAR Air Cargo**—DHL MEC  
859-282-1475

**\*ATA**—ATA MEC 773-284-4910

**Atlantic Southeast**—ASA MEC  
404-209-8566

**Bearskin**—BRS MEC 807-628-5683

**Calm Air**—CMA MEC 204-471-1000

**CanJet**—CJA MEC 514-998-6069

**Capital Cargo**—CCI MEC 256-289-0428

**Colgan Air**—CJC MEC 1-877-MEC-CJCI

**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**—XJT MEC 281-987-3636

**FedEx Express**—FDX MEC 901-752-8749

**First Air**—FAB MEC 1-877-459-3272

**Freedom**—MAG MEC 602-306-1116

**Hawaiian**—HAL MEC 808-836-2572

**\*Independence Air**—ACO MEC  
ASPEN, ext. 6962

**Island Air**—AIS MEC 808-838-0188

**Jazz**—JAZ MEC 1-800-561-9576

**Kelowna Flightcraft**—KFC MEC  
250-878-7950

**Mesa**—MAG MEC 602-306-1116

**Mesaba**—MSA MEC 952-853-2389

**\*Midwest Airlines**—MEA MEC  
508-360-3112

**North American**—NAA MEC 732-778-6969

**Piedmont**—PDT MEC ASPEN, ext. 3274

**Pinnacle**—PCL MEC 901-527-0355

**PSA**—PSA MEC 603-674-9683

**Ryan**—RYN MEC 1-800-292-ALPA

**\*Skyway**—SYX MEC 414-481-1481

**Spirit**—SPA MEC 1-800-662-2572

**Sun Country**—SCA MEC 952-853-2393

**Trans States**—TSA MEC 610-805-5387

**United**—UAL MEC 847-292-1700

**Wasaya**—WSG MEC 807-627-9443

\*Pilot group in custodianship

# AIR LINE PILOT

**Editor** Sharon B. Vereb

**Technical Editor** Jan W. Steenblik

**Associate Managing Editor** Susan Fager

**Design and Production Editor** William A. Ford

**Staff Writer** John Perkinson

**Contributing Writers** Susan Burke,  
Molly Martin, Linda Shotwell

**Web Coordinators** Cicely Jenkins,  
Chris Weaver

**Director of Communications**  
Marie Schwartz

*Air Line Pilot* is not responsible for unsolicited manuscripts, photographs, or other materials. Unsolicited materials will be returned only if submitted with a self-addressed, stamped envelope. Opinions expressed by authors do not necessarily represent official ALPA position or policy.

**Subscriptions:** Subscription rate for pilot members, \$25, included in ALPA membership dues; for students, \$37; for U.S. nonmembers, \$50; for foreign, \$65. Residents of the state of Washington must add 8.8 percent sales tax. To subscribe or to request address changes, call 703-481-4460.

**Address Changes for Members Only:** E-mail to [membership@alpa.org](mailto:membership@alpa.org).



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

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

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

**Canadian Publications Mail Agreement #40620579:** Return undeliverable magazines sent to Canadian addresses to B & M Mailing Services Limited, 35 Van Kirk Drive, Unit 15, Brampton, ON L7A1A5. E-mail: [bmmail@bellnet.ca](mailto:bmmail@bellnet.ca).

## Other Organizations

ALPA Aeromedical Office 303-341-4435  
ALPA Federal Credit Union 1-800-747-2349  
Assn. of Flight Attendants 202-434-1300

## ALPA Accident/Incident Hotline

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

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

## 2010 EBCB Schedule

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

### Have You Moved?

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

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

Name \_\_\_\_\_

Member # \_\_\_\_\_

Airline \_\_\_\_\_

New address \_\_\_\_\_

Apt. \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_



You don't need to  
**FLY SOLO...**

A member service of Air Line Pilot.

Charles Schwab & Co., Inc. ("Schwab"), Member SIPC. Schwab and ALPA are not affiliated. (0510-2224) MKT55008ALPA-00 (04/10)



### Choose ALPA insurance for the protection you need

These ALPA plans represent a full list of truly affordable protection opportunities designed and priced to benefit you as a member:

- ALPA Loss of License/Loss of License Plus Insurance
- ALPA Lump-Sum Loss of License Insurance
- ALPA Group Term Life Insurance\*
- ALPA Group Short-Term Disability Insurance\*
- ALPA Accidental Death and Dismemberment Insurance
- ALPA Long-Term Care Insurance
- ALPA Group 10- & 20-Year Level Term Life Insurance\*
- Canadian benefits are also available

### Your safety and security have always been ALPA's primary focus.

For more information on any of these sponsored plans – including features, costs, eligibility, renewability, limitations or exclusions –

Call today:

**1-800-746-2572**

or visit [www.alpa.org/mbin](http://www.alpa.org/mbin)

\*Underwritten by New York Life Insurance Co., 51 Madison Ave., New York, NY on Policy Form GMR.

### Take advantage of our Schwab relationship

We've made it easy for you to benefit from our relationship with Schwab. Simply call 1-888-600-8905 to speak with a Schwab Executive Services Financial Consultant about scheduling a complimentary consultation. You can take advantage of several useful services, including:

- Complimentary portfolio analysis
- Access to Advised Solutions to meet your needs
- Estate Planning Services
- Charitable Gift Planning
- Access to products like ETF's and Fixed Income Solutions

Call Schwab today: **1-888-600-8905**

*charles* SCHWAB