

The Pinnacle Airline pilots enter the New Year focused on one specific goal: attaining an industry-standard contract that recognizes Pinnacle Airlines as a career destination for airline pilots and *not* just a layover to a future with a major airline.

While an intensive round of negotiations in August 2009 netted a tentative agreement that included many contractual improvements, the majority of Pinnacle pilots agreed that the overall package simply did not meet the standards required to warrant a “yes” vote to ratify the agreement.

“Pinnacle pilots have identified sections of the tentative agreement that need to be modified to better reflect their current needs,” says Capt. Scott Erickson, the Pinnacle pilots’ Master Executive Council chairman. “We are prepared and we look forward to working with management to address these problem areas to achieve a successful ratification.”

MEC leaders have developed a communications campaign that will launch in early 2010 to reenergize and reengage the Pinnacle pilots, who have endured a long and time-consuming negotiations process with amazing fortitude.

Pinnacle Airlines’ pilots enter their fifth year of formal contract negotiations with a renewed sense of determination. The pilots hope that a new working agreement can be reached through the Section 6 negotiating process.

However, if further negotiations fail to yield an acceptable contract, the pilots stand united and willing to engage in all legal actions necessary to obtain a fair contract. The pilots demonstrated their unity and resolve in late 2007 when more than 99 percent of the responding pilots voted to authorize their elected union representatives to conduct a lawful withdrawal of service if contract talks with management do not result in an acceptable agreement and the National Mediation Board (NMB) releases both parties to economic self-help.

The Pinnacle pilots’ contract became

amendable May 1, 2005. After a failed attempt at early negotiations in July 2004, formal contract negotiations began in February 2005. The NMB has been assisting both the pilots and management since September 2006. The pilots are the only Pinnacle employee group that has not had a pay raise in more than 5 years.

Pinnacle Airlines Corporation’s purchase of Colgan Air highlighted the Pinnacle pilots’ need to achieve stronger scope language to protect the airline piloting profession. The Pinnacle and Colgan MECs have developed a close working relationship and stand united toward the goal of achieving fair working agreements for all pilots in the service of Pinnacle Airlines Corporation.

Pinnacle Airlines operates a fleet of 142 Canadair CRJ200s and 900s throughout the United States, Canada, Mexico, the Caribbean, and Central America under the Delta Connection brand from bases in Atlanta, Detroit, Memphis, and Minneapolis. The airline, a wholly owned subsidiary of Pinnacle Airlines Corporation, continues to be profitable despite higher fuel prices, challenging economic times, and major scheduling cutbacks.

Despite the slow economy and the arduous wait, Pinnacle pilots stand firm in their conviction that achieving a fair and equitable working agreement is of paramount importance. They have played a leading role in the success of Pinnacle Airlines and believe that a fair working agreement for all Pinnacle pilots will ultimately ensure the stability and success of the airline they have worked so hard to build. 🌐

## Pinnacle

### Pinnacle Pilots Wait and See

By Kimberly Seitz, ALPA Senior Communications Specialist



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## PCL at a Glance

**Pilots Joined ALPA:** 1988 (as Express Airlines before changing its name to Pinnacle in 2002)

**Number of Pilots:** 1,260

**Operations:** Pinnacle Airlines, Inc., operates more than 740 Delta Connection flights daily to 120 airports across the United States, Canada, Mexico, the Caribbean, and Central America

**Pilot Domiciles:** Atlanta, Ga.; Detroit, Mich.; Memphis, Tenn.; and Minneapolis, Minn.

**Headquarters:** Memphis, Tenn.

**Fleet:** 142 Canadair CRJ200s and 900s