

Building the Air Profession for the

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COMMUNITY OUTREACH



During the past 15 years, the airline piloting profession in North America has faced some of the greatest challenges in its history. Recent gains, however, signal a profound opportunity for progress. ALPA is capitalizing in every possible way—building the airline piloting profession now and for the future.

Whether your focus is your current job, your career a decade from now, or the profession years in the future, ALPA is taking decisive action to advance the careers of pilots today and the profession for those who will fly the line tomorrow.

For the union's current members, ALPA is aggressively applying both traditional and innovative collective bargaining strategies to negotiate the right pay and benefits for pilots now, as well as job security protections

airline Piloting the Future

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and career progression opportunities to secure pilots' careers in the future.

Many airline pilots today began flying while serving in the military, but increasing numbers of young pilots are now entering the profession through university and college flight schools. With guidance from the union's Board of Directors, ALPA's Education Committee is working with leading postsecondary aviation schools across the continent to create strong school curricula and mentoring programs to reach young pilots who aspire to work for the airlines and help them recognize and achieve the highest possible professional standards.

At these university and college aviation schools, ALPA pilots serve as an unparalleled resource for students as they explore the North American airline industry and as an exemplar for young pilots as they learn about the profession. ALPA volunteers give student aviators

a thorough understanding of a pilot's professional life, delving into the details of subjects ranging from reserve and monthly bidding to flight and duty time and progressing to the left seat of the cockpit.

In addition, ALPA is seeking to inspire and educate younger students who may become the next generation of professional airline pilots. Union volunteers are visiting elementary and high schools and participating in activities in their local communities to make clear the value of the airline industry and the role that pilots play in operating the safest mode of transportation.

In the following pages, you will learn that, at every opportunity, ALPA is building the airline piloting profession now and for the future. 



ALPA's governing body leaders directed the Education Committee to focus its volunteers and funding on outreach to our top aviation universities and colleges at the postsecondary level," said Capt. Dave Ryter (American Eagle), who chairs ALPA's Education Committee. "The type of airplanes that new pilots are flying in their first airline job has changed over time, and ALPA is leading the effort to ensure that the industry is preparing these new pilots accordingly. We want to do all we can so that new pilots start their first job with every advan-

give to student pilots at postsecondary schools, but we have also developed 'scenario exercises' in which we present students with a real situation that they could expect to face while flying the line and ask them to come up with a plan to handle it," continued Ryter. "Scenario-based mentoring seems to have the greatest impact on the maturation process, second only to flight experience. You can see the students mature as they realize the complexity of the decisions and realize the weight of the responsibility that airline pilots face on the job."

ties to collaborate with the existing club, rather than creating a new organization.

Starting small, ALPA's first mentoring project matched Purdue alumni who were ALPA members with active PPP group members who were interested in having a mentor. Through the effort, ALPA volunteers not only established an ALPA presence on the Purdue campus, but by mentoring individual students, the Education Committee members also gave the young pilots a way to keep up on the airline industry and seek advice from someone who had followed a very similar educational path.

The Education Committee's mentoring initiative at Purdue started with about 25 active PPP member students and 25 Purdue alumni ALPA mentors. Because the program was modest in size, the leaders were able to match students with mentors who had experienced similar opportunities and challenges, e.g., students who were interested in all-cargo flying could be given an all-cargo pilot mentor. The Committee plans to build on the mentoring PPP program's success.

"In addition to the programs at postsecondary colleges and universities, ALPA's Education Committee volunteers also participate in a number of academic conferences—selected by the committee because the events present a great opportunity to get ALPA's view of the airline industry and the piloting profession to the professors and flight instructors who are training them," noted Ryter.

In May 2013, ALPA again sponsored the annual National Intercollegiate Flying Association's Safety and Flight Evaluation Conference, held in Columbus, Ohio. ALPA volunteers offered collegiate pilots

Mentoring a New Generation of Airline Pilots

By ALPA Staff

tage in achieving their goal of becoming the best possible professional pilot."

The Education Committee has established programs at Embry-Riddle University – Daytona Beach and – Prescott; Parks College at St. Louis University; Purdue University; Southern Illinois University; and the University of North Dakota. Additionally, committee members sit on the Industrial Advisory Committees of numerous collegiate aviation programs in an effort to provide airline pilots' perspectives in shaping the aviation curriculum at colleges and universities.

While ALPA has signed agreements with universities such as Embry-Riddle Aeronautical University – Daytona to establish formal ALPA ACE Clubs, which focus on airline industry careers, some universities have other types of programs. As a result, ALPA's Education Committee is extremely flexible in creating the right approach for each school, whether through a new ALPA group, collaborating with an existing group, or meeting with the aviation students on an ad hoc basis.

"ALPA's Education Committee has put together a formal presentation that we

In one example of ALPA's efforts to reach postsecondary aviation students, committee volunteers have begun working with the Purdue Professional Pilots Club (PPP) at Purdue University. According to its website, the club works to increase members' knowledge of the various aspects of professional aviation through guest speakers and aviation-related trips.

Since many of the approximately 300 students enrolled in Purdue University's aviation program were already involved in the PPP club, the Education Committee began by seeking opportuni-



Capt. Dave Ryter (American Eagle), far left, chairman of ALPA's Education Committee, talks with students at Embry-Riddle – Daytona Beach.



ALPA Builds Future Career-Progression Opportunities For Fee-for-Departure Pilots

By ALPA Staff

On August 13, ALPA's fee-for-departure (FFD) airline pilot groups signed a unified statement making clear that the Association will not permit whipsawing of FFD pilot groups and affirming that ALPA's collective bargaining agreements should promote career paths for FFD pilots to mainline airlines.

At a meeting held at the union's headquarters on August 8–9, Capt. Lee Moak, ALPA's president, led a broad discussion that included representatives from ALPA's Air Wisconsin, American Eagle, Atlantic Southeast, CommutAir, Compass, Endeavor Air (formerly Pinnacle), ExpressJet, Jazz Aviation, Mesa Air Group, Piedmont, PSA, and Trans States Master Executive Councils.

While ALPA FFD pilot groups regularly engage to discuss specific issues, given the increasing pace of change in the airline industry, Moak brought all ALPA FFD pilot representatives together in a summit at the union's headquarters. Meeting with both ALPA's president and each other, the FFD pilot group leaders pledged a unified response to industry challenges such as overcapacity, economic stagnation, mainline consolidation, and rising fuel costs.

The meeting culminated in a unity statement signed by all the participating ALPA pilot groups. In it, the Association acknowledged that contracts must be flexible to accommodate the needs of different airlines and airline systems, but underscored that all FFD contracts should promote

career paths to mainline airlines for those pilots who are interested, in addition to supporting ALPA's overarching collective bargaining goals.

During the talks, the groups recognized the continually changing nature of the airline industry, including the

ALPA's overall approach to collective bargaining. ALPA has already bargained strong career-progression opportunities into contracts for pilot groups, including Piedmont, where an ALPA agreement with US Airways mainline provides career-progression

Building opportunities for career progression is an essential element of ALPA's overall approach to collective bargaining. ALPA has already bargained strong career-progression opportunities into contracts for pilot groups, including Piedmont, where an ALPA agreement with US Airways mainline provides career-progression opportunities, and PSA, where the pilots' new five-year agreement creates opportunities for PSA pilots to progress to US Airways mainline.

downward pressure applied by airline managements, forces related to consolidation, threats posed by state-backed foreign airlines, unpredictable fuel costs, and economic stagnation.

"Continued airline industry restructuring presents negotiating challenges but also provides opportunities for us to work together to bargain positive contracts," said Moak. "I'm pleased with the discussion that took place and the resulting unified statement that will govern collective bargaining [for ALPA-represented pilots at] FFD airlines with the goal of building more robust career paths for our profession within each airline brand."

Building opportunities for career progression is an essential element of

opportunities, and PSA, where the pilots' new five-year agreement creates opportunities for PSA pilots to progress to US Airways mainline. Flow-down and preferential-hiring models have also been made available and protected mainline pilots during times of industry retrenchment.

"ALPA's fee-for-departure pilot groups will continue to meet regularly and coordinate with non-ALPA pilot groups to share bargaining information and priorities," concluded Moak. "We will communicate with company managements and ALPA members to enhance understanding of industry changes and continue to move career-progression opportunities and our contracts in a positive direction." 

guidance and information about the profession at a booth, and the committee also hosted a pizza forum at which nearly 250 students spoke with ALPA pilots about the latest industry issues. During the awards banquet event, ALPA pilot volunteers awarded a number of scholar-

ships to "Top Pilot" students.

Committee volunteers also engaged in the World Aviation Training Conference and Tradeshow in Orlando, Fla. Held from April 16–18, the symposium attracted more than 900 attendees from 49 countries and 94 airlines. In their pre-

sentations and interaction with attendees, ALPA members discussed the action that the union is already undertaking to ensure the highest standards of professionalism among new pilots, including the critical outreach and mentoring work that ALPA has established. 



After reporting in the July issue of *Air Line Pilot* that Auburn University planned to sunset its professional flight degree program, the school recently announced that it has changed its plans. However, the decision to preserve the school's aviation programs did not happen by chance.

"More than 4,000 alumni, students, parents, and industry leaders spoke out to support Auburn's aviation programs," said F/O Jason Mohrman (Continental), an Auburn alum and ALPA member who helped organize the grassroots

sized, "Industry support is essential for a number of reasons, not the least of which is the positive message it will send to students and their families about the future demand for pilots with an Auburn degree."

Class casualties

Unfortunately, some other collegiate aviation programs haven't been as fortunate. Take Daniel Webster College. ITT Educational Services, Inc. bought the New Hampshire private school in 2009 and immediately announced plans

tions will be phased out over the next several years as the students who are currently enrolled in the program are allowed the opportunity to graduate within the normal time frame for completion. Effective immediately, no new classes will be started in this program."

St. Cloud State University's Aviation Department prepares students for careers as pilots, air traffic controllers, and airport managers, but the flight degree program is scheduled to be closed in 2014.

St. Cloud began offering aviation education in the 1930s as part of the Federal Civilian Pilot Training program. However, Earl Potter, the university's president, announced on Sept. 28, 2011, that the aviation program would be terminated and no new admissions would be accepted. SaveSCSUAviation.com is currently working with alumni and the community to communicate the shortsighted nature of this decision and to overturn the school's plans.

Similarly at the University of Illinois – Champaign/Urbana, the school's Board of Trustees voted 6–2 in July 2011 to close its Institute of Aviation and terminate the flight degree program by 2014. However, officials at nearby Parkland College and Riverside Research, a not-for-profit defense contractor, are considering a partnership to maintain pilot training in the nearby community.

Auburn's Flight Degree Endures; Other Collegiate Programs Not So Fortunate

By John Perkinson, Staff Writer

"flyauburn.org" campaign. "After *Air Line Pilot* announced the planned closure of the program, we received hundreds of e-mails from ALPA pilots offering their support. And together, we rallied and made the difference."

In a July 13 letter to aviation students, parents, and alumni, Timothy Boosinger, the university's provost and vice president, wrote, "Auburn will continue and strengthen both the professional flight management and aviation management degree programs, and we wanted you to be the first to know." The official public announcement came two days later.

The letter outlined the university's objectives, including plans to hire more professors and the need to improve facilities. It also called for fund-raising activities and the authority to establish a restricted air transport pilot certificate program for graduates with bachelor degrees and 1,000 hours of flight time.

In talking about the future of the Auburn programs, Boosinger empha-

zed, "Industry support is essential for a number of reasons, not the least of which is the positive message it will send to students and their families about the future demand for pilots with an Auburn degree."

According to the school's website at that time, "The bachelor of science degree program in aviation flight opera-



Capt. Dave Ryter (American Eagle), left, and Capt. George Burnette (Delta), right, speak with students at Embry-Riddle Aeronautical University – Daytona Beach during an activities fair.

F/O COSTAS SYVILLIS (PSA)



F/O Jeff Browand (Alaska) talks with a flight team during the NIFA SAFECON at Middle Tennessee State University in Murfreesboro, Tenn.

No details have been announced, but Riverside Research issued a statement saying that it “is exploring launching a Champaign-based institute focused on basic and applied research in manned and unmanned aerial systems and is considering coupling its research institute with a manned aircraft pilot training program.”

The bottom line

In each of these cases, schools cited the expensive nature of maintaining flight education programs and the current need to limit costs as the basis for these cuts. But critics have responded, ▶▶▶



TWINYA BURKETT

Linking Education and the Airline Piloting Profession

By F/O Costas Sivyllis (PSA)

Five aviation universities nationwide now have an ALPA Aviation Collegiate Education (ACE) Club on campus.



Developed with ALPA’s Education Committee and student leaders, ACE Clubs educate students through monthly meetings and mentorship programs

led by ALPA volunteers. Since August 2010, I’ve had the unique privilege of leading an ACE Club—as a student for three years and recently as a first officer volunteer from my airline.

The ACE Club experience did more than just educate me about various airline industry topics. It prepared me to smoothly transition from a being college student to being a professional pilot. Moreover, I learned the importance of being a professional and that every decision a pilot makes should be predicated on safety.

Today, we see more regional first officers coming from general aviation time-building jobs, which prompts the question, what has prepared them for the right seat of an airplane?

Participating in ACE Club meetings for three years made me a more informed pilot. Pilot mentors, guest speakers, mock interviews, scenario-based training, airport operations tours, and state-of-the-industry presentations help students learn more about the airline industry. As ALPA ACE Clubs continue to grow, I sincerely hope that young aviators will participate in these clubs to develop leadership skills needed to be a role model for student pilots on campus and to learn more about the airline piloting profession.

In the near future, many airline pilots

will be retiring, and new pilots will be entering the profession. We need to foster professionalism in young aspiring pilots so that they have the skills and traits needed to succeed as an airline pilot. From the initial operating experience at our first airline job to the day we retire, every time we put on our uniforms we are professional pilots. Promoting professionalism—it’s more than just a phrase, it our duty as airline pilots. 🌐



Pilots talk with ACE Club members at Embry-Riddle – Daytona Beach.



To hear what F/O Costas Sivyllis (PSA) has to say about the challenges of being a first-year airline pilot, scan the QR code.



pointing to the projected growth of the airline industry and the anticipated retirement of baby-boom generation employees. Boeing predicts that nearly 465,000 new pilots will be needed globally between now and 2031 as national economies grow and airlines take delivery on tens of thousands of new airplanes.

Jerry Kidrick, chairman of the Flight Department at the Prescott, Ariz., campus of Embry-Riddle Aeronautical University, talked about the need for academia to get the airline industry involved. He described current “bridge” or “gateway” programs between colleges and airlines to channel qualified students to pilot job opportunities. Two years ago, his university entered into a partnership with Atlantic Southeast Airlines, which allows participating aeronautical science students in their junior year to be evaluated for potential employment as Atlantic Southeast first officers.

Kendrick’s counterpart at the university’s Daytona Beach campus, Ken

Byrnes, commented that “this agreement is a win-win for both the airlines and our students. It provides students with a clearly defined career path while ensuring a pipeline of highly qualified professionals for the airlines.”

Participating students must pass a series of tests, maintain a minimum grade-point average, complete Embry-Riddle’s advanced jet training courses, and secure the ratings of private pilot, commercial pilot/instrument and multiengine, certified flight instructor, and certified flight instructor/instrument.

Kidrick said comparable programs exist at other universities where airlines offer incentives like signing bonuses and student loan payment programs. “These are business decisions based on what’s financially viable and what makes sense for the airlines to get quality graduates.”

After a decade of airline consolidation and restructuring, regional and low-cost airlines are hiring pilots, and even the

majors are considering staffing demands. Delta has estimated it will need 3,500 new pilots during the next decade to simply maintain its current ranks. American Airlines late last year announced plans to hire 2,500 pilots over the next five years, and United’s pilot employment web page indicates that the airline is “currently reviewing applications for first officer positions.”

JetBlue CEO Dave Barger said in a speech last fall that with the baby-boom generation maturing, the industry is “facing an exodus of talent in the next few years.” Collegiate flight programs provide a direct link for students who will fill the ensuing void, but only if colleges and universities recognize the value of their aviation programs, and not just the cost. Support from alumni, students, and parents is crucial, but so is public awareness. Schools with aviation programs need to look forward, rather than back, to see the many opportunities lining up on their horizon. 

Furlough Numbers at a Five-Year Low

By Kimberly Seitz, ALPA Senior Communications Specialist

ALPA established the Furloughed Pilots Support Program (FPSP) in July 2008 amid an industry faced with many hurdles, including sky-high fuel prices that led to a number of airline shutdowns, proposed mergers, and cutbacks in flight operations. The unfortunate result: thousands of pilots temporarily furloughed or out of a job altogether.

Today, ALPA furlough numbers are at a five-year low. As of July 2013, 2,072 ALPA members were listed as furloughed. In July 2010, the number peaked at 3,636. And in December 2008, that number was 2,193.

The FPSP has become a tremendous asset to furloughed ALPA pilots. Capt. Spencer Rowe (American Eagle), the FPSP coordinator, works closely with ALPA volunteers and ALPA staff to develop a central point of contact for the furlough coordinators at each ALPA pilot group. Pilot volunteers at

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airlines that have experienced long-term furloughs funnel information to pilot groups with newly furloughed pilots, providing much-needed assistance to furloughed ALPA members during this difficult time in their careers.

As part of the FPSP’s mission to supply furloughed ALPA members with the knowledge and information necessary to make sound decisions as they work

their way back into the cockpit, the program has implemented a variety of services.

■ **Employment Assistance Opportunities:** FPSP partners with FAPA.aero and Aero Crew Solutions to provide discounted job fair and career services. Both specialize in providing job hunting and career decision assistance to professional pilots. Additionally, the FPSP works with each furloughing pilot group to find unique assistance benefits for those pilots.

■ **Increased Communications:** The *Flight Path* is a quarterly newsletter that includes information geared specifically to furloughed ALPA members. And the FPSP website, www.alpa.org/ furlough, has also been enhanced to include more information related to federal and state resources such as Worker’s Compensation and the Worker Adjustment and Retraining Notification (WARN) Act. 



A former Independence Air pilot and ALPA member, Glenn Harmon is now an associate professor of aeronautical science at Embry-Riddle Aeronautical University – Daytona Beach, where he’s been teaching since 2006. He’s also the ALPA ACE Club faculty advisor on campus, helping the students there orchestrate the types of information and education that they want to get out of ACE Club meetings. *Air Line Pilot* sat down with Harmon for his take on what role aviation education will play for aspiring airline pilots and the airline industry.

ios and make go/no-go decisions. And I think you’re going to get a better overall product—personally, professionally, and technically. They are eager and highly motivated, even in the face of rising costs for flight training and regulatory requirements. They persevere through years of academics and flight training to develop and apply their knowledge of aircraft systems, safety, and CRM to their flight training. At the same time, they are earning their commercial certificate with multiengine and instrument ratings—all at about the cost of a home

Want More?

Want to hear more from Glenn Harmon about his students and what’s going on at university aviation programs today? Scan the QR code to watch snippets of his interview.



present real-work scenarios or events and engage the students to discuss possible outcomes and solutions. Students have a chance to talk one-on-one with current pilots who are flying the line, and there’s definitely a change in their attitude and motivation. It brightens their dream of becoming an airline pilot. When ALPA line pilots volunteer their time to come to an ACE Club meeting each month, it keeps that dream alive. When you have a “live pilot” at the club talk with the students and answer their questions, that is really motivating, whether you’re a freshman or a senior.

Q What are the perks of the ALPA ACE Club that you tell your students about?

A Some of the advantages I like to highlight about the ALPA ACE Club to other students are basically the contacts, the networking, the information that we gain about what’s currently happening in our airline industry. Those are things that our students want to know, and need to know right now, so that they can plan their careers. It helps to give them information on how to get there—through internships or various other things you need to do, whether it’s flight instructing, flying charter, or something to earn your time and your experience to qualify for that right seat. 🌐

Meet Professor Glenn Harmon

By Molly Martin, Contributing Writer

Q As a professor at Embry-Riddle, what’s your take on the hiring trends in the airline industry over the next 10 years?

A As we look to the next few years and the large retirements at the major airlines, I see a positive trend for airline hiring and also for the futures of these young men and women who are stepping out and hoping to find their place in the right seat of FAR Part 121 airlines. I think hiring will reflect what we saw in the late 1990s—instead of so many military pilots, airlines will hire a lot of folks from colleges and universities that grant aviation degrees and ratings. Gone are the days when the military was a pipeline for the airlines, mainly because of the reduced force size and extended active-duty commitments from pilot training.

Q How are you shaping these students’ knowledge about the airline industry?

A These young men and women are going to take my place in the airline industry, so I have a vested interest in providing them with opportunities to get the latest information, to be professionals, to learn how our industry operates so that when they do step into that right seat, they are better prepared. For example, I integrate my airline experiences with my senior capstone course to solidify the concepts taught in class, and I have students discuss and solve scenar-

mortgage. If I were an airline pilot today, reading the tea leaves, I would expect a better trained pilot coming into my right seat.

Q How does the ALPA ACE Club help you reinforce the concepts you teach in the classroom?

A At Embry-Riddle, I see dedicated, committed, and well-trained pilots who have been brought up in an environment of discipline, responsibility, decision-making, and a safety culture. They understand flight operations manuals, and their training mirrors so much of what is done at the airlines. ALPA ACE Club meetings and visiting pilots demonstrate that the airline industry has the same expectations. Pilots often

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ERIC DAVIS



In the mid-1990s and before, the military was the mainstay of airline pilot recruitment. However, a dramatic transformation in the armed services' aerial operation greatly reduced the numbers of military pilots moving into the airline industry. Today, with an improved economy, changes in airline hiring trends, and pilot contract gains, military pilots have once again become a resource for the airline industry.

As much as 70 to 80 percent of airline pilots came from the military, compared to the 20 to 30 percent who came from

could also see its carrier strike groups reduced from 11 to 8 or 9.

Leaner and meaner

"The Air Force of the future is likely to be slightly smaller and more reliant on remotely piloted aircraft (RPAs)," according to an August 2013 *DefenseNews* report titled "Air Force 2027: Fewer Pilots, More Drones, More Challenges." However, drone time is not flight time. The two jobs require different training and a different operational approach. Nonetheless, for a time the Air Force

Food for Thought

Junior pilots just coming up through the ranks, who seek the best of both worlds, may wish to hedge their bets and join the Air National Guard or Air Force reserves. By flying larger airplanes like the KC-135 and the C-17, their training is covered and they may have the opportunity to meet and work with current airline pilots, who know something about the airline hiring process and may have good contacts. 



THE MILITARY CHANNEL: Limited but Reemerging Resource for Airline Pilot Recruitment

By John Perkinson, Staff Writer

civilian ranks, noted aviation consultant Kit Darby. However, federal budget cuts have reduced the size of military aircraft fleets and, consequently, the pool of available military pilots. A 2009 RAND report predicted that by 2016, the Air Force will have fewer than 1,000 fighter aircraft in its fleet, which represents only 32 percent of the number it had in 1989.

In addition, U.S. Defense Department Secretary Charles Hagel in July discussed military cuts for the 2015–2019 defense plan, which could include reducing tactical aircraft squadrons by as many as 5, retiring bombers, and making cuts in the C-130 cargo airplane fleet. The Navy

was reassigning some fighter pilots to fly MQ-1 Predator and MQ-9 Reaper drones.

In the other branches, the Navy also has a growing interest in RPAs, and the Army continues to focus much of its aerial demands on helicopters.

In addition to fewer numbers of service pilots, the airline industry has been rocked by 9/11, the recession, and bankruptcies. Airline pilot hiring has been spotty and limited largely to regional and low-cost operations. These conditions helped the military retain its aviators.

However, that market is changing, and new opportunities exist with the major airlines—and military pilots are noticing.

More and more are completing their basic obligations and submitting airline employment applications. In 1993, 80 percent of Air Force pilots signed up for another five years, compared to just 65 percent today.

Comparing apples to oranges

In July, the *Los Angeles Times* reported, "Air Force pilots typically earn about \$90,000 by the time they complete their 11th year," when they decide whether to stay for an additional five years. "The median annual wage of airline pilots, copilots, and flight engineers is \$103,210 according to the U.S. Bureau of Labor Statistics' latest numbers," the newspaper noted.

The Air Force is noticing these changes, too. It recently announced an improved Aviator Incentive Program with a signing bonus of \$225,000 for a nine-year commitment to continue flying fighter jets. However, this offer is only available to approximately 130 veteran military pilots, who will have to weigh the stress of future deployments and the demands of the job on family.

As for current military pilots as a source for airline employment, Darby said, "The airlines like these guys." They have great flight training, follow procedures well, and are used to wearing uniforms. They will continue to be a great resource for the airlines, but their numbers simply aren't what they used to be. 





“**D**ad, my elementary school is holding a career day—could you please talk to my class about being an airline pilot?” “My daughter’s Girl Scout troop is organizing presentations about interesting jobs for women—could you come to the high school and discuss the kind of education that is needed to become an airline pilot?”

If you have ever received questions like these, you likely appreciate the powerful draw that the airline piloting profession holds for many young people. It’s also likely you recognize that, by

school is slated to begin classes in its first permanent building, constructed on land donated by the Museum of Flight and located near King County International Airport/Boeing Field.

Founded in 2004, today more than 400 students from across the Northwest matriculate at this public college-preparatory high school. Funded through an innovative public-private partnership, the school bases its curriculum on subjects typical for students enrolled in grades 9–12 but with a strong focus on science, technology, engineering, and

Get Involved!

ALPA’s Education Committee needs volunteers to reach out to local schools and communities across the United States and Canada. Scan the QR code to join the Education Committee’s efforts today. Then, stay on the site to watch available PowerPoint presentations and order materials for your next career day visit. [➔](#)



Community Outreach To Primary and Secondary Schools

By ALPA Staff

reaching out to local schools and student organizations, ALPA volunteers can generate important visibility for the value of the airline industry and for the essential role airline pilots play in keeping air transportation safe and secure.

Recently, ALPA’s Education Committee unveiled various resources for individual ALPA pilots who may be asked to participate in a career event by a child, teacher, or parent in their community. From a formal slideshow that can be presented as is or tailored to a particular age or audience to foam airplane kits, coloring books, stickers, and pens that feature the ALPA logo, the Education Committee offers ALPA members a variety of materials and information to help them make the most of an opportunity to work with young people who are interested in aviation.

In addition to helping individual pilots as they participate in career events, ALPA’s Education Committee and a number of ALPA pilot groups are conducting coordinated outreach programs at schools in their communities.

The Alaska Airlines pilot group has been involved in Seattle’s Aviation High School since its start. In fall 2013, the

math, with the goal of preparing for an aviation or aerospace career.

Further south on the Pacific, the Hawaiian Airlines pilot group has worked for nearly four years with local school students to promote the airline industry and the piloting profession.

“We knew that individual Hawaiian pilots were being asked by their families and friends to go to the schools, but each pilot was starting from scratch to put together age-appropriate presentations



During a career day presentation at James Denman Middle School in San Francisco, Calif., students build “ALPA” foam airplanes.

and materials,” explained Capt. Harold Fujii. “We wanted to centralize the effort and make it easier for pilots to volunteer.”

A former high school teacher, Fujii created a committee within the Hawaiian Airlines pilot group and worked with the ALPA Education Committee to produce a guide to becoming an airline pilot that describes the education and training requirements, the types of airlines, career outlook, and the flight schools in Hawaii. In addition to the guide, the committee put together a folder with ALPA and Hawaiian logo items to give to students.

“We posted a flyer in the Hawaiian Airlines pilot crew lounge asking for volunteers and worked with the company management, which supported the idea right from the start,” continued Fujii. “Once we had the information and volunteers in place, we started the program by coordinating with the Hawaii Department of Education and sending a packet of information offering a presentation on the airline piloting profession to all of the 140 or so public and private secondary schools in the state.”

The program began with about 35 volunteers and has grown to include more than 60 pilots who visit preschools, elementary schools, junior high and high schools, and colleges on the U.S. mainland and on the islands of Hawaii, Kauai, Maui, and Oahu, as well as Rota in the Mariana Islands. The pilots often work with Hawaiian Airlines flight attendants on their visits.

During the 2012–13 school year, Hawaiian pilots were invited to participate in 47 school and community events. “If we can help just one student fly straight and level toward achieving his or her goal of becoming an airline pilot, it is all worth it,” said Fujii. [➔](#)