

For the pilots of Calm Air, who serve the remote regions of northern Manitoba and Nunavut, morale remains high despite a change of ownership in March 2009 that moved the airline from family-owned to a large corporation.

Though no changes have occurred since the company's founder sold the operation to the Exchange Industrial Income Fund (EIIIF), Calm Air pilots are aware that anything can happen. "There will inevitably be changes coming to Calm Air," says Capt. William Stock, MEC vice-chairman. "We need to be prepared for a new management-pilot relationship, and we plan to look to the experience of other pilot groups around North America, especially ALPA-represented pilots, to help us prepare for this new reality."

For now, however, Calm Air pilots are satisfied with their contract.

"We believe that we have a fair contract," says Capt. Tim Perry, vice-chairman of Council 205. "And we all agree that the successes are a direct result of our effective Master Executive Council leaders and the ALPA resources they have access to."

"We are very proud of our contract and believe that pilot groups across North America can benefit from what we have achieved here at Calm Air," says Stock. "Of course, there is always room for improvement, and we intend to press for those improvements when the time comes."

The pilots believe that working to improve standards across the airline industry is crucial. The MEC is committed to helping provide input on flight-time/duty-time legislation by giving its unique perspective on operating around the clock in one of the most extreme, remote regions in the world—the Canadian Arctic. "Our pilot group strongly believes that we make Calm Air successful because of our work ethic," says Capt. Rich Cenerini, the MEC secretary-treasurer. "Even though we operate in a harsh and unforgiving environment, our great safety record is second to none."

The pilots' contract becomes amendable in 2013; however, the MEC will not wait until then to start addressing the pilot group's priorities. "We want to encourage participation among our members and continue building on our very strong and open lines of communication," declares Perry. "We believe that the best way to lift the wages and working conditions in the airline industry is one pilot group at a time, one contract at a time."

The MEC hopes to build on significant gains from the past. "We remain focused on negotiating a fair contract for our pilots while keeping a watchful eye on the progress of our merger with EIIIF," says Stock. "Five years down the road, we want to be part way through an industry-leading contract. Calm Air is a profitable airline, and we take a lot of credit for making and keeping it that way. When the next contract comes along, we want to see some sizable wage gains as well as pension gains and improvements to vacation time." The MEC would also like to see Calm Air progress as an industry leader in the regional/commuter/freight industry regarding pay and working conditions.

The MEC has recently begun to see more pilot participation in ALPA-related events. It held two successful Family Awareness gatherings last summer in Thompson and Winnipeg. "More people are volunteering their time," says Cenerini. "Meeting attendance is up, and pilots are using the ALPA resources available to them to make their opinions and voices heard. There will always be pilots leaving Calm Air for the major airlines in Canada, but that so many have chosen to stay and dedicate themselves to careers here says a lot about what we have achieved." 🌐

## Calm Air

### Pilots Serve Small Communities to Fill a Tall Order for Those in Need

By Lynn Konwin, ALPA Senior Communications Specialist



PHOTO BY KEN MIST

A Calm Air Saab 340.

## CMA at a Glance

**Pilots Joined ALPA:** 1997

**Number of Pilots:** 90

**Operations:** Scheduled passenger and cargo service in northern Manitoba and Nunavut, the newest and largest territory in northern Canada, including destinations along the western shores of Hudson Bay and into the high Arctic

**Pilot Bases:** Thompson and Winnipeg, Man.

**Headquarters:** Thompson, Man.

**Fleet:** 6 Saab 340s, 4 Hawker Siddeley HS 748s, 2 Cessna Caravans, 2 ATR 42s