



13-04

December 2, 2013

Introduction of FAR 117 and Q4 2013 Software Enhancements

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Introduction

This PBS Notepad will cover bidding considerations with respect to the introduction of FAR Part 117 and PBS software enhancements that will be in place for pilots bidding in December for the January bid period. Please carefully review FAR 117 documentation and the [Delta MEC Scheduling Alerts](#) (starting with 13-06) for thorough discussions of the FAR. This Notepad will also include a discussion of compliance with age 60 restrictions during PBS bid awards.

PBS Buffers

Effective with bidding for the January 2014 bid period and as part of the implementation of FAR 117, the PBS buffers on FAR and PWA limits will be set to 1:00. This ends a test in which the buffers had been set to 30 minutes.

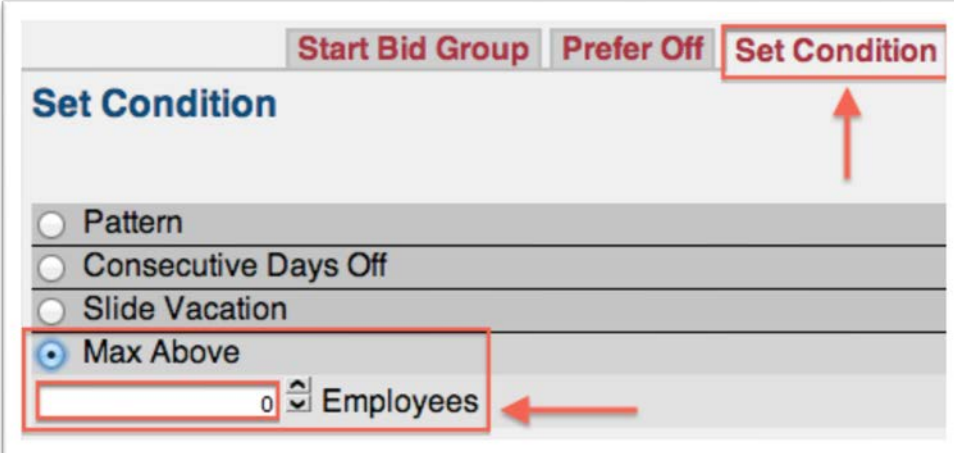
Software Enhancements

Max Reserve Above

History and Explanation

When Navtech PBS was introduced at Delta, the system did not have a reserve award module and so we had a hybrid system in which you were awarded reserve through PBS but had to bid for reserve lines of time (LOT) in iCrew. At the time there was a conditional bid known as 'Max Above' in which a pilot could conditionally bid for a reserve award as long as he knew there would be no more than a certain number of pilots senior to him that had already been awarded reserve. This is now being reintroduced for reserve bidding within PBS.

This bid will only be found in Reserve bid groups under the Set Condition Tab.



The screenshot shows a software interface with a 'Set Condition' tab selected. Below the tab, there are four radio button options: 'Pattern', 'Consecutive Days Off', 'Slide Vacation', and 'Max Above'. The 'Max Above' option is selected. Below the 'Max Above' option, there is a text input field containing the number '0' and a dropdown menu labeled 'Employees'. A red box highlights the input field and the dropdown menu. A red arrow points to the 'Set Condition' tab, and another red arrow points to the 'Max Above' option.

When you select Max Above it will open a window prompting you to choose how many pilots senior to you are acceptable. There are two important concepts that you must understand when using this bid.

- No matter where you attempt to add a Max Above bid line in a reserve bid group, it will automatically be placed at the top of the bid group
- By its definition, it is automatically a conditional bid and will have an Else Start Next Bid Group command added to the bid which cannot be removed

If you use this bid, it is imperative that you create a follow-on bid group after this bid group. Failure to do so may lead to an undesirable award.

Examples

- A bidder would like to be the most senior pilot on reserve (Max Above=0).

Seniority 08600 Category BOS-73NB FLIP 012345600
Minimum window <066:30> Threshold <079:30> Maximum window <079:30>

<< Current Bid >>

-
1. Start Reserve
 2. Set Condition Max Above 0 Else Start Next Bid Group

Honored

3. Prefer Off Weekends

Honored

In the example above, the pilot was successful in his bid. This is indicated by 'Honored' below the Max Above bid line.

- A bidder would like to be among the four most senior pilots on reserve (Max Above=3).

Seniority 0942 Category BOS-73N-B SNEAKY 099911100
Minimum window <066:30> Threshold <079:30> Maximum window <079:30>

<< Current Bid >>

-
1. Start Reserve
 2. Set Condition Max Above 3 Else Start Next Bid Group

Too many above

Start Next Honored

In the example above the pilot is unsuccessful in this bid group. The statement, 'Too many above', indicates this and the Start Next is honored.

Color Coded Wide Reports

Starting this month, the PBS Wide Reports will now have varying shaded fields to identify what type of award has taken place for a pairing or a reserve day. This will help the bidders better understand their award and that of other pilots in their category. The color-coding for the awards will be as follows:

- Regular Pairing Awards **CYAN**
- Coverage Pairing Awards **SLATE BLUE**
- Regular Reserve Day Awards **GOLD**
- Coverage Reserve Day Awards **MAGENTA**

All other pre-awarded activities to include carry-in pairings, vacations (including Slide Vacation and Vacation Any), CQ patterns/training, MLOA, etc... will remain unshaded.

Examples

C/IN	Tue 1	Wed 2	Thu 3	Fri 4	Sat 5	Sun 6	Mon 7	Tue 8	Wed 9	Thu 10
	00:00 016:15 SVAC				23:59		09:05 18:55 007:20 C040 A	09:05 18:55 007:20 C040 A	09:05 18:55 007:20 C040 A	1
	LAX 12:50 Sep30 018:38 5329 A	LAX		BNA 11:52				ORD 16:30 010:30 C090 A	17:20	2

- SVAC Oct 1-5 (pre-award) is unshaded
Three regular awards of pairing C040 from 10/7-10/9 and are shaded in cyan.
- Carry-in pairing 5329 from 9/30-10/4 (pre-award) is unshaded.
Regular award of pairing C090 on 10/8 is shaded in cyan.

	14:00 21:00 005:15 4494 A	IAH 14:55 021:16 C079 A		BMI 17:20		3
	IAH 15:35 021:00 4466 A	JFK		BOS 13:02		4
C/IN	Tue 1	Wed 2	Thu 3	Fri 4	Sat 5	Sun 6

- Regular award of pairing 4494 on 10/1 is shaded in cyan.
Coverage pairing award of C079 on 10/2 is shaded in slate blue.
- Coverage pairing award of 4466 on 10/1 is shaded in slate blue.

Sat 26	Sun 27	Mon 28	Tue 29	Wed 30
5	00:00 23:59	00:00 23:59	00:00 23:59	
	RES	RES	RES	

- Reserve Day Coverage award on 10/27 is shaded in magenta.
Regular Reserve Day awards on 10/28 and 10/29 are shaded in gold.

Updated Bid Submission Warnings

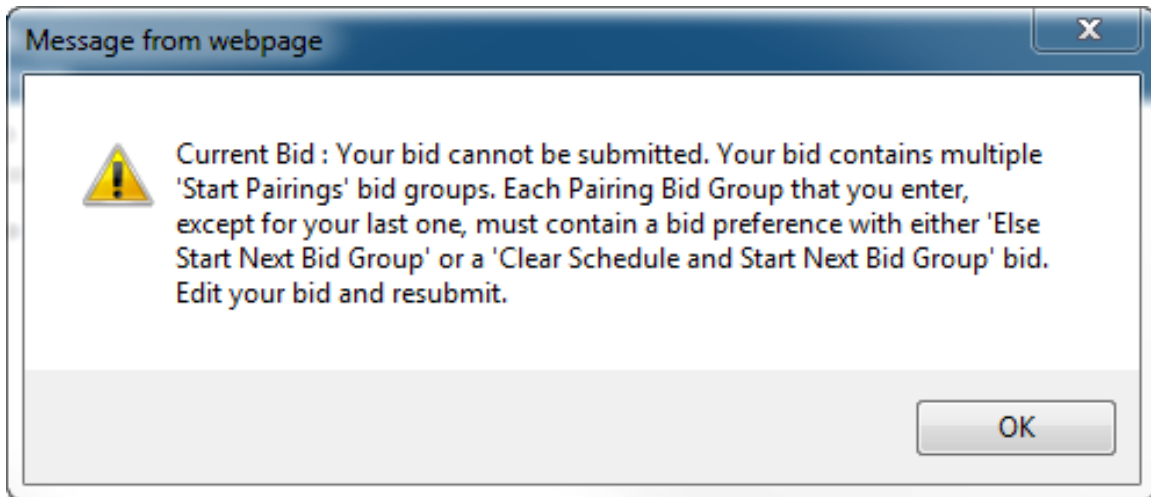
The PBS Web User Interface (UI) and Desktop Application both have improved pop-up error messages that are provided when a pilot attempts to submit a series of bids that are either illegal or do not make sense.

Pairings Bid Groups Warnings

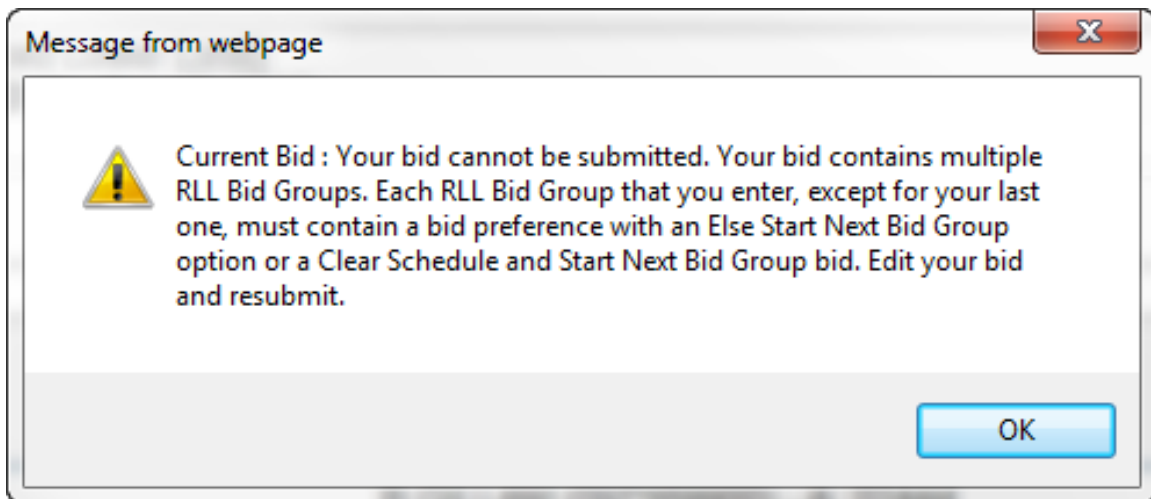
The following bid has two simple pairings bid groups and neither have a conditional bid (Clear Schedule and Start Next Bid Group or Else Start Next Bid Group).

- Start Pairings
- Prefer Off Mondays
- Award Pairings if Pairing Length=4 days
Award Pairings
- Start Pairings
- Award Pairings if Pairing Length=4 days
Award Pairings

PBS will have used all of its logic (including shuffling and denial mode) to complete a legal schedule in the first bid group. If PBS ultimately failed to have awarded a schedule from this bid group, the second bid group would also ultimately fail. This second bid group is unneeded and PBS would recognize this by the following popup message:



This works the same way for multiple unconditional Reduced Lower Limit (RLL) bid groups.



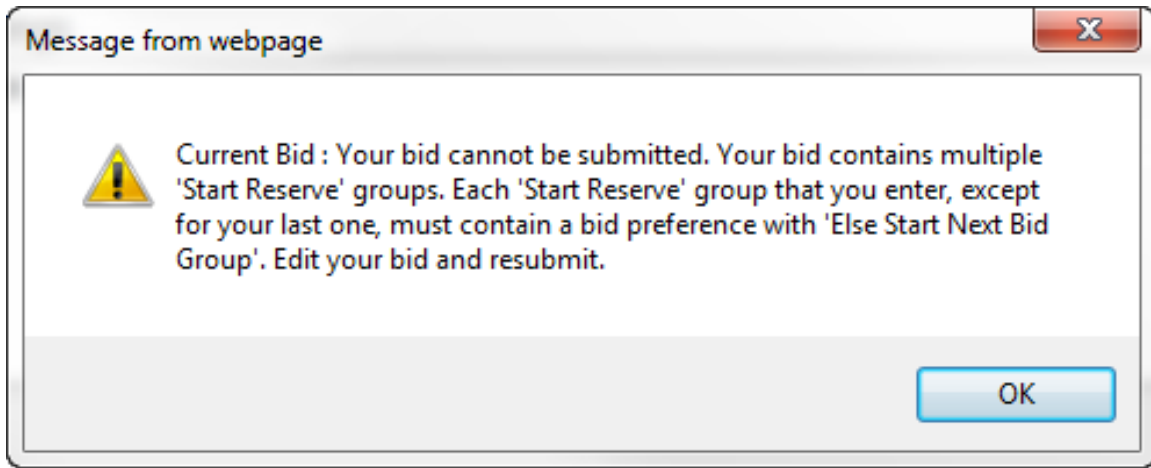
Reserve Bid Group Warnings

The same concept applies to multiple unconditional reserve bid groups as we saw with pairings bid groups above. Consider the following bid groups:

1. Start Reserve
2. Prefer Off Saturdays
3. Prefer Off Sundays

4. Start Reserve
5. Prefer Off Mondays
6. Prefer Off Tuesdays

The following popup message would be seen with an attempted bid submission:

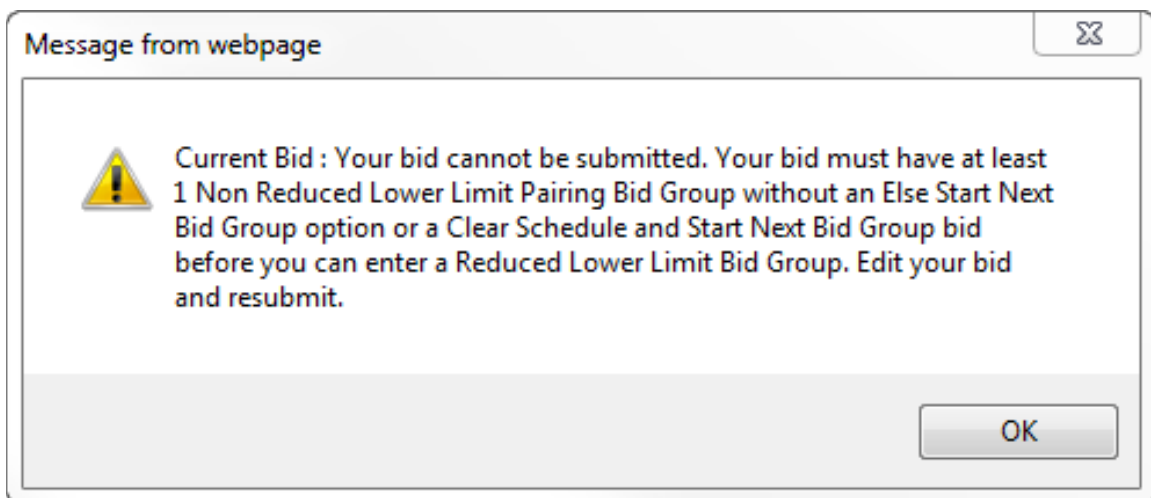


Reduced Lower Limit (RLL) Bid Group Warnings

In order for an RLL bid group to be entered, you must have an unconditional pairings bid group above it. It does not necessarily have to be the bid group immediately above it (you may elect to have some conditional reserve bid groups ahead of an RLL bid group). Consider the following bid groups:

1. Start Pairings
2. Prefer Off Weekends **Else Start Next Bid Group**
3. Award Pairings in Pairing Length=4 Days
Award Pairings
4. Start Pairings (Reduced Lower Limit)
5. Prefer Off Weekends
Award Pairings

This bid would not be legal since the only pairings bid group above it was conditional (it contains "Else Start Next Bid Group" in line 2). The following popup message would be seen with an attempted bid submission:



As a reminder, you can find the rules and techniques for conditional bid groups and Reduced Lower Limit (RLL) bidding in the [PBS Gouge](#) document, which can be

downloaded from the ALPA web site or the Crew Resources and Scheduling page of the DeltaNet.

FAR 117

Full implementation of FAR 117 goes into effect for Delta Air Lines operations on 1 Jan 2014. There has been an exhaustive and thorough discussion of the new FAR in the [Delta MEC Scheduling Alerts 13-06 through 13-11](#). We highly recommend you read these documents as it is imperative for you to understand both the philosophy and the practical language associated with the FAR as it pertains to our operations starting in January.

With the implementation of FAR 117, it is also important to understand that for your PBS bids and awards, the legality of your schedule is based on limitations that are based on block (flight time) limits, flight duty period limits, new rest requirements, and associated cumulative limits. How each is defined and which one applies can be found in the text of the [Scheduling Alerts](#). Some of the primary limitations that you may see in your PBS Reasons Reports are listed below.

Flight Time Limitations and Tables

§ FAR 117.11 Flight Time Limitation

2-pilot flight crew = no more than Table A in a flight duty period (FDP)

3-pilot flight crew = no more than 13 hours in an FDP

4-pilot flight crew = no more than 17 hours in an FDP

Time of Report (Acclimated)	Maximum Flight Time (hours)
0000-0459	8
0500-1959	9
2000-2359	8

Flight Duty Period Limitations

§ FAR 117.13 Flight Duty Period Unaugmented Operations

Table B to Part 117
Maximum Flight Duty Period Limits for Unaugmented Operations

Scheduled Time of Start (Acclimated Time)	Maximum Flight Duty Period (hours) For Lineholders Based on Number of Flight Segments						
	1	2	3	4	5	6	7+
0000-0359	9	9	9	9	9	9	9
0400-0459	10	10	10	10	9	9	9
0500-0559	12	12	12	12	11.5	11	10.5
0600-0659	13	13	12	12	11.5	11	10.5
0700-1159	14	14	13	13	12.5	12	11.5
1200-1259	13	13	13	13	12.5	12	11.5
1300-1659	12	12	12	12	11.5	11	10.5
1700-2159	12	12	11	11	10	9	9
2200-2259	11	11	10	10	9	9	9
2300-2359	10	10	10	9	9	9	9

§ FAR 117.17 Flight Duty Period Augmented Operations

Table C to Part 117
Maximum Flight Duty Period Limits for Augmented Operations

Scheduled Time of Start (Acclimated Time)	Maximum Flight Duty Period (hours) Based on Rest Facility and Number of Pilots					
	Class 1 Rest Facility		Class 2 Rest Facility		Class 3 Rest Facility	
	3 Pilots	4 Pilots	3 Pilots	4 Pilots	3 Pilots	4 Pilots
0000-0559	15	17	14	15.5	13	13.5
0600-0659	16	18.5	15	16.5	14	14.5
0700-1259	17	19	16.5	18	15	15.5
1300-1659	16	18.5	15	16.5	14	14.5
1700-2359	15	17	14	15.5	13	13.5

- Reduce by 30 minutes if unacclimated
- Limited to 3 segments maximum

Cumulative Limitations

§ FAR 117.23 Cumulative Limitations

Total Flight Time (All Pilots)

- 100 hours in any 672 consecutive hours (twenty-eight 24-hour periods)
- 1,000 hours in any 365 consecutive calendar day period

Total Flight Duty Periods Hours (All Pilots)

- 60 FDP hours in any 168 consecutive hours (seven 24-hour periods)
- 190 FDP hours in any 672 consecutive hours (twenty-eight 24-hour periods)

Rest

§ FAR 117.25 Rest Periods

Prior to any FDP or short call period:

- 30 hours in the preceding 168 consecutive hours (seven 24-hour periods)
- 10 hours immediately preceding the FDP or short call (with at least eight hours uninterrupted sleep opportunity)

After traveling more than 60° longitude during a rotation that requires a pilot to be away from his base for more than 168 consecutive hours:

- 56 consecutive hours rest upon return to base
- Must encompass three physiological nights rest based on pilot base time

After deadhead transportation that exceeds the FDP limit in Table B:

- Rest equal to the length of the deadhead transportation, but not less than 10 hours

Considerations for PBS Bidding

Please note that no changes have been made to the Delta Pilot Working Agreement (PWA) and as such all of the definitions and requirements spelled out in the PWA still apply. Specifically, the following sections affect PBS bid awards:

- **Section 23 D.** (Scheduling-Line Award Process)
- **Section 12 N.** (Hours of Service-Duty Free Periods)
- **Section 12 D.** (Hours of Service-Maximum Scheduled Duty Time)
- **Section 12 E.** (Hours of Service-Flight Time Limitations)

The PBS Committee highly recommends that each pilot carefully review these sections of the PWA to re-familiarize themselves with the associated restrictions. In addition, the buffers to the FARs and PWA limitations have been set to 60 minutes for the PBS award process.

The introduction of FAR 117 in no way requires any changes to bidding methodology or personal technique, but it must be understood by all pilots that certain portions of the new FAR may prevent some awards that were possible under FAR Part 121, and may allow some awards that were not possible under FAR Part 121. These include but are not limited to the following portions of FAR Part 117, when combined with the PWA:

- Increased flight time for unaugmented crews not conducting trans-oceanic flight segments
- Changes to the cumulative flight time (block) limitations (eliminating 30-7, 32-7, and 120-30). This will especially affect bidders attempting to place long, high block time trips together in close proximity. Examples of this include but are not limited to:
 - 7-12 day inter-Asia pairings at the end of one month followed by a similar trip at the beginning of the next month
 - Multiple trans-oceanic pairings in close proximity
- Increased rest requirements

- Replacement of the former 24-7 by language in FAR 117.25. This will especially affect bidders attempting to place multiple domestic rotations in close proximity
- New language requiring expanded rest following longer trans-oceanic style pairings. This applies to all crews - unlike the Part 121 2X rest rule which applied only to 4-pilot crews - and will affect the ability for a bidder to place these types of pairings back-to-back.

In conclusion, an educated bidder makes for a more successful bidder. We cannot emphasize enough the importance of a thorough understanding of the FARs and the PWA language. We cannot predict what your schedule may look like based on your bids as it depends on what is available to you both within your category and at your seniority as well as the preferences of those senior to you. Please take the time to consider the information we have provided going forward with your monthly bidding.

Age 60 Compliance and PBS Awards

The PBS Working Group would like to clarify how PBS will handle application of 'age 60' requirements as they apply to augmented crews and the awards to First Officers. PBS can only verify age 60 compliance within pairings that are built entirely from within a common base (for example NYC 7ERA and NYC 7ERB). If the company chooses to build pairings in one base in which there are flights augmented by a pilot(s) in another base, age 60 compliance cannot be verified by PBS for those flights due to technical programming limitations. If PBS can verify age 60 compliance on any flight within a pairing, it will prevent an award of an age 60 violation for that flight. If PBS cannot verify age 60 compliance on all flights within a rotation, it will allow the award of such pairings, even if a subsequent age 60 violation is created. Any such violation will be corrected sometime after the awards have been loaded into iCrew and before the rotation operates. The only international categories in which there can never be an issue with age 60 verification are the DTW 744 A and B categories, because all pilots come from the one and only 744 base.

PBS awards Captain categories prior to First Officer categories, per the PWA. Thus, Captains are never denied an award due to age 60 rules. During First Officer processing, PBS is only able to verify ages of pilots from the same First Officer run or the corresponding Captain run for the same base. It is not able to verify the age of any pilot from another base. The age 60 check is done on a leg by leg basis. If all of the other pilots on an international leg are over 60, then PBS will not award the last position to any pilot over 60. However, if PBS is unable to verify the ages of all the other pilots, it will ignore the age 60 rule and award the pairing to a pilot of any age.

Example 1:

Consider ATL pairing A601 (A & B positions) which is augmented by ATL pairing A657 (B position). Before awarding A601 or A657 to a First Officer over 60, PBS would check each international leg to make sure that one of the other pilots was not over 60. Since the other pilots for each leg are all from ATL, PBS is able to check age 60 compliance. If the other First Officer position has not yet been awarded, PBS will award either pairing to a pilot of any age. If the other First Officer position has

already been awarded, PBS will only award the remaining First Officer position to a pilot over age 60 if one of the other pilots is not over age 60.

```

#A601 SU                EFFECTIVE DEC. 01 ONLY                CHECK-IN AT 13.56
POS - A,B
DAY  FLIGHT T  DEPARTS  ARRIVES C BLK.  TURN  EQ  ACT/MAX
A    028      ATL 1526  CDG 0610  8.44   M 7ER  10.44/14.00
      CDG 32.00/PULLMAN MONTPARNASSE  8.44BL .00CRD 8.44TL
C    029      CDG 1610  ATL 2023 10.13   M      12.13/14.00
      10.13BL .00CRD10.13TL
      .00TRP .00DPA .00ADG
TOTALS---18.57TL 18.57BL .00CR                TAFB 54.57

```

```

#A657 MO SU            EFFECTIVE DEC. 01-DEC. 02            CHECK-IN AT 13.56
POS - B
DAY  FLIGHT T  DEPARTS  ARRIVES C BLK.  TURN  EQ  ACT/MAX
A    028      ATL 1526  CDG 0610  8.44   M 7ER  10.44/14.00
      CDG 32.00/PULLMAN MONTPARNASSE  8.44BL .00CRD 8.44TL
C    029      CDG 1610  ATL 2023 10.13   M      12.13/14.00
      10.13BL .00CRD10.13TL
      .00TRP .00DPA .00ADG
TOTALS---18.57TL 18.57BL .00CR                TAFB 54.57

```

Example 2:

Consider SLC pairings A601 (A & B positions) on Dec 2nd and Dec 9th, which are augmented by NYC pairing A680 (B position) on Dec 1st. PBS would not be able to verify the ages of all pilots on any legs during First Officer processing in either base. Since PBS cannot verify age 60 compliance, PBS will award A601 and A680 to First Officers of any age without regard for the age 60 rule.

```

#A601 EXCPT TU WE SA  EFFECTIVE DEC. 01-DEC. 30          CHECK-IN AT 15.35
POS - A,B
DAY  FLIGHT T  DEPARTS  ARRIVES C BLK.  TURN  EQ  ACT/MAX
A    089      SLC 1705  CDG 1125 10.20   M 7ER  12.20/14.00
      CDG 45.10/PULLMAN MONTPARNASSE 10.20BL .00CRD10.20TL
D    088      CDG 1035  SLC 1355 11.20   M      13.20/14.00
      11.20BL .00CRD11.20TL
      .00TRP .00DPA .00ADG
TOTALS---21.40TL 21.40BL .00CR                TAFB 70.50

```

```

#A680 SU                EFFECTIVE DEC. 01 ONLY                CHECK-IN AT 14.57
POS - B
DAY  FLIGHT T  DEPARTS  ARRIVES C BLK.  TURN  EQ  ACT/MAX
A  DH  467      JFK 1557  SLC 1927  5.30   M 7ER  7.00/12.02
      5.30DHD
      SLC 19.38/RADISSON SLC DTWN  .00BL .00CRD 5.30TL
B    089      SLC 1705  CDG 1125 10.20   M 7ER  12.20/14.00
      CDG 45.10/PULLMAN MONTPARNASSE 10.20BL .00CRD10.20TL
E    088      CDG 1035  SLC 1355 11.20   M      13.20/14.00
      SLC 25.10/RADISSON SLC DTWN 11.20BL .00CRD11.20TL
F    089      SLC 1705  CDG 1125 10.20   M      12.20/14.00
      CDG 45.10/PULLMAN MONTPARNASSE 10.20BL .00CRD10.20TL
I    088      CDG 1035  SLC 1355 11.20   M      13.20/14.00
      SLC 19.55/AT PILOT REQUEST 11.20BL .00CRD11.20TL
J  DH 1110      SLC 1120  JFK 1745  4.25   M 7ER  5.55/13.00
      4.25DHD
      .00BL .00CRD 4.25TL
      9.24TRP .00DPA .00ADG
TOTALS---62.39TL 43.20BL 19.19CR                TAFB 219.18

```

Example 3:

Consider MSP pairing P715 (A & B positions) on Dec 23rd. Even if PBS is not capable of verifying the ages of all pilots on every leg of P715, it will not award this pairing to an over 60 First Officer if the Captain on P715 is over age 60 because the NRT-SPN and SPN-NRT legs are unaugmented and one of the two pilots must be under age 60.

#P715	MO	EFFECTIVE DEC. 23 ONLY					CHECK-IN AT 20.50		
DAY	FLIGHT	T	DEPARTS	ARRIVES	C	BLK.	TURN	EQ	ACT/MAX
A	DH	1099	MSP 2150	ANC 0058	6.08			757	7.38/ 9.05
								6.08DHD	
B			ANC 13.07/HOTEL	CAPTAIN COOK			.00BL	.00CRD	6.08TL
		9760	ANC 1605	NRT 1800	7.55			M	9.55/14.00
			NRT 14.55/RADISSON	HOTEL NRT			7.55BL	.00CRD	7.55TL
D		298	NRT 1025	SPN 1500	3.35				5.05/13.00
			SPN 24.00/HYATT	REGENCY SPN			3.35BL	.00CRD	3.35TL
E		297	SPN 1630	NRT 1920	3.50				5.20/11.45
			NRT 18.05/RADISSON	HOTEL NRT			3.50BL	.00CRD	3.50TL
F		642	NRT 1525	PDX 0735	9.10			M 7ER	11.10/14.00
			PDX 27.30/HILTON	DTWN PDX			9.10BL	.00CRD	9.10TL
G		643	PDX 1305	NRT 1725	11.20			M	13.20/14.00
			NRT 20.00/RADISSON	HOTEL NRT			11.20BL	.00CRD	11.20TL
I		642	NRT 1525	PDX 0735	9.10			M	11.10/14.00
			PDX 21.55/AT PILOT	REQUEST			9.10BL	.00CRD	9.10TL
J	DH	2090	PDX 0700	MSP 1217	3.17			M90	4.47/13.00
								3.17DHD	
							.00BL	.00CRD	3.17TL
							5.00TRP	.00DPA	.00ADG
TOTALS---			59.25TL	45.00BL	14.25CR				TAFB 207.57

Keep in mind that age 60 verification is only required when the Captain is 60+ and it is an international leg. If the Captain is less than 60 years of age, the First Officers may be any age.

In the event that any age 60 non-compliance is created once the schedules are imported into iCrew, it is the company's responsibility to adjust the crew complement as needed prior to the flights being conducted. It is the company's discretion as to how this is done and a pilot or pilots may be removed from some or all of the flights of the rotations in question with pay protection and no recovery obligations.

Miscellaneous Items and Reminders

1. PBS Notepad 13-03 (21 June 2013) had a thorough explanation of the enhancements to Denial Mode known as Top Down Inclusion. This information has been incorporated into the [PBS Gouge](#). If you have not yet reviewed this information, we recommend you do so at your soonest opportunity.

Pilot feedback indicates some confusion about the change to Top Down Inclusion. Instead of *denying* restrictions from bottom to top and *denying* Prefer Off dates from right to left, top down inclusion *considers* restrictions from top to bottom and Prefer Off dates from left to right. While the direction has changed, the logic has also changed from *denial* to *consideration*. The logic remains that a higher restriction is more important than a lower restriction and a left Prefer Off date is more important than a Prefer Off date to the right. The

significant logic improvement is that PBS will now consider a subsequent restriction even if it is unable to honor a previous restriction.

2. The posting of preliminary awards to the Crew Resources and Scheduling (CR&S) page of DeltaNet is accomplished as time permits during the award process. The PBS Committee would like to remind you that any preliminary awards posted are subject to change and nothing is official until final schedules are released in iCrew. If the preliminary awards have not been published for your category, please do not attempt to review awards through any "back door" methods. These methods most commonly result in viewing of outdated or inaccurate results, and the PBS Committee is not able to respond to Bid Inquiry Reports or emails questioning results based on "back door" viewing. The PBS Committee will send a notification via Pilot Blast when preliminary results have been posted, and pilots are still encouraged to submit Bid Inquiry Reports based on those results if something seems amiss.

3. The most up to date PBS Notepads, CQ Bidding Guide, and [PBS Gouge](#) may be found both on the CR&S page and the Library section of the ALPA web site. In addition, you may consider using some helpful files posted at the following URL: <http://www.pbshelp.info/delta/welcome.html>

Delta MEC PBS Committee
pbscommittee@alpa.org