

Air Line Pilot

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

THE 1,500-
HOUR RULE:
**WHAT
YOU
NEED
TO
KNOW**

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An Alaska B-737 during a sunrise preflight inspection in Palm Springs, Calif. Photo by F/O Steve Pifer (Alaska). Download a QR reader to your smartphone, scan the code, and read the magazine.



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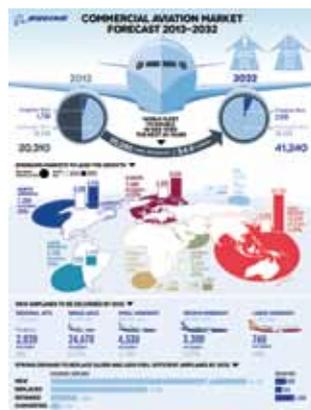
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Take Note

Cultivating A Pro-Pilot Landscape

Each summer when I drive to the Jersey shore, the bumper-to-bumper traffic inching along the back roads leading to the ocean gives my family plenty of opportunity to stop and look at fresh fruit and vegetables on offer at the Garden State's roadside stands. While no one knows for certain, New Jersey reportedly was given the "Garden State" moniker by Abraham Browning, New Jersey's first attorney general, who coined the term in 1876 referring to the fresh produce New Jersey farms provided to New York and Philadelphia.



Whether you are a gardener yourself or simply enjoy the fresh produce served by a local restaurant, it's difficult this time of year not to be aware of the requirements and rewards of cultivating the land.

Good cultivation means thinking days, months, and even years ahead and carefully investing time and energy long before you hope your efforts will bear fruit. The sentiment holds equally true for our union as we seek to cultivate a landscape in which the U.S. airline industry can compete and prevail in the global marketplace.

During ALPA's Legislative Summit, we heard the story of a congressman who said he would always make time to meet with an ALPA pilot because ALPA had supported his first election campaign decades ago. At ALPA's upcoming Air Safety Forum, we'll illustrate again how this union—your union—has cultivated for more than 80 years the groundwork necessary to ensure that the safety aspects of our industry remain a priority.

Every opportunity you have to cultivate a new contact—or continue to develop one that you've already made—helps our union realize our potential to change the landscape for North American airlines and their workers; and cultivating strong relationships with all those who influence the airline industry is essential to our union's success—today and even decades down the road.

Marie Schwartz
Director, ALPA Communications
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HOT TOPICS

In This Issue

What you need to know about the 1,500-Hour Rule.

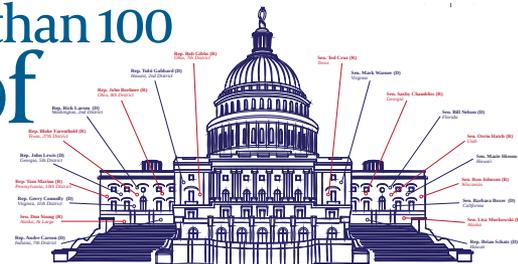


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We met with more than 100 Members of Congress.

Is yours on the list?

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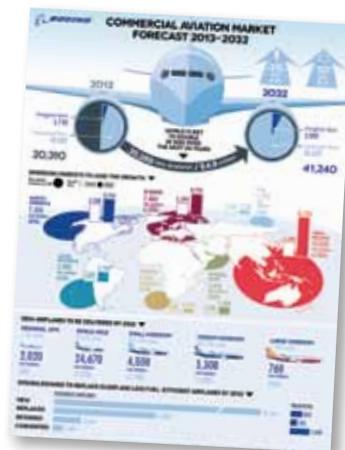


Negotiating new agreements for the pilots of Alaska and Calm Air.

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An infographic that will make you say **WOW!**

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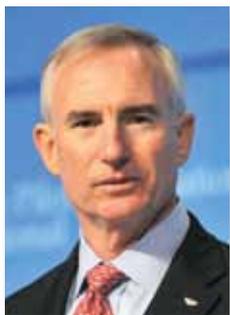
Which university is in danger of losing its aviation program?

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Every ALPA Pilot In the Arena

U.S. President Theodore Roosevelt said, “It is not the critic who counts; not the man who points out how the strong man stumbles, or where the doer of deeds could have done them better. The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood.”



Although our union’s roots reach back more than 80 years, today ALPA pilots are in the arena as never before in our history to drive progress in the North American airline industry and defend U.S. and Canadian airline pilots’ careers against unfair competition.

Each time I witness the enterprise that ALPA applies toward achieving the highest standards on virtually every issue that affects our industry, I appreciate again the results our union has delivered over the decades to make air transportation safer and more secure, to assist fellow pilots, and to advance pilots’ careers.

Yet, when I consider the sheer unprecedented scale of the competitive threat posed by heavily state-backed foreign airlines, I am acutely aware of how it is incumbent upon ALPA—upon every one of our members—to contribute even more to our cause.

It is profoundly unfortunate for the U.S. airline industry—and for the domestic economic growth it fuels—that the U.S. government persists in helping foreign state-backed airlines grow while straitjacketing U.S. airlines and U.S. workers in their effort to compete on the world economic stage.

Prime examples of this harmful U.S. policy are, and I’ve mentioned both before, the U.S. Export-Import Bank’s granting to foreign airlines below-market financing not available to U.S. airlines and the administration’s plan to build a U.S. Customs and Border Protection preclearance facility at Abu Dhabi International Airport, an airport that no U.S. airline currently serves.

I have felt gratified in the past weeks to see that ALPA members not only understand the risk but have also recognized ALPA’s call as their own and are engaging in our union’s efforts as never before.

A clear indication of this was the level of engagement of our members during ALPA’s first Legislative Summit (see page 20). ALPA members rallied to help get passed in the House language to block U.S. taxpayer funding for the Abu Dhabi facility as well as helped to successfully secure in the House full funding for the Federal Flight Deck Officer program. More work remains in the Senate on both these important areas and other important policy recommendations to enhance the U.S. airline industry’s economic competitiveness and security, as well as

pressing for ALPA safety priorities such as NextGen.

Our union’s representatives are drawing attention to the fact that U.S. airlines are actually taxed twice for modernization—once through ticket taxes and again as they are required to pay to install technologies mandatory to participate in NextGen.

If we are to ensure the safety, security, and economic competitiveness of the North American airline industry, every single ALPA pilot must truly be an all-in participant in our union’s effort.... ALPA will not prevail unless every pilot stands strong in the arena.

ALPA pilots are also in the arena elsewhere in Washington, as the government undertakes new regulatory action affecting many sectors of our industry, including safety. For example, on Aug. 1, 2013, all airline first officers will be required to hold an air transport pilot airman certificate to serve as a flightcrew member in FAR Part 121 operations (see page 24). Designed to enhance safety, the new requirement should also add value to pilots’ airman certificates. ALPA was fully engaged in the FAA Aviation Rulemaking Committee to make recommendations about pilot qualifications, and we anticipate that the rules will incorporate such ALPA concepts as creating a “restricted ATP” to reflect that not all flight training is equal.

As you’ll see on the Engineering & Air Safety Department infographic (see page 30), ALPA’s determination to fully engage in every aspect of aviation safety and security often makes headlines when we hold events such as the 59th Air Safety Forum (see page 26), but our union’s commitment is evident every day and on every flight.

If we are to ensure the safety, security, and economic competitiveness of the North American airline industry, every single ALPA pilot must truly be an all-in participant in our union’s effort. Whether you become an August District Advocate (see page 22) and visit your member of Congress during the August recess, contribute your safety expertise as an ALPA airport safety liaison, or take another action to support our drive, ALPA will not prevail unless every pilot stands strong in the arena.

A handwritten signature in blue ink that reads "Donald Lee Moak". The signature is fluid and cursive.

Capt. Lee Moak, ALPA President

Fulfilling Our Responsibilities as The Union's Financial Stewards

By Capt. Randy Helling, ALPA Vice President – Finance/Treasurer

ALPA is often described as an “organization of pilots, run by pilots for pilots.” Combine this democratic model with the unmatched



expertise and experience of our staff, and it is clear what makes our union so unique and so effective.

Collaboration between ALPA's dedicated pilot

volunteers and what many agree is the best staff in the business is critical to our success—especially when it comes to the sound management of our members' hard-earned dues dollars. One of our main responsibilities as a union is to provide our pilot groups and ALPA committees and departments with vital resources and support as they advance the Association's and our master executive councils' (MECs) collective goals.

But it doesn't end there. ALPA also provides MEC secretary-treasurers with the training and tools they need to fulfill these fiduciary responsibilities. As the union's financial stewards, they hold a unique position of trust—trust that pilots' dues money is being spent wisely and prudently. To better prepare them for this position, ALPA hosts the annual MEC Secretary-Treasurers Conference (see page 27).

The agenda for the two-and-a-half-day conference, which took place in the Association's Herndon, Va., Conference Center in late May, included an update of new policies and practices ALPA has adopted over the past several years to benefit our members and strengthen the Association's financial position. These policy changes are the result of a rigorous democratic process. At meetings of the Association's various governing

bodies, ALPA pilot representatives have discussed and debated a number of proposed amendments to our Constitution and By-Laws and *Administrative Manual* related to the Association's finances, heard from staff and pilot subject-matter experts, voiced their pilot groups' viewpoints, made alternative recommendations, and, ultimately, voted on the proposed changes.

Also during the conference, secretary-treasurers learned about ALPA's recently

As the voice for professional pilots in the U.S. and Canada, ALPA must continue to adapt and evolve—for the benefit of our profession and, most importantly, the pilots we represent each and every day.

created Resources Planning Team, which helps MECs make the most of ALPA's programs, resources, services, and professional expertise. Tailored to each pilot group, the team was developed to guide MECs in how to maximize the resources available to them in the areas of finance, representation, communications, and collective bargaining.

A review of ALPA's improving financial condition is proof that our collective efforts are making a positive difference.

For example, our budget for 2013 reflects a 2.7 percent increase in dues revenue over the 2012 budget. Furthermore, year-over-year improvements in our operating income are a good indication that we are trending in the right direction.

Our measures to protect and enhance the Major Contingency Fund—one of ALPA's most important strategic assets—have led to a balance of \$43 million through the first quarter of 2013, which is in line with the forecast presented last fall. We are also rebuilding our Operating Contingency Fund, and the balance in 2013 continues to trend in a positive direction. Thanks to MECs' continued focus on financial discipline, our current balance is approaching levels that we had back in the early 2000s. This ensures that resources will be available to help our pilots achieve progressive contracts.

Looking to the future, we will continue to work closely with the MEC secretary-treasurers to further stabilize our finances, build our reserves, and practice financial discipline—all to advance our goals for the Association and our members.

Acclaimed science fiction writer H.G. Wells once said, “Adapt or perish, now as ever, is nature's inexorable imperative.” ALPA has embraced this philosophy in our distinctive approach to facing challenges. You can see it in the way that our pilot volunteers and staff work together and employ the wealth of resources available through the Association to create solutions and effect positive change.

As the voice for professional pilots in the U.S. and Canada, ALPA must continue to adapt and evolve—for the benefit of our profession and, most importantly, the pilots we represent each and every day. The combination of well-trained pilot volunteers and knowledgeable staff, backed by the support of their 50,000-member-strong union, will ensure that we are well positioned to meet the challenges of the future. 

Preflight

FACTS, FIGURES, AND INFO

Airline Industry Update

Domestic News

► Per *The Hill's* global affairs blog, the United States and Saudi Arabia have signed an Open Skies agreement that will allow unrestricted air travel between the two countries. The agreement will benefit "U.S. and Saudi Arabian businesses and travelers by expanding opportunities for air services and encouraging vigorous price competition by airlines, while preserving our commitments to aviation safety

and security," said the State Department.

► According to the *Washington Business Journal*, the Metropolitan Washington Airports Authority has hired a contractor to fill in a portion of the Potomac River and move a runway at Washington Reagan National Airport to bring it up to federal safety guidelines.

The 5,204-foot-long

Runway 15-33 does not meet FAA safety standards, and the agency is requiring the airports authority to make improvements. The project will include shortening the runway 270 feet at the northwest end, adding in-pavement edge lighting, and installing an Engineered Materials Arresting System at the end of the runway.

► *The Denver Post* reported that Denver International Airport (DIA) has started using NextGen technology for its arrival and departure procedures. "It may only be a difference of minutes, but

minutes matter when you have 1,700 flights a day like at DIA," said Joseph Burns, managing director of technology and flight testing for United Airlines.

► The first United B-787 Dreamliner to fly in months landed safely in Chicago, Ill., on May 20, reported the *Los Angeles Times*. On board were W. James McNerney, Jr., Boeing's chief executive, and Jeff Smisek, chief executive of United Continental Holdings, Inc. In April, the FAA approved the Dreamliners' return to service.



ERIC DAVIS

MarketWatch

Airlines	Parent Company	Stock Symbol	5/31/2012	5/31/2013	% Chg.
American Eagle	AMR Corp. ¹	OTC: AAMR.Q	\$0.47	\$5.00	963.8% ▲
Atlantic Southeast, ExpressJet	SkyWest, Inc.	NASDAQ: SKYW	\$7.05	\$14.02	98.9% ▲
Alaska	Alaska Holdings, Inc.	NYSE: ALK	\$34.30	\$56.82	65.7% ▲
AirTran	Southwest Airlines	NYSE: LUV	\$9.03	\$14.13	56.5% ▲
Continental, United	United Continental Holdings, Inc.	NYSE: UAL	\$21.50	\$32.46	51.0% ▲
Delta, Pinnacle	Delta Air Lines ²	NYSE: DAL	\$12.10	\$18.01	48.8% ▲
Spirit	Spirit Airlines, Inc.	NASDAQ: SAVE	\$20.61	\$30.43	47.6% ▲
Piedmont, PSA	US Airways Group, Inc. ³	NYSE: LCC	\$13.22	\$17.57	32.9% ▲
Air Transport Int'l, Capital Cargo Int'l	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$5.07	\$6.05	19.3% ▲
Bearskin, Calm Air	Exchange Income Corporation	TSX: EIF	\$23.90	\$26.82	12.2% ▲
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$4.84	\$5.31	9.7% ▲
FedEx Express	FedEx Corporation	NYSE: FDX	\$89.14	\$96.34	8.1% ▲
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$5.78	\$5.96	3.1% ▲
Jazz	Chorus Aviation	TSX: CHR.B	\$3.01	\$2.43	-19.3% ▼

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

² Pinnacle emerged from Chapter 11 on May 1. Pursuant to the plan of reorganization approved by the Bankruptcy Court, Delta now owns 100 percent of the equity, and the former Pinnacle shares have been canceled. Pinnacle disclosed on January 3 in an SEC filing, and the news media reported, that all outstanding shares of Pinnacle stock would be canceled upon emergence. As of May 2, Pinnacle stock is no longer being traded.

³ US Airways and American announced a merger on Feb. 14, 2013. Under the terms of the merger agreement, US Airways stockholders will receive one share of common stock of the combined airline for each share of US Airways common stock then held. The aggregate number of shares of common stock of the combined airline issuable to holders of US Airways equity instruments (including stockholders, holders of convertible notes, optionees, and holders of restricted stock units) will represent 28 percent of the diluted equity of the combined airline. The remaining 72 percent diluted equity ownership of the combined airline will be issuable to stakeholders of AMR and its debtor subsidiaries that filed for relief under Chapter 11 (the "debtors"), American's labor unions, and current AMR employees.

Preflight

■ Airline Industry Update (continued)

► According to *The Washington Post*, **Airlines for America (A4A) estimates that U.S. airlines will carry 208.7 million passengers this summer, a 1 percent increase from last year.** A record 27 million travelers are expected to fly on U.S. airlines this summer to international destinations. A4A estimates that airplanes will be nearly 87 percent full this summer.

► *The Dallas Morning News* reported that **U.S. Bankruptcy Judge Sean Lane approved a \$24.9 million settlement between American Airlines, Inc. and the FAA, which had**

investigated the airline and several subsidiaries for alleged safety violations. The FAA had originally filed claims of more than \$156 million but negotiated the smaller amount with American, which did not admit any fault in agreeing to the settlement. American spokesman Paul Flanagan said the settlement allows the airline to “take another step toward a more seamless integration with US Airways.”

► Per the *Chicago Tribune*, **United Airlines has opened a kennel at Chicago O’Hare International Airport for dogs flying in cargo.** The ken-



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nel features 28 temperature-controlled enclosures, and dogs can be walked, groomed, or bathed at the facility. Pets are transported between the kennel and their flight by custom vans. The airline also has kennels at its hubs in Newark, N.J., and Houston, Tex.

► **Houston’s William P. Hobby Airport plans to begin construction on a new international terminal in September,** reported the *Houston Chronicle*. The airport has posted on its website 14 renderings of what the airport will look like by the time construction is completed in 2015. Construction of the terminal will create 10,000 jobs and inject \$1.6 billion into the local economy, according to airport officials.

International News

► According to *Aviation Today*, **Air China has committed to purchasing 100 A320 family airplanes, a \$9.6 billion order** according to current Airbus list prices. The order includes 60 airplanes for Air China, 27 of which are A320CEOs and 33 are A320NEOs, Airbus confirmed. Shenzhen Airlines, a subsidiary of Air China, will receive the remaining 40 airplanes, including 13 A320CEOs and 27 A320NEOs.

► Earlier this year **Iraqi Airways, Iraq’s national airline, began expanding its route network for the first time in 23 years,**

reported CNN. It’s added flights between Baghdad and London, Frankfurt, Dusseldorf, and Kuwait. Iraq’s Ministry of Transport is investing heavily in its airports. Plans are currently under way to add three new terminals to Baghdad Airport, doubling its annual capacity to 15 million passengers.

► Per Reuters, **Heathrow Airport, Europe’s busiest, reported that it plans to “significantly increase” the fines it imposes on airlines that break its day and night noise limits,** part of its efforts to gain approval for expansion. The airport plans to rank the 80 airlines that use the airport according to how much noise their airplanes make during takeoff and publish a table every three months, starting later this summer.

► **The Los Angeles Times reported that passengers on European airlines are starting to pay extra charges for baggage, meals, and other services.** Passenger fees on Air France, British Airways, KLM, and other airlines come as the European economy continues to struggle, and experts predict that long-haul flights will increasingly feature the extra fees. ●



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New ALPA Reps



At a Calm Air 205 meeting held on May 14, 2013, Capt. Matthew Tinker was elected as the interim captain representative for the remainder of the term of office.

At an American Eagle 126 meeting held on May 30, 2013, F/O Richard Thompson II was elected as the interim first officer representative for the remainder of the term of office.

As of June 10, 2013, the Election Ballot and Certification Board certified election results for the following local councils:

Canadian North 222 F/O Olivier Goudreau, Vice Chairman (F/O Rep)

Mesa 87 F/O Kaori Paris, Vice Chairman (F/O Rep)

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



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

FrontLines

■ Alaska Pilots Reach Tentative Agreement on a New Contract

Alaska Airlines pilots reached a tentative agreement on June 5 for a new five-year contract that improves wages, job security, and work rules and protects benefits. The pilots have been in contract negotiations since last summer. The current contract became amendable April 1.

"It is common for airline negotiations to last for years beyond the contract amendable date. The fact that we were able to reach an agreement so close to our amendable date is indicative of the commitment of both parties to reaching an agreement that recognizes the role the pilots play in the success of Alaska Airlines and that allows Alaska Airlines to continue to prosper," said Capt. Chris Notaro, the pilots' Master Executive Council (MEC) chairman. The MEC voted unanimously to recommend that the contract be ratified.

Pilots began voting on the new agreement on June 14. Voting concludes on July 10.

■ ALPA Comments on TSA Policy Change on Prohibited Items List

On June 5, Transportation Security Administration (TSA) Administrator John Pistole announced that he had decided to "continue to enforce the current prohibited item list. Small knives, novelty-sized and toy bats, billiard cues, ski poles, hockey sticks, lacrosse sticks, and golf clubs will remain on

the prohibited items list for carry-on baggage." Following that announcement, ALPA's president, Capt. Lee Moak stated, "The Association maintains its full support for Administrator Pistole. We recognize that his willingness to incorporate a multitude of stakeholder views and then make often tough decisions is the type of leadership needed to ensure the safety of our skies, airports, and cargo facilities. We applaud the thorough vetting of the issues and the agency's dedication to ensuring that new security programs will improve the security of our nation's skies.

"As a key stakeholder in enhancing the security of commercial aviation, and longtime proponent of risk-based security (RBS), ALPA has consistently advocated that the TSA incorporate all stakeholder views in the development of future applications of the RBS concept to include any proposed modifications to this list," Moak added.

"ALPA fully supports RBS because it is a philosophical shift away from the older, traditional one-size-fits-all security practice of screening only for threat objects. While there is still a role for object screening, it is imperative that the security in this country provides screening that also includes detection of harmful intent and makes the most efficient and effective use of our security resources resulting in safer, more secure, flights.

"Since Sept. 11, 2001, many additional layers of

security have been added to protect aviation," noted Moak. "These layers include Known Crewmember—an RBS program for the alternate screening of pilots and flight attendants; the use of passenger watch lists, which includes a passenger no-fly

ALPA's president, and Veda Shook, president of the Association of Flight Attendants-CWA (AFA-CWA), sent a joint letter to FAA Administrator Michael Huerta urging that the FAA find funding to continue two important programs for the

Federal Appeals Court Upholds ALPA's Challenge to Ex-Im Bank

On June 18, ALPA hailed a federal appeals court decision to uphold a legal challenge by the Association and Delta Air Lines maintaining that the U.S. Export-Import Bank had failed to meet its legal obligation to evaluate the potential effect on U.S. airlines and U.S. jobs before making loan guarantees to Air India for the purchase of widebody aircraft.

ALPA and Delta argued that the bank, in its decision to provide financing to Air India for 30 long-range, widebody B-787s and B-777s, had failed to consider the negative effect these loans would have on U.S. airline jobs and U.S. airlines. In its ruling, the D.C. Circuit Court of Appeals ordered that the bank either explain why the review required by governing statute was not necessary or fulfill its duty to evaluate the effect on U.S. industry and U.S. employees before granting financing to Air India. ●

list; the PreCheck program, which employs RBS principles by confirming the identity and expediting the screening of low-risk individuals; enhanced passenger and baggage screening technology/equipment; self-defense training of flightcrew members; and the use of federal flight deck officers who, along with federal air marshals, protect our flights. All have led to significant improvements and increases in the level of aviation security.

"ALPA will continue to work with the TSA to maintain the safe skies above the United States of America and beyond," Moak concluded.

■ ALPA and AFA-CWA Stand Together to Support HIMS/FADAP Programs

On June 3, Capt. Lee Moak,

remainder of FY2013. Both the Human Intervention Motivation Study (HIMS) and Flight Attendant Drug and Alcohol Program (FADAP) have contracts that expire in July and September, respectively, and are in danger during this austere budget period. HIMS and FADAP are on the front lines to detect and assess pilots and flight attendants in need of recovery programs and facilitate their return to the line.

To read the letter, scan the QR code.



■ Calm Air Pilots Ratify New Contract

Calm Air pilots overwhelmingly ratified a new five-year contract on June 14 that will

Preflight

■ FrontLines (continued)

boost pay, improve work rules, and give the airline's 80 pilot members better quality of life. The new deal becomes effective Aug. 1, 2013, with the higher pay rates retroactive to May 1, 2013. Of the 87 percent of eligible voters who cast ballots, 86 percent supported the agreement.

In the new agreement, pilot negotiators negotiated preferential seniority language for the pilot group. Pilots who have left the direct employ or have been furloughed and not recalled by other airlines owned by Calm Air's holding company, or by a company whose pilots were represented by ALPA at that time, will be the first in their class to draw for seniority when starting at Calm Air.

Calm Air flies a mixed

fleet of small jets and turboprops to far-flung northern destinations in Manitoba and the Nunavut Territory from bases in Winnipeg and Thompson, Man.

■ Kelowna Pilots to Open Negotiations Early

The Kelowna Flightcraft pilots' Master Executive Council (MEC) was asked by management to begin negotiations early due to the request for proposal from the Canada Post Group of Companies for which Kelowna provides dedicated cargo service. The MEC is investigating interest-based negotiations (IBN), which Bearskin, Calm Air, and Wasaya pilots have successfully used to attain new contracts.

While Kelowna pilots

have not used IBN during past negotiations, the MEC believes IBN can benefit the pilots as they enter into early negotiations for their fourth collective bargaining agreement. The MEC and Negotiating Committee members, along with company representatives, attended an IBN workshop in June, after which the two sides began negotiating. The MEC Contract Study Committee is developing a pilot survey with ALPA's assistance that will be distributed to the pilots. Pilot leaders and negotiators will meet with ALPA staff in July to develop a strategic plan to support negotiations.

■ ALPA-PAC President's Circle Reaches Milestone

In early June, the ALPA-PAC President's Circle gained its 500th member. This achievement shows a renewed interest in the PAC and its mission to build a pilot-partisan Congress.

President's Circle members are leading by example, contributing more than \$40 each month to the PAC. Collectively, the group gives more than \$250,000 each year to the PAC. All of that money goes toward educating members of Congress about pilot issues and building the relationships that ALPA needs to win in Washington.

Follow the great example being set by these 500 members by going to www.ALPA.org/ALPAPAC and joining the PAC today.

■ Pilots Needed for Carcinoma Research

The ALPA Aeromedical Office has been asked to help recruit pilots who have had skin cancers and may be willing to assist with a research study on basal cell carcinoma (BCC), the most common of all human cancers. This study, which Dr. Ervin Epstein of the Children's Hospital of Oakland, Calif., is conducting, is focused on the incidence of mutations in BCCs.

BCCs are abnormal, uncontrolled growths or lesions that arise in the skin's basal cells, which line the deepest layer of the epidermis (i.e., the outermost layer of the skin). The research is designed to study the incidence of a certain

type of mutation in BCCs presumed to be caused, in part, by ionizing radiation. Pilots are of interest in this study because of their exposure to atmospheric radiation, which is a normal part of their work environment.

Pilots who have, or have had, BCC and are interested in assisting with this research should contact Epstein for further information through his clinical study coordinator at Jlindgren@chori.org, or by calling 510-450-7639 or 866-513-0501.

Participation in this research does not generate any FAA reporting requirement for pilots, and any publication will deidentify any participants. Results will be made available to the ALPA Aeromedical Office at a later date. ●



AERF Ready to Help Members Affected by Recent Tornadoes and Wildfires

With the devastation of the recent tornadoes in Oklahoma, the wildfires in California, Colorado, and New Mexico, and a hurricane season predicted to be more active than usual rapidly approaching, ALPA wants to ensure that those pilots who need assistance are helped.

If you and your family have been affected, you can turn to the ALPA Emergency Relief Fund (AERF) for immediate financial assistance that can help you make it through this difficult time. Complete an online emergency relief application. If you have any questions about the process, please send an e-mail to Relief@ALPA.org. If you know pilots in need of assistance as a result of these disasters, please encourage them to apply to the fund.

To ensure that those pilots who need assistance are taken care of, ALPA is asking for contributions. AERF funds are being depleted, and your financial help makes a difference in times of crisis. For more information about AERF, to complete an online relief application, or to make a donation, please visit www.ALPA.org/relief. Contributions to AERF are tax-deductible in the U.S. ●



Canada

■ ALPA Urges Canadian Senate to Oppose C-377

ALPA continues to work to defeat Bill C-377—An Act to Amend the Income Tax Act (Requirements for Labour Organizations)—legislation that is now being considered by the Senate of Canada.

Capt. Georges Dawood (Jazz), secretary-treasurer of ALPA's Canada Board, appeared before the Standing Senate Committee on Banking, Trade, and Commerce on June 5 to

urge members of the Senate to oppose this legislation, which would impose onerous and administratively expensive reporting requirements on labour organizations.

Speaking on behalf of ALPA's 2,800 Canadian members, Dawood detailed the negative effect that the bill would have if it were enacted. "The bill is discriminatory against members of labour organizations, its reporting functions are contrary to the privacy policy of the Income Tax Act, and its enactment

would cost Canadian taxpayers substantial funds...to fix a problem that does not exist," he said.

During the hearing, Dawood challenged the stated purpose of the bill—to provide accountability through transparency—and underscored ALPA's concerns related to confidentiality and privacy. Representatives from several other labour unions across Canada also expressed their staunch opposition to the legislation, citing similar concerns.

ALPA has adamantly fought against the passage of C-377 since it was introduced as a private member's bill by Conservative MP Russ Hiebert in December 2011. The legislation has passed in the House of Commons and had its second reading in the Senate in May, when it was referred to the Senate committee.

ALPA will continue to oppose this affront to pilots and union workers across Canada. ●



Your Story Is Our History

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

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

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

A member service of Air Line Pilot.

Preflight



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

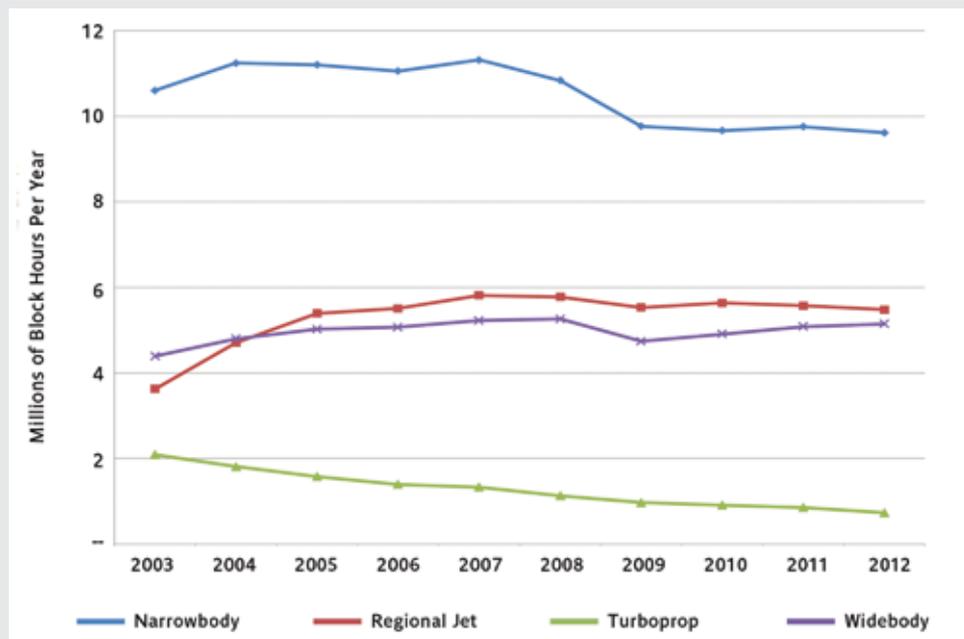
■ Block Hours

According to the Bureau of Transportation Statistics (BTS), total block hours for widebody airplanes were up 1.2 percent in 2012, compared to a year earlier. Of the four major groups of airplane types, only widebodies had an increase in block hours in 2012. More than five million widebody block hours were recorded by U.S. airlines in 2012.

Narrowbody airplanes still posted the most block hours of any aircraft type, with more than 9.2 million hours in 2012. However, this was down 1.3 percent from 2011. The decline in the number of 50-seat regional jets may explain why the overall regional jet category saw a 1.6 percent drop in block hours in 2012. Still, regional jets are flying just as many hours as widebody jets. Turboprop block hours continued to decline last year, falling more than 14 percent.

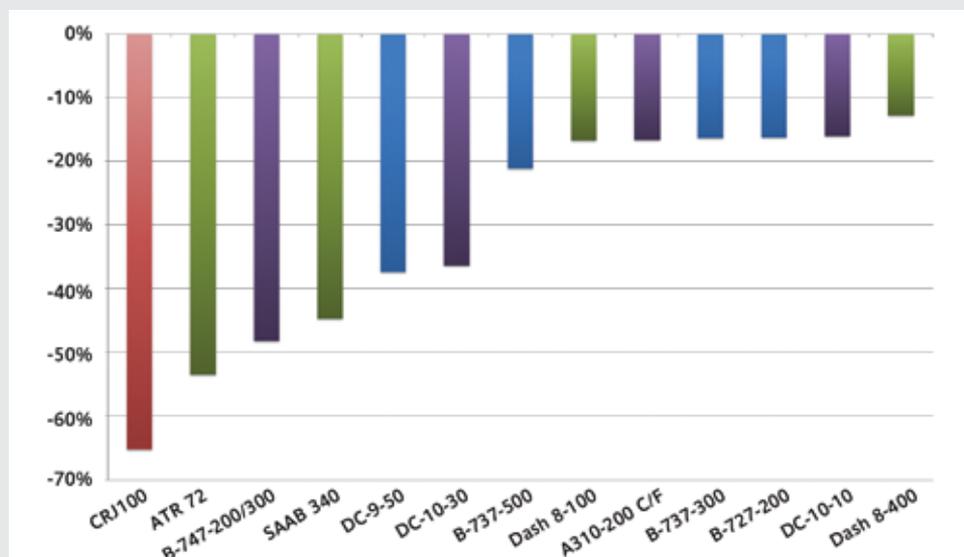
Shown at right are the aircraft types that had the biggest declines in block hours in 2012, as reported by the BTS. The CRJ100 posted the largest decline, nearly 65 percent. And while not shown, the CRJ200, which had nearly 1.5 million block hours in 2012, showed a 4.1 percent decline. ●

Block Hours by Aircraft Type



Source: BTS, T2, and E&FA Analysis

Year-Over-Year Change in Block Hours by Aircraft Type



Source: BTS, T2, and E&FA Analysis

Preflight



Education Committee Update

■ ALPA Honors Student Pilots at 2013 NIFA SAFECON

ALPA continues to be a proud sponsor of the annual National Intercollegiate Flying Association's Safety and Flight Evaluation Conference (NIFA SAFECON). This year's week-long competition was hosted by Ohio State University (OSU) in Columbus, Ohio, May 6–11.

ALPA pilot volunteers staffed a booth at the hangar part of the week to provide the collegiate pilots with educational materials and offer them guidance on the airline piloting profession. Education Committee volunteers F/O Stanley Adams (Compass), F/O Alice McCormack (ExpressJet), F/O David Rowe (Delta), and Capt. Daniel Schultz (Compass) also hosted a pizza forum that nearly 250 students attended. The group discussed the new rules going into effect in August for first officers at Part 121 airlines and how the rules and requirements will affect up-and-coming pilots.

On behalf of ALPA, Adams and Rowe attended the awards banquet that concluded the week and presented the cash award scholarships to the top national pilot and his school, and the 11 regional top pilot winners. Student pilot Carl Black from the Prescott campus of Embry-Riddle Aeronautical University



ADAM EVANS/UTAH VALLEY UNIVERSITY

From left to right, F/O David Rowe (Delta) poses with the top three national pilots—Jacob Lange from the University of North Dakota (third place), Aaron Barthol from Minnesota State University – Mankato (second place), Carl Black of Embry-Riddle Aeronautical University – Prescott (first place)—and F/O Stanley Adams (Compass) after the NIFA SAFECON awards banquet.

took the National Top Pilot Award, receiving \$1,000 for himself as well as his school. The 11 regional top pilots also received \$500 awards from ALPA.

Next year's SAFECON will again be hosted by OSU.

■ Couette Keynote Speaker At Saint Cloud State University

On April 27, Capt. Bill Couette, ALPA's vice president – administration/secretary, gave the keynote speech at this year's aviation banquet at Saint Cloud State University, his alma mater. He provided a look back at his airline career, the influences in his life that led him to value being a member of the Association,

and ALPA's history and strength within the aviation community. Couette also spoke about the state of the airline industry, ALPA's Education Committee and how the union influences future aviators, and what the graduates could look forward to upon commencement with respect to hiring.

■ Committee Visits University of North Dakota

On April 17, the Education Committee hosted a resume-writing seminar for approximately 30 students at the University of North Dakota. F/O Stanley Adams (Compass), F/O Jared Allison (Atlantic Southeast), and F/O Joe Nemec (Continental) par-

ticipated. They prepared a presentation with examples of resumes and included a discussion on how to stand out during the application and interview process. The students had a chance to ask questions and edit their resumes for mock interviews the next day.

On April 18, Adams and Allison were joined by Capt. Deanna Kimball (Compass), F/O Marta Lommel (Compass), Capt. Andy Philbin (Air Wisconsin), and Capt. Karen Ruth (Delta) to give the students an opportunity to participate in two-on-one mock interviews.

Each participant had more than 30 minutes with a recruiter to answer questions about their backgrounds and career goals. The feedback from the students was very positive. From one of these mock interviews, one student was offered a summer internship with Compass.

On April 19, Adams and Ruth staffed a booth at the annual career fair. There

was a constant flow of students throughout the day who stopped by to say hello and to thank the committee members for their efforts.

For more information about the Education Committee or to volunteer, scan the QR code. ●



On the Record

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

“I need answers from the FAA regarding their readiness to comply with new safety mandates and inspections, and a clear and prompt response to concerns from the NTSB and the Transportation Inspector General,”

commented Sen. Chuck Schumer (D-N.Y.) in Politico Pro regarding the upcoming pilot training and qualifications rule.

“The Open Skies arrangement that the UAE [United Arab Emirates] has with the U.S. allows us to take passengers on a fifth-freedom basis from the West Coast and central points in the U.S. to points in Asia,”

Emirates President Tim Clark said in a Bloomberg article.

“Ensuring that our transportation system is the safest in the world will be my top priority, as it has been for Secretary LaHood, the dedicated DOT workforce, and this committee,”

said Anthony Foxx, soon-to-be Department of Transportation secretary, at his U.S. Senate Commerce Committee confirmation hearing.

“You see, what’s happening in Abu Dhabi is there is no American airline that flies from Abu Dhabi to the United States. This is solely being done for the benefit of an airline [that] is solely supported by the United Arab Emirates, and it is going to have a disparate impact on the ability for our American airlines to be competitive for the very simple reason that what will happen is many people will say, ‘Well, I’m going to get to New York, and I’ve got a 3- or 4-hour wait in order to get through that line. I’m going to go to Abu Dhabi, and I’m going to fly through there on the foreign carrier.’ I don’t want to see our Customs and Border Patrol be for sale to the highest bidder, and that seems to be what one of the concerns is here,”

said Rep. Pat Meehan (R-Pa.) in a U.S. House of Representatives floor speech on an amendment to prohibit funds for a Customs and Border Patrol preclearance facility in Abu Dhabi.

ALPA Negotiations Update

The following is a summary of the status of ALPA contract negotiations by airline as of June 14, 2013:

Alaska—A Section 6 notice was filed on Jan. 17, 2013. The parties reached a tentative agreement on June 5. The pilots are currently voting on the agreement.

Air Wisconsin—A Section 6 notice was filed on Oct. 1, 2010. Negotiations continue June 25–27, July 8–10, August 6–9, September 23–25, and October 28–November 1.

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

Calm Air—A notice to bargain was filed on Dec. 31, 2012.

After 10 days of interest-based negotiations facilitated by the Canadian Federal Mediation and Conciliation Services, a tentative agreement was reached on May 17, 2013. The pilots ratified the agreement on June 14.

CanJet—A notice to bargain was filed on Dec. 1, 2011. A tentative agreement was reached on May 2, 2013. The pilots ratified the agreement on May 20.

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

Negotiations continue June 26–28, July 9–11 and 23–25, and August 13–15 and 28–29.

Evergreen—The pilots voted down a tentative agreement in late November 2012. Bargaining between the parties remains

under the supervision of the National Mediation Board.

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

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

FedEx Express—A Section 6 notice was filed on Jan. 22, 2013. Negotiations continue July 9–10 and 12; August 6–7, 9, 27–28, and 30; September 17–18 and 20; October 8–9 and 11; November 5–6 and 8; and December 10–11 and 13.

***First Air**—A notice to bargain was filed on Oct. 1, 2010.

The parties are currently in facilitated negotiations and are preparing for interest arbitration. Negotiations continue July 17–19.

Mesa—A Section 6 notice was filed on Sept. 10, 2010.

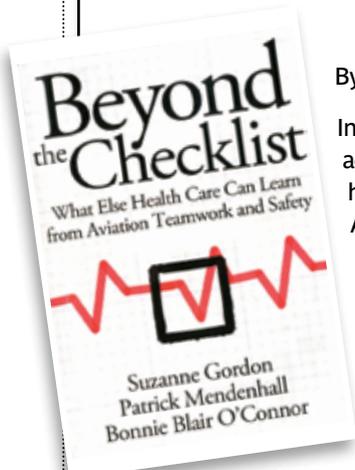
Negotiations continue July 9–11.

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

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

Preflight

Have You Read?



Beyond the Checklist

By F/O Patrick Mendenhall (Delta), Suzanne Gordon, and Bonnie Blair O'Connor

In 1989, Patrick Mendenhall left active duty in the U.S. Navy, where he flew A-7s, and joined Northwest Airlines. Confronted with crew resource management (CRM) during his initial training, Mendenhall, like many other airline pilots at the time, rolled his eyes and dismissed CRM training as “charm school.”

But the “toxic hierarchy” of the pre-CRM cockpit, with its “the captain is God” culture, was a factor in many fatal airline accidents. A number of high-profile accidents since United Airlines launched the first CRM program in 1981 have proven the lifesaving benefits of making CRM an integral part of training and life on the line.

Today, F/O Mendenhall (Delta) is an active A330 line pilot and a principal in a company that teaches CRM to corporate flight departments. Now long a believer in CRM, he recently teamed up with award-winning health-care journalist Suzanne Gordon and Bonnie Blair O'Connor, a professor of clinical pediatrics at Brown University's Alpert Medical

School, to publish *Beyond the Checklist: What Else Health Care Can Learn from Aviation Teamwork and Safety* (Cornell University Press, 2013; <http://beyondthechecklist.com>).

An excellent account of the history of CRM, its virtues, and how it's supposed to work, the book also delivers an eye-popping look beyond the supposedly sterile drapes in some of the United States' most prestigious hospitals. Approximately 100,000 patients die in the U.S. every year as a result of medical mistakes, and some of the behavior that goes on in the U.S. health-care system, as described in the book, is appalling.

“Health care needs...a radical cultural transformation, like the one that has taken place in aviation over the past 30 years,” the authors argue persuasively. Three positive case studies show that it can be done.

Reading this pitch for CRM in the health-care system might make you nervous about having surgery (“surgeons comprise one of the most hierarchical groups in medicine, and the operating room can be the locus of one of its most toxic hierarchies”) or being a hospital patient—but it certainly should make you feel proud to be an airline pilot. —Reviewed by Jan W. Steenblik, Technical Editor

Flying Too Close to the Sun

By F/O George Jehn (US Airways, Ret.)

Three people. Three personal stories. One common problem: money. Christine Shepard is a highly regarded captain with Shuttle Air who learns she has epilepsy. With a career-ending diagnosis such as this, she has a secret to keep. With her finances in such a terrible state, career-ending is not an option.

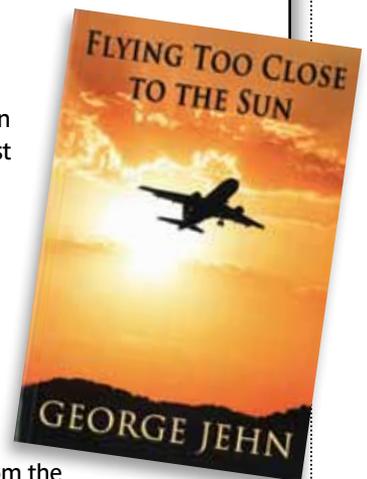
New to Shuttle Air is S/O Erik Preis, a young and enthusiastic pilot, ready to launch his career so that he can come out from under his burden of debt. He is still living with his parents and desperately wants out of his extremely dysfunctional family situation.

Juni Rosario is living under a tremendous amount of strain. Though no fault of his own, he can't make ends meet and his business is on the verge of collapse. These three hapless people, at one time unknown to each other, get together and hatch a get-rich-quick plan. The risks are high, but the payoff is sweet.

Author George Jehn, with an airline piloting career

spanning more 30 years, creates an interesting, suspenseful, and robust story in *Flying Too Close to the Sun* (Ring of Fire Publishing, 2012) with a sophisticated plot in which the reader becomes invested in these lives, and in the possibility of this group succeeding. If you were desperate enough, you might even wonder, “Why didn't I think of that!” It seems logical, easy enough, a possible escape from the troubles that weigh them all down.

Does their scheme pan out for them? You'll enjoy the discovery with each turned page, and you'll certainly hope that the author shares more of his writing talents with us.—Reviewed by Kari Cantrell, ALPA Communications Department



In Memoriam

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

2008						
Capt. C.E. "Ed" MacArthur	Braniff	March	Capt. Charles E. Brandes	Eastern	May	
			Capt. W.A. Brett	Eastern	May	
2011			Capt. J.E. "John" Cerisano	United	May	
Capt. G.K. Holth	Pan American	June	Capt. J.E. "Jim" Coombes	United	May	
			Capt. Don G. Cutcomb	FedEx	May	
2012			Capt. J.J. Donoghue	Pan American	May	
Capt. Edward P. Krieger	United	March	Capt. J.L. Estes	Delta	May	
Capt. R.J. Ceronky	Northwest	April	Capt. Keith E. Finneseth	Northwest	May	
			Capt. James W. Freeman	Northwest	May	
2013			Capt. Robert E. Gorman	US Airways	May	
Capt. Paul M. Marschalk	US Airways	January	Capt. George A. Griffiths	United	May	
Capt. Donald V. Blackburn	United	February	F/O V.N. Haglund	Pan American	May	
Capt. Paul G. Dalton	Canadian	February	Capt. Brent A. Johnson	Comair	May	
Capt. James H. Fischley	ATA/Eastern	March	Capt. Maxwell L. Jones	FedEx	May	
Capt. Joseph E. Martin	Northwest	March	Capt. Ed P. McGarvey	Eastern	May	
Capt. Lyle S. Palmateer	Northwest	March	Capt. Ralph E. Mikulich	United	May	
Capt. Marvin H. Wolf	TWA	March	Capt. H.D. Miner	Eastern	May	
S/O Leroy R. Allen	TWA	April	Capt. Thomas J. Morrison	Delta	May	
Capt. James D. Batson	Eastern	April	Capt. F.L. Prettner	Delta	May	
F/O Andy J. Bodenbender	Canadian	April	F/O Armond James J. Renzi	Eastern	May	
Capt. J.E. Combs	Eastern	April	S/O Lewis H. Richards	ATA	May	
Capt. Glendon W. Hanson	TWA	April	Capt. Ronald R. Sisca	Northwest	May	
F/O John T. McCann	Eastern	April	Capt. Bob V. Tharp	Flying Tigers	May	
Capt. Clarence L. Musgrove	Hawaiian	April	F/O J.L. Vadeboncoeur	Delta	May	
Capt. Orson T. Smith	TWA	April	Capt. Andy D. Yates, Jr.	United	May	
F/O Rinku Summan	Mesa	April				
Capt. Roy Van Treuren	Seaboard/Flying Tigers	April				

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

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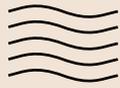
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Preflight



Mailbag

“Dress the part”

I wholeheartedly concur with Capt. Shores' letter regarding appearance (“Dress the part,” May 2013 “Mailbag”). I, too, have become increasingly dismayed at the generally slovenly standards of our industry as a whole. I distinctly recall walking the humid, late-summer picket line during the Northwest strike of 1998. Print and television media were not lacking, and I saw myself and my fellow pilots on many reprinted photos and videos, all of us with freshly pressed uniforms, replete with blindingly white shirts, spit-shined shoes, and authoritative-looking hats. The class, military bearing, and professionalism were impressive, but naturally begged the question, “Why don’t we look like that ALL the time?”

Today, pilots are often difficult to differentiate from the traveling public. Whether it’s a stubborn resistance to wear a hat, a ridiculous-looking tie to commemorate Halloween, a “bomber” jacket that looks passé even in Manhattan, or green backpacks carelessly slung over the shoulder, it boggles the mind that these same pilots have the audacity to demand respect for our profession. I’ve seen pilots wearing jet

black denim jeans. I’ve seen black tennis shoes. I’ve seen uniform shirts that were obviously balled up in a suitcase prior to wear. I’ve seen pilots check in at high-end hotels with their ties already off and their shirttails out. I’ve even seen a pilot waiting for a van wearing an off-colored golf pullover embroidered to say “will fly for tips.” At the rate we’re going, that’s what it will come to.

These, mind you, are the same pilots who express dismay when management says from across the negotiating table, “You want what? Heck, ya’ll ain’t nothin’ but a bunch of glorified truck drivers.”

Hard to argue; we sure look the part.

Capt. Chris Forrest (Delta)

In response to Capt. Thomas Shores' letter in “Mailbag,” May 2013, I’d like to go beyond his comment and state that just “dressing the part” doesn’t necessarily in and of itself give an airline pilot a “professional appearance” any more than wearing a white coat makes a doctor a better doctor. The “Appearance above reproach” section of the ALPA Code of Ethics that he cites is a very broad and strong statement and goes well beyond wearing a hat or a jacket.

What about

1. If your shoes look like they’ve been shined with a

Hershey Bar, does it really matter if you have a hat on?

2. If you are grossly overweight and the buttons on your shirt are begging for mercy and you have a hat on, does it really make you look professional?

3. If your tie is tied 3–4 inches short and your belly sticks out between it and your belt buckle, does it really matter if you have a hat on?

4. If your hairstyle looks like you just came from Woodstock or a Grateful Dead concert, does it really matter if you have a hat on?

5. If you are wearing the proper uniform coat but you can’t button it because it’s too small or you’ve gotten too big, does it really matter if you have the proper jacket on?

My point—if we’re gonna “enforce the code,” let’s do it all the way, properly and professionally. If not, don’t sweat the small stuff.

*F/O Gary Spruill
(United)*

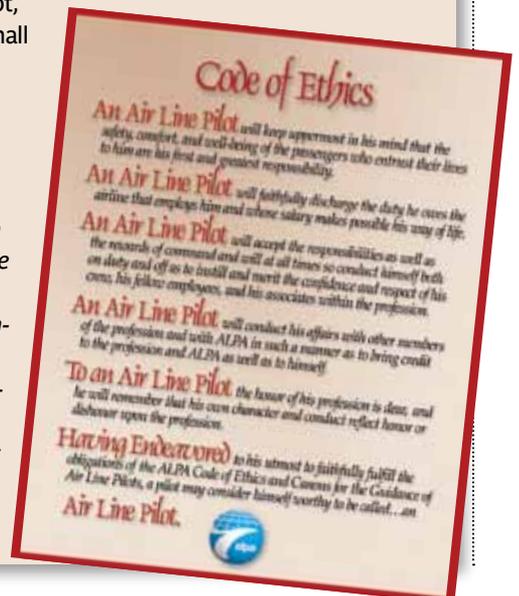
Editor’s note: We constantly work to enhance the image of airline pilots. Establishing a standard in uniform is challenging, as airlines differ in their uniform policy. Yet as ALPA’s Code of Ethics states,

a pilot should “at all times keep his personal appearance and conduct above reproach.”

Correction

“Depression: When Your Mood Goes Night IMC” in the June 2013 issue contained an error: Paxil was listed as one of the four prescription antidepressant medications that the FAA will approve pilots to use, if they meet certain other requirements. In fact, Paxil is not approved; however, Zoloft is approved, as are Celexa, Lexapro, and Prozac.

▶ *Letters to the editor may be submitted via regular mail to Air Line Pilot, Letters to the Editor, 535 Herndon Parkway, P.O. Box 1169, Herndon, VA 20172-1169, or by e-mail to Magazine@ALPA.org.*





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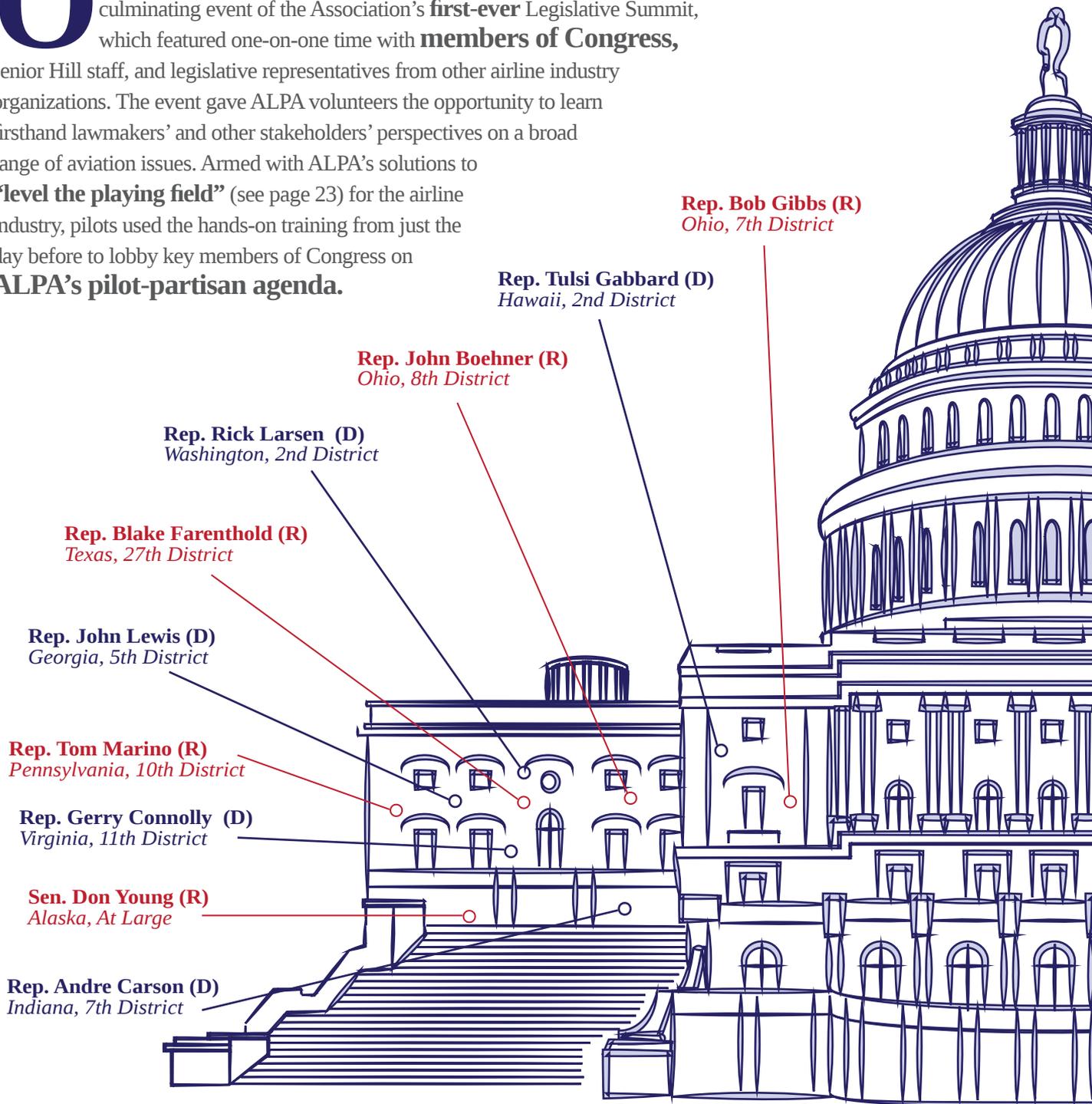
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‘Welcome to the Arena’

(See “Every ALPA Pilot in the Arena,” page 5.)

On June 6, 2013, **nearly 100 ALPA pilots** blitzed Capitol Hill as the culminating event of the Association’s **first-ever** Legislative Summit, which featured one-on-one time with **members of Congress**, senior Hill staff, and legislative representatives from other airline industry organizations. The event gave ALPA volunteers the opportunity to learn firsthand lawmakers’ and other stakeholders’ perspectives on a broad range of aviation issues. Armed with ALPA’s solutions to “**level the playing field**” (see page 23) for the airline industry, pilots used the hands-on training from just the day before to lobby key members of Congress on **ALPA’s pilot-partisan agenda**.



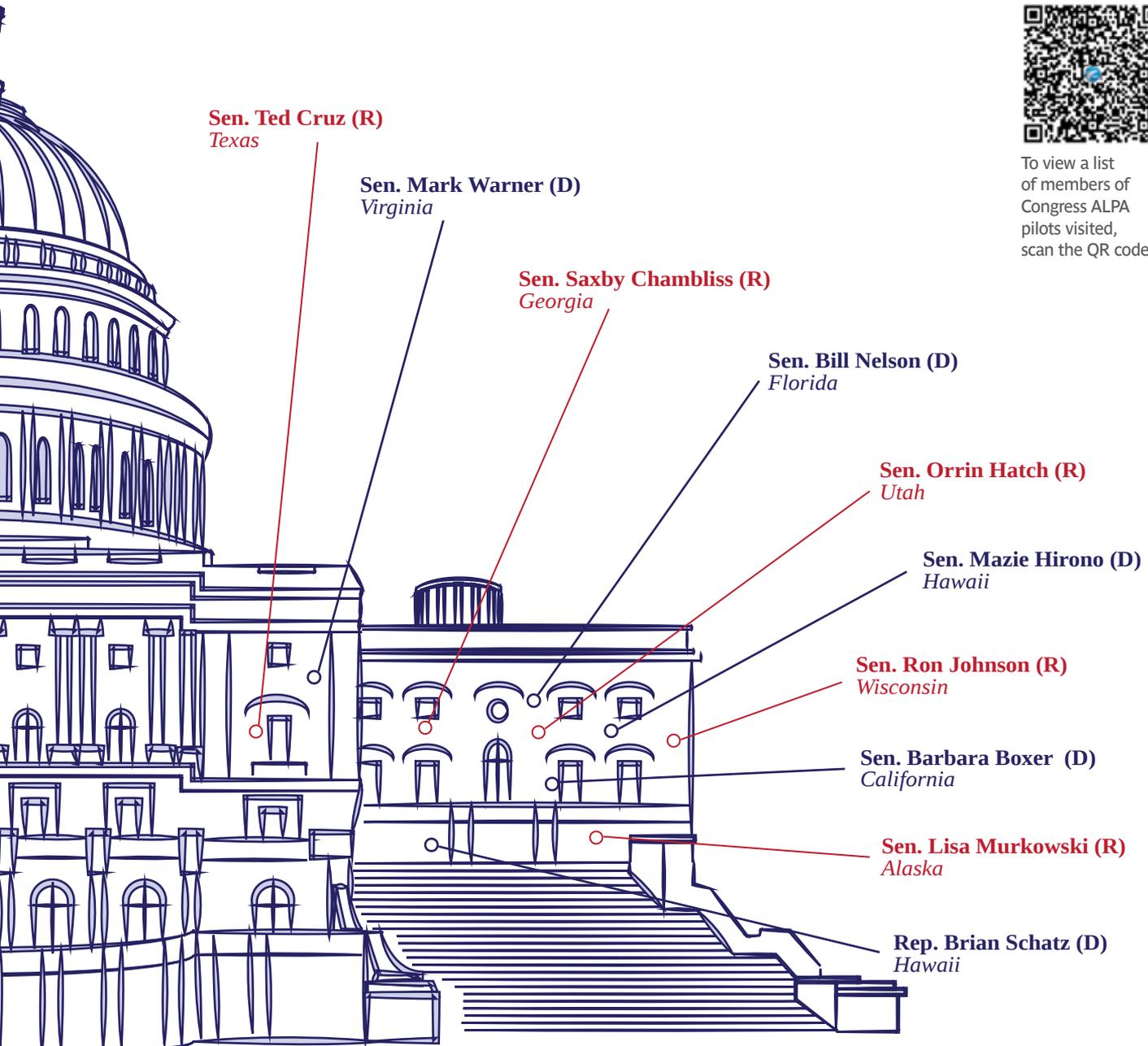
106 Members of Congress

61 Reps
28 Democrats
33 Republicans

45 Senators
25 Democrats
20 Republicans



To view a list of members of Congress ALPA pilots visited, scan the QR code.



 View the slideshow of the meeting and pilots on the Hill at [flickr.com/photos/airlinepilotsassociation](https://www.flickr.com/photos/airlinepilotsassociation/).

ALPA Pilots on Capitol Hill

By ALPA Staff

Nearly 100 ALPA members met with more than 100 members of Congress and their staff during the union's first Legislative Summit, held June 5–6 in Washington, D.C. Representing 15 pilot groups, ALPA members called for redirecting U.S. laws and regulations to give U.S. airlines a fair opportunity to compete with heavily state-backed foreign airlines in the global economy.

Capt. Lee Moak, ALPA's president, described for the summit participants the union's legislative goals and what it will take to achieve them. "I ask two things of each of you. We need you to be resolute in your determination to prevail in Washington, and we need you to bring 10 more of you to ALPA's next legislative summit," he said.

A packed two-day program, ALPA's Legislative Summit featured interactive discussions with key members of Congress who influence the airline industry, as well as senior Capitol Hill staff and legislative representatives from other airline industry organizations. The dynamic panel discussions afforded ALPA volunteers an unparalleled opportunity to learn firsthand lawmakers' and other stakeholders' perspectives on a broad range of aviation issues.

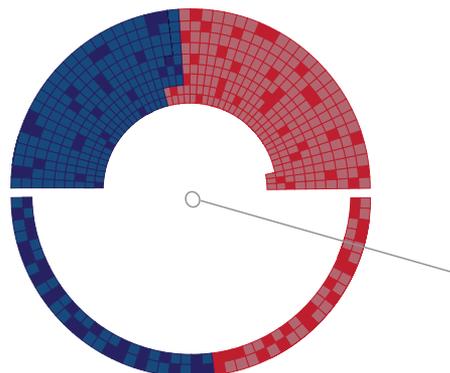
In addition, ALPA's Government Affairs pilot volunteers and staff led detailed how-to sessions, demonstrated best

practices for Hill visits, and equipped participants with the latest information on ALPA's top pilot-partisan legislative and regulatory issues with the release of the updated version of "Leveling the Playing Field for U.S. Airlines and Their Employees" (see "ALPA's Solutions to Global Industry Challenges," page 23).

"This first Legislative Summit marks the latest step in our effort to enhance our union's already strong presence on Capitol Hill and to empower every ALPA member in what must be a full-court press to advance legislation and regulation that strengthens U.S. airlines' competitiveness in the global marketplace," said Carly Hepola, ALPA's grassroots coordinator.

On the second day of the summit, the union's pilots fanned out across Capitol Hill to express in the strongest possible terms their call to Congress to level the playing field for U.S. airlines. During the summit with ALPA pilots on the Hill pushing hard for action, the U.S. House of Representatives passed ALPA-supported amendments to fully fund the Federal Flight Deck Officer (FFDO) program and to restrict any government funding of a Customs and Border Protection preclearance facility in Abu Dhabi.

Commenting on ALPA's commitment to pursue a pro-pilot agenda on the Hill, Moak proclaimed, "Fight's on!"



This graphic depicts the number of Republican and Democratic representatives and senators. The dark red and blue boxes show the members of Congress ALPA pilots visited.

Now Recruiting: Be an August District Advocate!

ALPA is looking for volunteers who are interested in promoting ALPA's legislative agenda and want to serve as pilot-partisan representatives to their local congressional office. Volunteers should be available to participate in advocacy visits during the month of August. To learn more and sign up for training, visit www.ALPA.org/issues.

www.ALPA.org/drawthelinehere

One of the many initiatives of ALPA's policy recommendation white paper includes asking the U.S. government to allocate resources that promote the nation's economic viability. The Department of Homeland Security's (DHS) proposal to build a Customs and Border Protection (CBP) preclearance facility at Abu Dhabi International Airport does the exact opposite. Rather, the facility will generate positive gains for only Etihad Airways, as no U.S. airline flies to Abu Dhabi. Etihad is a state-owned, national airline in the United Arab Emirates (UAE) and has been named the fastest-growing airline in the world.

ALPA recommends that the DHS abandon any plans to open a preclearance facility in the UAE, or any country where U.S. airlines do not do at least a majority of the flying. Congress should prohibit the DHS from spending any funds on preclearance facilities where U.S. airlines have a minor presence and should prohibit the DHS from accepting independent funding of preclearance facilities from any third parties, including cities, countries, and airlines. The U.S. should also prioritize adequate resources to fully and appropriately staff domestic CBP operations.

Support the cause.
Let your voice be heard.

Visit www.ALPA.org/drawthelinehere.

ALPA's Solutions to Global Industry Challenges

The U.S. airline industry and its employees operate in a hypercompetitive international marketplace, and within the last 12 years, the industry has seen its fair share of significant financial challenges:

- Since 2000, the industry has lost \$48.1 billion, and
- Of the last 12 years, only 5 have been profitable.

And a new set of challenges erodes U.S. market share in our own back yard:

- The rapid growth and intense competitive pressure from foreign airlines that are—often state-owned or heavily state-sponsored and vertically integrated, and—operate from countries with low or nonexistent tax and regulatory burdens.
- More than 100 Open Skies agreements

the United States has signed with other nations allowing virtually unlimited access to the U.S. market.

As a result, U.S. airlines and their employees find themselves in survival mode, adapting to a global marketplace that for them is an unlevel playing field.

ALPA has developed viable, commonsense solutions to readjust the scales and allow the U.S. to compete.

Within the pages of ALPA's newest white paper, "Leveling the Playing Field for U.S. Airlines and Their Employees," the Association calls upon the U.S. government to focus on three areas:

- Promote the U.S. aviation business environment,
- Defend U.S. aviation jobs in the international marketplace, and

- Enhance international aviation safety and security regulations.

Among the topics that will be discussed more thoroughly in future issues of *Air Line Pilot*:

- Foreign control and ownership,
- Cabotage,
- Open Skies,
- Export-Import Bank,
- Aviation taxes,
- Fuel price stability,
- NextGen, and
- Safety and security.

To read the entire report, visit www.levelingthefieldingfield.ALPA.org.

www.levelingthefieldingfield.ALPA.org



A Pilot's Perspective

By Capt. Mark Harrison (FedEx)

We had just been seated for dinner at the Capitol Hill Club when a gentleman nearby recognized my hosts and jokingly asked, "Is that the pilots' table now?"—a testament to how recognizable the airline pilot presence has become on Capitol Hill.

I'd arrived only hours earlier to attend a kickoff reception given by Capt. Lee Moak for the President's Club Political Action Committee (PAC) contributors attending the first-ever ALPA Legislative Summit. It promised to be two jam-packed days of learning issues currently affecting U.S. airline pilots, understanding the legislative process, and visiting my congressman and senators. The timing of the summit was fortuitous, since an amendment to fund the Federal Flight Deck Officer (FFDO) program was scheduled for a vote on the House floor at any time that week.

My dinner partners, Capt. Fred Eissler,

chairman of the FedEx Legislative Affairs Committee and ALPA National Aviation Security chair, and Capt. Mike Coffield, Continental's Legislative Affairs chairman, had been at the forefront of the FFDO lobbying effort for the past five weeks. After we ordered, Mike explained to me the process of establishing relationships in the two chambers of Congress, and how vital ALPA's PAC is to that effort. "Without the access the PAC gives us, we wouldn't have as many opportunities to educate lawmakers on issues like the FFDO program," Mike explained. "Most people don't understand that we support members of Congress from both political parties and that the PAC is simply a way to level the playing field and get our issues heard."

And, as I would learn the next day, we have plenty of issues: FFDO, the Abu Dhabi preclearance facility, Safe Skies, the Transatlantic Trade and Investment

Partnership, and a host of others that are of great importance to all U.S. airline pilots and the future of our careers.

Finally, after a day and a half of presentations and lectures about these issues, it was time to head to the Hill to meet our respective federal legislators. Just before we headed out, an announcement was made: The FFDO funding amendment had passed the House. "What you have to understand is that the budget for the FFDO program coming out of the White House stood at zero dollars," Eissler explained. "We managed to get it out of committee at \$12.5 million, then persuaded members of the House to sponsor an amendment to restore it to last year's budget of \$25 million. We absolutely couldn't have done it without the PAC." As it turned out, my first assignment upon meeting my legislators would be to thank them for their vote in favor of the FFDO amendment. 

The 1,500-Hour Rule:



PHOTO: JOE COSTANZA (SPIRIT, FORMERLY EXPRESS/ET)

The True Skinny

ALPA has played a key role in developing sensible ways to keep new-hire first officers in the cockpit.

By Jan W. Steenblik, Technical Editor

Aug. 1, 2013, will be a historic day in the U.S. airline industry: As the calendar page turns, all U.S. airline first officers will have to meet much more rigorous minimum qualifications than have been in place for decades. The new requirements for airline copilots are intended to improve the safety of the U.S. airline industry and should also add value to pilots' airman certificates.

Why will this happen, and what does it mean for ALPA's most junior members—and future members?

Congressional focus

A series of four fatal accidents involving U.S. regional airlines during a period of a few years stimulated the U.S. Congress to address the issue of minimum qualifications for airline pilots. Of the eight pilots in the cockpits of these airplanes, five had relatively low experience and/or documented training deficiencies.

Congress noted that the minimum qualifications for airline captains serving as pilot in

command of an FAR Part 121 flight included

- ✓ an air transport pilot (ATP) airman certificate, which requires at least 1,500 hours of total flight time, among other requirements,
- ✓ a multiengine rating, and
- ✓ a first-class airman medical certificate in order to exercise the privileges of an ATP certificate.

However, Congress found that the minimum certification requirements for an FAR Part 121 first officer are considerably less rigorous:

- ✓ a commercial pilot certificate, which normally can be obtained with only 250 hours of total flight time, reduced to 190 hours for pilots attending an FAA-approved FAR Part 142 flight school,
- ✓ instrument and multiengine ratings, and
- ✓ a second-class medical certificate.

PL 111-216

The result of Congress's focus on these accidents and related issues was Public Law 111-216, the Airline Safety and FAA Extension Act of 2010, signed into law by President Obama on Aug. 1, 2010. The legislation mandates, among other things, that

- ✓ effective Aug. 1, 2013, a pilot must possess an ATP airman certificate to serve as a flight-crew member in FAR Part 121 airline flight operations,

The short version

Beginning Aug. 1, 2013, to be a copilot for a U.S. FAR Part 121 airline, you'll have to hold an ATP or a "restricted" ATP certificate. All airline pilots may have to hold a first-class airman medical certificate (*but ALPA has filed a Petition for Exemption with the FAA to allow first officers to continue to fly on a second-class airman medical certificate*). First officers also will be type-rated in the aircraft they intend to fly in FAR Part 121 service. [▶](#)

What You Need to Know About the 1,500-Hour Rule

ALPA has launched a new site for members to get the most up-to-date information about the new 1,500-hour rule that will go into effect on Aug. 1, 2013. For more information, go to www.ALPA.org/1500Rule. [▶](#)

- ✓ because a first officer must possess an ATP certificate, the FAA may consider that the first officer is exercising the privileges of an ATP holder, thus the first officer must also hold a first-class airman medical certificate, and
- ✓ the FAA must review and update the requirements for obtaining an ATP certificate.

PL 111 – 216 gave the FAA some flexibility; however, the agency can give flight-hour credit for “specific academic training” that improves the safety of the pilot. As a result, the FAA created an Aviation Rulemaking Committee (ARC)—a group of government and industry experts—to recommend a definition of “specific academic training” and the amount of flight-time credit that would be given for such training. ALPA had a strong presence on the ARC.

Different paths to three stripes

In response to PL 111 – 216 and the ARC recommendations, the FAA is expected to release new regulations setting minimum qualification standards for FAR Part 121 copilots this month.

The anticipated regulations acknowledge that not all flight training is equal.

Four main paths to a career as an airline pilot currently exist:

- ✓ General aviation unstructured training,
- ✓ General aviation structured training (i.e., flight schools),
- ✓ College/university professional pilot degree programs (e.g., Embry-Riddle Aeronautical University, University of North Dakota, Southern Illinois University), and
- ✓ Military aviation.

What to expect

The FAA had not yet released the new minimum first officer requirements as this was being written; however, ALPA expects that they will include

- ✓ adding, per *ALPA’s recommendation*, a multi-engine-airplane flight-time requirement (50 hours) to the ATP certificate (the existing ATP requirements set no minimum multi time).
- ✓ creating, per *ALPA’s recommendation*, a “restricted” ATP certificate that will require the pilot to have
—reached age 21 (versus age 23 for an “unre-

Logging Right-Seat PIC Time

Low-time copilots who need to log more pilot-in-command (PIC) time toward the ATP requirement of 250 hours of PIC time have an option available to them for logging PIC time from the right seat.

FAR 61.51(e) states, in part, that a commercial pilot “may log pilot-in-command flight time for flights...[w]hen the pilot is the sole manipulator of the controls of an aircraft for which the pilot is rated,” or “[w]hen the pilot... acts as pilot in command of an aircraft for which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted.”

FAR 61.51(e) also permits logging PIC time from the right seat “[w]hen the pilot performs the duties of pilot in command while under the supervision of a qualified pilot in command provided (A) The pilot performing the duties of pilot in command holds a commercial... pilot certificate and aircraft rating that is appropriate to the category and class of aircraft being flown, if a class rating is appropriate; (B) The pilot performing the duties of pilot in command is undergoing an approved pilot-in-command training program...; (C) The supervising pilot in command holds... (2) An airline transport pilot certificate and aircraft rating that is appropriate to the category, class, and type of aircraft being flown, if a class or type rating is required; and (D) The supervising pilot in command logs the pilot-in-command training in the pilot’s logbook, certifies the pilot-in-command training in the pilot’s logbook, and attests to the certification with his or her signature, and flight instructor certificate number.”

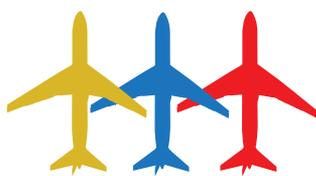
stricted” ATP),

—specific

minimum flight experience

- 750 hours for former military-trained and qualified pilots,
- 1,000 hours for pilots who have completed a professional pilot curriculum from an accredited college or university, or
- 1,500 hours for general aviation pilots (either structured or unstructured training).
- ✓ requiring, per *ALPA’s recommendation*, that first officers be type-rated in the aircraft they fly in FAR Part 121 operations.
- ✓ requiring 750 hours of FAR Part 121 flight experience before a pilot can fly as a captain in Part 121 airline service (that Part 121 experience does not have to be at the pilot’s current Part 121 airline).

As soon as the FAA issues the actual final regulations, ALPA will convey them to members via multiple communications media.



ALPA: *By Your Side*

It's no coincidence that ALPA's founders chose as the union's motto "Schedule with Safety" and that ALPA is by your side to advocate for and advance your most pressing aviation safety and security priorities. Later this month, the Association will continue this charge by once again bringing together safety and security subject-matter experts from government and all walks of the aviation industry for ALPA's 59th Air Safety Forum.

Complementing ALPA's very productive Pilot Assistance Forum earlier this year, the Air Safety Forum will be held July 15–18 at the Washington Hilton in Washington, D.C. The agenda features two days of ALPA-only sessions featuring Air Safety Organization (ASO) interdisciplinary workshops and meetings, followed by two days of public discussions and presentations. In addition, the Association will honor a select group of members for their hard work on behalf of ALPA members and for demonstrating superior airmanship.

As the world's largest nongovernmental aviation safety organization, ALPA sponsors this annual event to showcase aviation safety, security, and jumpseat issues. The forum raises awareness and promotes partnerships among aviation's many stakeholders to ensure that North America remains the gold standard for safe, secure airline operations.

Hot topics

The Air Safety Forum's public days promise something for everyone. Each of the scheduled presentations features thought-provoking insights from key players and decision-makers who help define today's aviation safety and security environment. These presentations are sure to generate questions and feedback from the audience.

► U.S. Rep. Frank LoBiondo (R-N.J.), chairman of the House Aviation Subcommittee, will join Capt. Lee Moak, ALPA's president, in setting the stage for the event's discussions. Legislative issues remain a top priority for the Association, and Capt. Charles Hogeman (United), ALPA's Air Safety chairman, will moderate a panel discussion titled "ALPA by Your Side on 'The Hill,'" featuring comments from congressional staff, representatives from the FAA and Transport Canada, and one of ALPA's master executive council Government Affairs specialists.

► The Association continues to work with regulators to establish "One Level of Safety" for passenger and cargo operations, and Capt. Aaron Hagan (FedEx Express), chair of the ALPA President's Committee for Cargo, will facilitate a conversation examining what ALPA has achieved in attaining its One Level of Safety goal as well as what challenges remain.

► Years ago, ALPA initiated dialogue with government and industry stakeholders to establish threatened airspace management communications protocols in an effort to improve air traffic control procedures and flight deck communications during security-related events. A panel led by Capt. Robert Hamilton (PSA), ALPA's Security Council chair, will discuss the status of the initiative, while another group will survey the dynamics that allow pilots and controllers to work together to safely manage air traffic.

► At the center of any discussion about safety and security is the topic of risk, and panelists from ALPA, the National Air Traffic Controllers Association, the Flight Safety Foundation, the FAA Office of Runway Safety, and the FAA will revisit the obvious and not-so-obvious risks associated with safely traversing an airport surface. And Capt. Sean Cassidy, ALPA's first vice president and national safety coordinator, will lead a dialogue on risk-based security and its future direction.

Other public presentations will address the critical importance of pilot monitoring on today's modern flight deck and the 3 Cs required for any emergency response: coordination, communications, and compassion. 🌐



THE 59TH ALPA AIR SAFETY FORUM

WHO: ALPA leaders; safety, security, and jumpseat reps; and government and industry stakeholders

WHERE: The Washington Hilton located at 1919 Connecticut Ave., Washington, D.C.

WHEN: July 15–18

For more information and to register, visit safetyforum.ALPA.org. Questions? Contact airsafetyforum@ALPA.org or call 1-800-424-2470. 🌐

ASO at the Forefront

ALPA's Air Safety Organization (ASO) provides knowledge and expertise to the airline industry and government by participating in a wide variety of projects to make air travel as safe and secure as possible. The ASO consists of hundreds of Association members, backed by the professional staff of Engineering & Air Safety and other ALPA departments, who serve their fellow airline pilots and the public in their roles as ALPA safety and security representatives. These line pilots work as Association liaisons, interacting directly with airports, airlines, aircraft manufacturers, the FAA, Transport Canada, the NTSB, the Transportation Safety Board of Canada, Congress and Parliament, and a host of other government and industry groups. 🌐

By John Perkinson, Staff Writer

ALPA's Financial Gatekeepers Brush Up on Policies, Practices

By John Perkinson
Staff Writer

In the recent era of airline consolidation and slow growth, managing ALPA's financial welfare has become more important than ever. Member dues dollars are the Association's operational lifeline, and accounting for them requires a core group of knowledgeable, dedicated

Dues Reduction

ALPA secretary-treasurers were reminded that the 2012 Board of Directors delegates took action to reduce the member dues rate from 1.95 percent to 1.90 percent, effective Jan. 1, 2014. 

individuals from each pilot group's master executive council (MEC) who understand the organization's fiscal policies and the various resources at their disposal. To ensure they are sufficiently prepared for this charge, ALPA hosts an annual MEC Secretary-Treasurers Conference.

"As secretary-treasurers, you hold a unique position of trust within the Association—the trust that our pilots' dues money is being spent wisely and prudently," Capt. Randy Helling, ALPA's vice president—finance/treasurer, told the attendees at this year's event. He added, "I want to...thank you for choosing to serve your fellow pilots. We only succeed when we have a common focus, a common goal, and we work together. And now you are a part of that effort."

Helling served as moderator for the two-and-a-half-day

curriculum, which featured instructive segments from national officers and the Association's professional staff about fiduciary responsibility, accountability, and the full extent of what the secretary-treasurer's job entails.

Dovetailing on Helling's remarks, Capt. Bill Couette, ALPA's vice president—administration/secretary, briefed the pilots on quorums, proxies, and what it takes to run an MEC meeting—functions these elected officials need to perform their secretarial responsibilities. He also talked about the Association's membership functions and the ALPA Emergency Relief Fund, both of which he oversees.

To effectively serve their pilot groups, ALPA MEC secretary-treasurers need to be able to develop and manage budgets, oversee specialty funds, and monitor and report on pilot group expenses. Performing these tasks requires an intimate understanding of the Association's system of checks and balances, and conference attendees heard detailed presentations from Margarita Lorenzetti, director of the Finance Department, and members of her staff. Secretary-treasurers reviewed with ALPA staff members policies addressing flight pay loss,

MEC Secretary-Treasurers Conference

WHO: Nearly two-thirds of ALPA's MEC secretary-treasurers
WHERE: ALPA's Herndon, Va., Conference Center
WHEN: May 21 – 23

Pilot Talk



McDonald

Capt. Sean McDonald (FedEx Express), a Memphis-based B-727 pilot, stressed the value of networking with his professional peers at the conference, "plus seeing the new guys and trying to help throw a little experience their way about how we operate," he said.



Fries

Capt. Bren Fries (Delta) is five months into his first elected term as treasurer for his pilot group, having served in an interim role for the year before that. The B-767 pilot agreed with McDonald about the importance of networking, adding, "I think the best thing about the conference, like so many other ALPA events, is meeting the people from the other airlines and getting their perspectives."



Wolfe

Capt. Christopher Wolfe (Island Air), who traveled from Honolulu to attend the conference, had a slightly different perspective about his motivation for attending. "I'm looking for the knowledge to do my duty, especially regarding the expense programs. I want to make sure that we're using our budget responsibly," he said.

"It's been a great experience," commented Wolfe about the conference. "It's great to see the resources at work here." 

government reporting, local executive council accounts, and other monetary concerns.

ALPA secretary-treasurers also heard briefings from Ana McAhron-Schulz, director of the Economic & Financial Analysis Department, about the state of the airline industry and discussions from other ALPA staff from the Communications, Legal, Membership, Finance, Representation, IT, Purchasing, Human Resources, Government Affairs, and Membership Departments about the Association's other products and services as well as recent union activities and accomplishments.

Overseeing the fiscal health of the Association is a tall order, and Helling

emphasized the special responsibility that comes with the job, saying, "Keep in mind as you serve your fellow pilots in this capacity that you're managing their hard-earned dues dollars, and we need to make sure that we're using that money to represent their interests as efficiently and prudently as possible." 

Solution to this month's ALPA sudoku on page 38

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

Important FAA Medical Certification Developments

By Dr. Quay Snyder
ALPA Aeromedical Advisor

The FAA airman medical certification process is becoming easier and faster for some pilots while becoming more stringent for others. The FAA is trying to streamline the certification process while facing potentially devastating budget and personnel cuts. These cuts have put stress on the FAA medical certification process and lengthened the review time required for information submitted to support petitions for medical clearances.

The ongoing budget reductions have had some unfortunate effects on aviation safety and FAA employees and contractors. Additionally, the FAA Aeromedical Certification Division's recent conversion to a web-based certification system with a new IT contractor supporting that

system has created some temporary challenges regarding throughput of nonstandard medical

applications. Some pilots are facing longer delays in certification decisions than previously experienced, though the FAA Office of Aerospace Medicine has made resolving these issues a high priority.

Good news: Shorter cardiac wait times

The good news is that pilots undergoing various cardiac procedures have had the "ob-

servance period" following a procedure—during which they could not hold a Special Issuance Authorization—shortened from six months to three months. This applies to all classes of airman medical certificates and includes angioplasty, coronary stenting, and arthroscopies.

Some exceptions exist: All bypass grafting, cardiac valve replacement surgery, and procedures involving the left main coronary artery still require a six-month observation period before favorable consideration for medical certification is possible.

Also, the FAA is putting more emphasis on controlling risk factors in making airman medical certification decisions about pilots with heart disease. Primary controllable risk factors include smoking, obesity, control of serum cholesterol and triglycerides, hypertension, and sleep apnea. Pilots with poor control of some of these risk factors are less likely to be certified, or may have to wait a full six months before the FAA will consider their case for special issuance.

Pilots having pacemaker generator replacement without lead replacement no longer have to wait 60 days for medical clearance, but may be considered once the generator pouch has healed and is functioning normally. Pacemaker lead replacement still requires a two-month observation period before petitioning the FAA to reinstate the pilot's airman medical certificate.

The FAA has designed a

new pacemaker worksheet for pilots' cardiologists to complete every 6–12 months. Rather than sending numerous sheets of reports and narrative summaries, the cardiologist need only submit a single page of key pacemaker parameters, thus



Among other things, the FAA is putting more emphasis on controlling risk factors in making airman medical certification decisions about pilots with heart disease.

making the task of providing required data to the FAA much simpler and faster.

More good news: Increased AME authority

Another positive development on the horizon is the FAA's decision to delegate authority to aviation medical examiners (AMEs) to issue medical certificates for common conditions that previously required review by FAA physicians before approval.

Currently, 11 medical diagnoses have protocols for testing and documentation that the pilot must provide to the AME. These conditions are arthritis, asthma, glaucoma, hepatitis C (chronic), hypertension, hypothyroidism, migraine headaches, pre-diabetes, prostate cancer, renal cancer, and testicular cancer.

With the policy change, if the diagnosis is favorable, the AME may issue a medical

certificate and comment on the medical certificate application submitted to the FAA Aeromedical Certification Division or the regional flight surgeon. This change should help pilots significantly and reduce the burden on the FAA medical certification staff.

The AME does not have to submit the pilot's medical records with the electronic MedXPress application but should use the specific phraseology outline in each decision protocol in the FAA's *Guide for Aviation Medical Examiners*.

The AME guide is available online under the medical certification section of the FAA website. Pilots should retain copies of the records provided to the AME in case any questions arise later.

Previously, pilots with these conditions had to obtain and hold a special issuance letter. Because these conditions are not disqualifying if all of the FAA's criteria are met, pilots will not receive further correspondence from the FAA and will simply hold an airman medical certificate with time limitations.

More conditions may be added soon, including colon cancer, bladder cancer, chronic gastrointestinal diseases (irritable bowel syndrome, Crohn's disease, ulcerative colitis), solitary kidney stones without retained stones, carotid artery disease, and some leukemias and lymphomas. Updates will be posted via ALPA's *FastRead*. 



For more information on aeromedical issues, scan the QR code.

ALPA members can contact the Aeromedical Office at 303-341-4435, Monday to Friday, 8:30 a.m. to 4:00 p.m. Mountain time, or at www.AviationMedicine.com.

Cleared to Dream

INVESTING IN OUR FUTURE

ALPA, Industry Respond to Auburn's Proposed Flight Degree Phaseout

By John Perkinson, Staff Writer

It used to be that most airline pilots developed their flying skills in the military, but the current paradigm has many young aviators earning their wings through degree programs at collegiate flight schools. That's why it's so alarming to learn that Auburn University earlier this year announced plans to phase out its professional flight degree program.

The school publicized plans to continue its aviation management program, which prepares students for careers in managing

airports and other aviation positions.

However, those who had hoped to become pilots through Auburn will soon have to go elsewhere to earn their professional flight degrees.

Many in the aviation industry have responded, imploring Auburn to reconsider its plans. Capt. Lee Moak, ALPA's president, wrote to the president of the university, Dr. Jay Gouge, observing, "Our interest primarily stems from the fact that there is a continuing and growing need within our industry for the kinds of aviation professionals that Auburn and other aviation schools provide."

Moak acknowledged ALPA members who are Auburn University alumni and pointed out that the Boeing Company has forecast that between now and 2031 the world's airlines will need to hire 460,000 pilots, 69,000 of those will be needed in North America alone.

Auburn alum sound off

Concerned alumni, including ALPA members F/O Jason Mohrman (Continental), class of 1997, and F/O Lee Mills (FedEx Express), class of 1998, issued a 17-page white paper, discussing the history of the university's aviation program, the economic impact of aviation, and the value of maintaining the flight degree program.

The white paper states, "We, the alumni of the program, feel that it is being eliminated based on the university's failure to comply with AABI [Aviation Accreditation Board International] accreditation requirements, failure to hire faculty to support the program, failure to address flight education facilities, and failure to be given the leadership, resources, and support that is needed for this program to continue to excel." AABI accreditation assures students and prospective employers that an educational degree program has sufficiently met aviation industry standards.

To read more about the campaign to keep Auburn's professional flight degree program intact, visit www.flyauburn.org.

The bigger picture

News of the potential flight degree phaseout is particularly troubling as it comes just in time for the implementation of the Airline Safety and Federal Aviation Administration Extension Act of 2010. On Aug. 1, 2013, an FAR Part 121 pilot must have at least 1,500 hours of flight time and hold an air transport pilot (ATP) certificate, in addition to the previously required ratings (see "The 1,500-Hour Rule: The True Skinny," page 24). Auburn's announcement is significant because the FAA is expected to provide an exemption for collegiate aviation programs, like Auburn's, which would allow graduates to obtain ATPs with only 1,000 flight hours.

With the anticipated retirement of many baby-boom-era pilots and numerous regional airlines reporting that they are having trouble finding qualified pilots, the closure of the Auburn program could make finding future airline pilot candidates problematic. However, Auburn isn't the only school contemplating this kind of move.

At the Association's Executive Board meeting on May 15, Capt. Bill Couette, ALPA's vice president-administration/secretary, acknowledged that his alma mater, St. Cloud State University (SCSU), plans to close its flight degree program in 2014. Other collegiate aviation programs on the prospective chopping block include those at the University of Illinois-Champaign and Daniel Webster College.

SCSU professor emeritus Dr. Patrick Mattson, in a *Midwest Flyer* article, noted that the challenge of keeping collegiate aviation programs active is a question of public awareness. He stated that on May 25, 1961, "President John F. Kennedy declared that we should send an American to the moon, and a younger generation got excited about aviation and aerospace. That spark is needed again."

Educating the public about the existence of collegiate aviation is part of the challenge and a primary reason ALPA directed its Education Committee to work with schools and students. Mattson poses the question, "What happens to all of this effort if we get kids excited about an aviation career, but there are few options at the next level?"





ENGINEERING & AIR SAFETY

ABOUT E&AS

ALPA's Engineering & Air Safety Department (E&AS), which comprises 23 professionals with backgrounds in aviation safety, security, pilot health, accident investigation, flight operations, and air traffic control, collaborates with government and industry to represent the interest of ALPA members worldwide. E&AS also provides a support network for pilot representatives working on safety, security, and pilot health issues on the local, master executive council, and international level.

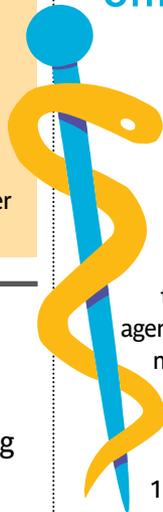
23 professionals with expertise in

- Accident/Incident Investigation
- Proactive Safety Reporting Programs—ASAP/FOQA
- Professional Standards
- FFDO
- Airport Standards
- HIMS
- Post-Traumatic Stress
- Aviation Weather
- Human Factors
- Flightcrew Training
- Airspace System Modernization
- Airport Screening Standards/Procedures
- Carriage of Hazardous Materials
- Aircraft Design & Certification
- Aircraft Operating Procedures
- Air Traffic Control
- ICAO
- CIRP
- Aviation Security
- Aeromedical
- Charting & Instrument Procedures
- Just Culture—Safety Management Systems
- Jumpseat Access
- Safety & Security Training/Seminars

ALPA TRAINING

ALPA spends thousands of hours and dollars training its dedicated ALPA pilot representatives in safety, security, and pilot assistance initiatives. Check out some of the training courses available and contact your pilot group for more information on how you can get involved in ALPA's Air Safety Organization.

ALPA's Aeromedical Office fields



150+ pilot calls a day

and makes 50+ liaison calls a day to the FAA and other agencies. Seven aviation medical professionals staff the office, and usually respond to a pilot's call within 1–4 hours.

KNOWN CREWMEMBER

Sponsored by Airlines for America and The Air Line Pilots Association, Int'l

It operates at **29 airports** with 78 access points, **38 airlines** participate in it, and the crewmembers who have used it more than 7 million times, **nearly 208,000 times each week**, love it. It's Known Crewmember or KCM, the alternative security screening program that takes pilots a short 10 seconds to navigate and **saved passengers 52,000 hours of standing in line.**

ALPA is the world's largest nongovernmental aviation safety and security organization.

winner of **3** **COLLIER TROPHIES**

back to back, in 2007 and 2008, with ADS-B and the Commercial Aviation Safety Team (CAST), respectively. And the initial win in 1995, for being part of the team that designed the world's most advanced airliner, the Boeing 777.

E&AS is your liaison to officials from the



- Transport Canada
- Transportation Safety Board of Canada
- National Research Council Canada
- Canadian Air Transport Security Authority
- Royal Canadian Mounted Police
- NAV CANADA

SAFETY

ALPA devotes approximately **\$8,000,000** a year to supporting the union's safety, security, and pilot assistance initiatives.

FFDO Program

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400+ Air Safety Organization reps



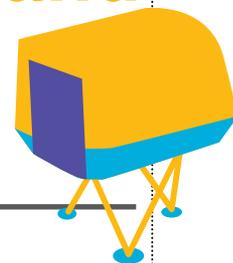
To learn more about the E&AS Department and its representatives' work, check out the "Everything Matters" video on youtube.com/wearealpa.

for **291 airports** across the country, which will potentially **save 5 million gallons of fuel at one major airport in one year**.

ALPA is heavily involved in developing new

pilot training and qualification standards

in the **U.S., Canada, and internationally**.



following 13 organizations



Department of Homeland Security
Department of Transportation
Federal Aviation Administration
National Aeronautics and Space Administration
National Transportation Safety Board
Transportation Security Administration



International Civil Aviation Organization

ALPA Hosts First Remote Ops Conference

On May 29, several hundred Canadian and U.S. ALPA members, representatives of government agencies, airline and airport managements, international aviation safety organizations, and labor unions, plus members of Parliament and representatives from Canada's Department of National Defence and the Royal Canadian Mounted Police, attended ALPA's Operations at Remote Airports Conference in Ottawa and via live webcast. The conference focused on the challenges and opportunities related to operating at remote airports in Canada and the U.S., especially in the Canadian Arctic and similarly remote areas.

Capt. Sean Cassidy, ALPA's first vice president and national safety coordinator; Capt. Dan Adamus (Jazz), president of the ALPA Canada Board; and Capt. Peter Black (First Air), chairman of the ALPA President's Committee for Remote Operations (PCRO), welcomed attendees to the conference.

"All of you are the critical stakeholders," Cassidy acknowledged, "and through collaboration and cooperation we gain strength, network important relationships, and understand the value of facing those unique challenges ahead, together."

Black said in describing the charge of his committee, established in June 2012 by Capt. Lee Moak, ALPA's president (see sidebar, page 34), "We are all privileged to be in the airline industry at a time when it is the safest form of transportation in history. This is an enviable standard, and one which we must be vigilant to continue as the operating environment continues to change and grow."

Operational safety challenges

Adamus observed, "It's almost June, and spring has finally arrived. Winter is letting go its grip and flying in southern Canada has returned to normal operations. However, at our most re-

ALPA Operations at Remote Airports Conference

WHO: Several hundred Canadian and U.S. ALPA members plus reps from government agencies, airline and airport managements, international aviation safety organizations, labor unions, Canada's Department of National Defence and the Royal Canadian Mounted Police

WHERE: Ottawa, Ont.

WHEN: May 29

...remote airports..., temperatures are still well below freezing; snow is still in the forecast; runways are gravel, not paved; airport and navigation infrastructure in some places remains near the bare minimum to ensure safe

operations; and pilots are facing limited instrument approach capability in most areas. It comes down to one's perspective about what is 'normal.'"

Capt. Tanice Steiner (Calm Air), a highly experienced Arctic pilot and member of the PCRO, described in detail one of her most recent trips as an ATR 42 captain.

"Everyone associates flying in the north with cold, blizzards, and lots of snow," she noted, "but in my opinion, the change of seasons is always the most challenging time in the Arctic—the weather can change instantly."

Steiner's riveting account of a few days on the line was filled with bad weather, nonprecision approaches, limited airport services and facilities, and tough decisions.

"This trip experience isn't a one-off," she stressed. "These sorts of weather events occur much more often in the north.... None of these communities have airport deicing equipment. If the company you work for doesn't have the proper deicing equipment there, you must execute a missed approach and head to somewhere that is better equipped."

John McKenna, president and CEO, Air Transport Association of Canada, explained that in the Canadian north, 0.3 percent of the nation's people are spread across 39 percent of its land mass, leading to higher costs and nonflexible pricing.

"Southern policies should not be forced on the north," McKenna argued. Imposing competition in the Canadian Arctic, he said, doesn't lower ticket prices—it only diffuses the limited revenue to be obtained from such a small, spread-out market. In fact, McKenna said, "High market share increases safety."

Russ Williams, president, Canadian Airline Dispatchers Association, and a dispatcher at Air Canada since 1995, explained that dispatchers deal not only with weather information, NOTAMS, MELs, flight planning, and ATC clearances—in the Canadian north, they also become involved with ETOPs on polar routes and such issues as airport rescue and firefighting response levels at Russian airports. In the Canadian north, he said, alternate airports "have had to do some out-of-the-box thinking, such as using a belt loader to get a disabled passenger off an airplane where there was no jetway or stairs."

Chuck Montgomery, director, AIS, Flight Operations and CNS Operations, NAV CANADA, discussed several NAV CANADA technology initiatives aimed at improving operations in northern domestic airspace. These include satellite-based datalink and surveillance, FMS coding, testing required navigational performance (RNP) procedures to determine the issues with certified leg types, and the regional GNSS program.

"CPDLC [controller-pilot datalink communications] is a big

initiative for us,” Montgomery said.

On the airports side, NAV CANADA continues work on improving airport lighting and mandatory runway friction measurement. For weather reporting, expanding use of AWOS (Automated Weather Observation System) and HWOS (Human Weather Observation System) installations and on-airport weather cameras is in the works.

Prioritizing airport infrastructure development

Capt. Robert Perkins (Jazz), ALPA’s Canada Air Safety coordinator, moderated a panel on airport development in remote parts of Canada.

Aaron McCrorie, director of Standards, Civil Aviation, Transport Canada, put these issues in a context—namely, modernizing the Canadian Aviation Regulation Advisory Council (CARAC) process and reducing the Notice of Proposed Amendment (NPA) backlog.

He added that Transport Canada is

- conducting a detailed runway and safety area (RESA) risk assessment,
- trying to implement safety management systems (SMS) at airports,
- improving surveillance of aviation safety, and
- pursuing other safety initiatives, including developing regulations for winter maintenance, standards, and recommended procedures for airports and more advisory circulars.

Stephen Nourse, executive director, Northern Air Transport Association (NATA), said, of his member airlines, “We are the bus, the grocery truck, and the ambulance.” He added,

“Economic opportunities in the north depend on a robust air transportation system.” But “there simply are not enough resources in the north to do everything,” requiring prioritization of projects. “There simply has to be more federal money injected into the system to bring it up to expectations.”

Nourse said that NATA wants runway paving because only 10 runways in the three northern territories are paved (versus 61 in Alaska), and “no jet has been approved for gravel in 30 years.” Nourse also called for GPS and WAAS approaches, “and not just overlays of circling approaches.”

He said NATA is not opposed to RESAs, but sees other, better uses for limited funds. Similarly, NATA “supports SMS completely,” Nourse declared, “but not the complexity proposed for smaller airports.”

Daniel Auger, assistant deputy minister, government of the Northwest Territories, graded the air transportation infrastructure in NWT as “good but aging, requiring constant vigilance.” He warned that “climate change is expected to increase at rates exceeding southern locations” and thus increase the costs of maintaining and operating northern airports.

Auger questioned whether installing RESAs would be the best use of limited resources, saying that the cost for 11 airports would be \$40 million. “One-size-fits-all regulations do not work in the north,” he argued.

Fred Fast, manager, Standards and Program Development, Nunavut Airports, government of Nunavut, explained that Nunavut has 24 airports but only two paved runways. Half the approaches in Nunavut are circling or NDB approaches.

Fast joined the call for improved instrument approaches,



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better weather services (AWOS at all airports), and improved approach lighting (“at least ODALS” at all airports). The Northern Airports Usability Study is under way, he said.

Legislative and regulatory considerations

In a panel moderated by Al Ogilvie, an ALPA Government Affairs representative, the Honourable Dennis Dawson, a member of the Senate of Canada, gave an impassioned critique of the Canadian government’s history with the nation’s airports. During the 1990s, Canada privatized airports to reduce costs to the government, but since then has seen airports as a revenue source, Dawson charged. The airports must pass their heavy tax burden on to airlines and, ultimately, passengers and shippers, driving away business and thus revenue—which would contribute to maintenance, upgrades, and new construction—in a vicious cycle.

“Five and a half million Canadians per year now cross the border to fly from U.S. airports,” Dawson pointed out. “Canada went from the 9th to 17th most visited country for tourism. We are pricing ourselves out of the tourism market.”

John Allen, director, FAA Flight Standards Division, declared that the “ABC” challenges for the FAA are that “aviation is changing, budgets are shrinking, and Congress is engaged.” Allen focused on four key aspects of his agency’s evolving role as a regulator: SMS, use of designees, enforcement posture (working toward a “just culture”), and consistency and standardization.

Capt. Chris Glaeser, director, Global Safety for the International Air Transport Association (IATA), was blunt: “I can’t believe that we’re still flying NDB approaches in 2013.” He recommended “shutting down these archaic procedures” and developing “a performance-based GPS approach into every airport.”

On the need for much better harmonization of aviation regulations, Glaeser noted, “A Cessna 172 pilot can have an iPad with a Bluetooth connection and, for \$2,000, have much better nav information than the pilots of a B-767 or A330. This is a certification problem.”

He also cautioned, “We need to make sure these remote fields are equipped to handle aircraft that might land there.”

Future considerations and challenges

Adamus moderated the final panel, a look ahead.

Louis Theriault, manager, Operational and Regulatory, National Airlines Council of Canada, talked about ETOPS diversion airports in the Canadian north. He drew a clear distinction between *adequate* ETOPs airports (6,000 feet of runway as a bare minimum, plus criteria for weather minima, instrument approaches, and support facilities) and ETOPS *emergency* airports. Only eight airports in Alaska and northern Canada are ETOPs-adequate; meanwhile, 35,000 flights per year transit the airspace in the Hudson Bay area.

Dan Elwell, senior vice president, Safety, Security, and Operations, Airlines for America, said, “We can do a lot of creative arrangements under the FAA’s ETOPs rules,” but warned that the physical requirements of ETOPs diversion airports are determined by the characteristics of the aircraft whose

ALPA PCRO

In June 2012, Capt. Lee Moak, ALPA’s president, created the President’s Committee for Remote Operations (PCRO) to address the challenges that ALPA members face on a daily basis during flight operations in remote areas such as the Northwest Territories, Nunavut, and Alaskan locations at the outer fringes of the North American continent. Launching the PCRO was, Moak noted, “an effort to further support ALPA’s One Level of Safety and Security concept.” With appropriate support and input from ALPA’s Engineering & Air Safety Department and Air Safety Organization, the PCRO has been evaluating what needs to be done and developing the strategy for doing it. ↗

pilots might have to use them. “I would join the chorus of those who say, let’s get rid of the NDBs and replace them with performance-based precision approaches,” he added.

Martin Eley, director general, Civil Aviation, Transport Canada, quipped, “There are a lot more gaps than there are places to go” in Canada. On a more serious note, he said, “I’m not sure we know how to define ‘the north’ and ‘remote operations.’ Where do we draw the line? No matter where we draw the line, someone’s going to tell you you’re on the wrong side of that.”

No matter where the line is drawn, however, Eley acknowledged, “We’re not complying with ICAO standards” in regard to runway end safety areas. Eley credited NAV CANADA for “a lot of progress in implementing new technology.” He acknowledged, however, “We face some real physical challenges at some of these airports.”

Black summarized, “Ensuring safe operations in remote regions of Canada and the United States affects thousands of flights, and potentially hundreds of thousands of travelers from every corner of the globe. It’s neither a local issue nor an issue of limited scope.”

He continued, “As the predicted growth in the north is beginning, now is the time to use our best application of SMS to ensure safety is as high as it can be. From a pilot standpoint, I’d like to have the very best precision guidance available to every runway end I might use. I’d like RNP/RNAV procedures in and out of every airport, and I’d like to see long, dry runways with extensive safety areas.

“ALPA also realizes that we operate in the real world with finite resources, so identifying all the risks and working together to get the best bang for our mitigation buck is key.”

In closing the conference, Adamus noted, “Throughout the conference today, our panelists have shown that they have maintained a high level of safety with very limited resources. We have seen the need for improved and longer runways, better approaches, and better weather reporting, too.

“We have heard of many communities that rely exclusively on aviation for 100 percent of their access to the rest of their country. Part of our charge in moving forward is continuing to work together to improve the infrastructure that is required to safely meet the growth of flight operations and services to remote areas. To do so, we must find the necessary funding.”

—Jan W. Steenblik, Technical Editor

Delta Connection Carrier Training Forum

The fatal crash of Colgan Air Flight 3407, a Bombardier Dash 8 Q400 turboprop operating as a Continental Connection flight, near Buffalo, N.Y., on Feb. 12, 2009, led to many changes in the U.S. airline industry.

Ken Hylander, Delta Air Lines' senior vice president for corporate safety, security, and compliance, recalls, "The Colgan [Flight 3407] accident in 2009 made all the airlines revisit their strategy of how to strive for the highest level of safety, including coordination with their regional partners.

"Going back to 2002, there'd been routine meetings between Delta and its regional partners to share safety information. I was at Northwest then, and at about the same time, we began holding a regular safety forum with the Northwest Airlink carriers. We started a program in which everyone used the same safety metrics and tried to move closer to the same safety practices."

When the Colgan crash occurred, "We were going through the integration of Delta and Northwest," Hylander explains, "so in 2009 we made it a priority to develop commonality among the [Northwest] Airlink and Delta Connection carriers. At the time, we had nine different regional airlines under the merged Delta Connection code.

"In May 2009, we kicked off the current version of the Delta Connection Safety Alliance," Hylander continues. "Through the alliance, we have a monthly conference call with all of the Delta Connection FAR Part 119 directors of safety. We also have a quarterly face-to-face meeting. We discuss safety program enhancements and share best practices that lead to strong safety programs.

"We use the exact same set of safety metrics, not for comparison but for consistent safety focus. We also want comprehensive pilot ASAP and FOQA programs at our partner airlines. We've also asked our Delta Connection carriers to be IOSA-registered and to move toward AQP implementation. We're trying to make sure that all of these programs are robust and providing real safety value."

Hylander stresses, "We use our alliance safety meetings to stimulate conversation among members of the group, getting them to consider possibilities. We're trying to provide an opportunity and a place for the discussion—we provide the agendas and the structure for productive facilitated discussions."

Training Forum

As part of the broader Delta Connection Safety Alliance, the airline also hosts a quarterly Delta Connection Carrier Training Forum.

Capt. Huey Harris recalls, "I've been the Delta Master Executive Council [MEC] Training Committee chairman since September 2010. I served as vice chairman for three years

before that. We've been invited to the Training Forum ever since it began meeting in 2009."

While the majority of the presentations at the Training Forum have been given by Delta mainline management, Harris was asked to present the recommendations of a Delta management-ALPA Training Optimization Team that met weekly for several weeks to deal with various training issues. During the last few years, Delta has created short-term joint management-line pilot optimization teams in a number of areas, including scheduling, crew rest, and international flying.

The most recent Training Forum, held April 11 at Delta corporate headquarters in Atlanta, Ga., was all about AQP. Because Harris was on vacation, Capt. Dan Coogan, the Delta MEC Training Committee vice chairman, represented ALPA, as did Capt. Troy Lesmeister, the Pinnacle MEC Training chairman.

Capt. Jon Tovani, the Delta managing director of flight train-

"In 2009 we made it a priority to develop commonality among the [Northwest] Airlink and Delta Connection carriers. At the time, we had nine different regional airlines under the merged Delta Connection code."

ing, welcomed attendees to the four-hour meeting, noting that, because the subject matter for the day was entirely about AQP, this meeting was unusual in that all the presentations were being made by Delta mainline managers.

—Capt. Mike Hayes, a check airman, discussed research on pilot monitoring and industry efforts under way to improve monitoring.

—David Cropper, manager, Instructional Systems Design, talked about measuring training effectiveness.

—Pete Moates, manager, AQP and Training Compliance, described how Delta handles the FAA requirement to provide an annual review of its AQP.

—Steve Wilson, the Delta B-737NG/A320 fleet captain, explained how his airline conducts special training and checking.

—Chuck Schramek, general manager, Quality Assurance and Compliance, talked about Delta's data management process for creating and maintaining electronic training records.

—Ira Jacobson, portfolio specialist II, described the airline's methods for measuring training efficiency.

While the Training Forum packed a lot into four hours, Capt. Bryan Freeman (Atlantic Southeast) describes another benefit of the forum: "When I first went to the Training Forum, I went with my airline's Training Program manager and assistant manager. It gave us an opportunity to get to know each other better; a few days later, we had lunch and talked about what was discussed at the Training Forum. We have a very good working

Connection Carrier Training Forum

WHO: Two ALPA line pilot safety reps, three FAA reps, and 17 airline management reps

WHERE: Delta Airlines corporate headquarters, Atlanta, Ga.

WHEN: April 11

relationship; the forum cemented that."—Jan W. Steenblik, Technical Editor

Special excerpt from Charles Schwab's *On Investing*® magazine

Roth vs. Traditional IRA

If taxes are headed higher, is one type of IRA better?

Taxes have always been a key factor in the Roth vs. traditional IRA debate. Roth accounts lack immediate tax benefits, but contributions and earnings can grow and be withdrawn tax-free.¹ Conversely, traditional IRAs can provide immediate tax benefits to some investors—based on income and whether you have a retirement plan at work—and contributions grow tax-deferred, meaning you pay taxes when you withdraw money in retirement.²

Your assumed rate of income tax in retirement plays a big role in deciding between a Roth and a traditional IRA. If you think you'll be in a lower tax bracket when you retire, you might be better off taking the up-front deduction of a traditional IRA and paying taxes on the withdrawals at a lower rate. If you think your tax bracket in retirement will be the same as, or higher than, it is now, a Roth can make sense, since contributions are made with today's after-tax dollars and all earnings are tax-free.

Given the recent tax increases for higher-income earners, some investors may be reconsidering their IRA choices. If you, too, are rethinking your IRA

options, a word of caution: Don't make investment decisions based solely on tax implications. The basic IRA rules haven't changed—one type of IRA might make sense for some investors but not for others.

Before deciding between a Roth or traditional IRA, speak to a tax advisor to better understand the implications of each option. And remember: If you decided to convert to a Roth IRA in 2012 and your assumptions about higher tax rates turned out to be wrong, you'll have until October 15, 2013, to undo ("recharacterize") the conversion.



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¹ For traditional-to-Roth IRA conversions, any converted amounts withdrawn within five years may be subject to taxes and penalties. Earnings may be withdrawn without taxes or penalties if you are age 59½ or older and your account has been open for the five-year holding period.

² All earnings and tax-deductible contributions are taxable upon withdrawal. Penalties will be assessed if you make withdrawals before age 59½ or if withdrawals do not begin in the year you turn 70½.

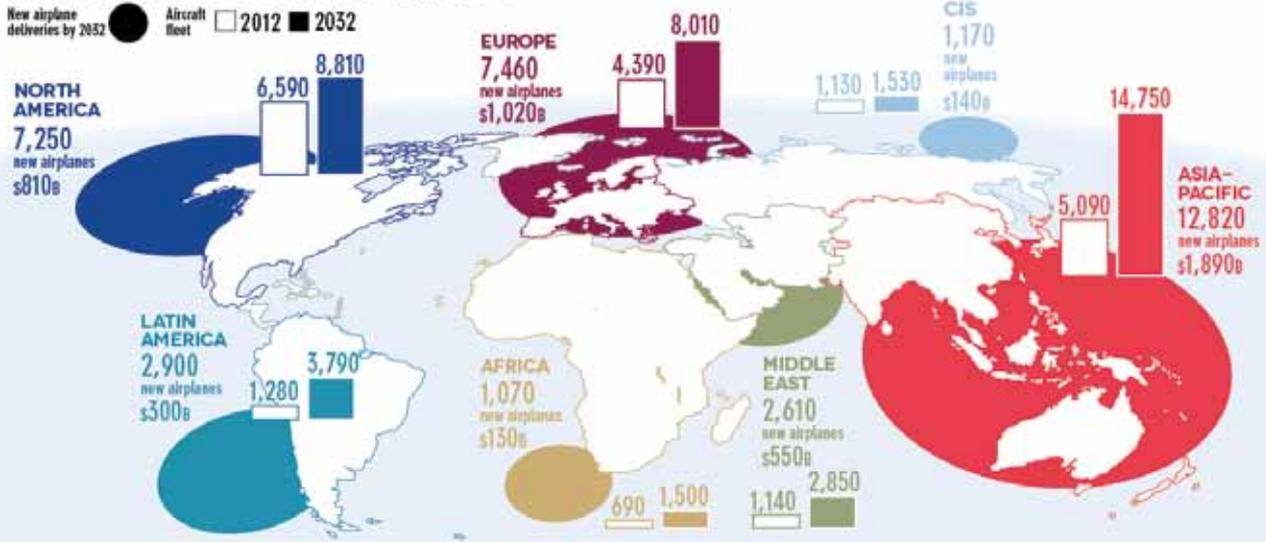
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Since the beginning of the jet age, Boeing has produced a long-term market outlook that was first shared publicly in the early 1960s. The Current Market Outlook is the longest running complete worldwide jet airliner forecast and is regarded as the most respected and comprehensive analysis of the airline industry. Based on key data such as economic growth, the expansion of low-cost airlines, environmental issues, and the volatility of fuel prices, the company's annual forecast reflects the strength of the airline market.



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ALPA Sudoku

(© paulspages.co.uk)

Complete the sudoku puzzle so that each column, each row, and each of the nine 3x3 sub-grids that compose the grid contain all the digits from 1 to 9.

The solution to this month's ALPA sudoku can be found on page 27.

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

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

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Continental – CAL MEC 281-987-3636

Delta – DAL MEC 404-763-4925

Evergreen – EIA MEC 503-474-3880

ExpressJet – XJT MEC 281-987-3636

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PSA – PSA MEC 616-405-3962

***Ryan** – RYN MEC 703-481-5585

Spirit – SPA MEC 765-481-9033

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2013 EBCB Schedule

The Association's Election and Ballot Certification Board's schedule for counting ballots is July 10, August 12, September 10, October 10, November 11, and December 10.

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



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