

**A**fter joining ALPA 2 years ago, Evergreen crewmembers continue their 5-year battle with management to secure a new, fair contract. The battle has been elongated by high fuel prices in 2007 and the sour economy in 2008 and 2009. The crewmembers and management have met

## Evergreen

### Pilots Work Hard Toward Securing a New Contract

By Tawnya Burket, ALPA Communications Specialist



F/O Chip Carter prepares for a flight.

off and on with little progress at the negotiating table while the crewmembers continue working under 1999 wages and contract rules. The last negotiating session took place in August 2009 with management requesting concessions from the crewmembers—the first request of this nature, which quickly prompted the Evergreen Master Executive Council and Negotiating Committee into action. The pilot group leaders conducted a series of crewmember-wide conference calls and a web-based survey to inform the members about the situation and to request their guidance to plan a course of action upon reaching this crossroad.

“We are faced with tough decisions. Unity and the backing of our crewmembers are the keys to moving forward with these negotiations. We have to be prepared to fight for a fair contract, and we cannot do that without our members’ complete support,” says Professional Flight Engineer William Fink, chairman of the Evergreen MEC.

The MEC Negotiating Committee will resume mediated talks with a federal mediator at the end of January. And, if necessary, the MEC’s Strategic Planning and Strike Committee (SPSC) is ready to spool up operations with guidance from the Association’s SPSC and Representation, Legal, and Communications Departments. Since joining ALPA, the Committee conducted a successful informational picketing event at New York’s John F. Kennedy International Airport cargo operations in October 2008 with support from Delta and ASTAR Air Cargo pilots. Twenty-five ALPA pilots participated in the picketing, the first such event ever for the group, which also ran mobile billboards in Miami, Fla., and McMinnville, Ore.,

Evergreen’s corporate headquarters.

“The battle has been long, and our crewmembers remain loyal, dedicated employees who are committed to our airline’s successful future. With the economy recovering and fuel prices remaining stable, the time has come for management to reward its crewmembers for the demands of this profession and respect the work that we do to keep operations on schedule under sometimes very challenging conditions,” says Fink.

Evergreen crewmembers have supported the U.S. armed forces by flying thousands of missions worldwide for the Air Mobility Command since 1975. Crewmembers are also counted on for their professionalism and experience when it comes to global humanitarian relief missions and Department of Defense support through the Civilian Reserve Air Fleet.

From the start of 2001 through December 2009, Evergreen has flown thousands of missions for the Air Mobility Command with its Boeing 747 modified freighters. The majority of these missions supported Operation Enduring Freedom, Southern Watch, Iraqi Freedom, and the U.S. troops in Iraq and Afghanistan. Evergreen has flown more than 120,000 hours worldwide from approximately 30 military bases in the U.S., Europe, the Middle East, and the Far East. Evergreen also operates weekly flights from Hong Kong’s Chek Lap Kok International Airport and Shanghai’s Pudong International Airport, carrying cargo to and from JFK and other major cargo hubs within the United States. Evergreen is also a leading company for one-time contract airlift services with its B-747 fleet configured with side doors and front loaders available for bulky or oversized cargo.

Evergreen began operating a contract for Boeing Aircraft Corporation using highly modified B-747-400s, the Dreamlifter, approximately 2 years ago. Evergreen crewmembers are the sole highly trained operators of this Boeing LCF fleet of three B-747 freighters (with a fourth scheduled to arrive soon) used to transport large segments of the new Boeing 787 Dreamliner from factories in Nagoya, Japan, and Grottaglie, Italy, for partial assembly in Charleston, S.C., and then final assembly in the Everett, Wash., plant. 🌐

## EIA at a Glance

**Pilots Joined ALPA:** 2007  
**Number of Crewmembers:** 212  
**Headquarters:** McMinnville, Ore.  
**Pilot Bases:** New York (JFK);  
Charleston, S.C.; Travis AFB, Calif.;  
Everett, Wash.  
**Fleet:** 9 B-747-200 freighters, 1 B-747  
Supertanker, 3 B-747-400 LCFs