

With important ALPA resources at its disposal, the Capital Cargo Master Executive Council knows how to run an effective operation. From preparing for contract negotiations to using various ALPA communications tools to participating in the President's Committee for

Cargo (PCFC) meetings, the

Capital Cargo

CCI Crewmembers Ramp Up Negotiations for 2010

By Tawnya Burket, ALPA Communications Specialist

MEC is well-equipped to position its crewmembers for success.

Capital Cargo crewmembers have been in Section 6 negotiations for approximately 2 years and have scheduled future negotiating meetings with management through May 2010. The Negotiating Committee is entering the final phase of negotiations and preparing for economic discussions at the negotiating table. Before joining ALPA, the crewmembers voted down two substandard tentative agreements and have since been working under a contract that became amendable in 2004.

"Since we started negotiating with ALPA representation, management has given us much more time at the table, and we have made slow but steady progress on non-economic issues," says Capt. Andrew Forsythe, the CCI MEC chairman. "Twelve sections of our contract are tentatively agreed on, and we have an accelerated schedule for bargaining in 2010 with an optimistic outlook for negotiations to remain ongoing."

The MEC also spooled up a Pilot-to-Pilot® (P2P) Committee last year as a way to dispel rumors and keep members informed with accurate information. With the program in place, the MEC's message trickles down to the line pilots in a quick and effective manner.

"We have a great group of pilots who went through the ALPA P2P training to become ambassadors of the CCI MEC. It's good to see the P2P reps in the crew room wearing their red lanyards and communicating the message of the MEC," says Forsythe.

The CCI MEC participates regularly in PCFC meetings and, in conjunction with the PCFC, has developed the Toledo (Ohio) Users Group (TUG) initiative. Since its inception, TUG

has met twice, in September 2008 and April 2009. This Group's purpose is to make operations out of Toledo, Ohio, safe and efficient. The PCFC is currently planning a follow-up TUG meeting for the first quarter of 2010.

In early 2009, while TUG was still in its early stages, the Capital crewmembers got a taste of TUG success. One of the common concerns expressed among crewmembers was a lack of ramp markings delineating aircraft parking spots. Within days of the TUG meeting, the airport operators painted spot numbers and other markings, making it easier for everyone to determine individual parking locations.

Also running operations out of Toledo is Air Transport International (ATI), one of five subsidiaries under the corporate umbrella of Air Transport Service Group, Inc. (ATSG). The ATI pilots are one of ALPA's newest pilot groups. (See "Air Transport International," page 19). Capital Cargo's other sister companies are ABX Air, Airborne Maintenance and Engineering Services (AMES), Cargo Aircraft Management (CAM), and LGSTX Services.

"The CCI MEC crewmembers are very pleased to welcome our brothers and sisters at ATI into ALPA," says Forsythe. "We already share the same parent company and work for the same customer. It's about time we share the synergies of being part of the same union."

Capital Cargo is an aircraft, crew, maintenance, and insurance (ACMI) carrier that provides both domestic and international airport-to-airport transportation services. The airline has two primary customers—BAX Global and DHL Latin America. BAX Global was acquired by DB Schenker in July 2006 and provides freight transportation and supply chain management services, specializing in the heavy freight market for business-to-business shipping. Capital Cargo provides lift for BAX Global out of its Toledo hub with flights to 17 major domestic airports, Canada, and Mexico using B-727-200 freighter conversions. The pilots flying the B-757-200 PCFs provide service for DHL Latin America (based in Miami, Fla.) to various destinations in Latin America. 🌐



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From top, CCI MEC Negotiating Committee vice-chairman F/O Chuck Lee, MEC Communications and SPC chairman F/O Chuck Hill, Representation Department Manager Jeffrey MacDonald, MEC Negotiating Committee chairman Capt. Brian Frassetto, and MEC vice-chairman Capt. Pete Bitzker discuss strategy with others during a Coordinating Team meeting at ALPA's Herndon, Va., offices on Nov. 6, 2009.

CCI at a Glance

Pilots Joined ALPA: 2007
Number of Crewmembers: 130
Headquarters: Orlando, Fla.
Crewmember Bases: Home-based
Hub Cities: Toledo, Ohio, and Miami, Fla.
Fleet: 14 B-727-200s and two B-757-200 PCFs; all aircraft are freighter conversions