

FrontLines

Alaska Pilots Reach Tentative Agreement on a New Contract

Alaska Airlines pilots reached a tentative agreement on June 5 for a new five-year contract that improves wages, job security, and work rules and protects benefits. The pilots have been in contract negotiations since last summer. The current contract became amendable April 1.

"It is common for airline negotiations to last for years beyond the contract amendable date. The fact that we were able to reach an agreement so close to our amendable date is indicative of the commitment of both parties to reaching an agreement that recognizes the role the pilots play in the success of Alaska Airlines and that allows Alaska Airlines to continue to prosper," said Capt. Chris Notaro, the pilots' Master Executive Council (MEC) chairman. The MEC voted unanimously to recommend that the contract be ratified.

Pilots began voting on the new agreement on June 14. Voting concludes on July 10.

ALPA Comments on TSA Policy Change on Prohibited Items List

On June 5, Transportation Security Administration (TSA) Administrator John Pistole announced that he had decided to "continue to enforce the current prohibited item list. Small knives, novelty-sized and toy bats, billiard cues, ski poles, hockey sticks, lacrosse sticks, and golf clubs will remain on

the prohibited items list for carry-on baggage." Following that announcement, ALPA's president, Capt. Lee Moak stated, "The Association maintains its full support for Administrator Pistole. We recognize that his willingness to incorporate a multitude of stakeholder views and then make often tough decisions is the type of leadership needed to ensure the safety of our skies, airports, and cargo facilities. We applaud the thorough vetting of the issues and the agency's dedication to ensuring that new security programs will improve the security of our nation's skies.

"As a key stakeholder in enhancing the security of commercial aviation, and longtime proponent of risk-based security (RBS), ALPA has consistently advocated that the TSA incorporate all stakeholder views in the development of future applications of the RBS concept to include any proposed modifications to this list," Moak added.

"ALPA fully supports RBS because it is a philosophical shift away from the older, traditional one-size-fits-all security practice of screening only for threat objects. While there is still a role for object screening, it is imperative that the security in this country provides screening that also includes detection of harmful intent and makes the most efficient and effective use of our security resources resulting in safer, more secure, flights.

"Since Sept. 11, 2001, many additional layers of

security have been added to protect aviation," noted Moak. "These layers include Known Crewmember—an RBS program for the alternate screening of pilots and flight attendants; the use of passenger watch lists, which includes a passenger no-fly

ALPA's president, and Veda Shook, president of the Association of Flight Attendants-CWA (AFA-CWA), sent a joint letter to FAA Administrator Michael Huerta urging that the FAA find funding to continue two important programs for the

Federal Appeals Court Upholds ALPA's Challenge to Ex-Im Bank

On June 18, ALPA hailed a federal appeals court decision to uphold a legal challenge by the Association and Delta Air Lines maintaining that the U.S. Export-Import Bank had failed to meet its legal obligation to evaluate the potential effect on U.S. airlines and U.S. jobs before making loan guarantees to Air India for the purchase of widebody aircraft.

ALPA and Delta argued that the bank, in its decision to provide financing to Air India for 30 long-range, widebody B-787s and B-777s, had failed to consider the negative effect these loans would have on U.S. airline jobs and U.S. airlines. In its ruling, the D.C. Circuit Court of Appeals ordered that the bank either explain why the review required by governing statute was not necessary or fulfill its duty to evaluate the effect on U.S. industry and U.S. employees before granting financing to Air India. ●

list; the PreCheck program, which employs RBS principles by confirming the identity and expediting the screening of low-risk individuals; enhanced passenger and baggage screening technology/equipment; self-defense training of flightcrew members; and the use of federal flight deck officers who, along with federal air marshals, protect our flights. All have led to significant improvements and increases in the level of aviation security.

"ALPA will continue to work with the TSA to maintain the safe skies above the United States of America and beyond," Moak concluded.

ALPA and AFA-CWA Stand Together to Support HIMS/FADAP Programs

On June 3, Capt. Lee Moak,

remainder of FY2013. Both the Human Intervention Motivation Study (HIMS) and Flight Attendant Drug and Alcohol Program (FADAP) have contracts that expire in July and September, respectively, and are in danger during this austere budget period. HIMS and FADAP are on the front lines to detect and assess pilots and flight attendants in need of recovery programs and facilitate their return to the line.

To read the letter, scan the QR code.



Calm Air Pilots Ratify New Contract

Calm Air pilots overwhelmingly ratified a new five-year contract on June 14 that will

Preflight

■ FrontLines (continued)

boost pay, improve work rules, and give the airline's 80 pilot members better quality of life. The new deal becomes effective Aug. 1, 2013, with the higher pay rates retroactive to May 1, 2013. Of the 87 percent of eligible voters who cast ballots, 86 percent supported the agreement.

In the new agreement, pilot negotiators negotiated preferential seniority language for the pilot group. Pilots who have left the direct employ or have been furloughed and not recalled by other airlines owned by Calm Air's holding company, or by a company whose pilots were represented by ALPA at that time, will be the first in their class to draw for seniority when starting at Calm Air.

Calm Air flies a mixed

fleet of small jets and turboprops to far-flung northern destinations in Manitoba and the Nunavut Territory from bases in Winnipeg and Thompson, Man.

■ Kelowna Pilots to Open Negotiations Early

The Kelowna Flightcraft pilots' Master Executive Council (MEC) was asked by management to begin negotiations early due to the request for proposal from the Canada Post Group of Companies for which Kelowna provides dedicated cargo service. The MEC is investigating interest-based negotiations (IBN), which Bearskin, Calm Air, and Wasaya pilots have successfully used to attain new contracts.

While Kelowna pilots

have not used IBN during past negotiations, the MEC believes IBN can benefit the pilots as they enter into early negotiations for their fourth collective bargaining agreement. The MEC and Negotiating Committee members, along with company representatives, attended an IBN workshop in June, after which the two sides began negotiating. The MEC Contract Study Committee is developing a pilot survey with ALPA's assistance that will be distributed to the pilots. Pilot leaders and negotiators will meet with ALPA staff in July to develop a strategic plan to support negotiations.

■ ALPA-PAC President's Circle Reaches Milestone

In early June, the ALPA-PAC President's Circle gained its 500th member. This achievement shows a renewed interest in the PAC and its mission to build a pilot-partisan Congress.

President's Circle members are leading by example, contributing more than \$40 each month to the PAC. Collectively, the group gives more than \$250,000 each year to the PAC. All of that money goes toward educating members of Congress about pilot issues and building the relationships that ALPA needs to win in Washington.

Follow the great example being set by these 500 members by going to www.ALPA.org/ALPAPAC and joining the PAC today. ●

■ Pilots Needed for Carcinoma Research

The ALPA Aeromedical Office has been asked to help recruit pilots who have had skin cancers and may be willing to assist with a research study on basal cell carcinoma (BCC), the most common of all human cancers. This study, which Dr. Ervin Epstein of the Children's Hospital of Oakland, Calif., is conducting, is focused on the incidence of mutations in BCCs.

BCCs are abnormal, uncontrolled growths or lesions that arise in the skin's basal cells, which line the deepest layer of the epidermis (i.e., the outermost layer of the skin). The research is designed to study the incidence of a certain type of mutation

in BCCs presumed to be caused, in part, by ionizing radiation. Pilots are of interest in this study because of their exposure to atmospheric radiation, which is a normal part of their work environment.

Pilots who have, or have had, BCC and are interested in assisting with this research should contact Epstein for further information through his clinical study coordinator at Jlindgren@chori.org, or by calling 510-450-7639 or 866-513-0501.

Participation in this research does not generate any FAA reporting requirement for pilots, and any publication will deidentify any participants. Results will be made available to the ALPA Aeromedical Office at a later date. ●

AERF Ready to Help Members Affected by Recent Tornadoes and Wildfires



With the devastation of the recent tornadoes in Oklahoma, the wildfires in California, Colorado, and New Mexico, and a hurricane season predicted to be more active than usual rapidly approaching, ALPA wants to ensure that those pilots who need assistance are helped.

If you and your family have been affected, you can turn to the ALPA Emergency Relief Fund (AERF) for immediate financial assistance that can help you make it through this difficult time. Complete an online emergency relief application. If you have any questions about the process, please send an e-mail to Relief@ALPA.org. If you know pilots in need of assistance as a result of these disasters, please encourage them to apply to the fund.

To ensure that those pilots who need assistance are taken care of, ALPA is asking for contributions. AERF funds are being depleted, and your financial help makes a difference in times of crisis. For more information about AERF to complete an online relief application, or to make a donation, please visit www.ALPA.org/relief. Contributions to AERF are tax-deductible in the U.S. ●

