

The Landing

* This is not an all-inclusive list of 2015 aviation events.

January 1—ALPA national officers took office.

January 13—The Transportation Security Administration (TSA) implemented a long-standing ALPA recommendation to eliminate the requirement for crewmembers to be in uniform to use a Known Crewmember (KCM®) access point. ALPA facilitated a meeting with Transport Canada, Airlines for America, and the TSA to initiate a beta test to include Jazz Aviation pilots in KCM, an effort that is ongoing. Five additional airports were added to KCM in 2015, now up to 60, and more are on the way.



February 24—Jazz Aviation Flight 7795 landed short of the runway in Sault Ste. Marie, Mich. ALPA is an observer to the Transportation Safety Board of Canada investigation.

March 2—JetBlue pilots sent a notice to management to open negotiations, the first labor negotiations in the history of JetBlue.



April 8—The Transportation Security Administration's Aviation Security Advisory Committee issued a final report containing 28 recommendations aimed at improving security following public revelations about an East Coast gun-smuggling operation involving airliners and airline employees.

April 14—The FAA issued long-awaited guidance on the installation of secondary cockpit barriers on airliners. The new advisory circular drew attention to RTCA's document *Aircraft Secondary Barriers and Alternative Flight Deck Security Procedures* as guidance to achieve effective flight deck protection.



June 24—Transport Canada launched a national campaign on laser safety to address the rising number of lasers pointed at aircraft in Canada after meeting with ALPA, the FAA, and the FBI to share strategies to reduce laser attacks. Join the conversation and learn more by using **#NotABrightIdea**.

September 8—British Airways Flight 2276, a B-777-200ER, experienced a No. 1 engine uncontained failure during takeoff at McCarran International Airport. ALPA provided CIRP and additional assistance to the crew and to the British Airline Pilots Association, both on the scene and during the NTSB investigation.

September—ALPA went green as the union launched its e-membership card. Download yours at www.alpa.org/apps.



October 27—For 2015, ALPA awarded the J.J. O'Donnell Trophy for Excellence in Political Action to United pilots.



December 17—112th anniversary of the Wright Brothers' first flight at Kitty Hawk, N.C.

November 4—Newly elected Canadian Prime Minister Justin Trudeau named an equal number of male and female cabinet members "because it's 2015." He named Marc Garneau, the first Canadian to go to outer space, transport minister, and MaryAnn Mihychuk the employment, workforce development, and labour minister.

2015 Year in Review

JANUARY

FEBRUARY

MARCH

APRIL

MAY

JUNE

JULY

AUGUST

SEPTEMBER

OCTOBER

NOVEMBER

DECEMBER

January 26—A U.S. intelligence agency employee mistakenly crashed a drone on the south lawn of the White House at about 3 a.m., raising yet again the importance of the safe integration of unmanned aircraft systems (UAS) into the U.S. national airspace system.

March 24—Germanwings Flight 9525 crashed; investigators concluded that the copilot intentionally flew the airplane into the French Alps, killing all 150 people aboard.

March 5—Delta Flight 1086, a Boeing MD-88, exited the runway at LaGuardia Airport. ALPA is a party to the NTSB investigation and participated on all of the NTSB investigative groups.

May 29—U.S. Customs and Border Protection (CBP) said it plans to expand its preclearance program to additional airports in Europe, the Caribbean, and Japan. CBP facilities are designed to allow U.S.-bound passengers to clear customs before they enter the United States.



March 5—American, Delta, and United released a white paper that details the \$42 billion in government subsidies and benefits provided to Qatar Airways, Etihad Airways, and Emirates Airline in direct violation of U.S. Open Skies policy.



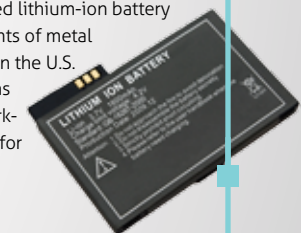
June 4—Virgin America pilots voted overwhelmingly in favor of joining ALPA; 95.7 percent of the 612 eligible pilots voted.



July 23—ALPA honored its own during the Association's Air Safety Forum Banquet: Capt. Darrin Dorn (Alaska), F/O Helena Reidemar (Delta), F/O Tom Thornton (Delta), Capt. James Judkins (Delta), and F/O Michael Oates (Delta). Check out safetyforum.alpa.org to learn why.



October 30—The International Civil Aviation Organization's (ICAO) Dangerous Goods Panel failed to adopt a ban on international lithium-ion battery shipments on passenger airliners until adequate safety regulations are in place. A number of U.S.-based airlines have already voluntarily removed lithium-ion battery shipments from their airplanes. Shipments of metal lithium batteries have been prohibited in the U.S. for more than 10 years. A similar ban was recently adopted in Canada. ICAO is working to develop packaging requirements for lithium batteries shipped as cargo.



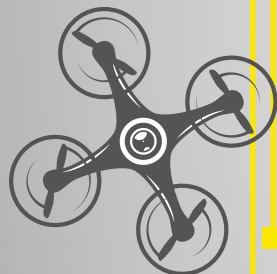
October 31—ISIS terrorists purportedly bombed Russian Metrojet Flight 9268, bringing it down over the Sinai Peninsula in Egypt, killing all 224 people aboard.

November 13—ISIS terrorists attacked Paris, killing at least 120 people.



November 21—The FAA's Unmanned Aircraft Systems (UAS) Registration Task Force Aviation Rulemaking Committee (ARC) released its report and recommendations, another important step in achieving ALPA's four-point action plan for the safe integration of UAS in U.S. national airspace. Capt. Charles Hogeman (United), ALPA's Aviation Safety chairman, and Randy Kenagy, an Engineering & Air Safety Department staff member, were participants on the ARC.

November 18—The FAA's Pilot Fitness Aviation Rulemaking Committee (ARC) completed and submitted its report and recommendations to the FAA. The ARC was tasked with making recommendations that may be used to improve the emotional and mental health training and certification of U.S. pilots. Capt. Joe DePete, ALPA's first vice president, and Keith Hagy, an Engineering & Air Safety Department staff member, participated on the ARC.



January 23—The FAA released new guidance to aeromedical examiners regarding how to evaluate pilots for possible obstructive sleep apnea (OSA). ALPA positively influenced the new guidance, eliminating a requirement that body mass index be the single "trigger" for a required sleep study and emphasizing the need to assess all airmen for OSA as a regular part of airman physical exams.