

**A**t its January 2010 meeting, ALPA's Executive Council established the Compass Master Executive Council with the rights, privileges, and ALPA National support afforded all ALPA MECs. ALPA's 38th MEC represents approximately 360 pilots effective March 1.

The Executive Council also established Compass Local Council 19 and

the Northwest MEC, subject to a review to be conducted in 2009.

In October 2008, when Delta merged with Northwest, Compass became a Delta subsidiary and a Delta Connection carrier, as are Atlantic Southeast, Comair, and Mesaba, whose pilots ALPA represents through their own MECs. The post-merger Delta MEC assumed Compass representation

tional single council but distributes the representation work among three status representatives," says Cowan. "Given our present circumstances, I think this structure is an excellent option for our pilot group."

The decision regarding a block representation structure was made with the participation of the Compass pilots. In December 2009, Compass pilot representatives met with ALPA's national officers to learn about the different types of representation systems and to analyze what would work best for them. This was followed by a

# Compass Pilots Plot New Course

By ALPA Staff

appointed Capt. Eric Cowan as interim chairman, F/O Rendell Schmidt as interim vice-chairman, and F/O Ryan Breznau as interim secretary-treasurer. They will remain as temporary status reps until the pilot group nominates and elects permanent representatives and officers. Elections will be completed on a schedule that permits Compass representatives to fully participate at the October Board of Directors meeting.

"This is indeed an exciting time for us," says Cowan, who acted as the former Compass coordinator with the Delta MEC. "I believe the pilots of Compass will be well represented by their own MEC." Since the airline's inception in May 2007, Compass pilots have been represented by the Northwest MEC and, more recently, by the Delta MEC.

Compass was created in 2007 as a wholly owned Northwest subsidiary as a result of difficult contract negotiations during the Northwest bankruptcy proceedings. ALPA reluctantly agreed to an exception to Northwest contract scope language that would permit the Compass operation, obtaining at the same time a complete Compass contract and two-way flow-through agreements that remain in effect. ALPA's Executive Council then approved initial representation of the Compass pilots through

and, after careful consideration, recommended to the Executive Council that Compass also be set up as a separate MEC.

The Compass MEC will operate as a single-council pilot group under the seniority block representation system with three status representatives—one for each third of the pilot group's seniority list. "The seniority representation block system allows us to keep the same financial footprint as the tradi-



CAPT. ERIC COWAN (COMPASS)

## Compass At a Glance

**Founded:** Compass Airlines, a wholly owned subsidiary of Delta Air Lines, began commercial airline service on May 2, 2007

**Joined ALPA:** 2007

**Signed First ALPA Contract:** July 26, 2007, which included a flow-through agreement with Delta and Northwest

**Merger:** Delta merged with Northwest on Oct. 29, 2008. As a result of the merger, Compass joined the Delta Connection family

**Number of Pilots:** 360

**Operations:** Compass flies more than 150 domestic flights daily

**Pilot Bases:** Detroit, Mich.; Memphis, Tenn.; Minneapolis-St. Paul, Minn.

**Hubs:** Detroit, Memphis, Minneapolis-St. Paul

**Headquarters:** Minneapolis, Minn.

**Fleet:** 36 Embraer 175s

video conference that the Delta MEC hosted for all Compass pilots. Capt. Bill Couette, ALPA's vice-president-administration/secretary; Capt. Randy Helling, ALPA's vice-president-finance/treasurer; and Capt. Lee Moak, the Delta pilots' MEC chairman, gave presentations covering MEC structure, aspects of representation, and the time line for upcoming elections.

Cowan is eager to get the new MEC up and running. "At this point in my career, I am honored to have been asked to take on a leadership position," he says. "Having the opportunity, even in a temporary role, to make a difference in the lives of our pilots is what motivated me to volunteer. Fortunately, we already have a number of Compass pilots who volunteer their time on ALPA committees. Their assistance and dedication has been, and I am certain will continue to be, invaluable to our pilot group." 🌀