

Air Line Pilot

AUGUST 2013 ■ OFFICIAL JOURNAL OF THE AIR LINE PILOTS ASSOCIATION, INTERNATIONAL

How One Crew Landed An Airplane With Smoke in The Cockpit

Superior Airmanship
Details Inside

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UPDATES ON
**Asiana Flight 214,
FFDO Funding,
& NextGen**

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About the Cover

This photo was taken at sunset at Jackson Hole Airport, Wyoming, by F/O James T. Duke (United). Download a QR reader to your smartphone, scan the code, and read the magazine.



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Take Note

Dogged About The Facts

A native of County Kerry, Ireland, the Kerry blue terrier breed was originally known for hunting, but the dog's affectionate and loyal nature makes it a perfect pet for families—including mine.



While no one is certain of the true origin of the breed, legends and lore abound. Speculation as to how the Kerry blue terrier eventually ended up in Ireland includes the dog swimming to shore from a Russian ship wrecked in Tralee Bay. Another legend has it landing in Ireland when a terrible storm forced the Spanish Armada off course in 1588.

While the different versions of what some will believe as fact certainly make for interesting storytelling and discussion, there really is no way of knowing the true origin without all the facts, which is certainly acceptable when determining the nature of a breed of dog—doggedly determined or incredibly lucky.



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Not having all the facts and drawing conclusions, however, is completely unacceptable

when it comes to aviation. Indeed, the “magic of flight” is anything but, as it is based on science, precision, and data. Making certain that all the data are thoroughly considered before taking action is a bedrock principle of our union's work. In coverage of ALPA's 59th Air Safety Forum, you will see that our safety, security, and pilot assistance efforts have at their core solid data and sound science.

The same holds true for ALPA's communications. While others may rush to speculate, ALPA reserves judgment until we have all the facts. To that end, it's more important than ever that you get the facts about your union directly from your union. Follow ALPA on Twitter, like us on FaceBook, join our live webcasts, and read the FastRead—there are myriad ways to get the facts about our union's work to advance the airline piloting profession on our members' behalf.

Marie Schwartz
Director, ALPA Communications
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HOT TOPICS

In This Issue



Didn't attend the **Air Safety Forum?** We'll give you the highlights.

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The 1,500-Hour Rule—

It's official. Find out if the new rule affects you. (www.alpa.org/1500rule)

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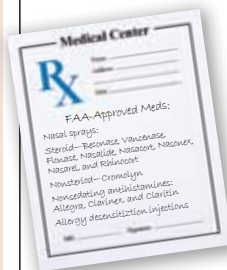
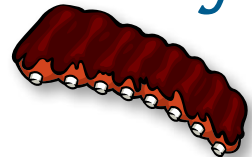
What you might not know about Turkey.



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Did your favorite eatery make “The Landing”?

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Suffer from allergies?

Find out what meds you can take and still be legal to fly.

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Did your airline make the Top 100 Airlines poll?

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No Shortcuts

“There is no shortcut to achievement,” said the American scientist and inventor George Washington Carver. “Life requires thorough preparation—vener is’t worth anything.” Unfortunately, ALPA recently witnessed a proven accident-investigation process cut short to create the veneer of



cause rather than the achievement of safety. More encouragingly, ALPA also has witnessed the achievement made possible when a thorough plan of action is followed to its completion.

After learning of the Asiana Flight 214 accident, I am certain every ALPA member felt as I did the sting of the tragedy and a new sense of determination to prevent such an accident from happening again. ALPA volunteers were immediately on site to support the crew and passengers and provide all possible assistance to the NTSB investigation.

To ALPA’s alarm, rather than embarking on a thorough field investigation focused on finding every factor involved in the accident, the NTSB almost immediately, and highly uncharacteristically, began releasing the technical data it discovered incrementally and without context. Predictably, the individual pieces of information invited uninformed interpretation by everyone from drive-time DJs to flight simulator game enthusiasts. The resulting frenzy of speculation has distracted—and we may find it will have detracted—from thorough accident investigation, which the agency is charged to perform.

As the world’s largest nongovernmental aviation safety organization, our union has worked during its eight decades of history with the airlines and regulators to hone a proven and internationally recognized investigatory process that holds paramount preventing future accidents. The result has helped to make air transportation in North America safe beyond geopolitical or historical compare.

ALPA calls on the NTSB to evaluate the necessary balance of news media interaction and public disclosure that is essential to ensuring the quality of the investigative process. Prematurely releasing information during the Asiana Flight 214 field investigation created what is at best a dangerous distraction and at worst a presupposition that will undermine efforts to identify all the contributing factors. Only through those efforts can the airline industry take the necessary steps to prevent future accidents, which is the only true measure of safety achievement.

In encouraging contrast, ALPA has also recently witnessed the real achievement that is possible with a time-tested and thorough approach to moving our industry forward. While a

particular process may evolve, achievement results only from resolute focus on the single objective of progress.

In this issue, you will read about new FAA pilot qualifications that *increase the minimum requirements for pilots to serve as first officers* and reflect many of ALPA’s recommendations because of our participation in the FAA’s Aviation Rulemaking Committee (ARC) process. ALPA took no shortcuts in our role on the ARC; the concerns of our pilots and the work of our union show throughout the new regulation.

If you’ve visited ALPA’s “What the 1,500-hour rule means to you” website (www.alpa.org/1500rule), you already know that ALPA made clear during the ARC process that not all training is equal. We pressed hard for the “restricted ATP” that allows applicants to be eligible with varying amounts of flight time experience. In other evidence of ALPA’s perseverance, the new regulation requires that first officers be type-rated in the aircraft they fly, and the FAA has maintained the current medical certification requirement for most airline first officers.

The coverage of ALPA’s 59th Air Safety Forum in this issue reveals many more ways ALPA pilots don’t tolerate shortcuts on safety.

Likewise, ALPA is pursuing real achievement in eliminating pilot fatigue by working in every way possible to bring cargo pilots under the FAA’s new fatigue rule and by engaging in Transport Canada’s process to make the final recommendations for drafting new science-based rules for Canadian airline pilots.

Our union’s opposition to shortcuts is no less real in the security arena. More than 2,000 ALPA members have voiced support for ALPA’s determination to continue, and to build on, the Federal Flight Deck Officer program as a critical component of risk-based aviation security.

Similarly, in collective bargaining, ALPA’s Alaska Airlines pilots followed a thorough negotiating process that resulted in a new five-year contract that increases pay by nearly 20 percent over the life of the agreement, contains job security and work rule improvements, and protects pilots’ retirement and insurance benefits.

That U.S. President Theodore Roosevelt admired George Washington Carver and sought his advice on agricultural matters is no doubt attributable, at least in part, to Carver’s commitment to taking no shortcuts.

ALPA is here to make certain that our industry’s achievement is never cut short.

Capt. Lee Moak, ALPA President

Spotlighting Aviation Safety and Security

By Capt. Sean Cassidy
ALPA First Vice President

The best practices of aviation safety and security were center stage at the 59th ALPA Air Safety Forum.

Aviation industry stakeholders from U.S. and Canadian labor groups, government, and the private sector participated in workshops, panel discussions, and other presentations to demonstrate the cooperative effort we're collectively engaged in to make North America the apex of safe and secure airline operations.

ALPA's Air Safety Organization (ASO) spearheads this effort with more than 400 pilot representatives working in the areas of safety, security, and pilot assistance, supported by the knowledge and expertise of the Association's seasoned Engineering & Air Safety Department. These professionals represent us as members of research teams, working groups, and rulemaking committees to make our skies and airports safer and more secure.

The extent of the ASO's involvement with the airline industry and the range of activities ALPA is engaged in are truly remarkable. Take the Airline Safety and FAA Extension Act of 2010 and the new FAA rules on first officer qualifications as two examples. Because of its impact on current and future ALPA members, this association worked hard to shape the content and implementation of this legislation.

We are confident that the law's execution will have a positive effect on ALPA and our members for years to come. As we move forward, we will monitor the pilot training rule's application to detect any gaps and continue to update our "1,500-hour rule" website with the latest information.

The ASO's technical working groups are making incredible strides for our members. For example, the Airport and Ground Environment Group continues to promote the installation of engineered

materials arresting systems, or EMAS, at airports that currently have inadequate runway overrun areas. EMAS is now installed on 69 runway ends at 45 airports in the U.S., with plans to install five more systems at other four airports this year.

Meanwhile, ALPA's Air Traffic Services Group is working with the FAA and other stakeholders to develop phraseology and requirements when the FAA implements



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The extent of the ALPA's Air Safety Organization's involvement with the airline industry and the range of activities ALPA is engaged in are truly remarkable.

the phrase "climb via" in certain departure procedures.


In the area of security, the highly successful Known Crewmember program, with its 29 participating airports and 78 access points, continues to grow. Thanks to ALPA's lobbying efforts and the more than 2,000 members who have joined our Call to Action, we succeeded in getting funding restored in the U.S. House of Representatives for the Federal Flight Deck Officer program, and we are now working to promote the same outcome in the Senate. A Senate subcommittee recently voted to restore the funding

as well, at ALPA's strong urging. We also continue to press for passage of the Safe Skies Act of 2013 to advance One Level of Safety by applying the FAA's flight- and duty-time and minimum rest requirements to all-cargo operations.

During our recent NextGen Symposium, panelists engaged in in-depth discussions on current modernization efforts as well as goals to move forward quickly and efficiently and create benchmarks to measure future success.

We continue to advocate for the safe transport of lithium batteries and to push for the U.S. to align its policy for transporting lithium batteries with International Civil Aviation Organization standards. We worked with Boeing and the FAA to help return the B-787 to our skies. We continue to promote nonpunitive and confidential safety reporting programs such as ASAP and FOQA, which generate vital data used within Safety Management Systems. And ALPA maintains that remotely piloted aircraft, operators, and pilots must be held to the same standards as the pilots, airliners, and airlines with which they will share airspace.

It is clear from these and many other examples that the efforts of the ASO have never been more important. In fact, the work that ALPA pilots do makes for such a compelling story that it deserves a broader audience. Accordingly, we are in the process of developing an electronic newsletter, titled *Flying the Line*, that will go to all our members and will feature regular updates on the ASO's activities and accomplishments.

As I listened to the many timely and informative presentations at this year's Air Safety Forum, it was evident that the aviation industry is relying more and more on ALPA to take the lead on safety and security initiatives. And with the dedication of ASO pilot representatives and a large professional staff—their tireless efforts, their skills and experience, and the relationships they've built—ALPA is well equipped to answer this call. 

Preflight

FACTS, FIGURES, AND INFO

Airline Industry Update

Domestic News

► **The NTSB launched a full go-team to San Francisco, Calif., to investigate the July 6 crash of Asiana Airlines Flight 214 while landing at San Francisco International Airport.** The crash killed three passengers and injured more than 180. NTSB Senior Aviation Accident Investigator Bill English is serving as investigator-in-charge. NTSB Chairman Deborah A.P. Hersman accompanied the team and is serving as the principal spokesperson.

► According to the FAA's

recently released NextGen implementation report, "NextGen improvements will reduce delays by 41 percent compared with what would happen if no further NextGen improvements were made beyond what we have done already."

► PR Newswire reported that the **U.S. Export-Import Bank authorized \$130 million to finance the export of Boeing long-range airplanes with GE-90 engines to Ethiopian Airlines.** According to the bank, the transaction will support an estimated 700 American jobs in the aircraft

and aircraft-engine manufacturing industry.

► Per Reuters, **Delta has gained European and U.S. antitrust approval to buy a 49 percent stake in Virgin Atlantic.** The U.S. Justice Department and the European Commission have cleared the proposed transaction. The U.S. Transportation Department must also approve the joint venture. The partnership would let both airlines expand at London's Heathrow Airport, where

constraints on landing slots have limited growth.

► **The Transportation Security Administration (TSA) is testing new**

screening procedures at airports in Denver, Colo.; Honolulu, Hawaii; Tampa, Fla.; and Indianapolis, Ind., reported *Security Director News*. TSA bomb-sniffing dogs prescreen passengers, and if they pass, they are allowed through an expedited line



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MarketWatch

Airlines	Parent Company	Stock Symbol	6/29/2012	6/28/2013	% Chg.
American Eagle	AMR Corp. ¹	OTC: AAMR.Q	\$0.55	\$4.03	632.7% ▲
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$3.18	\$7.50	135.8% ▲
Atlantic Southeast, ExpressJet	SkyWest, Inc. ²	NASDAQ: SKYW	\$6.53	\$13.54	107.4% ▲
Delta, Pinnacle	Delta Air Lines	NYSE: DAL	\$10.95	\$18.71	70.9% ▲
Spirit	Spirit Airlines, Inc.	NASDAQ: SAVE	\$19.46	\$31.72	63.0% ▲
Alaska	Alaska Holdings, Inc.	NYSE: ALK	\$35.90	\$52.00	44.8% ▲
AirTran	Southwest Airlines ³	NYSE: LUV	\$9.22	\$12.89	39.8% ▲
Continental, United	United Continental Holdings, Inc.	NYSE: UAL	\$24.33	\$31.29	28.6% ▲
Air Transport Int'l, Capital Cargo Int'l	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$5.20	\$6.61	27.1% ▲
Piedmont, PSA	US Airways Group, Inc. ⁴	NYSE: LCC	\$13.33	\$16.42	23.2% ▲
Bearskin, Calm Air	Exchange Income Corporation	TSX: EIF	\$24.04	\$26.16	8.8% ▲
FedEx Express	FedEx Corporation ⁵	NYSE: FDX	\$91.61	\$98.58	7.6% ▲
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$6.51	\$6.11	-6.1% ▼
Jazz	Chorus Aviation	TSX: CHR.B	\$3.08	\$2.22	-27.9% ▼

¹AMR stock is no longer traded on the NYSE. The price shown is the over-the-counter traded value. See also the footnote for US Airways. Holders of existing AMR equity interests will receive an aggregate initial distribution of 3.5 percent of the common stock of the combined airline on the effective date of the plan, with the potential to receive additional shares if the value of common stock received by holders of prepetition unsecured claims would satisfy their claims in full.

²SkyWest Holdings, Inc. paid a \$0.04 dividend on June 26, 2013.

³Southwest paid a \$0.04 dividend on June 3, 2013.

⁴US Airways and American announced a merger on Feb. 14, 2013. Under the terms of the merger agreement, US Airways stockholders will receive one share of common stock of the combined airline for each share of US Airways common stock then held. The aggregate number of shares of common stock of the combined airline issuable to holders of US Airways equity instruments (including stockholders, holders of convertible notes, optionees, and holders of restricted stock units) will represent 28 percent of the diluted equity of the combined airline. The remaining 72 percent diluted equity ownership of the combined airline will be issuable to stakeholders of AMR and its debtor subsidiaries that filed for relief under Chapter 11 (the "debtors"), American's labor unions, and current AMR employees.

⁵FedEx Express paid a \$0.15 dividend on June 13, 2013.

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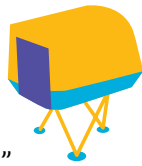
■ Airline Industry Update *(continued)*

without having to take off their shoes and remove their laptops and liquids from their carry-on bags. The TSA has said the dogs are “extremely accurate” and is looking to add to its canine contingent. ▶ Per the Department of Transportation, **U.S. airlines boosted their baggage fees by 2 percent in the first quarter of 2013 and earned more than \$800 million from it**, reported *AAAE Security SmartBrief*. They also earned \$685 million in reservation change fees in the first quarter, up 8 percent from a year ago. Seven of the nine largest airlines reported profits in the quarter, which is typically the

slowest travel period.

▶ **Hawaiian Airlines announced that it will be using a new \$10 million flight simulator to train A330 pilots.** “This means that Hawaiian Airlines pilots can now complete their qualifications at our facilities here in Honolulu and our company can manage our cost as we continue to expand our business and sustain our position as a world-class airline,” said CEO Mark Dunkerley.

▶ According to *Air Transport News*, **American Airlines has completed the rollout of its industry-leading electronic**



flight bag program and discontinued paper revisions to terminal charts, making it the first major U.S. airline to fully use electronic tablets in all cockpits during all phases of flight.

International News

▶ **Asiana Airlines flight attendants were lauded as heroes for their role in helping passengers safely exit the airplane after the crash-landing of Flight 214 at San Francisco International Airport on July 6**, reported the Associated Press. Lee Yoon-hye, the cabin manager, was the last person to leave the burning airplane. One of Lee’s colleagues carried an elementary school-aged boy on her back off the airplane and down the emergency exit slide. Lee worked to put out fires and usher passengers to safety despite suffering a broken tailbone. San Francisco fire chief Joanne Hayes-White praised Lee, saying, “She wanted to make sure that everyone was off. She was a hero.”

▶ **The International Air Transport Association (IATA) reported that Ryanair is the world’s top airline in terms of international passenger numbers, according to IATA’s Top 100 Airlines poll**, having carried 79.6 million international passengers last year. IATA’s World Airline Transport Statistics for 2012

showed that Ryanair carried almost 29 million more international passengers than second-place Lufthansa and 35 million more than EasyJet, which was third.

▶ Aero-News.com reported that **British Airways took delivery of its first B-787 on June 27, with 24 more on order.** The airline recently announced that it will convert 18 B-787 options to firm orders, subject to shareholder agreement.

▶ According to *USA Today*, **Emirates topped the list as the world’s best airline, per the annual airline ratings published by SkyTrax.** The UK-based travel consultancy, which runs what it calls the “world’s largest review site,” determines its annual ratings from reviews by more than 18.2 million passengers representing more than 150 countries. The reviews cover everything from cabin interiors to inflight food and entertainment to the friendliness of staff.

▶ Per Bloomberg, **the European Commission said it’s seeking to limit investment aid for airports with more than 5 million passengers a year in order to reduce the burden on taxpayers and ensure fairer competition.** Regulators plan to phase out state aid to cover airports’ operational costs over a maximum of 10 years. ●

New ALPA Reps

At an Air Transat 200 meeting held on June 19, 2013

- Capt. Patrice Roy was elected as the interim captain representative and temporary chairman for the remainder of the term of office.
- F/O Vincent Van Winden was elected as the interim first officer representative and temporary vice chairman for the remainder of the term of office.
- Capt. Bradley Small was elected as the temporary secretary-treasurer for the remainder of the term of office.

At an ExpressJet 177 meeting held on July 7, 2013

- F/O David Birch was elected as the interim first officer representative for the remainder of the term of office.

As of July 10, 2013, the Election Ballot and Certification Board had certified election results for the following local councils:

- FedEx Express 123 F/O Jess Shaw, Secretary-Treasurer
- ExpressJet 180 Capt Cort Keithley, Secretary-Treasurer

For the names and e-mail addresses of your elected master executive council and local council officials, log on to Crewroom.alpa.org/memberaccount and click on the Representative tab. ●



Scan the QR code and read “Who’s Your Rep & Why it Matters” from the March 2013 issue.



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FrontLines

■ ALPA Urges Congress To Support U.S. Aviation Industry; Prohibit Funding For Abu Dhabi Preclearance Facility

Capt. Lee Moak, ALPA's president, on July 10 urged Congress to support the U.S. airline industry and prohibit funding for a Customs and Border Protection (CBP) preclearance facility at the Abu Dhabi International Airport in the United Arab Emirates (UAE). In testimony to the U.S. House Foreign Affairs Committee's Subcommittee on Terrorism, Nonproliferation, and Trade, Moak detailed the potential harm that a preclearance facility in Abu Dhabi would have on U.S. airlines and the millions of Americans employed directly or indirectly by the industry. Moak also advocated for Congress to take decisive action in leveling the playing field and strengthening the U.S. airline industry—without wasting taxpayers' money.

"It makes no sense to have an Abu Dhabi preclearance facility, as no U.S. carrier flies between Abu Dhabi and the United States," said Moak. "Nor does it make 'cents' to use U.S. taxpayers' money as financial assistance to one of the wealthiest emirates in the UAE, especially when doing so would provide a foreign airline with distinct marketing advantages and further exacerbate the disadvantages that U.S. airlines face in the international marketplace."

The hearing to investigate the effects of the Abu Dhabi preclearance facility on U.S. businesses was an important step toward promoting the

nation's airlines; however, more needs to be done in order to protect the future of the U.S. airline industry.

ALPA recommended the following:

- The Department of Homeland Security (DHS) should abandon any plans to open a preclearance facility in the UAE, or any country where U.S. airlines do not do at least a majority of the flying.
- Congress should pass strong legislation that will prevent DHS from using U.S. taxpayer money to provide a benefit to non-U.S. airlines, thereby hurting U.S. airlines and their employees. It should also prohibit DHS from accepting independent funding of preclearance facilities from any third parties, including cities, countries, and carriers.
- The United States should prioritize adequate resources to fully and appropriately staff domestic customs and immigration operations to reduce passenger wait times at all international airports to a reasonable maximum. DHS should improve its services and staffing at U.S. airports instead of spreading its resources to foreign countries not served by any U.S. airline.
- The United States should adopt a formal transportation policy that supports its airline industry and places it in a position to compete with every airline in the world. This policy would need to start with a complete review and reform of the tax and fee structure applied to U.S. airlines.

The U.S. airline industry and its employees operate in a hypercompetitive global marketplace. Foreign airlines



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Capt. Moak, right, testifies at a House hearing on the Abu Dhabi preclearance facility. On his right is Nicholas E. Calio, president and chief executive officer of Airlines for America.

are often state-owned or heavily state-sponsored and operate with significant advantages such as a tax-free local environment, beneficial regulatory policy, and virtually unlimited access to the U.S. market. In contrast, the U.S. has no formal transportation policy in place that supports aviation, and it is the most heavily taxed of all industries in America with 17 unique taxes and fees.

"U.S. airlines and their employees are driven to compete and prevail against our foreign competitors," said Moak. "But our industry cannot prevail—or even keep pace—while hindered by actions from our own government that hurt our ability to compete in the international marketplace. The U.S. government needs to change course and level the playing field. Putting a permanent halt to the Abu Dhabi preclearance facility is a critical step in that direction."

For more information and to make your voice heard, visit www.alpa.org/drawthelinehere.

■ ALPA Calls for Thorough Investigation of Asiana Flight 214 Accident; Warns Against Making Conclusions Based on Partial Data

"First and foremost, our thoughts are with those who were involved in the accident," ALPA said in a statement regarding the crash landing

of Asiana Flight 214 in San Francisco on July 6. "From the crew to the passengers to the families and first responders, we hope they can gain some comfort during this

difficult time.

"ALPA is stunned by the amount of detailed operational data from onboard recorders released by the NTSB this soon into the investigation. The amount of data released publicly during the field portion of the accident investigation is unprecedented.



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"It is imperative that safety investigators refrain from prematurely releasing the information from onboard recording devices. We have seen in the past that publicizing the data before all of it can be collected and analyzed leads to erroneous conclusions that can actually interfere with the investigative process.

"The release of individual data points from the flight data recorder and the cockpit voice recorder—without the context of the entire body of factual investigative data—represents a potential detriment to flight safety. It encourages wild speculation, as we have already seen in the news media, about causes of the accident before all the facts are known, before investigators have the ability to determine why the events

Preflight

■ FrontLines (continued)

occurred, and in this case before the flight crew had even been interviewed.

"This premature release of partial data is often taken out of context and creates the impression that the NTSB has already determined probable cause even before the investigation has started. Since each factor of flight, landing, airport environment, and crew are part of safe air travel, we need to ensure that reckless release of information is not sensationalized by the news media for the purpose of a few headlines.

"ALPA has long supported an objective accident investigation process that is based on the fundamental principle of obtaining all the facts to perform accurate analysis in the context of all factors that may have led to an accident. We stand ready to assist the NTSB or any state investigative agency in obtaining those facts and ensuring that an appropriate operational context is maintained.

"ALPA urges the NTSB to make sure that the objective investigative process continues by gathering all the facts and relevant information before leading the public to believe that a cause has been determined."

■ Delta Pilots Host Summer Unity-Building Events

The Delta Pilot Network, a committee of the Delta pilots' Master Executive Council (MEC), has been busy this summer hosting pilot unity-building (PUB) events. These PUB events are a direct



More than 200 Delta pilots and their families attend a unity-building cookout in Peachtree City, Ga., in June.

response to the pilots' desire for more frequent face-to-face communication with their negotiators, reps, committee chairs, and MEC officers.

Each event is organized by local pilots, with locations selected to make attending as convenient as possible. Although there is no set agenda, the informal setting has been successful in providing an opportunity for line pilots to find out what's going on throughout their industry, airline, and union.

More than 200 attended the family-friendly airport cookout that took place in Peachtree City, Ga., on June 19. Entertainment was provided for the kids, and aircraft were on display for the pilots. With ongoing PUB events at training and layover hotels, coupled with larger domicile events in DTW, MSP, SAN, and SLC, Delta pilots now have more opportunities than ever to participate in their union.

■ Jazz MEC Uses New Method to Reach Out To Members

On June 27, the Jazz Master Executive Council (MEC) held an all-day online question-and-answer session for pilots

to log in to the Jazz MEC site and get answers directly from pilot leaders. The MEC opened the forum at 9 a.m., and within minutes, questions started being posted on the site. Over the next eight hours, the MEC responded to every question submitted, often addressing rumors and clarifying policy. The live blog was hosted on the site's front page and will remain available on the website so that pilots can continue to access the information. This is all part of an evolving communications plan to better serve the pilot group, incorporating a number of new technologies and social media to reach out to the more than 1,300 Jazz pilots.

"This is the first time we've held something like this, and, although we had a few technical issues early on, we enjoyed being able to reach our pilot group in a different way," said Capt. Claude Buraglia, the pilots' MEC chairman. "We are a very geographically diverse group, and we are always looking for innovative methods to reach more pilots and provide our members greater access to the MEC. Given the number of questions we were able to

answer directly, we consider this a success, but we are looking forward to feedback from the pilot group."

■ Air Wisconsin MEC Kicks Off Meeting with Unity Run

On June 18, the Air Wisconsin Master Executive Council (MEC) hit the pavement at Fort Benjamin Harrison, a former U.S. Army post, in Indianapolis, Ind., for its Unity Run—an event that's becoming a tradition prior to the members convening for union business. The MEC held its first Unity Run at ALPA's 2012 Board of Directors meeting last October. The event helped to strengthen pilot unity and stimulate dialogue to address issues.

Members discussed ongoing Section 6 negotiations, grievances, retirement and insurance, and other issues.

The pilots have been negotiating for an improved contract since October 2010, and management recently filed for mediation assistance with the National Mediation Board (NMB). The MEC looks forward to working with the NMB to reach a successful conclusion to negotiations.

■ Compass Pilots Begin Mediation

Compass pilots reached another milestone in their fast-track contract negotiations when they entered talks with private mediator/arbitrator Josh Javits on June 18. Mediation was the next step in the pilot group's unique contract talks, which are using private mediation-arbitration

rather than the traditional Section 6 method to reach a new collective bargaining agreement in 330 days. The parties began negotiating in December 2012.

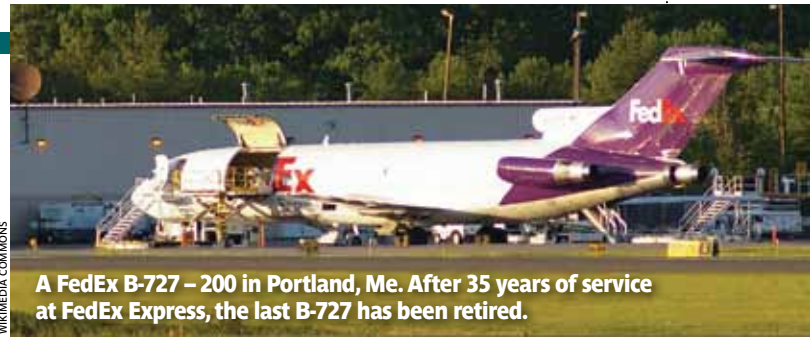
Under the mediation-arbitration process, the pilots and management will hold mediated talks until September 2. After that time, each side may begin submitting 20 open contract issues for interest arbitration, which may begin no earlier than September 23. The arbitrator will then craft a binding arbitration award on those issues that will serve as a portion of the pilots' new contract if

the parties cannot reach a complete agreement.

■ FedEx Bids Farewell To the B-727

On June 21, FedEx Express retired the last of its B-727 fleet in Memphis at the FedEx Express World Hub. Federal Express started overnight operations in 1973 with Dassault Falcon 20s. However, by 1977 demand had outgrown the capacity of the Falcon fleet, and the company needed to acquire larger airplanes.

In 1977, FedEx purchased seven B-727s. The new fleet of airplanes enabled FedEx to



A FedEx B-727 – 200 in Portland, Me. After 35 years of service at FedEx Express, the last B-727 has been retired.

grow rapidly throughout the 1980s. Soon FedEx Express became the largest B-727 operator in the world. And now, after 35 years of service at the airline, the B-727 has flown into the sunset.

"The 727 was the first airplane that I flew at Eastern Airlines as well as the first airplane that I flew at FedEx. I spent about nine years on the 727 and enjoyed the experience immensely," said

Capt. Scott Stratton, the FedEx Express pilots' Master Executive Council (MEC) chairman. "The 727 is easy to fly, forgiving, and tough. There might be another aircraft coming along that will stand the test of time like the 727, but for now, it stands alone at FedEx. The FedEx MEC offers a fond farewell to the last of the legacy airliners, the mighty Boeing 727—it has served us well." ●



A member service of Air Line Pilot.

YOUR STORY IS OUR HISTORY

The ALPA offices in Herndon, Va., and Washington, D.C., have been redesigned to provide a more cohesive look and professional appearance to ALPA members, special guests, and visiting dignitaries. The renovations—the first in more than 30 years—are nearly complete, but we are missing the necessary accessories to distinguish the space as the home of the Air Line Pilots Association, International. We are the world's largest pilots union with a rich history that spans more than 80 years. We want to recognize that history in our national offices.

We're looking to you, as members of this great union, to assist us. We are looking for ALPA memorabilia—uniforms, hats, pins, pictures, photographs, model planes, ALPA-branded items, etc.—that we can use to personalize the space. We've received some terrific historical items already—but we still have room for yours! We will attribute the items to you as they are displayed in the buildings.

If you have any items you'd like us to exhibit, please contact Marie Schwartz, director of ALPA's Communications Department, at 703-481-4445 or Marie.Schwartz@alpa.org.

Preflight

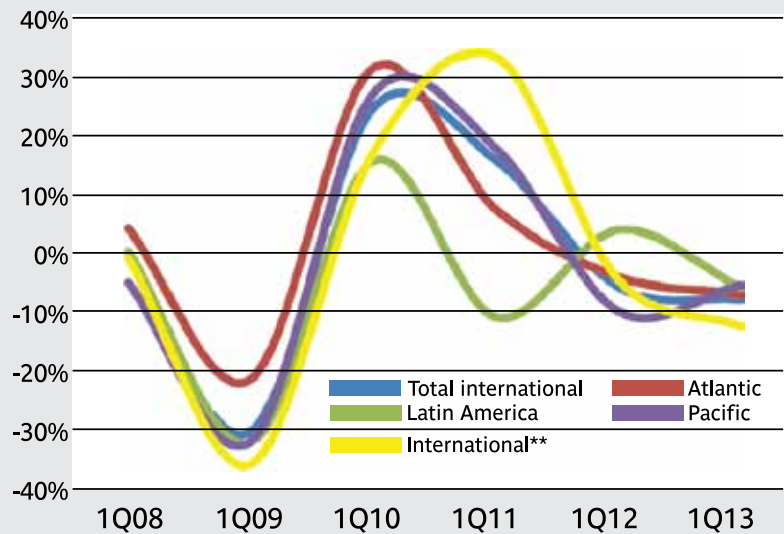
Cargo Traffic

Trade volumes are the key indicator of international freight traffic. Unfortunately, due to continued economic weakness throughout many world regions, those volumes have been depressed for the last few years. As of the first quarter of 2013, cargo traffic was down 6.8 percent for all U.S. airlines carrying cargo. Cargo traffic was down in all international sectors, with the Atlantic region showing the biggest decline year over year in the first quarter—5.9 percent. Latin American traffic was down 4.8 percent, and Pacific traffic fell 4.4 percent.

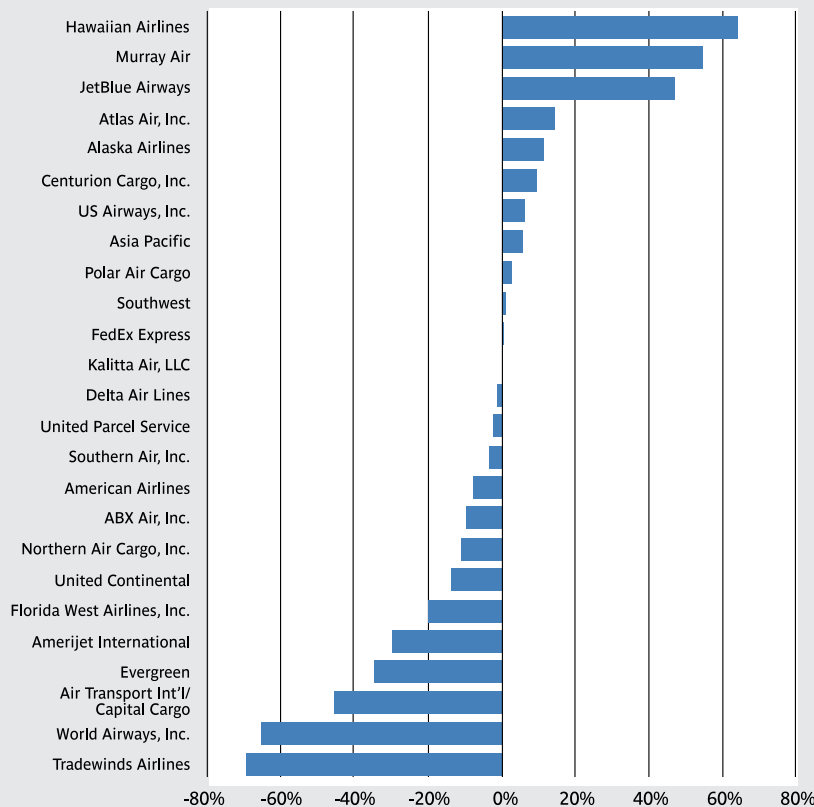
Source: *BTS, T2, and E&FA Analysis.*

**International reflects data reported by airlines that do not have Atlantic, Pacific, or Latin American entities.

Year-Over-Year Change in International Cargo Revenue Ton Miles—U.S. Cargo Airlines



First Quarter 2013 Year-Over-Year Change in Cargo Revenue Ton Miles



Data for individual airlines show more divergent trends. Of the 25 biggest airlines of freight traffic, those airlines that carry cargo for military operations have seen a much more significant decline than other airlines. Hawaiian showed a large increase as it added capacity in the Japanese market throughout 2012. Evergreen and Air Transport International/Capital Cargo had significant declines in freight traffic in the first quarter of 2013 from the first quarter of 2012. ●

Source: *BTS, T2, and E&FA Analysis*



Legislative Update

■ ALPA Supports Bipartisan Congressional Effort to Keep Aviation Out of U.S.-EU Trade Talks

ALPA expressed its support for a letter sent to the United States Trade Representative from 160 bipartisan members of Congress, conveying their strong opposition to including air transport traffic rights in the current Transatlantic Trade and Investment Partnership (TTIP) negotiations with the European Union.

The letter, dated July 8, coincided with the beginning of the latest TTIP talks and emphasized that negotiating air transport services has complex implications. Accordingly, any discussion of airline issues such as foreign ownership or cabotage rules should continue to be handled by the U.S. State and Transportation Departments. In the letter, the members of Congress emphasized, "These two agencies are well equipped to do this and possess the necessary expertise to negotiate on behalf of the

commercial aviation industry and its employees.

"Any request to add air traffic rights to the TTIP negotiations is an attempt by the EU to circumvent the established process for negotiating an air services agreement because they are not satisfied with the current U.S. – EU air transport agreement," the letter noted.

In addition to the potential effect on the U.S. airline industry and American workers, the negotiation of airline trade issues must take into consideration the U.S. military's dependence on American airlines as part of the Civil Reserve Air Fleet (CRAF).

Capt. Lee Moak, ALPA's president, pointed out that "dozens of U.S.-based airlines participate in CRAF and are responsible for the airlift of our troops for overseas deployments in critical situations. This partnership depends upon the availability of domestic airline aircraft, which could be jeopardized if the negotiation of air traffic rights isn't carefully deliberated.

"We applaud the 160 Republican and Democratic

Call to Action: Support H.R. 1775, the Saracini Aviation Safety Act of 2013

In 2001, Congress mandated the installation of reinforced cockpit doors on most airliners as the first step toward preventing another 9/11-style breach of the cockpit. Airlines are required to use procedures to protect the cockpit when the reinforced door is opened during flight for pilots' meals, lavatory use, and other reasons. To provide better security, secondary barriers were developed to block access to the cockpit whenever the cockpit door is open during flight.

In 2003, the airline industry began to voluntarily install secondary barriers, but commitment to deploying these devices has since waned. H.R. 1775, the Saracini Aviation Safety Act of 2013, is a bipartisan bill that fulfills the intent of Congress from more than a decade ago to make cockpits more secure.

ALPA is asking all pilots to tell their representatives to cosponsor this bill today. Go to www.alpa.org/issues to take action. ●

members of Congress for anticipating the complications of including commercial air traffic arrangements in the TTIP negotiations," Moak said. "We hope that these trade talks generate positive results for all parties involved, but remain adamant that the bargaining of commercial air travel must be left to those who best understand the far-reaching implications of such decisions."

■ ALPA Congratulates Transportation Secretary Anthony Foxx on Confirmation

"We congratulate Secretary Foxx on his confirmed appointment to the Department of Transportation and are committed to working with him to level the playing field for U.S. airlines to compete effectively and succeed in the global arena," said Capt. Lee Moak, ALPA's president, in late June.

"Safety and security are

paramount to ensuring the future of our nation's airline industry. We must also look toward investing in the industry's infrastructure so that the airline industry may



continue to thrive. Currently, we're at a critical juncture, facing unprec-

edented threats from state-owned foreign airlines competing on an unequal playing field and gaining inroads to our nation's passengers and routes at the expense of U.S. carriers and U.S. jobs. We also face an increasingly unreasonable financial burden of taxes and fees compared to other industries. Addressing these and other challenges will take strong leadership and all invested parties working together toward common goals." ●

U.S. Senate Subcommittee Approves FFDO Funding

On July 16, the U.S. Senate Appropriations Subcommittee on Homeland Security approved a budget of \$46.4 billion. Despite the administration's calls for the airline industry to pay for the cost of the Federal Flight Deck Officer (FFDO) program, the Senate's FY 2014 Homeland Security budget allocates \$25 million for the program. Sens. Dan Coats (R-Ind.) and Mary Landrieu (D-La.) were key supporters of the FFDO program to help ensure its funding. This brings FFDO funding one step closer to reality. Now both the House and Senate must reconcile their individual bills.

Preflight

Canada

ALPA Reps Participate in Government Review of Temporary Foreign Worker Program

On June 20, Capt. Dan Adamus (Jazz), ALPA Canada Board president, and Al Ogilvie, an ALPA Legal and Government Affairs representative, participated in a Transport Canada-hosted meeting to discuss the

government's ongoing review of the Temporary Foreign Worker Program (TFWP). Under TFWP Canadian airlines are currently able to augment their crews on a seasonal basis with foreign pilots. The meeting brought together many of the main stakeholders from government, labour, and industry, including ALPA.

ALPA has long advocated for

tightening the rules governing the program, and in April the government announced changes to TFWP. In addition, Human Resources and Skills Development Canada (HRSDC), which administers the TFWP, recently began a comprehensive review of the program. During the meeting, representatives from HRSDC and Citizenship and Immigration

Canada gave an update on the status of this review.

ALPA is committed to protecting members' jobs and bringing furloughed Canadian pilots back to work. The Association continues to advocate for further reforms to TFWP and other programs under which foreign pilots are hired. ●

■ On the Record

The following quotes are compiled from congressional testimony, speeches, news clips, and other public documents. ALPA does not necessarily endorse these views but rather is informing members of recent statements by significant industry stakeholders.

“Look, it’s a huge tax expenditure —of that there’s little doubt—but I think the incentive is worth it.”

Rep. Richard Neal (D-Mass.), ranking member of the Ways and Means Select Revenue Measures Subcommittee, as reported in Politico, July 8, on not taxing employee health benefits. Neal added that he “can’t imagine” taking away one of the major motives for employers to provide health coverage right now.

“It is clear that the goal of bill C-377 is not about regulation of income tax in the Income Tax act. It is clear that its goal is the regulation and inhibition of trade unions. . . . Honourable Senators, very clearly this bill is strange. It appears that this orphan is no orphan. Apparently it’s not an orphan; apparently it is a bastard child of the government.”

From Sen. Anne Cools, Ontario (Toronto-Centre-York), taken from Debates of the Senate of Canada (Hansard), June 26.

“The national security benefit seems to be unclear at the moment. . . . We are helping a subsidized airline to fly their people to the United States—doesn’t this put an economic disadvantage to American airline companies?”

Rep. Ted Poe (R-Texas), Abu Dhabi Preclearance Hearing—House Foreign Affairs Subcommittee on Terrorism, Non-Proliferation, and Trade, July 10.

“Why would we staff Abu Dhabi to the point where the convenience there is greater than it is elsewhere?”

Rep. Brad Sherman (D-Calif.), Abu Dhabi Preclearance Hearing—House Foreign Affairs Subcommittee on Terrorism, Non-Proliferation, and Trade, July 10.

“I don’t understand why the powers that be don’t recognize that the power of the purse gets things done. . . . If we could just get these bills on the floor, we could get things done.”

Rep. Harold Rogers (R-Ky.), Appropriations chairman, at a markup on July 18, as reported by CQ Roll Call, July 19.

Engineering & Air Safety Update

ALPA Conducts Advanced Accident Investigation Training

ALPA held its Advanced Accident Investigation Course (A13) in mid-June on the campus of the University of North Dakota in Grand Forks, N.D. Twenty participants conducted a mock accident investigation that included examining actual aircraft wreckage.

The air safety representatives who attended the course participated in six technical groups as part of the investigation, including Air Traffic Control, Cockpit Voice Recorder, Maintenance Records, Operations, Structures, and Survival Factors. The course exposes pilots to the various aspects of an accident investigation so they will be prepared to serve as the ALPA party coordinator and/or an

investigative group member.

Beyond the technical groups, the pilot volunteers also simulated an organizational meeting, various mock-NTSB progress meetings, and ALPA progress meetings. ALPA's A13 course is the capstone of a three-part training program designed to prepare ALPA pilots to participate in major aircraft accident investigations that the NTSB or the Transportation Safety Board of Canada conduct.

ALPA Trains New Safety and Security Representatives

Twenty-six ALPA pilot safety representatives and one airline director of safety, collectively representing 14 airlines, participated in the ALPA Air Safety Organization's (ASO) Basic Safety School (BSS), Airport Safety Liaison (ASL), and Security Training Course (STC) programs in mid-June in

Seattle, Wash.

The BSS provides initial ASO orientation to new pilot safety and security representatives. Basic incident and accident investigation training is provided to the safety representatives while the security coordinators attend a break-out session dealing with security subjects. This training equips the reps to effectively support their own pilot groups and deal with government and management representatives.

The ASL training teaches the airport safety representative to function as the resident expert on his or her assigned airport. The ASL provides the line pilot perspective as a proactive, consistent, and known resource for airport management. The rep is trained to be thoroughly familiar with the airport and to maintain a productive working relationship with its



management and municipal representatives, highlighting hazards and making recommendations for mitigating them.

The STC is a basic training program designed for master executive council (MEC) security representatives. It introduces pilots to ALPA policies and protocols and provides guidance on how to serve as an MEC security representative. This course offers an opportunity for MEC Security Committee representatives to better serve the security needs of ALPA members.

The next training courses will take place in early 2014. ●

ALPA Negotiations Update

The following is a summary of the status of ALPA contract negotiations by airline as of July 10, 2013:

Alaska—A Section 6 notice was filed on Jan. 17, 2013. The parties reached a tentative agreement on June 5. The pilots ratified the agreement on July 10 (see "Alaska Pilots Ratify New Five Year Contract," page 26.)

Air Wisconsin—A Section 6 notice was filed on Oct. 1, 2010. Negotiations continue August 6–9, September 23–25, and October 28–November 1.

Atlantic Southeast—A

Section 6 notice was filed on May 20, 2010. A joint Section 6 notice was filed on March 28, 2011. Atlantic Southeast/ExpressJet joint negotiations are under way.

Compass—A Section 6 notice was filed on Nov. 19, 2012. Negotiations/mediation continue August 13–15 and 28–29.

Evergreen—The pilots voted down a tentative agreement in late November 2012. The National Mediation Board has recessed mediation indefinitely.

ExpressJet—A Section 6 notice was received on May 28, 2010. A joint Section 6 notice was filed on March

28, 2011. Atlantic Southeast/ExpressJet joint negotiations are under way.

FedEx Express—A Section 6 notice was filed on Jan. 22, 2013. Negotiations continue August 6–7, 9, 27–28, and 30; September 17–18 and 20; October 8–9 and 11; November 5–6 and 8; and December 10–11 and 13.

***First Air**—A notice to bargain was filed on Oct. 1, 2010. The parties are awaiting the results of an interest arbitration that will determine the terms and conditions of their collective agreement.

Mesa—A Section 6 notice was filed on Sept. 10, 2010. Negotiations continue.

Sun Country—A Section 6 notice was sent on Feb. 23, 2010. Sun Country filed for mediation on May 9, 2012. Mediation continues. ●

**Editor's note: ALPA negotiators at this Canadian airline have experienced many delays in bargaining because of management shakeups and the loss of Flight 6560. Since bargaining opened in 2010, the pilot group has had two CEOs, three vice presidents of flight operations, and four company lead negotiators. However, the team members remain confident they will make progress in the coming sessions.*

Preflight

Have You Read?



Women Aviators: 26 Stories of Pioneer Flights, Daring Missions, and Record-Setting Journeys

By Karen B. Gibson

According to *Women Aviators* (Chicago Review Press, 2013), only about 5 percent of ALPA members are women (ALPA figures agree). Girls who read this book, aimed at ages 12 and up, could very well be inspired to hike up that proportion in the future. Here are the stories of women who, as far back as 1910, enchanted by the adventure of flight, flew airplanes. And like so many other skills that tended to exclude women, piloting airplanes was a challenge that urged them to excel, to take chances, and to set records in speed, distance, altitude, and endurance.

Amelia Earhart was a star, but many other women were, and are, as accomplished: Harriet Quimby, the first American woman to earn a pilot's license (1911) and to fly across the English Channel; Bessie Coleman, an African American who had to sail to France to be accepted to flight school and then walked 9 miles to the airfield every day for her lessons; Jacqueline Cochran, the first woman to ferry a bomber across the Atlantic, first civilian woman to receive the U.S. Distinguished Service Medal after World War II for the Women Airforce Service Pilots training program, first woman to break the sound barrier; wacky stunt flyer Pancho Barnes, who also was Lockheed's first

woman test pilot; Wally Funk, who earned her pilot's license at 16 and, when rejected for employment by Continental and United because they "had no women's bathrooms in their training facilities," became the chief flight instructor at Fort Sill; Jerrie Cobb, disappointed at not being chosen as an astronaut despite her qualifications, flew into the Amazon rain forest for 35 years to deliver medicine, doctors, clothing, and seeds to grow food for millions of people, resulting in a nomination for the Nobel Peace Prize. This small volume exhibits the richness of so many of women's achievements in the air.

Although Helen Richey was the first woman pilot hired by a regularly scheduled airline (1934, Central Airlines), women were banned from both military and airline flying until the 1970s, when Emily Warner was hired in 1973 by Frontier Airlines.

Women pilots often died in crashes in the early days; others lived well into their 90s—both outcomes displaying the grit of women who enter a man's world and excel. There's a lot of catching up to do on that 5 percent mark. Gibson's book is bound to prompt some of her readers to do their part.—Reviewed by Susan Burke, ALPA Communications Department



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to your device



Preflight



To read the latest *On Investing* magazine from Charles Schwab, go to www.schwab.com/oninvesting. It's an added benefit for members through ALPA's partnership with Charles Schwab & Co., Inc., as the Association's preferred financial services provider. ●

In Memoriam

"To fly west, my friend, is a flight we all must take for a final check."—*Author unknown*

1999						
Capt. B. Keith Stuessi	TWA	February	Capt. A.J. High	Continental	April	
			Capt. Jonathan D. McAbee	Air Wisconsin	April	
			Capt. Glen H. Passage	Air Wisconsin	April	
2009			Capt. Andrew V. Balkus	Northwest	May	
Capt. Robert H. Ham	America West	May	Capt. John J. Ballard	TWA	May	
Capt. George F. Haslett	United	August	F/O Robert A. Batchelor	TWA	May	
Capt. R.F. Zimmerman	United	August	Capt. Lawrence L. Elmore	TWA	May	
Capt. Bruce F. Cushing	United	October	Capt. Richard M. Guillan	TWA	May	
			S/O G.L. "Glen" Holden	Braniff	May	
2010			Capt. J.D. Kadey	United	May	
Capt. Carl L. Sandquist	United	May	S/O James L. Kelley	United	May	
Capt. William A. Seaman	United	May	S/O Dwight T. Kerns	TWA	May	
Capt. K.J. Albert	United	June	Capt. Donald C. Binard	National/Pan Am/Delta	June	
Capt. Francis R. Smith	United	July	Capt. Leiland M. Duke	FedEx	June	
F/O Ken O. Breidenfeld	United	August	Capt. John E. French	Delta	June	
Capt. John U. Ryals	United	August	F/O E.E. "Gene" Hampton	Ozark/TWA	June	
			Capt. Larry F. Latimer	TWA	June	
2011			Capt. H.A. Leeuwenburg	Delta	June	
Capt. Kevin F. Rice	WestAir	December	Capt. Timothy S. Locke	Alaska	June	
			Capt. George E. Massey	Delta	June	
2012			Capt. Roscoe D. Morton	Northwest	June	
F/O Thomas A. Bradley	American Eagle	June	Capt. Robert J. Rehwalddt II	Delta	June	
Capt. Roger W. Crawford	United	November	Capt. W.H. Sawyer	Eastern	June	
Capt. Gerald D. Metzgar	United	December	F/O Robert B. "Bruce" Southard	National/Pan Am/United	June	
			Capt. Dennis Walter Willie	Seaboard/Flying Tigers	June	
2013			Capt. Emil C. Zonne	Northwest	June	
Capt. Loras F. Diedrich	United	March				
Capt. Frank S. Foster	Northwest	March				
Capt. Charles F. Gonzalez III	United	April				

■ Compiled from information provided by ALPA's Membership and Council Services Department

Mailbag

Auburn University

I cannot thank you enough for publishing the article about the potential loss of Auburn University's aviation program [see "Cleared to Dream," July 2013, page 29].

It is indeed in jeopardy, and help is needed to persuade the university to provide more priority to properly fund and staff its aviation department. Our profession

will soon desperately need pilots from college-based, comprehensive aviation training programs such as Auburn's. This effort crosses school lines. Don't let this set a precedent for other schools to follow. Please consider getting involved in the grassroots campaign to save this program. Go to www.flyauburn.org for more information. *Capt. Charlie Jinks (FedEx Express), Auburn 1985*

Editor's note: Auburn University announced on July 13 that it is retaining and improving its aviation and

professional flight programs.

"Dress the part"

The letter by Capt. Thomas Shores in the May 2013 issue regarding concern for the image of pilots is timely. "If we want to be treated as professionals, we need to dress the part" is perfectly and simply appropriate. Regardless of company politics, it is not to our benefit to show displeasure by removing any part of our uniform while in public view. Our appearance should reflect the professionalism of an educated, carefully selected, and responsible repre-

sentative of our airline and our personal integrity and appreciation of ourselves.

We negatively influence all that when a potential customer's image of a flight crew is tarnished by incomplete dress.

Capt. Don Diedrick (United, Ret.)

► Letters to the editor may be submitted via regular mail to Air Line Pilot, Letters to the Editor, 535 Herndon Parkway, P.O. Box 1169, Herndon, VA 20172-1169, or by e-mail to Magazine@alpa.org.



ALPA's 59th Air Safety Forum Highlights Top Issues, Honors Members

Knowing your fellow crewmembers have your back and are by your side are mainstays, the chief support, behind ALPA's safety, security, and pilot assistance work." With that assurance, Capt. Lee Moak, ALPA's president, opened the public days of the union's 59th Air Safety Forum (ASF) in Washington, D.C., held July 17-18.

"ALPA By Your Side" was the theme of the two-day public forum, which featured keynote presentations from many of the airline industry's most influential leaders and panel discussions with renowned experts from around the globe on both emerging and long-present aviation safety and security issues.



LoBiondo

During the opening ceremony, Rep. Frank LoBiondo (R-N.J.), chairman of the U.S. House Transportation and Infrastructure Committee's Aviation

Subcommittee, brought attendees news about the congressional subcommittee's priorities for safeguarding the U.S. air transportation system.

Rep. LoBiondo emphasized that he will ensure his subcommittee works closely with ALPA and other stakeholder groups. He noted the subcommittee's goal to get ahead of the next Federal Aviation Administration (FAA) reauthorization "so that we are not waiting until the last minute." Rep. LoBiondo also highlighted the priority he places on implementing NextGen and a key



House Aviation Subcommittee hearing to be held later in the day to explore with federal government leaders the cause of delays in modernizing the U.S. air transportation system.

The House Aviation Subcommittee chairman received several questions from ASF attendees, including one regarding his position on foreign ownership of U.S. airlines. "From my vantage point, I am totally, completely, 100 percent against foreign ownership," he said. He added that the climate on the subcommittee today is similar to that in the past, with strong bipartisan opposition "to a very misguided idea."

Capt. Moak also addressed the crowd and voiced ALPA's serious concern about the investigation process surrounding the Asiana Airlines Flight 214 accident, which took place on July 6 in San Francisco (see page 5). He also briefed ASF attendees on ALPA's other work in the safety and security arena, including implementing the Federal Aviation

Administration's new pilot qualification rule, promoting NextGen, bringing all airline pilots under the FAA's new pilot-rest rule through passage of the Safe Skies Act, and securing adequate funding for the Federal Flight Deck Officer program.

The more than 400 government, industry, and labor representatives who attended the ALPA Air Safety Forum in person and online had the opportunity to take part in a broad range of dynamic panels, which are highlighted in the next few pages. To see more coverage, visit safetyforum.alpa.org.

Panelists Examine Public Policymaking on Safety, Security

Working with our government partners in both the United States and Canada is crucial to further advancing aviation safety and security. ALPA Aviation Safety chair Capt. Chuck Hogeman (United) moderated a panel discussion titled "ALPA by Your Side



Hogeman

on 'The Hill'" to examine the importance of working together with regulators and legislators to develop policy that makes sense for the current and future air transportation environments.

In framing the discussion, Hogeman asked the panelists and the audience, "How can we connect the dots between getting our very specific safety and security recommendations delivered into meaningful and long-lasting change in the industry? How do we interact effectively with other industry stakeholders who have their priorities and their issues to move forward as well?"

Peggy Gilligan, the FAA's associate administrator for aviation safety, said, "The real key to what we need to be doing as an industry moving forward is maintaining the synergies that we've already started to create and continue to build on the trust that

will be the foundation as we go forward." She added that "we need to look at Congress as another one of our many partners as we try to address the safety risks that remain in the system."

"We often think of the regulatory process as linear," said Aaron McCrorie, director of standards for Transport Canada, noting that it usually includes starts and stops and many changes before we reach a final determination. He noted that as a regulator, it is part of his job to help navigate that course.

Rick Swayze, a Senate staff member supporting the Subcommittee on Aviation Operations, Safety, and Security (Committee on Commerce, Science, and Transportation), explained how Congress's role has recently shifted from enacting legislation to overseeing the implementation of laws like the 2010 safety bill, the pilot fatigue rule, and last year's FAA reauthorization. Talking about voluntary safety reporting programs and NextGen improvements, Swayze said, "There's a real concern that sequestration is going to affect the progress on those."

Capt. Dino Atsalis (Delta), a member of the ALPA Government Affairs Committee, addressed the importance of representing pilot issues in government. "There are a lot of competing interests. If we stop lobbying, the other side wins."

Pilots, Controllers Collaborate for ATC Safety



Henegar

First Officer Marc Henegar (Alaska), chairman of ALPA's Air Traffic Services Group, moderated a panel on air traffic control.

Tim Abel, of the FAA's Air Traffic Organization (ATO), said that changing the baseline for event categorization reporting (pilot deviation or controller operational error) tripled the number of reported incidents. During the period of April 2012 – March 2013, he said, the FAA recorded 130,437,567 ATC operations; of those, 5,918 involved validated losses of required separation. However, only 37 were high-risk events, and the 37 "are where all the resources of ATO are directed for mitigation," Abel declared.

Henegar reminded pilots, "Remember, one, everything you say on the frequency is being recorded; two, the ATC facility now has zero discretion whether to make an issue of an alleged pilot deviation; and three, the controller may not even be aware of the [alleged] deviation. So file an ASAP report, [which] can only help you and the system you work in. If you see something, say something, and always file an ASAP report."

He noted that at Alaska Airlines a new safety program joins ASAP reports and an ATSAP (Air Traffic Safety Action Program) report (from an air traffic controller) to create a better understanding of the same event. The process "requires a lot of discretion and a lot of trust," he acknowledged, "but it's a tremendous opportunity to derive a more complete picture of an event."

Cargo: Moving Toward On

Even though cargo operations make up 10 percent of all airline flights worldwide, the freight segment of the airline industry still lags behind in some areas of safety and security compared to passenger airlines.



Hagan

Experts at the Air Safety Forum's cargo roundtable discussed what still needs to be done to bring cargo into ALPA's goal of One Level of Safety and Security. They agreed the top four areas of concern are flight- and duty-time regulations, safe transport of hazardous materials (including lithium

batteries), cargo security screening, and operations outside of the airport secure area.

Capt. Aaron Hagan (FedEx Express) chairs ALPA's President's Committee for Cargo. He said that there is a serious safety concern because of the administration's carving out cargo operations from its new FAR 117 flight- and duty-time rule.

"These are the same pilots, flying the same aircraft in the same airspace," Hagan said.

Every year, billions of lithium batteries are shipped as cargo.

The Future of Risk-Based Security

Imagine an airport where passengers could pass through security on the move—without removing clothing, opening their bags, or even breaking stride, and the level of security and ability to detect threats was maintained and in many cases even enhanced. Sounds like science fiction? It could be in place in less than a decade, according to the International Air Transport Association (IATA).

IATA's proposed "Checkpoint of the Future," developed in consultation with more than 100 stakeholders from industry, government, and labor, is planned as the ultimate outcome of the risk-based security (RBS) concept developed since 9/11.

During the "Risk-Based Security Now and in the Future" roundtable, IATA's Global Security Director, Ken Dunlap, said the walk-through checkpoint would rely upon more sophisticated screening machines and especially prescreening intelligence and data collection aimed at identifying dangerous individuals before they ever reach the airport.

RBS is essential because given current and projected fiscal realities, governments short of cash simply will not continue to add layer after layer of additional expensive, time-consuming traditional security systems, said ALPA's first vice president and national safety coordinator, Capt. Sean Cassidy.



Eissler

"The solution to enhancing the security of our aviation system is to create an ideal combination in which we combine our current technologies that are object-based, with newer approaches to security that tailor approaches to screening based on potential threat," said Capt. Fred Eissler, ALPA's aviation security chairman. "The key to our success in the future is working together, building relationships, and sharing resources."

Common-sense risk assessment like the Known Crewmember, PreCheck, and Global Entry programs have largely replaced pre-9/11 one-size-fits-all security at most U.S. airports, according to Victoria Newhouse, the TSA's assistant administrator for RBS. TSA's goal is to have 50 percent of all people going through U.S. airports experience some kind of expedited screening by the end of next year.

ALPA's Superior Airmanship

During the Air Safety Awards Banquet, which concluded this year's Forum, ALPA honored four members for outstanding volunteer work in aviation safety and security and for superior airmanship while flying the line.

Superior Airmanship

Captain Micah Peery and First Officer Andrew Kinnear were the pilots of ExpressJet Flight 5912 from Peoria, Ill., to Denver, Colo., on the evening of April 3, 2012. Nineteen passengers and one flight attendant were in the cabin of the Embraer 145.

At approximately 6 p.m., the airplane was on an ILS approach to Denver International's Runway 34R, established on the localizer and glideslope, about 1,800 feet above the runway. The airplane was in the clouds at the time, and the pilots were flying on instruments. The weather at Denver included scattered clouds at 300 feet and overcast at 1,500 with visibility three-quarters of a mile in freezing fog and light snow. The pilots had been flying in moderate icing for 10–12 minutes while being vectored for the approach, and the airplane was accumulating ice on unprotected surfaces.

Suddenly, they heard and felt an unusual vibration in the airplane. Kinnear glanced at the engine instruments and noticed problems with the right engine.

Shortly afterward, they smelled smoke, and seconds later saw smoke entering the cockpit. Soon, the entire inside of the airplane filled with thick smoke.

The pilots quickly donned their oxygen masks and smoke goggles. Peery decided to continue flying the approach on instruments all the way to the runway because he and Kinnear could not see clearly either inside or outside of the cockpit.

Despite the pilots' efforts to ventilate the cockpit and cabin, visibility in the cockpit was only about 12 inches, forcing Peery to put his chin over the control yoke to see his instruments. As Peery flew,



Capt. Peery, at the podium, and F/O Kinnear, right, as Capt. Moak listens.

Level of Safety and Security

The problem is that current transport regulations are based on older, less volatile battery types, and lithium batteries are still exempt from most dangerous goods designations, explained First Officer Mark Rogers (United), who directs ALPA's Dangerous Goods Program.

Experts at the Air Safety Forum's cargo roundtable...agreed the top three areas of concern are flight- and duty-time regulations, safe transport of lithium batteries, and cargo security screening.

There have been more than 40 incidents of fire, smoke, or heat related to lithium batteries since 1990. Accident investigators suspect three freighter hull loss accidents may have been related to lithium battery shipments, and an FAA study on battery



For full coverage of the 59th ALPA Air Safety Forum, including articles, photos, and videos, visit safetyforum.alpa.org or scan the QR code.

hazards projects that U.S. airlines alone could lose four aircraft to battery-related fires by 2020.

Top NextGen Officer Lauds ALPA Safety Volunteers

Michael G. Whitaker, FAA deputy administrator, provided the closing remarks to cap this year's Air Safety Forum. Addressing ALPA line pilot safety representatives in the audience, he said, "I've had the opportunity to work with ALPA over the last two decades. Your professionalism is an essential component of our air transportation system."



Whitaker

Whitaker, appointed to his position only a month ago, discussed several ongoing FAA safety initiatives, including the agency's new minimum requirements for FAR Part 121 first officers. This fall, he said, the FAA will issue new rules on stall-and-stickpusher training.

As the FAA's chief NextGen officer, Whitaker declared, "I believe NextGen is our country's most important infrastructure. In the past five years, we've met more than 80 percent of our goals in implementing NextGen." For example, he said, about 560 ADS-B ground stations already have been installed in the United States, with his agency expecting all of the stations—more than 700 total—to be installed by next year.

Ship; Aviation Security, Safety Award Recipients

Kinnear called out altitudes, speeds, and deviations from the localizer and glideslope. Because of the smoke and weather, a go-around was not an option.

At 300 feet above touchdown, Kinnear saw the runway approach lights. Just before touchdown, he yelled, "Flare!" and helped to pull the control yoke back. Through their utmost professionalism and great teamwork, the pair of pilots managed to put the smoke-filled jet on the pavement just to the right of centerline and about 500 feet past the threshold. After touchdown, Peery was able to bring the airplane back to the centerline and stopped about 3,000 feet down the runway.

Mechanics subsequently discovered that a bearing failure in the right engine caused carbon seals to fail, allowing several quarts of oil to be ingested into the engine bleed air system.

Peery said, "I am truly humbled and honored to receive this award." He thanked "God for looking out for us," his wife "who's been supporting me throughout my aviation career," his copilot "for your professionalism" during the incident, flight attendant Stephanie Kramer, "who did an outstanding job getting the passengers out," and Denver International Airport's airport rescue and firefighting team. He also thanked the ExpressJet Chicago Chief Pilot's Office, the ExpressJet Training Department, and "ALPA for your tireless dedication to aviation safety, security, and pilot assistance."

Aviation Security Award

First Officer Wolfgang Koch (Delta) received the ALPA Aviation Security Award for 2012—the Association's highest security honor—for his outstanding efforts in strengthening the integrity of the U.S. aviation security system.

Koch has led ALPA's efforts in recent years to preserve and promote the FFDO program. He serves as the FFDO subject matter expert on the ALPA Aviation Security Group, and as the ALPA representative on the TSA's FFDO stakeholder working group.

Koch's expertise extends beyond cockpit security, and he has more than a decade of experience in the field. He has been involved in several projects to advance security, including development of CrewPass (the precursor to the Known

Crewmember program) and secondary flight deck barriers.

Accepting the award, Koch expressed his thanks to the ALPA staff and "the individual pilot volunteers who have made this all worth my time. Volunteers are the lifeblood of this organization—I've been honored to work for and with them."

Air Safety Award

First Officer Mark Rogers (United) received the ALPA Air Safety



F/O Rogers

Award for 2012—the Association's highest safety honor—for his extraordinary efforts to promote safe transportation of dangerous goods.

As one of the world's foremost experts in the safe carriage of dangerous goods on both passenger and all-cargo airliners, Rogers has successfully worked on projects to improve the information available to pilots about their cargo; training for crews responding to hazardous materials events; and safe transport of lithium batteries, fuel cells, explosives, radioactive material, magnetized material, and other hazardous substances.

An internationally respected authority on the issue, Rogers has testified about the hazards of lithium batteries in aviation before the U.S. Congress, the National Transportation Safety Board, the United Nations, and ICAO. He was instrumental in securing ICAO standards and recommendations for transportation of large shipments of lithium batteries by air. Among other requirements, shippers and operators must be trained on transportation of dangerous goods; packages must have a dangerous goods acceptance check and be inspected; and the pilot in command must be notified of the shipment. These are tremendous steps forward in the international arena, and ALPA continues to push for the United States to align its policy for transporting lithium batteries with ICAO standards and recommendations.

"It's an honor to receive this distinguished award," Rogers said, adding that he felt he was, in the words of a previous Air Safety Award recipient, Capt. Ray Brice (United, ret.), "standing on the shoulders of giants." ▶▶▶

Eyes on Pilot Monitoring



Cheeseman

Capt. Frank Cheeseman (United), ALPA Human Factors and Training Group chair, moderated a panel on pilot monitoring. "Monitoring isn't easy," he acknowledged. "It's a difficult job to be a quality monitor. But we can teach, learn, and observe pilot monitoring skills."

The Honorable Robert Sumwalt, NTSB board member, called inadequate monitoring and cross-checking "the problem that never went away." He reviewed and discussed past Safety Board studies of the role of pilot monitoring (or lack thereof) in airline accidents, noting, "This is an area ripe for improving safety." He added, "We're finding in LOSA [line-oriented safety audits] and ASAP [aviation safety action program] data a lot of pilot monitoring events." Sumwalt concluded, "A change is needed—I think it's time for a paradigm shift."

Key Dismukes, PhD, who recently retired as



Dismukes

chief scientist for Aerospace Human Factors in the Human Systems Integration Division of NASA Ames Research Center, described a 2010 study in which he and Capt. Ben Berman (Continental) observed 60 separate airline flights from the jumpseat. The flight crews averaged about 6 monitoring deviations per flight, with the number of deviations per flight ranging from 1 to 19.

The three biggest categories of deviations, Dismukes reported, were callouts late or omitted ("1,000 to go" was the callout most often late or omitted); pilots not monitoring the aircraft position, flight path, or state; and verification and cross-checking deviations.

Capt. Chris Reed (JetBlue), manager of the Advanced Qualification Program at JetBlue Airways, talked about his airline's ongoing efforts to promote better pilot monitoring. Reed distinguished between passive monitoring ("looking at something") and active monitoring ("looking for something").



Reed

Panelists Tackle Threatened Airspace Management

What are the challenges of dealing with airspace and air traffic after a terrorist event involving the U.S. air transportation system?

That was the sobering subject that experts took on during a panel on threatened airspace management, moderated by Capt. Robert Hamilton (Piedmont), chairman of ALPA's National Security Council (NSC). Past terrorist attacks, Hamilton noted, raised questions about how to manage threatened airspace.

Bruce Browne, Interagency Airspace Security and Authorizations (IASA) unit lead at the TSA Office of Law Enforcement/Federal Air Marshal Service, said, "We live with threatened airspace all the time—it's been a fact of life since 9/11, and even before. And intelligence today tells us the threat is still out there."

Browne noted, "TSA and our security partners have done a wonderful job" of protecting airlines since 9/11. However, he warned that "by its very nature, GA [general aviation] poses an increased threat. We've seen intelligence that the enemy is studying GA and how it might use it against us."

John Lucia, FAA team lead and Air Traffic Security coordinator, observed, "On 9/11, we learned there was a vast gap between ATC and the military. So we created a fix.



Lucia

"The people who work for me have been controllers for 20 years or more. We run the Domestic Events Network—the DEN—which is a nonclassified telephone bridge, 24/7. We started out with three people; now we have 216 organizations, including ALPA, participating. The main role of my group is to identify threats and coordinate the response."

Lt. Col. William Bailey (USAF), North American



Browne

Aerospace Defense Command (NORAD), said NORAD is a binational (U.S./Canada) command. After 9/11, the "asymmetric threat" was added to the NORAD mission. Bailey explained the process that NORAD uses through Operation Noble Eagle to respond to a threat.

"What does NORAD need from you during an event?" Bailey

Risks on Ramps and Runways



Jangelis

F/O Steve Jangelis (Delta), chairman of ALPA's Airport and Ground Environment Group, moderated a panel titled "Navigating Risks on the Airport Surface."

"Every successful flight begins and ends at an airport," Jangelis noted, but "there is no cookie-cutter solution to airport safety issues."

Jim Krieger, group manager of FAA Runway Safety and chairman of the Airport Construction Advisory Council, pointed out, "We've focused most of our attention in the last few years on runway incursions, but I think we need to also pay more attention to excursions."

Capt. Kevin Hiatt, president and CEO of the Flight Safety Foundation, said that of the 12 causal factors contributing to runway excursions during the period 2010–2012, the top three were wet/contaminated runways (seen in almost 45 percent of excursions), landing long, and approach and touchdown at higher than desired speed.

Chris Oswald, vice president for Safety and Regulatory Affairs at the Airports Council International—North America, observed, "In the United States, we've seen spectacular saves with EMAS [engineered materials arresting systems installed on runway ends]. Internationally, ICAO is looking at changing Annex 14 to call for runway end safety areas."

Jangelis said, "We don't see many grooved runways outside of the United States. We're lucky in that respect in the U.S., and in having rubber buildup on runways removed. When you get water on top of rubber, you increase the risk of hydroplaning."

asked. "Communication, through the FAA. Basic information: Has the cockpit been compromised? If there's a disturbance on the aircraft, the nature of the disturbance and the level of threat. Pilot intentions, and aircraft limitations. Your training program is key!"

Browne added, "Within seconds, we can tell if a FAM [federal air marshal] team is aboard, and whether an FFDO [federal flight deck officer] is scheduled to be on the flight."



Bailey

On August 1, new FAA rules go into effect: All first officers engaged in FAR Part 121 airline operations must possess either an air transport pilot (ATP) certificate or a newly created “restricted ATP.” The final regulation, which the FAA announced on July 10, also requires, per ALPA’s recommendation, that first officers be type-rated in the aircraft they fly in airline service. Pilots needing to obtain a type rating will have until Jan. 1, 2016, to do so.

The new requirements for airline copilots are intended to improve the safety of the U.S. airline industry and should also add value to pilots’ airman certificates. For decades, the minimum certification requirements for FAR Part 121 first officers included a commercial pilot certificate, which normally can be obtained with only 250 hours of total flight time, reduced to 190 hours for pilots attending an FAA-approved FAR Part 142 flight school.

A series of four fatal accidents involving U.S. airlines during a period of a few years stimulated the U.S. Congress to address the issue of minimum qualifications for airline pilots. Of the eight pilots in the cockpits of these airplanes, five had relatively low experience and/or documented training deficiencies. As a result, Congress passed the Airline Safety and FAA Extension Act of 2010, calling for increased minimum requirements for airline first officers.

In an e-mail to ALPA members about the significance of the new rule, Capt. Lee Moak, ALPA’s president, noted, “ALPA was instrumental in helping to develop these regulations through its participation on the related FAA-industry Aviation Rulemaking Committee, by working with the FAA and airline industry stakeholders, and by submitting extensive comments on the proposed rule.

“The Association’s top concern remains safety,” he stressed, “but ALPA will do all in its power to make the transition to the new pilot qualifications rule as smooth and seamless as possible for our members.”

The new numbers

As expected, the new rule mandates that an FAR Part 121 first officer hold an ATP certificate or the new restricted ATP, which can be obtained by pilots at least 21 years old with

- ▶ 750 hours of flight time if military-trained and qualified,
- ▶ 1,000 hours of flight time if trained in a four-year college/university aviation program leading to a bachelor’s degree, or
- ▶ 1,250 hours of flight time if trained in a

two-year college aviation program leading to an associate’s degree.

Pilots who obtain their certificates and ratings via nonstructured general aviation flight training can qualify for the restricted ATP at age 21 with 1,500 hours of flight time.

ATP applicants will also need to have logged 50 hours of multiengine time; in the

IT’S OFFICIAL:

FAA Raises the Bar For New F/Os

By Jan W. Steenblik, Technical Editor

past, the FAA only required a multiengine rating for a multiengine ATP, with no minimum amount of multiengine experience specified.

After July 31, 2014, ATP applicants will also have to complete a new ATP certification training program (CTP) outlined in 61.156. The CTP provides academic and simulator training in a wide variety of areas specifically oriented toward airline operations.

The new rule also sets specific requirements for upgrading to captain in an FAR Part 121 operation. First officers will have to log at least 1,000 hours of flight time as second in command (SIC) in FAR Part 121 operations, as pilot in command (PIC) in small and charter airline or commercial general aviation operations conducted under FAR Part 135.243(a)(1) or 91.1053(a)(2)(i), or any combination of these. The flight experience does not have to be obtained at the pilot’s current airline.

Military PIC time (as much as 500 hours) in a multiengine, turbine-powered, fixed-wing airplane in an operation requiring more than one pilot may also be credited toward the 1,000 hours required to upgrade to the left seat.

At ALPA’s urging, the FAA has not changed the type of medical certification that will apply to most first officers. All first officers operating in FAR Part 121 service will still be required to hold at least a second-class FAA airman medical certificate. However, first officers will have to hold a first-class FAA airman medical certificate if they are flying (1) in flag or supplemental Part 121 operations requiring three or more pilots or (2) after reaching age 60. 🌐

ALPA helped shape higher qualification requirements for future first officers while protecting first officers already flying the line.

TURKISH AIRLINES' GLOBAL AMBITIONS

By ALPA Staff

Many in the North American airline industry are aware that Emirates, Etihad Airways, and Qatar Airways receive massive state support, but they are not alone. Other airlines outside of the Persian Gulf also benefit from powerful government backing. And although the details may differ, the Turkish government's commitment to advancing its national airline is strikingly similar with regard to using air travel as a critical tool to diversify and expand its economy. So every North American airline pilot should be watching.

"From my first day as the CEO of Turkish Airlines, my vision was to make it the best airline in the world in all respects," said Temel Kotil, president and CEO of Turkish Airlines, in a May 2013 *Gulf Business* interview. "We hope to achieve that objective by 2023,...the centenary of our republic."

Building a strong airline industry

Mustafa Kemal Atatürk, founder of the Turkish Republic and the nation's first president, is quoted as having said, "The future is in the skies. For any nation that cannot defend its skies will never be confident of its future." And so began a country with a pro-aviation government that would continue to promote government policies for its airlines as a way of furthering the nation's economy.

Kemal maintained that science and technology would

compel nations to "look for the future in the skies," according to Turkish Air Force documents. The first Turkish president reportedly closely followed foreign aviation publications and applied what he learned to his own nation.

Soon after becoming president, Kemal founded the Turkish Aeroplane Society, later known as the Turkish Aeronautical Association. In addition to conducting flight training for pilots, the organization designed and manufactured about 18 different types of airplanes and sailplanes from 1926 to 1952, according to Epicos, an Athens-based aerospace directory.

In 1933, Turkey created the State Airlines Administration to provide air transport and to operate aerodromes. Initially, the administration operated a fleet of five airplanes: two Junkers, two King Birds, and one ATH-9, as listed on the Turkish Airlines website.

In 1956, the administration was restructured to become Turkish Airlines. In 2005, 25 percent of the company was sold under a privatization program, according to the website of the Star Alliance of which Turkish Airlines is a member. Today, 50.9 percent of the

company shares are publicly held, while the rest remain state-owned.

Growing faster than its nearest competitors

Kotil described the "huge growth" his airline is experiencing in a June interview with the airline route tracking website *anna.aero*, stating, "I still hope to carry 50 million passengers this year."

With the Turkish government owning a 49 percent stake in Turkish Airlines, the airline benefits from its country's commitment to a strong airline industry and promotion of sound aviation government policy. Turkey clearly fosters its flag carrier and airline industry as a critical tool in achieving the country's broader economic goals.

The Turkish government's pro-aviation policies have paid dividends for Turkish Airlines. Europe's fifth-largest airline by seat capacity and passenger numbers, Turkish Airlines is growing faster than any of its nearest competitors, according to CAPA – Centre for Aviation.

Demonstrating staggering growth, in 2012 Turkish Airlines passenger numbers rose to 39 million, up 20 percent from 32.6 million in 2011, according to the company's 2012 Annual Report. In the same year, the airline's available seat kilometers increased by 18.4 percent to 96.1 billion, and revenue passenger kilometers increased by 26.3 percent to 74.4 billion. Turkish Cargo continued to develop its fleet and flight network structure in 2012, operating a total of 7 cargo airplanes to 38 destinations.

Today, Turkey's national flag carrier employs more than 15,000 people and operates a fleet of more than 200 airplanes, which, at an average age of



2011: 32.6 million passengers

2012: 39 million passengers

In 2012 Turkish Airlines passenger numbers rose to 39 million, up 20 percent from 32.6 million in 2011.

Currently: 105 million int'l passengers/year

Target: 350 million int'l passengers/year

Turkey's strategic vision encompasses the target of increasing its international passenger capacity from 105 million to 350 million per year.

6.6 years, lines up as one of Europe's youngest fleets. As of April 2013, Turkish Airlines' fleet comprised 218 airplanes: 37 widebody, 172 narrowbody, and 9 freighters, according to a June 2013 report by CAPA. In March 2013, Turkish Airlines announced an order for as many as 117 Airbus narrowbody airplanes, and in April ordered 95 Boeing narrowbody airliners.

In a June news release, Turkish Airlines noted that it serves a total of 234 international and domestic destinations. The airline's 2012 Annual Report states that more than 40 percent of its passengers fly domestic routes, a clear indication of Turkish Airlines' strong domestic market.

Internationally, Turkish Airlines is ranked by CAPA as the world's No. 2 airline by number of international destinations. The airline operates long-haul international flights around the globe and to six cities in North America: Chicago, Houston, Los Angeles, New York, Toronto, and Washington, D.C. With more than 80 percent of its international destinations served by narrowbody airplanes, Turkish Airlines has also created a significant short-haul international market to destinations in Africa, Asia, and Europe.

Demonstrating the close relationship between the Turkish government and its national airline, in an October 2012 address in Kiev, Ukraine, Ahmet Davutogly, Turkey's minister of foreign affairs, said that in 2003 he met with Turkish Airlines, saying, "Now you are a private company, but as [the] state we want you to consider... priorities that we want you to do." He told the airline that it needed to fly to all neighboring countries and to all countries in the surrounding regions. And when the state declared a new opening in a new region or country, the airline would fly there.

Geography as fuel for growth

Like its Persian Gulf neighbors, in ad-

dition to benefiting from pro-aviation government policy, much of Turkish Airlines' growth can be attributed to its international passenger transfer strategy, which capitalizes on the geography of its Istanbul hub to attract passengers flying between Europe and North America and the Middle East and Asia, as well as pas-

Turkey's airports are state-owned, according to the Turkish Ministry of Transport Maritime Affairs and Communications.

In 2012, Turkish ambassador to China Mutat Salim Esenli stated that his country's 2013 strategic vision "encompasses the target of increasing its international passenger capacity from 105 million to 350 million per year. As an integral part of this objective, Turkey aims to construct one airport with a capacity of 60 million passengers per year and 3 airports with a capacity of 30 million passengers per year. In addition to these, Turkish Airlines is determined to have a civil aviation fleet comprised of more than 750 airplanes."

Government officials in Turkey have made aviation a priority as a means to promote the country's airline to fuel

LEVELING THE PLAYING FIELD

During the past two years, ALPA has presented its case (citing challenges and offering solutions) to level the playing field for U.S. airlines and their employees to effectively compete in the international marketplace. The Association has called upon the U.S. government to support government policies that bolster the country's airline industry, rather than overtaxing airlines and their passengers. ALPA has also fought back attempts by the U.S. government to liberalize laws that allow U.S. competitors to have the upper hand in the global marketplace.

To illustrate what could happen if the U.S. government had a long-term pro-airline policy, ALPA has highlighted state-owned airlines and airlines that have the full support of their respective governments and, as a result, have had rapid growth that has eroded the market share of U.S. and other international airlines. An article in the May issue of *Air Line Pilot* highlighted the rise of Persian Gulf airlines like Etihad and Emirates. This month, *Air Line Pilot* highlights Turkish Airlines. Stay tuned for more. Want to know more about leveling the playing field? Go to levelingtheplayingfield.alpa.org.

sengers traveling from Europe to Africa.

Istanbul, Turkey's largest city, has for millennia benefited from its strategic position on the ancient trade route known as the Silk Road. Today, more than 40 percent of worldwide international air travel falls within narrowbody-airliner range of Istanbul, according to Turkish Airlines, a position supported by a 2013 CAPA report maintaining that the airline can serve all of Europe, Central Asia, the Middle East, much of Africa, and Northwest India with its narrowbody aircraft.

In 2012, 9 million international passengers arrived from one point via Turkish Airlines and transferred in Istanbul to fly to another international destination, 44 percent more than 2011 numbers, according to Turkish Airlines.

International passenger capacity of 350 million per year

Turkey has 18 international airports, according to an International Civil Aviation Organization case study, and all of

broader economic growth. The investment in new state-owned airports for Turkish Airlines, including a new \$29 billion Istanbul airport slated to triple Istanbul's existing annual capacity to 210 million passengers per year, forms a key part of a broader strategy to triple the country's gross domestic product to \$2 trillion in the next decade and join the ranks of the world's top 10 economies, according to a Dow Jones news report. The new airport would become second only to Dubai in the size of its international terminal, according to the news service.

In the May issue of *Sky Life*, the airline's inflight magazine, an article commemorating Turkish Airlines' 80th anniversary sums it up: "Every individual, person, and institution that provides a contribution to a country's economy, however small it may be, is valuable. As such, a country's airline industry is precious in its entirety—its flag-carrier airline, however, is of distinct importance."

Alaska Pilots Ratify New Five-Year Contract

By Jenn Sutton, ALPA Senior Communications Specialist

The pilots of Alaska Airlines on July 10 ratified a new five-year contract, just three months after their contract's April 1 amendable date. The agreement contains first-year pay increases of 10.86 percent for all pilots, retroactive to the April 1 amendable date, and future increases designed to keep parity with industry peers.

The agreement also enhances job security by improving merger, acquisition, and furlough language and protecting B-737 flying for pilots on the Alaska seniority list. The newly ratified contract contains work rule improvements that provide additional flexibility and enhance vacation usage. Additionally, it preserves insurance and retirement benefits, including the defined-benefit plan.

The pilots began negotiations in early 2012 with the goal of reaching an agreement that met their requirements by the amendable date.

"We wanted to change the paradigm of how we've approached labor relations," said Capt. Chris Notaro, the pilots' Master Executive Council (MEC) chairman. "Typically, negotiations drag on for a year or more beyond the amendable date—a time in which there are no improvements for pilots. We entered negotiations hopeful that we could do better."

Nearly a year before negotiations began, the Alaska MEC—with the support of ALPA's professional staff—developed a new strategic plan. That plan, adopted unanimously by the MEC in mid-2011, was the genesis of the goal to reach an agreement by the contract amendable date. The MEC set that goal—one of several established in the strategic plan—with the idea that the pilot group would benefit from obtaining improvements sooner rather than later, and that the company would benefit as well by avoiding a protracted, contentious battle with labor.

The MEC approached Alaska's management after adopting the strategic plan to explain the approach, knowing that it would take the two parties working together to reach an agreement.

"Alaska management was receptive to the idea. However, management also was concerned that if we began meeting to negotiate early, the conflict traditionally associated with negotiations would begin early. If that was going to be the case, management wanted to put off any potential labor disputes until the parties were required to engage," said F/O Sean Hansen, the Negotiating Committee chairman. "We were able to work through those concerns and began meeting in early 2012, focusing first on areas that both parties had a common interest in changing."

By July 2012, both sides' full negotiating teams were meeting at least one week per month and had progressed to discussing job security, one of the four contract cornerstones that the MEC had established. By the end of January, all major economic areas were on the table, and the parties were exchanging comprehensive proposals.

"Certainly, the manner in which both parties approached this negotiation was key to reaching an agreement in a shorter-than-normal time frame. But another factor was that throughout the duration of our previous contract, we were continuing to address problems as they arose, rather than allowing everything to build up until negotiations began," Notaro said.

The Alaska pilots' Negotiating Committee and management had been meeting periodically throughout the duration of the previous contract, which was ratified in 2009, to fix areas that weren't working as intended and to make other improvements as opportunities arose. During that time, the Negotiating Committee worked closely with the MEC, Grievance Committee, and Scheduling Management Group to identify areas for continued discussions and to resolve problems.

"During the three-year period from 2009 to 2012, we negotiated more than 35 memorandums of understanding, letters of agreement, and grievance settlements that, among other things, provided our 106 formerly furloughed pilots with longevity for pay and vacation and improved the flexibility of how we use accrued vacation," Hansen said.

Going forward, the MEC and company will continue to work together to address issues and to seek opportunities, as they arise, to make improvements. To facilitate this, the new contract provides a part-time union business drop for the Negotiating Committee chairman, paid for by the company. The first topic that will be discussed is how to incorporate the new flight-time/duty-time rules, which will take effect in January 2014, into the new contract. A memorandum of understanding included in the new agreement also commits both parties to participating in a study group to look at scheduling flexibility and to updating the section of the agreement related to flight data recorders so that it reflects changing technologies and maintains protections for the pilots.

"This new agreement allows the pilots to share in our company's prosperity and allows our company to continue to succeed," said Notaro. "We look forward to working with management so that the pilots and the airline continue to prosper." 🌐



Pilots are briefed on the tentative agreement during a road show in Seattle, Wash.



With the new flight-time/duty-time rule (FT/DT) implementation

date of Jan. 4, 2014, looming, ALPA is spearheading a flight time/duty time conference this month in Washington, D.C., to help move the airline industry closer to policy implementation.

While no one can deny that providing adequate rest for cockpit crewmembers is crucial to maintaining aviation safety, the challenge—for decades—has been for airline industry stakeholders to agree on what constitutes adequate rest and to apply this information in a practical fatigue rule that makes sense.

Titled “Part 117: A Path to Implementation,” this invitation-only meeting

Flight Time/Duty Time Conference

Who: ALPA, government, and airline representatives
Where: Washington, D.C.
When: August 6-7

will bring together government, union, and airline representatives, along with preferential bidding system vendors, to discuss how they will—individually and collectively—make the FAA’s 2012 Flightcrew Member Duty and Rest Requirements rule work.

Overseeing much of this effort for the Association is Capt. Don Wykoff (Delta), chairman of ALPA’s Flight Time/Duty Time (FT/DT) Committee and former co-chair of the FAA’s FT/DT Aviation Rulemaking Committee (ARC), which presented recommendations

ALPA Hosts Upcoming FT/DT Conference

By John Perkinson, Staff Writer

for the agency to use in developing the new rule.

“From the start of this journey, our objective has been to include all stakeholders in this very important rulemaking project,” said Wykoff, one of the conference discussion moderators. “From the approach we took during the ARC to our first seminar on the new rule, we have worked toward achieving consensus. Our goal in the upcoming seminar is to make sure all stakeholders are prepared to complete implementation and provide a venue in which everyone can discuss the issues and roadblocks to implementation to ensure that we are prepared for January 4.

“We’re five months from the implementation date,” noted Wykoff. “This is a collaborative effort to bring together all of the various pieces of the puzzle so that, come January, we can have a smooth transition.


“A lot of questions have arisen since the rule was introduced in 2012—technical questions about how it will apply to various scheduling tools and procedures—and our goal is to provide answers. We also want to create a path for the future so that as new questions arise, we have a smooth process with the FAA to get answers that will work for everyone.”

Wykoff and ALPA’s FT/DT Committee presented a


report at the Association’s Board of Directors meeting last October, summarizing work to support rulemaking efforts and the progress the Committee is making to address FT/DT goals laid out in ALPA’s strategic plan. The plan includes developing revisions to existing FT/DT rules derived from the latest science-based findings and achieving a comprehensive blueprint so that U.S. and Canadian FT/DT regulations reflect modern scientific principles.

ALPA adopted a FT/DT policy in 2009 that incorporates the latest scientific understanding of fatigue and sleep and outlines what the Association’s subject-matter experts and pilots have learned from extensive research and years of experience flying the line.

ALPA held a FT/DT conference last year that laid the groundwork for this year’s event. Held in New Orleans, La., in March 2012, the conference explored ways to begin the transition process and how the airline industry could use Fatigue Risk Management Systems and other tools to further enhance aviation safety.

The following month, ALPA held a conference on “Closing the Gaps in Air Cargo Safety and Security” to draw attention to safety and security differences that exist between passenger and air cargo operations. The conference emphasized that the new rule does not apply to all-cargo operations. 

One Level of Safety

Although ALPA applauds the FAA’s new flight- and duty-time rules and minimum rest requirements, the Association remains adamant that all-cargo operations should not be excluded from the new rules. For decades, ALPA has advocated for One Level of Safety for the simple reason that all pilots and airline operations should be treated equally, regardless of payload or flight mission. Visit www.alpa.org/calltoaction to tell your elected officials on Capitol Hill that you support One Level of Safety and ask them to support the Safe Skies Act of 2013. 



ECONOMIC & FINANCIAL

ABOUT E&FA

ALPA's Economic and Financial Analysis (E&FA) Department is unique among labor unions. With a staff of 12 professionals, this department has well over 100 years combined of hands-on experience in evaluating pilot collective bargaining agreements and analyzing airline business plans, strategies, and financial data. ALPA's E&FA staff clearly understands what works for you in a business plan and what doesn't, and it dedicates its services to analyzing financial information from your perspective to protect your interests.

12 professionals with expertise in

- Valuing negotiations proposals
- Business plan analyses
- Financial returns
- Airline revenue management
- Contract comparisons
- Benchmarking pilot costs
- Fuel hedging
- Airline industry analyses
- Economic indicators
- Monitoring job security provisions
- Code sharing/alliances/joint ventures
- Antitrust agreements
- Airline taxes
- Profit-sharing plans
- Lump-sum/retroactive pay issues
- Back-pay analyses
- PBS systems
- Work rules

E&FA Department

CONTRACT NEGOTIATIONS SUPPORT

Supports every ALPA pilot group negotiating committee by providing a **valuation of all economic proposals.**

Often demonstrates that the company's numbers are inaccurate and **prevents any attempts by the company to "overcharge."**

Employs a former pilot to ensure full understanding and appreciation for work-rule and scheduling issues, intricacies, and interrelationships.

Supports the negotiation of job security provisions and helps to create flying ratios and metrics to ensure compliance.

Supports the **negotiation of financial returns** such as profit-sharing plans, equity, etc.

Maintains and manages the **pilot survey process** to gather information on pilot goals and priorities. Analyzes and produces results in a digestible and usable format.

COMPANY BUSINESS PLAN ANALYSES

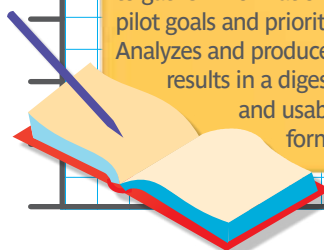
Has **analyzed hundreds of airline financial results, business plans, and projections** for all ALPA pilot groups, as well as for selected non-ALPA pilot groups in North America.

Provides pilots with the proper financial and economic background information so that they can **make informed decisions** and has occasionally dissuaded managements from pursuing a path that would not give value to both the airline and the pilots.

Has **earned the credibility of managements** and received confidential company data and plans from dozens of airlines.

Regularly presents the data to master executive councils (MECs) to consider during **contract negotiations.**

Receives updates on business plans on a regular basis from several airlines in order to **monitor company performance** and presents ongoing analyses to MECs.



AL ANALYSIS



AIRLINE INDUSTRY ANALYSES

Tracks and monitors **key economic and industry metrics** to assess economic and airline industry financial performance.

Informs pilot leaders about **current and expected macro and airline industry economic environment** to educate and aid in decision-making.

Provides regular briefings at several ALPA meetings regarding economic and industry trends.

PILOT AND INDUSTRY INFORMATION

Developed and maintains a **database of pay rates and other contract provisions** for all ALPA pilot groups and select non-ALPA pilot groups, which allows pilot leaders and negotiating committee members to easily evaluate their collective bargaining agreement.

Created and maintains a continuously updated full-language contract database, complete with keyword search capability. ALPA currently has **more than 300 current and archived contracts**.

Established and maintains a database with **more than 30 years of airline traffic and financial data**.

Maintains or has ready access to several databases and resources that **track worldwide airlines schedules, fare data, fleet information**, and a variety of other airline-specific information.

Maintains a library with **tens of thousands of airline-specific industry articles and information**.



INTERNATIONAL EXPERIENCE

Serves as **industrial advisor to the International Federation of Air Line Pilots' Associations**.

Provides **negotiations instruction to foreign pilots** in order to ensure that pilots around the world are not whipsawed by their managements.

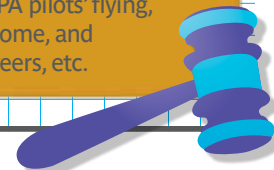
Has provided select **business plan analyses, negotiations advice, and other analyses** to pilot groups in Europe, Africa, Asia, and Latin America.

Developed **worldwide credibility and expertise** as objective pilot advocates.

EXPERT WITNESS TESTIMONY

Analysts testify as **expert witnesses on airline economics and finance and pilot collective bargaining agreements** at various court hearings, including Section 1113 filings under the U.S. bankruptcy code.

Provides expert **testimony in several broad-based arbitrations on a wide variety of issues**, such as disputes regarding profit sharing and interpretation of contract provisions—protecting ALPA pilots' flying, income, and careers, etc.



ALPAToolbox

ALPA, NATCA Co-Host NextGen Symposium: Users' Perspective

By Jan W. Steenblik
Technical Editor

Approximately 100 ALPA safety representatives, air traffic controllers, and representatives of government and industry gathered on June 27 in Washington, D.C., with about 600 more participating online, to discuss and debate key issues of NextGen implementation, with a specific focus on how end users—pilots and controllers—can affect (and will be affected by) the continuing development of the program to modernize the U.S. air traffic control system. ALPA and the National Air Traffic Controllers Association (NATCA) co-hosted the one-day symposium.

Staking out the issues



Rep. Frank LoBiondo (R-N.J.), chairman of the House Aviation Subcommittee,

acknowledged that “most members of Congress don’t know much about NextGen, nor does the general public,” which is why he and other members of Congress have recognized the need for “stakeholder listening sessions” through which Congress has gathered input from key aviation stakeholders. NextGen, LoBiondo declared, has “so much at stake for the nation—and for you, individually, as pilots and controllers.” He warned, “We cannot afford any slippage” in the NextGen schedule and vowed to con-

tinue to work diligently toward its implementation.



Capt. Lee Moak, ALPA’s president, declared, “The time to act decisively to move NextGen

forward is now—right now.” He added, “We need a paradigm shift from ‘first come, first served’ to ‘best capable, best served.’ We need incentives for our airlines to equip with the latest technology to enable NextGen; strong, consistent leadership in our federal government; and a steady stream of funding for NextGen.”



Paul Rinaldi, NATCA’s president, warned, “Sequestration is going to have a gigantic effect

on NextGen—it’s the ‘kryptonite’ of NextGen.” Rinaldi and Moak both serve on the NextGen Advisory Committee (NAC), a government-industry group that reviews NextGen status and provides recommendations to the FAA.



Capt. Sean Cassidy, ALPA’s first vice president and national safety coordinator, said,

“We need to expand beyond the bubble we work and live in” and communicate the message about the need for NextGen to a broader audience, including the general public.

Capt. Charles Hogeman (United), ALPA’s aviation safety chair, said ALPA has

“I choose to be an optimist, but we still have an awful lot of work to do. We simply cannot afford the price of inaction.”

NextGEN

—Capt. Sean Cassidy, ALPA’s first vice president and national safety coordinator

three core values regarding NextGen: “We want NextGen to improve safety, we want



pilot-centric solutions, and we want global interoperability.” He also stressed, “ALPA policy

is very clear: The primary means of separation must be by well-trained, professional air traffic controllers.”

The next five years?

Panelists representing various NextGen stakeholder interests provided perspectives on the value already added by NextGen and the promise of future development. Another panel discussed the critical need for establishing a steady, reliable, independent stream of funding for NextGen, agreeing unanimously that the current funding system is “broken.”

Moderating the final panel, Cassidy asked, regarding NextGen, “What’s a successful 2018 look like?”



Pam Whitley, FAA acting assistant administrator for NextGen, replied, “Keeping the commitments as you see

them laid out in the NextGen Implementation Plan, making advancements in things like ADS-B Out, having the initial state of datacomm in place, continuing deployment of [new] procedures where they’re needed most, improving operations at metropolitan areas where we have multiple airports, and beginning to make progress on the city pairs.”



Mike Cafilisch, director of airspace programs/digital aviation, commercial aviation

services, Boeing, said, “All the performance metrics that we’ve established have been met.”



Dan Elwell, senior vice president for safety, security, and operations, Airlines for America,

ventured, “The economy will be going gangbusters; the demand for air travel will be back up. The *impetus* will be there to get [NextGen] done.”

Cassidy agreed, saying, “I choose to be an optimist, but we still have an awful lot of work to do. We simply cannot afford the price of inaction.”

ALPA Safety & Security Reps Meet To Discuss Top Priority Issues

Capt. Lee Moak, ALPA's president, kicked off the four-day 59th ALPA Air Safety Forum on July 15 in Washington, D.C., before a large group of ALPA pilots who dedicate their time and energy to keeping air transportation safe and secure.

The first two days of the week are considered private days—time for ALPA safety and security representatives from ALPA's pilot groups to meet and discuss the successes and challenges of their work, as well as provide their groups with valuable updates and continue the process of information sharing.



Moak

The following pages are an abbreviated summary of the meetings held. Please visit safetyforum.alpa.org for more coverage.

"Without your volunteer service, ALPA would not stand in the position it does—by the side of each and every member, and head and shoulders above all other pilot unions," Moak told the audience, which included hundreds of the representatives from all the safety and security groups within ALPA's Air Safety Organization.

"Our Air Safety Organization is one of the many things that sets our union apart and brings us together as volunteers who share a determined dedication to making certain the safety,



Cassidy

security, and pilot assistance standards of the U.S. and Canadian airline industry are second to none," Moak concluded.

Capt. Sean Cassidy, ALPA's first vice president and national safety coordinator, also thanked the pilot representatives for their dedication. "Your experience and knowledge, combined with the expertise of the ALPA staff and the relationships that you have formed with legislators, regulators, airline managements, and other industry representatives, are the reasons ALPA is so well respected around the world." 🌐



PHOTOS BY CHRIS WEAVER

The Jumpseat Forum, one of many forums, committee meetings, and breakout sessions held during the 59th Annual ALPA Air Safety Forum.

ASF Security Forum: Passenger Disruptions

When a disruption is reported during flight, the TSA's Transportation Security Operations Center (TSOC) tracks the aircraft.

"Such incidents could be diversions [for terrorists]," said Kent Jefferies of the Federal Air Marshal Service. "First we check to see whether any FAMS or FFDOs are on board. Actual details are often not known until the aircraft lands."



Jefferies

"The worst call we can get is 'trouble unknown,' because we don't know what we're going to get," said Stephen Holl, chief of police for Washington's Dulles and Reagan National airports. "If you can just give us a couple of words, that short message can help us get you the assets you need," from a lone police officer with a Taser to a full SWAT team.



Kolander

After landing, notifying authorities of any law enforcement officials on board is crucial to preventing fratricide in an active shooter incident, Holl said. Pilots should consider using a cell phone, rather than open-channel radios, to speak with police.



Stephens

The best way to avoid inflight disruptions? Deny boarding to problem passengers.

"There's no reason to take a problem airborne; it's only going to get worse," said Capt. Craig Stephens (Delta), a member of ALPA's Jumpseat Council. "Do you really want a drunk on your plane for as long as 17 hours?"

The challenge of dealing with an abusive or uncooperative passenger falls largely to flight attendants. Candace Kolander, the Association of Flight Attendants' coordinator for Air Safety, Health, and Security, said the two biggest reasons for passenger disruptions are impaired passengers and disputes over carry-on luggage.

“Your experience and knowledge, combined with the expertise of the ALPA staff and the relationships that you have formed with legislators, regulators, airline managements, and other industry representatives, are the reasons ALPA is so well-respected around the world.”

—Capt. Sean Cassidy, ALPA's first vice president and national safety coordinator

ALPA Training Council: Cockpit Automation, CRM, Checklists, EFBs

In a breakout session of the Training Council, Kathleen Mosier of San Francisco State University, a NASA contract researcher, discussed two research studies. The first, based on questionnaires completed by ALPA members two years ago at the Air Safety Forum, looked at the effects of cockpit automation, task, and context factors on pilot workload, task management, and error rates. Not surprisingly, the paper study found that “small” changes to automation can produce significant changes in cognitive and behavioral consequences for pilots.

The second study, “CRM in Distributed Pilot Operations,” is a long-term feasibility study looking at the CRM aspects of a single pilot in the cockpit being supported by a “copilot” on the ground. The ensuing discussion was animated; Capt. Huey Harris, Delta MEC Training Committee chairman, stressing caution, said, “We’re just in the infant stages of getting our instructors to understand how to teach and grade CRM—this takes it to a whole new level.”

Capt. Dave McKenney (United), ALPA pilot training director, talked about shortcomings of distance learning and recommended that the Training Council develop an ALPA position that would require classroom instruction for pilot proficiency checks (PCs), rather than 100 percent distance learning for PC knowledge and academic requirements.

Capt. Ken Plunkett (Delta), a member of his pilot group’s MEC Human Factors Committee, discussed human factors issues pertaining to electronic flight bags (EFBs). Many issues remain unresolved regarding the hardware and software of both Class I (portable, commercial off-the-shelf [COTS] units that are isolated from all aircraft system) and Class II (portable and may be COTS, but may be connected to the aircraft electrical systems) EFBs.

These human factors issues include but are not limited to installation (e.g., a location that may require the pilot turning away from looking straight ahead, thus potentially interfering with intracockpit communication and scanning for traffic), lighting, glare, difficulty in hitting the correct “touch target” on a screen in turbulence, and the length of time the EFB will display information before automatically going to “stand by” and requiring the pilot to re-enter a potentially long password.

Dr. Barbara Burian, a research scientist at the NASA Ames Research Center, discussed new research by her team on “dynamic, constraint-based checklists for emergency and abnormal situations.” The content of dynamic checklists changes in real time, based on sensor or pilot inputs.



ALPA's Accident Investigation Board listens to a presentation on Baby B'Air, maker of a safety harness for lap babies and toddlers.

ALPA Safety and Training Councils: The Importance of Hand-Flying

Members of ALPA's Safety and Training Councils (the Safety and Training chairs from ALPA MECs) met in joint session during the first day of the Air Safety Forum.

Capt. Dennis Landry (Delta) announced that at ALPA's continued urging, the FAA rescinded nosewheel steering system relief in the master minimum equipment list (M MEL) for CRJ series aircraft. The previous M MEL allowed airlines to dispatch CRJs on line flights with the nosewheel steering system inoperative—even in bad weather and with contaminated runways.

Landry also teamed with Capt. Scott Hammond, Delta Central Air Safety chairman, to stress the importance of airline pilots exercising their manual flying skills on the line when appropriate. Landry cited a 2008 study of domestic and long-haul pilots that found continuous use of automation has resulted in degraded attitude instrument flying skills.

Recent FAA guidance (SAFO 13002) recommended that pilots hand-fly during line operations when conditions permit. Landry said that the SAFO language is almost verbatim ALPA policy and is an example of ALPA's influence. Airlines need to establish policy based on the SAFO to provide guidance to pilots on the appropriate times to disconnect automation and hand-fly on line flights. Training should provide guidance on reconnecting automation after hand-flying.



AVSEC: Presentations from Security Partners

ALPA's Aviation Security Forum began with presentations designed to better acquaint the Association's pilot security leaders with security partners from government.

First up was Chief Duane McGray, executive director of the Airport Law Enforcement Agencies Network (ALEAN), a professional organization connecting airport police departments. ALEAN has existed for about 25 years, and McGray noted the strong relationship ALEAN has maintained with ALPA.

McGray said tools developed to share information have helped detect numerous criminal trends at airports. He also discussed onboard incidents that require airport police response.

Donald Conroy, director of the U.S. Customs and Border Protection's National Targeting Center – Passenger, described some of the ways passengers—and even airline employees—have tried to circumvent the law. “No one is exempt from examination,” he said.

“Everybody has their own culture, language, and way of doing business,” observed Tina Gabbrielli, director of the Air Domain Intelligence Integration Element from the Office of the Director of National Intelligence, explaining that this information can help to better differentiate threatening from nonthreatening behavior.

Jumpseat Council: Captain's Authority, Collaboration, and Professionalism

Protecting captain's authority regarding who sits in the cockpit jumpseat was an important theme when ALPA's MEC Jumpseat Committee chairs, joined by Jumpseat volunteers from 25 non-ALPA pilot groups and five nations, convened at the Air Safety Forum.

"Our top priorities are keeping the cockpit secure, keeping the captain in control of that access, and getting people home," said ALPA's Jumpseat Council chair, First Officer Rich Odbert (FedEx Express).

But it's increasingly difficult to determine who should get jumpseat priority, especially when heavy passenger loads make getting a seat in the cabin more and more difficult. Jumpseat chairs discussed how to make the process fairer, and how to instill professionalism in a new generation of pilots who may be unfamiliar with jumpseat protocols.

"We need to educate our pilots again, especially with loads so full now," said American Eagle Jumpseat chair First Officer Robert Bowlin. "You are considered an additional crewmember. You need to look and act the part."

Guests from the FAA and the National Air Traffic Controllers Association urged captains to take advantage of the FAA's recent decision to reinstate cockpit training flights for air traffic controllers. Allowing controllers to observe how ATC works from the pilots' perspective will promote greater collaboration, understanding, and communications between pilots and controllers, ALPA president Capt. Lee Moak said when addressing the crowd.

The more than 50 Jumpseat chairs, representing ALPA and non-ALPA pilot groups, also discussed updates to ALPA's Jumpseat Guide and webpage, received briefings on international jumpseat issues, and discussed TSA and CASS policies.



ALPA PCFC: Cargo Pilots' Priorities

The ALPA President's Committee for Cargo (PCFC) shared views on emerging issues in cargo operations and reviewed the latest developments affecting many of the committee's top priorities. ALPA pilot groups that fly all-cargo aircraft include Air Transport International, Alaska, Calm Air, Evergreen, FedEx, First Air, Kelowna Flightcraft, and Wasaya. All are represented on the PCFC.

"It is crucial that ALPA continues to push for one level of safety and security," said First Officer Aaron Hagan (FedEx), chairman of the PCFC. "In the United States, we need to bring cargo pilots under the newer, safer U.S. FAR Part 117 regulations [flight- and duty-time limits and minimum rest requirements] as Congress originally intended."

The pilots pointed to membership in the PCFC as a crucial tool for voicing their views within ALPA and for advancing cargo pilots' perspectives regarding legislative and regulatory issues in Washington, D.C., and Ottawa.

At the top of the PCFC agenda is eliminating the so-called "cargo carve-out" that exempts all-cargo pilots from the FAA's new flight- and duty-time regulations and minimum rest requirements. The committee also is focused on making clear the value of professional pilots in the context of introducing minimally or remotely piloted aircraft into the U.S. national airspace system.

Security Council: "The Key Is Relationships"

Capt. Robert Hamilton (PSA) moderated a meeting of ALPA's Security Council, comprising MEC Security Committee chairmen and coordinators from the Association's member pilot groups, which he chairs.

"How do we solve the wide variety of problems that confront us?" asked Capt. Fred Eissler (FedEx Express), ALPA's Aviation Security chair. "The key is relationships," he said, emphasizing the value of working with industry partners. Eissler discussed the important connection between the ALPA-wide security structure and efforts at its 33 member pilot groups. "The system only works at the national level when it works at the local level," he commented.

ALPA first vice president and national safety coordinator Capt. Sean Cassidy talked about the sometimes clandestine nature of resolving security-related issues and how this can hinder sharing information. He stressed the need for ALPA's security chairs to communicate with each other so as to better serve all ALPA members. Eissler and Cassidy discussed the status of secondary barriers, Federal Flight Deck Officer program funding, and the Known Crewmember (KCM) program.

The pilots also talked about en route advisories of events at arrival stations, the enormous success of the KCM program, and the need to fully comply with TSA rules.

First Officer Wolfgang Koch (Delta), the Security Committee chairman for his pilot group, discussed useful mobile security apps to improve situational awareness.



PHOTOS BY CHRIS WEAVER

Benchmarking Workshop: Safety-Reporting Effectiveness

Your airline has a voluntary, non-punitive safety data reporting program, but are the data it produces improving safety at your airline? How can you tell? These are some of the questions Capt. Leja Noe (Mesa), ALPA Training Council chairman and Central Air Safety chair for her pilot group, posed at an Air Safety Forum workshop, "Benchmarking—Good and Bad Practices."

Noe facilitated a brainstorming session to determine what constitutes a truly effective program, asking the more than two dozen attendees to submit written responses addressing four categories—objective measurement, feedback and education, FOQA, and networking for safety—which the group then reviewed.

Mitch Serber, a former Comair pilot and 2003 ALPA Air Safety Award honoree who works with the Aviation Safety Information Analysis and Sharing (ASIAS) system for MITRE

Corp., emphasized the complications inherent in developing effective benchmarking tools. He stressed that programs will often vary depending upon the dynamics of the group.

Workshop attendees reviewed a preliminary gap analysis tool that Noe and other ALPA safety reps are developing to evaluate the effectiveness of safety reporting programs. The tool includes a checklist of objectives and the processes for achieving them.

Solution to this month's ALPA sudoku on page 38

1	2	9	4	8	6	7	3	5
3	7	6	5	1	2	8	9	4
4	5	8	3	9	7	2	1	6
7	6	2	8	4	1	3	5	9
8	3	4	9	2	5	1	6	7
5	9	1	7	6	3	4	2	8
6	4	3	2	7	9	5	8	1
2	1	7	6	5	8	9	4	3
9	8	5	1	3	4	6	7	2

Respiratory Allergies

By Dr. Quay Snyder
ALPA Aeromedical Advisor

Editor's note: This column is adapted from an article on www.AviationMedicine.com.

Respiratory allergies may affect 40 million people in the United States. Canadian authorities report 2.7 million Canadians have asthma, a more severe respiratory condition frequently associated with allergies. The symptoms range from a runny nose and sneezing to life-threatening obstruction of breathing. Many people only have allergy symptoms for a few weeks per year, while others suffer repeated sinus infections or asthma. Effective treatments for almost the entire spectrum of allergic symptoms are available that will not ground a pilot, or for which the FAA will provide a waiver after proper reporting.

Terminology

The most common manifestations of allergies are runny nose (rhinitis), sneezing, and

ously regardless of the season (perennial allergic rhinitis). They may be sensitive to dust, animal dander, or other common materials.

Nonallergic rhinitis (vasomotor rhinitis or irritant rhinitis) may be caused by smoke, fumes, odors, chemicals, or other sources, and may result in symptoms year-round. Common colds, caused by rhinoviruses, may include similar symptoms of congestion and runny nose but usually are not associated with itching eyes. Colds usually last 5–10 days and do not occur regularly with a particular season.

Allergic responses

Allergies are caused by the body's reaction to outside proteins or particles (allergens). The immune system releases chemicals called histamines from certain blood cells and tissues, causing a reaction to the allergens. Generally, the mucus membranes near the site where the allergen reaches the body react by swelling and leaking clear fluid. The tissue also is irritated, causing itching.

Tests for allergies include skin tests, such as patch testing, intradermal testing, and scratch/prick testing. Blood testing is used to look for evidence of allergies in the body.

If the sinus passages are constantly swollen and filled with fluid, an excellent environment for bacteria is created. Sinusitis, ear blocks, and sinus blocks may result, particularly with repeated changes in atmospheric

pressure. In severe cases, the histamines and other chemicals released by the body may act not only on the local site of exposure, but on the entire body. The result may be an asthma flare as the airways swell, leak fluid, and close down. Allergies also can cause itching.


Avoidance

Allergic reactions may be prevented or treated. The most effective prevention is to avoid the allergen—often not practical for pilots. Many pilots find their allergic symptoms improve when they are flying because cabin air at altitude usually is relatively free of allergens. An allergy to animals, such as cat dander and dried saliva, may require giving away a pet. Many allergy sufferers are unable to avoid or even identify the cause of their symptoms.

Nasal steroids

Nasal steroid sprays can relieve nasal stuffiness by stabilizing cells in the body exposed to allergens so they do not release histamines. Nasal steroids may take several days to weeks to reach full effect. If you can anticipate the onset of the allergy season, you can begin using nasal steroids several weeks before the season starts to block most symptoms. Steroid nasal sprays should not be confused with anabolic steroids, often illegally used by bodybuilders and athletes.

Nasal steroids (e.g., Beconase, Vancenase, Flonase,



Medical Center

Name _____
Address _____
Date _____

Rx

FAA-Approved Meds:

Nasal sprays:

Steroid—Beconase, Vancenase, Flonase, Nasalide, Nasacort, Nasonex, Nasarel, and Rhinocort

Nonsteroid—Cromolyn, Atrovent

Nonsedating antihistamines: Allegra, Clarinex, and Claritin

Allergy desensitization injections

MD _____ Signature _____

Nasalide, Nasacort, Nasonex, Nasarel, and Rhinocort) usually are well tolerated and relatively safe for long-term use. The FAA will approve using them if they are effective. You may wait to report using them until your next FAA physical exam. Nasal steroids are preferred over antihistamine treatment for allergic rhinitis.

Nonsteroidal nasal sprays

Nasal nonsteroidal sprays should not be confused with nasal decongestant sprays such as Afrin and Dristan, which cannot be used safely for more than several days and which the FAA does not permit pilots to use except as an emergency “get me down” temporary treatment for inflight sinus and ear blocks.

Cromolyn is an example of an FAA-approved nonsteroidal medication for control of allergic symptoms. It is most effective for relieving itchy eyes when used as eye drops or as a nasal spray.

Atrovent nasal spray

ALPA members can contact the Aeromedical Office at 303-341-4435, Monday to Friday, 8:30 a.m. to 4:00 p.m. mountain time, or at www.AviationMedicine.com.



For more information on aeromedical issues, scan the QR code.

itching eyes. These symptoms may be seasonal when certain grasses, flowers, trees, or other plants release pollen, or molds release spores (seasonal allergic rhinitis, or SAR). Some people suffer these symptoms nearly continu-

decreases nasal secretions in both allergic and nonallergic rhinitis. The FAA will authorize its use when flying after an appropriate observation period has elapsed without side effects.

OTC antihistamines

Antihistamines block the body's allergic response, too, but work by a mechanism different from that of nasal steroids. Antihistamines are available over the counter (OTC) or by prescription.

The FAA authorizes very few OTC antihistamines for use while flying. The pilot must have tested the medication while not flying and have found that doing so did not create any side effects. The OTC antihistamines allowed by the FAA for use while flying are loratadine (Claritin), desloratadine (Clarinex), and fexofenadine (Allegra and others).

The OTC products such as chlorpheniramine (Chlor-Trimeton, CTM), hydroxazine (Atarax, Vistaril), brompheniramine (Dimetane), and diphenhydramine (Benadryl) cause drowsiness. The FAA does *not* permit pilots to fly while using these medications, and a pilot should wait at least five times as long as the dosing recommendation after the last dose before resuming flight duties. For example, if the directions read "take every six hours," the pilot should wait at least 30 hours after the last dose before flying. A recent change in FAA policy increased the observation period after use of the medications from two dosing intervals to either five dosing intervals or five half-lives of the medication. These medications may have subtle adverse effects for much longer in some individuals.

Prescription antihistamines

Nonsedating antihistamines are also available by prescription. As noted, the FAA will allow pilots to use some of these medications and fly if they tolerate them without any side effects after a ground testing period of several days. The currently approved medications are Allegra, Clarinex, and Claritin.

Prescription antihistamines touted as nonsedating, Zyrtec (cetirizine), Xyzal (levocetirizine), and Astelin nasal spray (azelastine), may cause drowsiness. The FAA does not approve pilots' use of Zyrtec, Xyzal, or Astelin nasal spray while flying. A pilot must wait at least 48 hours after the last dose of Zyrtec or Xyzal before flying. Astelin has a very long half-life, and the FAA suggests waiting at least five days before flying after Astelin use.

Like the nasal steroids, use of the approved medications may be reported at the airman's next FAA physical exam. Those approved medications that are combined with pseudoephedrine, the active ingredient in Sudafed, are also approved by the FAA; they include Claritin-D, Clarinex-D, and Allegra-D.

Some pilots who have listed Claritin, Clarinex, or Allegra as medications they are using to control allergic symptoms have received letters from the FAA saying that use of these medications is prohibited less than 48 hours before flight. The agency sent these letters because the pilot or aeromedical examiner did not explain on the FAA Form 8500 (Application for Airman Medical Certificate) that the medication was tolerated without side effects. A comment on the application regarding the absence of side effects would not

result in receiving such a letter. Pilots who do not have any side effects from using Allegra, Clarinex, or Claritin and whose condition is well controlled may continue to fly while using the medications but should note the absence of side effects during their next FAA physical exam.

Decongestants

Decongestants often are used to treat allergic symptoms. They constrict blood vessels in the nose and relieve the running nose. Pseudoephedrine, found in Sudafed, is approved for use while flying. This medication acts throughout the entire body by constricting blood vessels. Side effects may include an increased heart rate, elevated blood pressure, and difficulty urinating in men with prostate problems. Because it frequently keeps people awake, pseudoephedrine often is combined with nonapproved antihistamines sold over the counter. Taking one of these combinations of decongestants and nonapproved OTC antihistamines is not approved less than 48 hours before flight.

As noted, nasal decongestants such as Afrin and Dristan should not be used before a flight to clear congestion. However, if used during flight to treat an ear block or sinus block in an emergency, pilots should ground themselves for at least 24 hours after the last use and be certain they are free of symptoms and can easily clear their ears before resuming flying.

Severe cases of allergies may cause asthma or other symptoms that require treatment with oral steroids such as Prednisone or Medrol, or steroid injections. Pilots having symptoms severe enough to require this type of treat-

ment should not fly until the condition is resolved.

Desensitization: Allergy shots

The FAA will approve pilots to fly when undergoing treatment with allergy desensitiza-




tion injections. Pilots should be cautious about flying immediately after receiving higher-strength serums in case they have a delayed allergic reaction. The FAA requires a minimum of a four-hour observation period after an allergy injection before resuming flight duties.

Desensitization: Sublingual immunotherapy (SLIT)

Similar to desensitization in mechanism of action, SLIT is administered as a liquid or tablet under the tongue. Formulations are usually made specifically for each individual. The preparations, once established as safe, can be taken at home, making this much more convenient than traditional desensitization therapy. Unfortunately, the FAA does not currently allow pilots to fly while using SLIT.

Reporting requirements

Reporting SAR or other allergies controlled with approved medications should be done on the FAA Form 8500. In block 17, medications, list the medication used and dose. In the physician visit section, list the name of the physician with date or range of dates of visits. For reason for visit, write, "Allergic rhinitis—treated and controlled, no side effects," assuming that is true. 



ExpressJet Captain on *Jeopardy!* Tests Wits before Nationwide Audience

By John Perkinson, Staff Writer

Editor's note: Do you know a pilot we should highlight in "Our Stories"? Please contact us at Magazine@alpa.org.

Answer: He is a Chicago-based Embraer 145 pilot who competed on the syndicated television game show *Jeopardy!* Question: Who is Tyson Schindler?

The ExpressJet captain played "America's Favorite Quiz Show®" late last year at the Sony Pictures Studio in California. The program aired on March 25. Schindler admits that at the studio he got off to a slow start. "I couldn't quite get the hang of the buzzer," he said. Special lights indicate when you can buzz in; if you respond too soon, the system briefly locks your buzzer, giving the others a slight advantage.

"About halfway through the first round, things began to pick up and I was leading at the break." However, Schindler faltered during the second round. He got off to a good start and won a Daily Double, but missed a string of questions and never recovered.

Schindler said that *Jeopardy!* uses commercial breaks to allow host Alex Trebek to chat with the audience and that the program gives contestants as much time as they need to come up with their wagers for Final *Jeopardy!* Schindler said he attempted to calculate what the two who were ahead of him would likely bet against each other, and how much he would need to beat them if they missed the question. However, contestant Rachel Liptak prevailed.

"They tape five shows in a day," said Schindler, recalling the process. "We got there about 8:00 a.m. Liptak was the last contestant to win from the previous week, so they brought her back. The other contestants and I waited in the Green Room, where we heard presentations from the Legal and Promotions Departments, signed a bunch of forms,

and received individual attention from the people in the Makeup Department."

He continued, "They drew names out of a hat, and Tom Lynn and I were selected first, so we were matched against Rachel for the first show that week. We started taping around 1:00 p.m."

Schindler grew up in Washington State in a household that loved to play games. A graduate of the University of Southern California, he worked as a customer service agent for Alaska Airlines, where he got the flying bug. After flight school and years of flying and working as an instructor, Schindler was hired by ExpressJet in 2005 and based in Newark. Today, he lives in Austin, Tex., and commutes to Chicago O'Hare International Airport.

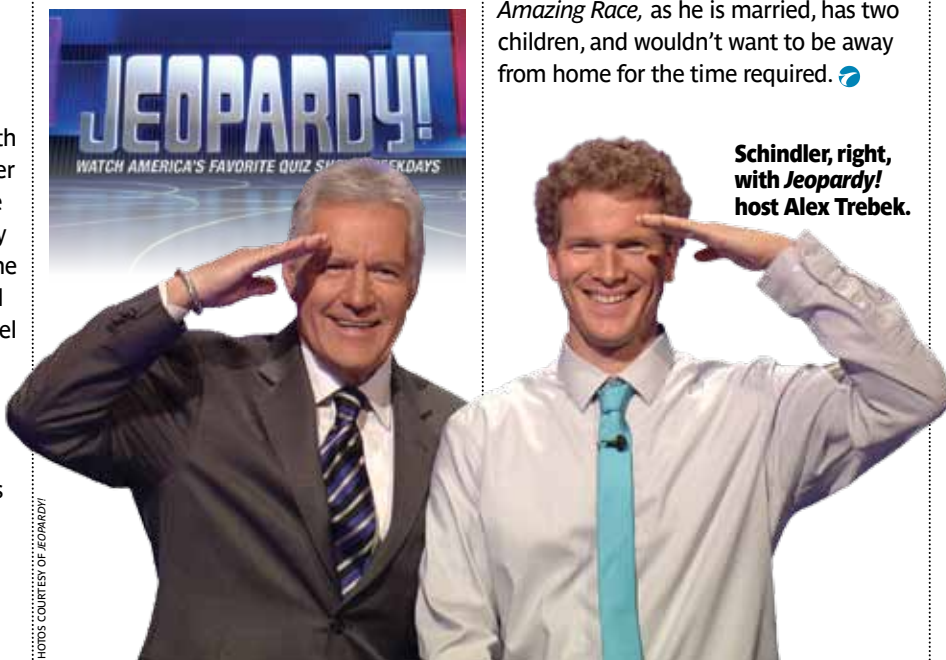
Schindler's involvement with *Jeopardy!* reflects his competitive and tenacious nature. He remembers trying out for the program on several occasions. *Jeopardy!* administers an online exam, testing candidates in January for opportunities to play throughout the year. Schindler said he had to answer 50 questions on a variety of subjects. He had approximately eight seconds to answer

each and was never told if his answers were right or what his final score was.

"You then come in for an in-person test," he added. "They watch you respond, give you a quick interview, and then have you play a mock game against two other contestants. I was then placed in a contestant pool but wasn't selected. However, I tried again in January 2012 and was notified in April that I was back in the pool. Then they called and said I'd be taping the show on November 14. That was exciting."

Jeopardy! was not Schindler's first experience as a game-show competitor. He previously appeared on *Who Wants to Be a Millionaire?* with host Meredith Viera. The program was taped in New York in October 2006 while he was based in Newark, N.J., and aired on Feb. 27, 2007. "I did much better on that show," he admits, getting 11 out of the 15 questions correct and winning \$50,000.

No other game shows are in Schindler's immediate future, but he hasn't completely ruled out the possibility. He enjoys crosswords and trivia challenges but would likely avoid reality television shows like *Survivor* and *The Amazing Race*, as he is married, has two children, and wouldn't want to be away from home for the time required. 🌐



Schindler, right, with *Jeopardy!* host Alex Trebek.

PHOTOS COURTESY OF JEOPARDY!

The Landing



BOEING PHOTO



Forget about Urbanspoon and LocalEats. If you want a tip for a good restaurant, ask an airline pilot. Line holders, flying the same pairings week after week, quickly figure out where to go to get the best grub for their buck. Whether you want the glam of a famous chef or Mexican in a hurry, take a moment to consider some eateries your fellow members recommend.



Island Lava Java

Kailua-Koa, Hawaii (KOA)
"Good coffee, food, a view, and entertainment."



Capt. Leja Noe (Mesa)

Dine Time
30-40min
Pending a wait

8.7 Miles
From KOA

75-5799 Alii Dr
Kailua Kona,
Hawaii

Signature Dish:
Cinnamon Roll
Fish Tacos

\$12-\$25

The White Spot Cafe

Anchorage, Alaska (ANC)
"THE place to eat in Anchorage!"
 Capt. Jeffrey Egli (Continental)

Dine Time
20-40min

6.6 Miles
From ANC

109 W 4th Ave
Anchorage,
Alaska

Signature Dish:
Halibut Sandwich



*CASH ONLY
\$5-\$15

Modica's Deli

Long Beach, Calif. (LGB)
"When you can't eat another McLunch or spend a king's ransom on a sit-down meal, give Modica's a try. Their sandwiches are great, and the soup is made fresh daily."
 Capt. Sean Creed (Spirit)



Dine Time
30min
Pending a wait

10.9 Miles
From LGB

455 E Ocean Blvd
Long Beach, Calif.

Signature Dish:
Pastrami

\$5-\$15

Restaurant Mexico

Tempe, Ariz. (PHX)
"This is one of the best Mexican places I've been to."
 Capt. Daniel Carpenter (FedEx Express)

Dine Time
30-60min

10.5 Miles
From PHX

423 S Mill Ave,
Ste A
Tempe, Ariz.

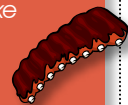


Signature Dish:
Enchiladas with Queso Fresco

\$5-\$15

Hell's Kitchen

Minneapolis, Minn. (MSP)
"Their 'mega-rib' beef ribs are two Flintstones-like ribs that are my favorite. All menu items are 'layover-budget' priced."
 Capt. Pete Wilke (Delta)



Dine Time
45-65min

12.8 Miles
From MSP

80 S 9th St
Minneapolis,
Minn.

Signature Dish:
Kangaroo Steak

\$10-\$25

ALPA Resources and Contact Numbers

National Officers For complete biographical information on ALPA's national officers, visit www.alpa.org or scan the QR code below.



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Capt. Sean Cassidy
First Vice President



Capt. William Couette
Vice President -
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Vice President -
Finance/Treasurer



Executive Vice Presidents For more information on which pilot groups executive vice presidents represent, visit www.alpa.org/evp.

F/O William Hanna
Air Wisconsin, CommutAir, ExpressJet, Hawaiian, Island Air, Trans States



Capt. Dan Adamus
Air Transat, Bearskin, Calm Air, Canadian North, CanJet, First Air, Jazz Aviation, Kelowna Flightcraft, Wasaya



Capt. Joe DePete
FedEx Express



F/O Todd Ortscheid
AirTran, Air Transport International, North American, PSA



F/O Scott Smetana
Delta



Capt. Larry Beck
Continental



F/O Michael Hamilton
United



Capt. Thomas Maxwell
American Eagle, Atlantic Southeast, Compass, Mesa Air Group, Sun Country



Capt. Mark Nagel
Alaska, Evergreen, Piedmont, Pinnacle, Spirit



Capt. Tim Canoll
Executive Administrator





Want to know more about ALPA's EVPs? Scan the QR code.

ALPA Sudoku

(© paulspages.co.uk)

Complete the sudoku puzzle so that each column, each row, and each of the nine 3x3 sub-grids that compose the grid contain all the digits from 1 to 9.

The solution to this month's ALPA sudoku can be found on page 33.

Too easy, too difficult? Tell us what you think. E-mail Magazine@alpa.org.

Have You Moved?

Please call Membership Services at 1-888-359-2572, then press 3; e-mail your new address to Membership@alpa.org; or clip out this form—along with the mailing label on the back cover—and send it to

ALPA Membership Services
PO Box 1169, Herndon, VA 20172-1169

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Member # _____

Airline _____

New address _____

Apt. _____ City _____

State _____ Zip _____

1						7		
3					2			4
	5			9				
	6		8				5	
		4				1		
	9				3		2	
				7			8	
2			6					3
		5						2

ALPA Information Numbers

The following ALPA resources may be reached by e-mail or by dialing, toll-free, 1-888-359-2572 (1-888-FLY-ALPA). Once connected, press the # key on your phone and dial the last four digits of the number listed below. However, the ALPA Main Number, ASPEN, the Membership and Insurance toll-free number, and Membership Services numbers need to be dialed directly.

Accident Investigation (EAS@alpa.org)
703-689-4312

Accounting and Finance (Finance@alpa.org)
703-689-4144

Air Line Pilot (Magazine@alpa.org)
703-481-4460

ALPA Main Number 703-689-2270

ALPA-PAC 202-797-4033

ASPEN 703-689-4220

Balloting (Balloting@alpa.org) 703-689-4173

Cashiering (Cashiering@alpa.org)
703-689-4385

Communications (Communications@alpa.org)
703-481-4440

Computer Help Line (HelpDesk@alpa.org)
703-689-4357

Council Services (CSC@alpa.org)
703-689-4311

Discipline and Discharge (Rep@alpa.org)
703-689-4226

Economic and Financial Analysis
(EFA@alpa.org) 703-689-4289

Election dates LEC/MEC 703-689-4212

Engineering and Air Safety (EAS@alpa.org)
703-689-4200

**FAA Enforcement or Medical Certificate
Action** (Rep@alpa.org) 703-689-4226

Government Affairs
(GovernmentAffairs@alpa.org) 202-797-4033

Human Resources
(HumanResources@alpa.org) 703-689-4262

Information Technology and Services
(Itservices@alpa.org) 703-689-4223

Legal (Legal@alpa.org) 202-797-4096
703-689-4326

Membership Insurance (Insurance@alpa.org)
1-800-746-2572

Membership Services
(Membership@alpa.org)
1-888-359-2572 (1-888-FLY-ALPA),
option 3

IT Operations and Services (ITOS@alpa.org)
703-689-4245

Organizing (Organizinginfo@alpa.org)
703-689-4179

Publishing and Design Services
(Publishing@alpa.org) 703-481-4441

Purchasing (Purchasing@alpa.org)
703-689-4319

Representation (Rep@alpa.org)
703-689-4375

Real Estate (Realestatedept@alpa.org)
703-689-4105

Retirement and Insurance (R&I@alpa.org)
703-689-4115

System Board of Adjustment
(Rep@alpa.org) 703-689-4226

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To obtain membership account information or to update your records or your postal or e-mail address via the Internet, go to the My ALPA area of Crewroom.alpa.org; or dial the toll-free number 1-888-359-2572 (1-888-FLY-ALPA) and choose menu option 3.

Listed below are the telephone numbers of MEC offices.

AirTran – ATN MEC 404-763-5165

Air Transat – TSC MEC 1-888-337-2033

Air Transport International – ATI MEC
505-263-8838

Air Wisconsin – ARW MEC 1-800-ALPA-ARW

Alaska – ALA MEC 206-241-3138

American Eagle – EGL MEC 817-685-7474

Atlantic Southeast – ASA MEC
404-209-8566

Bearskin – BRS MEC 807-628-5683

Calm Air – CMA MEC 204-471-1000

Canadian North – CNP MEC 780-718-6012

CanJet – CJA MEC 1-800-959-1751

***Comair** – CMR MEC 703-481-5560

CommutAir – CMT MEC 440-985-8579

Compass – CPZ MEC 952-853-2373

Continental – CAL MEC 281-987-3636

Delta – DAL MEC 404-763-4925

Endeavor Air – PCL MEC 952-854-4484

Evergreen – EIA MEC 503-474-3880

ExpressJet – XJT MEC 281-987-3636

FedEx Express – FDX MEC 901-752-8749

First Air – FAB MEC 1-877-459-3272

Freedom – MAG MEC 602-306-1116

Hawaiian – HAL MEC 808-836-2572

Island Air – AIS MEC 808-838-0188

Jazz Aviation – JAZ MEC 1-800-561-9576

Kelowna Flightcraft – KFC MEC
250-878-7950

Mesa – MAG MEC 602-306-1116

North American – NAA MEC 505-975-1126

Piedmont – PDT MEC 339-987-1277

PSA – PSA MEC 616-405-3962

***Ryan** – RYN MEC 703-481-5585

Spirit – SPA MEC 765-481-9033

Sun Country – SCA MEC 952-853-2393

Trans States – TSA MEC 610-805-5387

United – UAL MEC 847-292-1700

Wasaya – WSG MEC 807-624-7270

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Other Organizations

ALPA Aeromedical Office 303-341-4435

ALPA Federal Credit Union 1-800-747-2349

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If you are involved in an accident, incident, or alleged violation of a federal aviation regulation, contact your local or central air safety chairman, regional safety chairman, or the worldwide ALPA accident/incident hotline at 202-797-4180 (collect calls are accepted) for an immediate response 24 hours per day. As a backup number, call 703-892-4180.

To report a safety problem or airspace system deficiency, call 1-800-424-2470 or e-mail EAS@alpa.org.

2013 EBCB Schedule

The Association's Election and Ballot Certification Board's schedule for counting ballots is August 12, September 10, October 10, November 11, and December 10.

Any ALPA member in good standing may be present as an observer during any meeting. Contact the Association's Membership and Council Services Department for scheduling.

It's Time to Step Up!

Now through Sept. 15, 2013, all ALPA members who have been enrolled in a Loss of License program for at least 12 months are eligible to take a step up to the next level of coverage with no medical underwriting. Loyalty pays with ALPA Member Insurance!

Brochure and application available online:
memberinsurance.alpa.org

Eligible programs: Monthly LOL, LOL-Plus, Lump Sum LOL. Applications must be received by mail at ALPA's Herndon, Va., offices no later than Sept. 15, 2013. All plans underwritten by The Guardian Life Insurance Company of America.



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