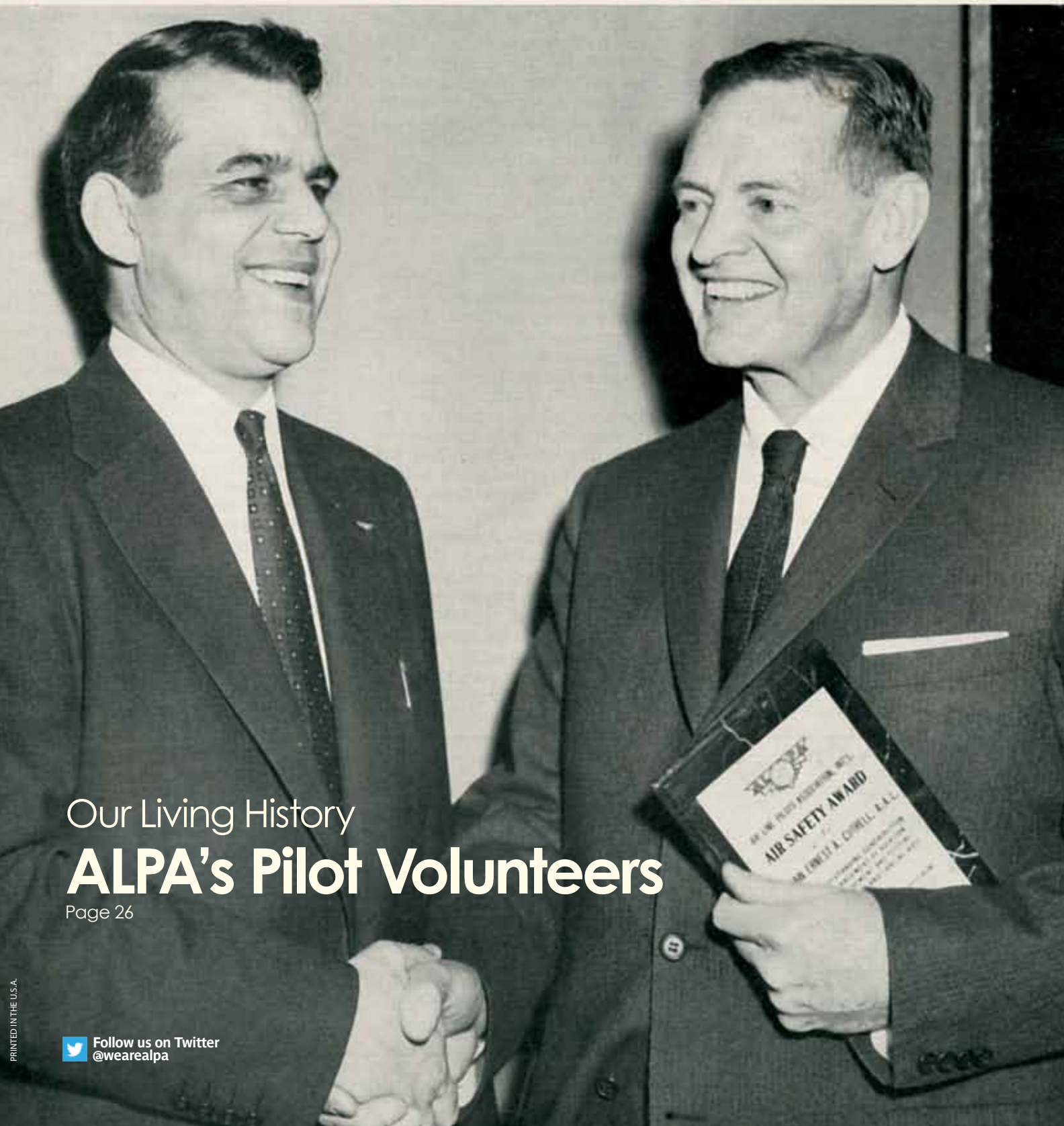




Air Line Pilot


AUGUST 2014 ■ OFFICIAL JOURNAL OF THE AIR LINE PILOTS ASSOCIATION, INTERNATIONAL




Our Living History

ALPA's Pilot Volunteers

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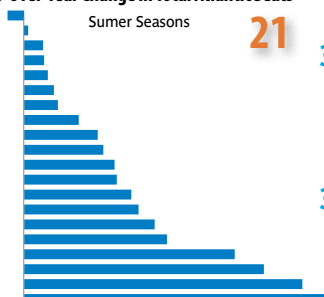
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ABOUT THE COVER

On March 6, 1957, Capt. Ernie Cutrell (American) received ALPA's first Air Safety Award from Clancy Sayen, ALPA's president, at the Association's Air Safety Forum for contributing to the advancement of aviation through his work on centerline approach lightning. At the time of the award presentation, Cutrell's approach lighting system had become the nation's standard. Download a QR reader to your smartphone, scan the code, and read the magazine.



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HOT TOPICS



Ex-Im Bank reform—
It's all about the
jobs!

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is helping to fulfill a
boy's wish.

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ALPA's Air Safety
Forum—then and
now.

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Have bike, will race
(for charity).

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Taking Off Part of a Positive Solution

Complaining about a situation is easy. It takes no strategic thought, expert insight, or optimism. The challenge comes in constructing a positive solution to remedy a situation.

And that is exactly the mission of the Air Line Pilots Association, International—the elected pilots in leadership, the team of pilot volunteers who advocate for the cause, and the dedicated staff members who support the mission and tactics that ensure success.

As staff, we are constantly evolving to adapt to new challenges or the same ones we've seen since ALPA's inception in 1931, when staying alive was the rallying cry for unity.

Although safety remains a priority of this union, we've grown far beyond that. And ALPA's staff has grown and adapted to the needs of the members. Through the more than 80 years of the Association's existence, we continue to be solution-based, helping maintain ALPA's leading position as the advocate for the airline pilot.

In chemistry, a solution is the combination of two or more substances to create a new substance with different—and usually stronger or more advantageous—qualities.

Whether it's mixing copper with zinc to create brass, which resists friction in a lock, or combining carbon dioxide with water and making a soda to cool down on a hot summer day, solutions bring together different values that make for even greater success.

In July, I led the Association's management team in a one-day intensive leadership seminar that was centered on solution-based management. I challenged our union's professional staff leaders to capitalize on the values and variables among our staff members and to find new ways to combine them to create positive solutions to achieving our members' goals.

Teambuilding is also critical to building chemistry. We've tried to begin incorporating more of these opportunities for staff members who are able to carve out time during their busy weekends to support that camaraderie that is necessary for teamwork.

On June 21, ALPA held its 2014 Golf Open. ALPA staff and their families gathered for an opportunity to better get to know colleagues and the qualities that each of us brings to our union as its professional staff. As I played, joined by my son (our team was fortunate enough to win the tournament!) and others from ALPA, I learned more than ever about ALPA's staff members' vast skills, talents, and experience.

Together, we are all part of a positive solution. 🌐

Complaining about a situation is easy. It takes no strategic thought, expert insight, or optimism.

Lori Garver
General Manager
Lori.Garver@alpa.org

In the Grey

We live in an era of black and white, without a lot of grey. Too often, perfect is the enemy of good in an all-or-nothing end game, and this applies to many elements of our lives. This is unfortunate, both in terms of our larger society and the airline industry, as aviation policy is certainly not immune to this severity.

Liberalization. The pursuit of open markets by the relaxing of government regulation.

Protectionism. Using government policy to restrict market access.

One policy is black; one is white.

The right path forward for global aviation, however, is actually quite grey. The problem in Washington, D.C., Ottawa, Brussels, and other capitals around the world, however, is that there is too often the narrow belief that there is no room for grey, and one must pick a side. Are you for liberalization or are you for protectionism? For the Air Line Pilots Association, and for good government policy, the answer is in the grey.

Liberalization is best manifested through Open Skies and bilateral agreements, which have greatly benefited both U.S. and Canadian pilots. The opening of new markets around the world has allowed U.S. and Canadian carriers to reach new markets and has expanded flying opportunities around the globe.

In some cases, however, liberalization has not worked as intended. Many of the U.S. Open Skies agreements were negotiated decades ago, using a template that changes little from country to country. The United Arab Emirates (UAE) Open Skies agreement was inked when Emirates, now the largest airline in the world by some measures, was a small, Gulf-focused airline, and Etihad, the fastest-growing airline in the world, didn't yet exist. Fueled by pro-aviation government policies that prioritize airlines as a driver of the broader UAE economy and, at times, by direct and indirect state subsidies, these state-supported enterprises have massively benefited from liberalization—including a combined more than two dozen routes to the United States from the Gulf, and now using Fifth Freedom rights from Europe.

As United CEO Jeff Smisek said recently, "Emirates, the carrier, can fly anywhere it wants in the United States of America in return for which we can fly anywhere we want within the emirate of Dubai." This is a problem for U.S. carriers and their employees. And while protectionism is not the answer, nor is the continued blind pursuit of liberalization as government policy. The answer falls somewhere in the grey in the middle.

Liberalization does not always work for all sides, particularly when the open market is no longer a free market because one side skews the market with state subsidies. State-owned enterprises from the Middle East (including Gulf airlines), Asia, and elsewhere continue to expand at rates only possible given the support of their home governments. And as they seek to broaden their use of Fifth Freedom rights to fly to North America not just from their

home nations but also from points in Europe, Asia, and elsewhere, it's time we revisit select Open Skies agreements that may no longer be working for U.S. airlines and their employees.

Across the Atlantic, the debate over liberalization versus protectionism has generated significant attention, in part because of ALPA's aggressive advocacy campaign to deny Norwegian Air International's (NAI) application for a foreign air carrier permit from the U.S. Department of Transportation. NAI falsely claims that ALPA is engaging in protectionism by seeking to block its application and that liberalization should win out at all costs. This is far from accurate.

In fact, the NAI issue is quite grey and quite complicated. In short, NAI is the subsidiary of Norwegian Air Shuttle (NAS), an existing European low-cost airline that is based in Norway. NAS has an existing subsidiary, Norwegian Long Haul (NLH), also based in Norway, that already has existing service to the United States using Open Skies. To gain an advantage over its competitors, however, NAS set up NAI in Ireland to get out from under Norwegian tax, regulatory, and labor laws to use the more lax laws in Ireland. Irish laws would allow NAI to use contract crews employed by a Singapore contract firm and base those crews in Thailand. This is a bastardization of the Open Skies agreement, in violation of U.S. and international law, and the U.S. DOT should deny NAI. That isn't protectionism—it's the proper enforcement of liberalization laws.

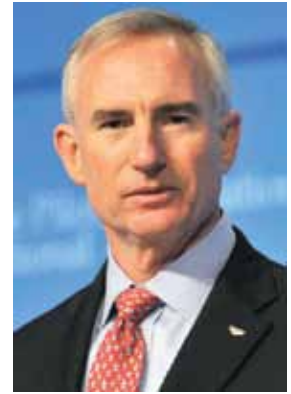
SOS
SAVE OUR SKIES

As we move into the next phase of our Save Our Skies (SOS) campaign (sos.alpa.org), we will be working with our allies to find solutions to these problems to ensure that

liberalization is working for North American pilots. That isn't protectionism. We know that opening global markets has been good for our pilots. Our position is much more nuanced. It's grey, and with your help, we will be successful. 🇺🇸

Donald Lee Moor

Capt. Lee Moor, ALPA President



Too often, perfect is the enemy of good in an all-or-nothing end game, and this applies to many elements of our lives.

Raising the Safety And Security Bar

By Capt. Sean Cassidy, ALPA First Vice President

Just as this issue was about to go to press, the world was transfixed by shock and horror as we viewed television and Internet images of the scattered wreckage of Malaysia Airlines Flight 17. Seismic events like this challenge our



industry to revisit the issue of risk and reevaluate the steps taken to safeguard airline operations against threats to safety and security.

The dynamic practice of risk management, which constantly balances the probabilities that events may happen against the consequences of if they do, has been essential to the continued success of the airline industry and has grown in sophistication as airlines have grown in complexity. Accordingly, in our current world of “big data,” we must leverage the tools we have at our disposal to drive our programs to even greater success and relentlessly advocate for smart, responsible use of data. Data inform us; data help us detect precursors to undesired events versus waiting for the event to happen and then asking why.

ALPA actively participates in the Commercial Aviation Safety Team (CAST), which was formed in 1998 with the audacious goal of reducing the scheduled airline fatality rate in the United States by 80 percent by 2008. Through CAST, and smart use of data, our industry has discovered, assessed, and ranked a huge number of risk factors. This has led to more than 200 safety enhancements ranging from terrain awareness warning systems to guidance for implementing ASAP and FOQA programs.

We’ve changed pilot training, aircraft and ATC equipment, procedures, facilities, airports, airspace—and even, to a notable extent, the culture of the airline industry and the government agencies that regulate it in North America. As for the goal of reducing airline accidents, with CAST’s leadership, our industry exceeded it by reducing the fatality risk in U.S. scheduled airline transportation by 83 percent between 1998 and 2008—truly an astounding accomplishment! Most significantly, new CAST-recommended enhancements are now derived from potential precursors to accidents and incidents rather than incidents themselves.

Shifting to security, after learning bitter lessons from the attacks of Sept. 11, 2001, plus such notable events as the failed terrorist attack on Northwest Flight 253 in 2009, the security world awakened to the undeniable fact that given our finite resources, a risk-based approach is essential to achieving a more secure aviation infrastructure. The tragedy

of MH17 clearly illustrates that risk is ever-changing, and evaluating risk must be continuous. As shown by successful alternative screening programs such as Known Crewmember, Global Entry, and PreCheck, as well as greater advances in security by aggregating intelligence data, human factors, and technology, risk-based security clearly is the way of the future.

Ironically, our success has made ferreting out the more subtle threats to aviation safety and security even more difficult. Since we’ve plucked all the proverbial low-hanging fruit, what should we do next?

The answer is staring at us in the mirror. While the power of archival data used to detect risk factors and steer us toward mitigations is truly incredible, even more remarkable is the capacity for flightcrew members to absorb myriad real-time risk factors and make immediate decisions, backed up by training and experience, that ensure safe and secure outcomes. Every year at our Air Safety Forum, we honor, with the ALPA Superior Airmanship Award, flightcrew members for the talents they’ve demonstrated in safely tackling a set of risks that threaten the safety of their flight.

Regarding MH370, a disturbing suggestion arose after the

“As you prepare for your next flight, ask yourself what you can do to raise the safety and security bar.”

aircraft’s disappearance that the aircraft should be “pilot proofed,” and that certain aircraft systems should be isolated from the flight crew. As frustrating as the disappearance of the aircraft has been, the bigger question, especially since no data point to what might have prevented the accident, is, Why trade a *known* risk (inability to isolate an electrical system) for an *unknown* risk (possibility that a navigation system may be rendered inoperative) given the exceedingly rare likelihood that a similar circumstance might happen again? Even with the Malaysia Airlines tragedy, given our success in safety and security, the statistics don’t lie. The simple takeaway here is, “If it ain’t broke, don’t fix it.”

As you prepare for your next flight, ask yourself what you can do to raise the safety and security bar. For more than eight decades, ALPA pilots have been asking that question of themselves daily. For more than eight decades, thanks to you, we have continued to elevate the science and the art of risk management. 🌐

Preflight

Airline Industry News

Domestic News

► The U.S. Bureau of Transportation Statistics announced in late June that **U.S. scheduled passenger airlines reported a net profit of \$507 million in the first quarter of 2014**, down from a profit of \$7.3 billion in the fourth quarter of 2013 and up from a loss of \$392 million in the first quarter of 2013.



Flight #	Destination	Status
DL 100	ATL	ON TIME
DL 101	ATL	ON TIME
DL 102	ATL	ON TIME
DL 103	ATL	ON TIME
DL 104	ATL	ON GROUND
DL 105	ATL	ON TIME

► The U.S. Department of Transportation reported that **76.9 percent of airline flights arrived on time in May, down from 79.6 percent in April**. Airlines also canceled more flights—1.9



Artist's rendering of the main room of the new Delta Flight Museum in Atlanta, Ga.

percent in May compared with April's 1.1 percent. Weather was blamed for 33.5 percent of delays in May, up from 26.6 percent in April.

► **On June 17, Delta Air Lines celebrated the grand opening of its new 68,000-square-foot Delta Flight Museum, located at the airline's headquarters**

in Atlanta, Ga., reported the *Atlanta Business Chronicle*. The museum features interactive exhibits, rare aviation items, and the only full-motion flight simulator in the U.S. open to the public. The grand opening marked Delta's 85th anniversary of passenger service, dating back to its first passenger

flight from Dallas, Tex., to Jackson, Miss., on June 17, 1929.

► **Airline fares increased almost 6 percent in May, the highest one-month increase in 15 years**, per the U.S. Bureau of Transportation Statistics. Airfares increased 4.7 percent between May 2013 and May 2014, ►►

The Sidebar

Before there were four-color covers, there was vintage ALPA.

This month's throwback cover from April 1957—the first Air Safety Award honoree—was chosen specifically to honor the line pilots of yesterday who laid the foundation for this organization, weaving "Schedule with Safety" into the fabric of ALPA's existence. It's also a nod to our line pilots of today who have picked up the torch and will carry it into a future of new technology and new challenges.

As we combed through numerous past covers of *Air Line Pilot*, we quickly realized that vintage ALPA isn't any different from today's ALPA. Same mission, same purpose, same unparalleled level of support from line pilots.

In "Then and Now" (page 27) and "On the Shoulders of Giants" (page 28), you'll get a glimpse of the impressive feats ALPA has been able to accomplish because of the individual efforts of its dedicated members. Capturing all of it would require more than this 40-page magazine; and although the summaries are brief in length, they are heavy with substance.

Following the lead of the theme for this year's 60th Air Safety Forum—*A Celebration of Pilots Helping Get the Job Done Safely and Securely*—the magazine's editorial staff agreed it was important to highlight this major milestone by reflecting on our history as we plan for our future. As George Santayana famously said, "Those who cannot remember the past are doomed to repeat it."

Air Line Pilot remains our

flagship publication, just as it was in 1957, but it's by no means our members' only source of information. When the original photo of Capt. Cutrell ran, *Air Line Pilot* was the only medium in which our members heard regularly from their union. Today, we have a major presence on Twitter, Facebook, and YouTube. Our website receives tens of thousands of hits a week, a number we expect to grow substantially as we revamp and re-launch the site in the coming months.

We send regular e-mail updates through *FastRead*, our members can subscribe to a daily news service through *ALPA Daily*, and broadcast bulletins and Calls to Action are blasted out on important subjects when the situation demands it. Our master executive and local councils communicate

regularly through these same mediums. With all these tools at our disposal, our members have more resources available and more information about their union and about what we're doing for them than ever before.

As always, thank you for your continued readership and feedback (including bad jokes) on how we can continue to grow and improve. We are very proud of our history, and we are confident in our continued future.

Namaste,
Sharon B. Vereb
Editor in Chief
Air Line Pilot



■ Airline Industry News *(continued)*

the biggest year-over-year change since November 2011.

► Per the *Orlando Business Journal*, in early July Embry-Riddle Aeronautical University became the first training provider in the U.S. to receive FAA approval for its airline transport pilot certification training program. "The FAA approval of our ATP course ensures that our graduates will have the qualifications necessary to be employed, succeed, and help shape the future of the aviation industry," said Ken Byrnes, chairman of the flight department at Embry-Riddle's College of Aviation. ► According to *USA Today*, beginning Jan. 1, 2015, the



photo: fotolia.com / © Fly_Dragonfly

Department of Transportation will require 27 airlines to report the loss, injury, or death of an animal in their care. Currently, only 14 airlines are required to make the reports. Additionally, the agency has expanded the definition of "animal" to include all cats and dogs, including those being shipped by a breeder, rather than just pets traveling with their owners. ► *The Dallas Morning*

News reported that on July 1 Southwest Airlines flew internationally for the first time, with service to the Bahamas, Aruba, and Jamaica. The airline will add flights to Cancun and Los Cabos, Mexico, on August 10 and to Mexico City and Punta Cana, Dominican Republic, on November 2. "It's huge," said a Southwest executive, regarding the move into international markets. "Obviously we've been waiting for 43 years to get to this point...."

International News

► *The Wall Street Journal* reported that Dubai International Airport is

now the world's busiest in terms of international passengers, overtaking London's Heathrow Airport. Dubai handled 18.36 million international passengers in the first quarter of 2014; Heathrow handled 16 million people during the same period. Dubai International was also the fastest-growing airport during that timeframe, with an 11.4 percent increase in the number of passengers compared to the same period a year ago. ► Per *Breaking Travel News!* Norwegian Air carried more than 2.3 million passengers in June 2014, an increase of 21 percent from June 2013. The airline's load factor was 82.5 percent, up 2.9 percent.

■ FrontLines

■ **ALPA Responds to Reported Loss of Malaysia Airlines Flight MH17**
"The Air Line Pilots Association, International is deeply troubled by reports of the loss of Malaysia Airlines Flight 17. Our thoughts are with the families of the crew, passengers, and all those affected by the event," commented the Association on

July 17.
"Information about the situation continues to emerge and myriad questions remain unanswered. We urge the exercise of extreme caution before speculating on the details of the reported accident or events surrounding it.
"As always, ALPA stands ready, through the International Federation of

Airline Pilots' Associations, to assist the international aviation community in every way possible with the shared goal of advancing a safer air transportation system around the globe."

■ **ALPA Lauds Hart's Nomination to Chair NTSB**
"ALPA applauds President Obama's nomination of

Christopher Hart as chairman of the NTSB. Hart's extensive experience in multiple aspects of transportation and the aviation industry has resulted in repeated safety advances over decades of service," commented ALPA on June 27.



Christopher Hart

"Hart has long advocated for the collection and sharing of safety data. In the years since his initial term at the NTSB from 1990 to 1993, and through his leadership roles at the National Highway Traffic Safety Administration and the Federal Aviation Administration, ALPA and the industry as a whole have benefited from his vigorous efforts to improve aviation safety.

Join the Fight: Ask Your Senators to Deny NAI
Senators Amy Klobuchar (D-Minn.), Dan Coats (R-Ind.), Brian Schatz (D-Hawaii), and Roy Blunt (R-Mo.) have filed an amendment to the U.S. Senate's version of the FY 2015 Transportation Appropriations bill, which as of press time was pending business in the Senate. The amendment requires the Department of Transportation to follow the law and provisions agreed to in the U.S.-EU Transport Agreement when considering an application for a foreign air carrier permit. Send a message to your senator by going to www.alpa.org/issues

and participating in ALPA's Call to Action. Also call your senator through the Capitol switchboard at 202-224-3121 and urge him or her to vote yes on the Klobuchar-Coats-Schatz-Blunt Amendment to Deny NAI. ●

CALL TO ACTION

Photo of A380 Emirates AE-EDC © Quentin Douciet



The airline is slated to take delivery of 14 B-737-800s and four B-787 Dreamliners this year.

► *Chicago Business Journal* reported that as **Emirates Airline gets closer to launching daily nonstop service between Chicago's O'Hare International Airport and Dubai on August 5, the airline is moving to introduce more of its largest and most amenity-filled airliner, the Airbus A380, on routes from U.S. gateways.** Emirates announced that the A380 will debut on its San Francisco-Dubai route on Dec. 1, 2014, followed by Houston-Dubai on December 3. Emirates said the switch to larger

airplanes with more luxurious amenities, including shower spas for first-class passengers and an onboard cocktail lounge for all premium passengers, was prompted by a growth in traffic on those two routes.

► **With the addition of six new routes in 2015, Etihad Airways' global passenger and cargo network will increase to 107 destinations,** reported *Travel and Tour World*. To support the airline's growth, nine airplanes are scheduled for delivery in the first half of 2015: three A320 family airplanes, three A380s,

and three B-787-9 Dreamliners. The airline currently has 102 airplanes in its fleet,

with more than 210 additional airplanes on firm order, plus options and purchase rights for an additional 81.

► Boeing announced that **there will be a projected global demand for 36,770 new airliners over the next 20 years, an increase of 4.2 percent from last year's forecast.** The company's recently released annual Current Market Outlook report estimates the total value of those new airplanes at \$5.2 trillion.

► According to *The Globe and Mail*, **an update to Canadian aviation regula-**

tions makes permanent a special exemption that allowed Canadian Mounties to carry firearms aboard Canadian flights. Until now, Canadian regulations officially banned all loaded guns on airline flights.

► *USA Today* reported that **in late June Lufthansa received delivery of the 1,500th B-747 ever produced.** The airplane has been in production since 1968 and was the world's first widebody jet.

► **Transport Canada announced that it will beef up passenger screening procedures** in response to U.S. concerns that terrorists may attempt to smuggle explosives onto U.S.-bound flights. ●

"ALPA has worked with Hart both as a regulator and as a board member and found him to be a leader and innovator of the highest standards. He is extremely knowledgeable in aviation as a pilot, an engineer, and an attorney, and we look forward to continuing to collaborate with him to further improve aviation safety."

■ OKC Becomes 55th KCM Airport

On June 30, the Known Crewmember (KCM) program became operational at Will Rogers World Airport (OKC) in Oklahoma City, Okla., the 55th airport in the United States to implement KCM.

KCM is a risk-based security screening program that enables Transportation Security Administration (TSA) officers to positively verify the identity

and employment status of airline crewmembers. The program enhances security, strengthens partnerships, and allows the TSA to focus on travelers the agency knows less about or who present a greater risk to aviation security.

The testing of risk-based screening for flight crews began in 2011 and was approved by the TSA for expansion in 2012. As a result of ALPA's successful partnerships with Airlines for America and the TSA, KCM has evolved into a robust nationwide program, having screened more than 19 million crewmembers to date.

Currently 45 airlines have pilots using KCM, and 34 of



those airlines' flight attendants also use KCM. ALPA's goal is for all U.S. airlines to join the program and have it be available nationwide. For the most up-to-date information on the current KCM

airports and airlines, select the KCM tab on the ALPA app for iPhones and Android devices or visit www.knowncrewmember.org.

■ ALPA Updates Jumpseat Guide

ALPA's Jumpseat Council has published an updated jumpseat guide to inform and assist all ALPA members regarding jumpseat policies and procedures.

New technology and the integration of security and boarding systems and procedures have combined to hamper pilot-in-command (PIC) authority regarding flight deck and cabin access by jumpseaters. Proper use of the flight deck jumpseat is a time-tested enhancement to safety and security that must remain under the control of the PIC.

The council urges all PICs to review and decide upon each jumpseat request and not delegate that authority to any other individual. It also encourages the PIC to always question gate agents regarding boarding information at show time, and to check with the gate agent regarding jumpseat requests before departure to



■ FrontLines *(continued)*

protect the jumpseat privilege and ensure that jumpseaters are properly accommodated. To download the guide, scan the QR code.

■ Island Air Pilots Build on Contract Gains

With the ink hardly dry on the Island Air pilots' new contract, the pilot group has gone back to the negotiating table and has achieved even more gains. The pilots' Master Executive Council has ratified two new agreements with temporary pay raises and permanent improvements to the airline's attendance policy.

The first agreement provides premium pay of 1.75 times regular pay to pilots who voluntarily "max bid" over the next three months and work an additional three days per month, a move designed to bolster staffing as Island Air transitions to a new fleet type. The second creates, among other things, the airline's first "commuter policy" for both

mainland and interisland commuters, establishes a "fresh slate" for all Island Air pilots regarding attendance monitoring, and no longer counts fatigue/sick calls against a pilot's record when calculating attendance "occurrences." Both provisions immediately went into effect.



Alaska pilots and their families enjoy family night in Portland, Ore.

■ Alaska Pilots Get Together For Family Night

Nearly 100 Alaska Airlines pilot families joined the Alaska Master Executive Council (MEC); Family Awareness Committee volunteers; Capt. Lee Moak, ALPA's president; and Capt. Sean Cassidy, ALPA's first vice president, for a family night in Portland, Ore., on July

9. The dinner, which provided pilots and families a chance to meet and talk to their elected leaders and with other Portland pilot families, was held in conjunction with the Alaska MEC's three-day quarterly meeting held in Portland.

Once a year, the MEC conducts its meeting in a base other than its main office in Seattle, Wash., to give more pilots the opportunity to observe their MEC and union in action. During the dinner, pilots and families heard about how issues in Washington, D.C., affect their lives

as Alaska pilots, discussed the need for a strong ALPA-PAC to protect their careers, and talked about FAR 117.

■ ALPA Serves Notice to Kelowna Flightcraft to Begin Negotiations

On June 30, ALPA officially served a Notice to Bargain on Kelowna Flightcraft pursuant

to §49 of the Canada Labour Code. The notice is a necessary step to protect the pilots in advance of the Oct. 31, 2014, expiration of their current collective agreement and before the March 31, 2015, expiration of the Canada Post and Purolator Courier contract.

The notice accomplishes several things: It triggers the statutory freeze that protects all the terms and conditions in the current collective agreement from change until a new agreement is reached; it starts the duty to bargain, which requires the parties to meet within 20 days of the notice; the parties are under a legal obligation to bargain in good faith and make every effort to reach a new agreement; and it puts in motion a legal timetable for the negotiations process.

In mid-July, two preliminary negotiating sessions were scheduled with the pilots' Master Executive Council and Negotiating Committee and management.



Legislative Update

■ ALPA Tells Congress: Authorize the Ex-Im Bank, But Reforms Are Needed

On July 10, in letters to members of the U.S. Senate and House of Representatives, Capt. Lee Moak, ALPA's president, voiced ALPA's support for the reauthorization of the Export-Import Bank with appropriate reforms to limit financing of widebody aircraft. Moak also called upon

all stakeholders, including Boeing, to engage in open dialogue and seek compromise while working to move the reauthorization of the bank forward (see "Exact Change Needed at the Ex-Im Bank," page 24).

"[W]e believe straightforward reforms must include changes to the statute to stop the bank from financing widebody aircraft to credit-worthy foreign airlines

that are state-subsidized or state-owned," Moak stated in the letters.

■ House Fully Funds FFDO Program for FY2015

For the third year in a row, President Obama's budget threatened to dramatically cut the Federal Flight Deck Officer (FFDO) program. And for the third year in a row, ALPA fought back and restored the program to

\$25 million for FY2015 in the House budget. During the recent markup of the Department of Homeland Security Appropriations bill, the committee unanimously voted to maintain the FFDO program's current funding level.

This battle now moves to the Senate, where ALPA fully expects a similar amendment to pass with a large bipartisan coalition. ●



■ Jazz Goes Live with Online Q&A, “The Contact”

On June 19, the Jazz Master Executive Council (MEC) held its third live question-and-answer session for the pilot group. Jazz pilots were invited to submit questions at the MEC homepage (JazzPilots.alpa.org) and have them answered in real time by the MEC as well as members of the Negotiating and Communications Committees. Over six hours, pilots submitted more than 60 questions on a full range of topics, and the group answered all of them. The Q&A remains on the site so that all Jazz pilots have the opportunity to review the information.

“With an all-pilot call, it can be difficult for pilots to listen in while they are flying or to review what questions have been asked and answered,” commented Capt. Claude Buraglia, the pilots’ MEC chairman. “However, ‘The Contact’

allows us to answer all of the questions thoroughly, but also provides an easily referenced resource for the entire pilot group whenever it’s convenient for them to log on to the site. As we move toward negotiations, these two-way communications tools will become even more important as we seek to unify and strengthen our group.”

■ CanJet MEC Works to Mitigate Furloughs

The CanJet Master Executive Council (MEC) leaders, with the support of their ALPA labour relations counsel, recently negotiated an agreement with management that will help mitigate impending furloughs. Two months ago, management announced future furloughs, including up to 22 pilots for the 2014–2015 winter season.

Immediately, the MEC went to work to help the pilots, creating a pilot work-sharing program and offering special leaves of absences.

The work-sharing program allows more pilots to remain employed for a 10-month period starting on August 1. Pilots who request to participate in the program would have a “partner pilot” and alternate flight or reserve blocks and complete months off work. The agreement also allows pilots to request unpaid leave of absence for a 12-month period with recall rights, per the contract. The pilots will keep their permanent positions and will continue to accrue seniority rights during the leave. Through these programs, the MEC was able to drastically reduce the effects of the furlough.

■ Delta Pilot Receives Prestigious Fellowship

F/O Helena Reidemar (Delta), ALPA’s director of Human Factors, was recently elected a fellow of the Royal Aeronautical Society. Based in London, England, the Royal Aeronautical Society “exists to further the advancement of aeronautical art, science, and engineering around the world,” and the fellowship is the highest honor conferred by the organization.

Reidemar published a technical paper titled “Human Factors Standardization in Safety Applications” and has been an ongoing advocate for human factors studies. In addition to her ALPA work and flying, Reidemar serves as adjunct professor at the University of Central Missouri, where she teaches graduate-level classes in human factors and safety management systems.

MarketWatch

Airlines	Parent Company	Stock Symbol	6/28/2013	6/30/2014	% Chg.	
American Eagle, Piedmont, PSA	American Airlines Group, Inc. ¹	NASDAQ: AAL	\$16.42	\$42.96	161.6%	▲
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$6.11	\$13.71	124.4%	▲
AirTran	Southwest Airlines ²	NYSE: LUV	\$12.89	\$26.86	108.4%	▲
Delta, Endeavor Air	Delta Air Lines	NYSE: DAL	\$18.71	\$38.72	106.9%	▲
Spirit	Spirit Airlines, Inc.	NASDAQ: SAVE	\$31.72	\$63.24	99.4%	▲
Jazz	Chorus Aviation	TSX: CHR.B	\$2.22	\$4.17	87.8%	▲
Alaska	Alaska Holdings, Inc.	NYSE: ALK	\$52.00	\$95.05	82.8%	▲
JetBlue	JetBlue Airways Corporation	NASDAQ: JBLU	\$6.29	\$10.85	72.5%	▲
FedEx Express	FedEx Corporation ³	NYSE: FDX	\$98.58	\$151.38	53.6%	▲
United	United Continental Holdings, Inc.	NYSE: UAL	\$31.29	\$41.07	31.3%	▲
Air Transport International	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$6.61	\$8.37	26.6%	▲
Air Transat	Transat A.T., Inc.	TSX: TRZ.B	\$7.50	\$9.49	26.5%	▲
Atlantic Southeast, ExpressJet	SkyWest, Inc. ⁴	NASDAQ: SKYW	\$13.54	\$12.22	-9.7%	▼
Bearskin, Calm Air	Exchange Income Corporation	TSX: EIF	\$26.16	\$22.61	-13.6%	▼

¹ US Airways and American completed their merger on Dec. 9, 2013. The price shown above for June 30, 2014, is the stock price of the new company, traded as “AAL” on the NASDAQ. The price shown for June 28, 2013, is the price of the old US Airways stock, which was traded on the NYSE as “LCC.” That stock ceased trading on Dec. 6, 2013. Under the terms of the merger agreement, US Airways stockholders received one share of common stock of the combined airline for each share of US Airways common stock then held.

² Southwest announced a \$0.06 dividend on June 2, 2014.

³ FedEx Corporation announced a \$0.20 dividend on June 17, 2014.

⁴ SkyWest, Inc. announced a \$0.04 dividend on June 26, 2014.

■ FrontLines (continued)



Capt. Fred Dimaya (Hawaiian) and students at Mililani Ike Elementary School.

■ Hawaiian's "Aviators For Education" Completes Successful Year

The current school year is over, and the Hawaiian Master Executive Council's (MEC) "Aviators for Education" program earned a resounding "A." Hawaiian's dedicated pilot volunteers have made their committee among the most productive in ALPA, holding 72 total events in the 2013–2014 school year, including 40 school presentations, 5 community events, 15 tours of Honolulu International Airport, and individually mentoring 12 students. In gatherings as

small as one student (an Eagle Scout) to more than 625 students and 75 teachers at just one school, 42 Hawaiian pilots brought the joy of aviation and a stay-in-school message to more than 4,600 youths at churches, schools, scout gatherings, museums, and airports in Hawaii and California.

"If we can inspire just one student per session to 'fly straight and level' and go after his or her dreams, it is well worth the time and effort we put into this program," said Capt. Harold Fujii (Hawaiian), the pilot group's Education Committee chairman.

■ Alaska Pilot Brightens Child's Final Days of Sight

While flying a recent trip, Capt. Chris Cice (Alaska) picked up a copy of *USA Today*. In it was an article about Ben Pierce, a 9-year-old Texas boy with a wish list of things he wants to see before he loses his eyesight—a certainty he is facing due to complications from an extremely premature birth. Ben's story moved Cice, who



Capt. Cice (Alaska) and Ben hang out.

wondered if he might be able to help Ben cross one item off his list: the Northern Lights.

Cice reached out to his airline and, within a few days, the wheels were turning to make Ben's wish a reality. Cice was among the Alaska Airlines

representatives who recently met Ben and his family at the Dallas-Ft. Worth Airport, when Ben and his family received the news that Alaska Airlines would be sending the boy, his parents, and his five siblings to Fairbanks, Alaska. The trip is being planned for this fall, since the Northern Lights won't be visible again until September. "Things happen for a reason, and I thought, I've got the ability to at least present this to Alaska; they can take it from there," Cice said. "They took off with it. There wasn't even any hesitation. It makes you feel good to go to work and see things like this happen."

■ Delta Pilots' Charity Gives Kids a High-Flying Adventure

One hundred kids a year—forever. That's how many children the Delta Pilots Charitable Fund (DPCF) is sending to YMCA camp in the Detroit, Mich., area. The group, financed exclusively by individual charitable donations

**AIR LINE PILOT
WANTS YOUR PHOTOS**

We're looking for your photos of airplanes, pilots, skies, airports, and anything else you see during your flight. Please remember to adhere to FARs or CARs and company policy when taking photos.

Send your high-quality prints from a developer or high-resolution digital images to Communications@alpa.org. Let us know who you are, who you fly for, the names of the pilots in your photos, and what we're looking at. Your photo might make the cover of *Air Line Pilot*. Or inside the magazine. Or in a video production. (A few pilots have asked if there's any payment associated with photo submissions. The magazine does not typically pay for voluntarily submitted photos—unless bragging rights are considered remuneration.)



Capt. Jim Breough (Delta) and children from the YMCA of greater Detroit, Mich., cut the ribbon to open the High Adventure Area.

from Delta pilots, gave \$150,000 to the Metro Detroit YMCA, and the Y said “thanks” on May 3 at Camp Ohiyesa with a day of fun and food for the pilots, other Delta employees, and their families. The YMCA has designated the high ropes and climbing section of the camp the “Delta Pilots High Adventure Area.”

The DPCF collects donations from Delta pilots and grants the money to non-profit organizations benefitting children in communities across the country where Delta pilots live and work. Capt. Jim Breough, the DPCF vice chairman and a Detroit-based pilot, said the DPCF chose to support the YMCA camp be-

cause it strengthens the values that parents teach children at home and helps kids believe in their potential. The pilots hope it will help the children build character, confidence, and friendships, while learning independence and problem-solving skills.

Project Wingman—Who’s Leading the 2014 Rankings?

This year’s Project Wingman

leaders come from a diverse set of master executive councils, but they all share the common goal of advancing a pilot-partisan agenda by increasing participation in ALPA-PAC. “Pilot-to-pilot conversations are the most effective way to grow the PAC,” said Zack Mooneyham, ALPA’s political representative. “These individuals are showing the great effect just one pilot can have if they just talk about the PAC with their colleagues.”

Project Wingman has added more than 550 new contributors in 2014, totaling almost \$100,000 in receipts. That number already exceeds 2013’s totals. Help ad-

vance the pilot-partisan agenda by recruiting your colleagues into the PAC today. Scan the QR code to see who’s on top of the ranking and to learn more about Project Wingman.

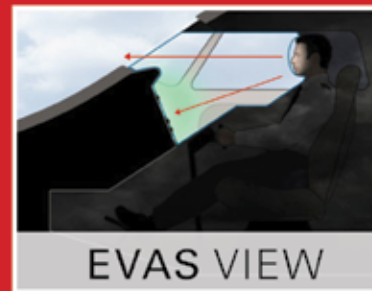
In related news, on June 20 ALPA-PAC added its 1,000th new contributor in 2014. This unprecedented growth has pushed participation in the PAC to new heights. “This is officially the best participation year for the PAC since 2004,” said Elizabeth Baker, director of ALPA’s Government Affairs Department. “Now we need to push to make sure it’s also the best year for total receipts.”

ALPA started the



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■ FrontLines *(continued)*

year with a goal of adding 1,200 new ALPA-PAC contributors and breaking \$1.2 million, but the surge in participation over just six months is causing ALPA to reevaluate those plans. The new goal is 2,000 new contributors and raising more than \$1.4 million to have the best year in PAC history and become the largest aviation PAC in the country. Go to www.alpapac.com and help

make that a reality by joining ALPA-PAC today.

The descriptions of the Air Line Pilots Association PAC are not a solicitation to contribute to the PAC. Only ALPA members, ALPA executives, senior administrative and professional staff personnel, and their immediate family members living in the same household, are eligible to contribute to ALPA-PAC. ALPA-PAC maintains and enforces a policy of refusing to accept contributions from any other source. ALPA members may learn more about

ALPA-PAC and about contributing to ALPA-PAC by entering the members-only portion of www.alpapac.com.

■ Do You Have What It Takes to Become a District Advocate?

ALPA is looking for volunteers who are interested in promoting the Association's legislative agenda and want to serve as pilot-partisan representatives to their local congressional office. Volunteers should be willing to schedule and lead in-district

advocacy visits with their member of Congress. Interested? Go to www.alpa.org/issues to find out about upcoming webinar training dates. The webinar lasts approximately one hour and will train participants to become effective District Advocates. Covered topics include the structure of ALPA's grassroots program, how to set up and conduct local congressional visits, and a briefing on current pilot-partisan legislative issues. ●

Solution to this month's ALPA sudoku on page 38.

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

■ Check Out Leadership From the Cockpit

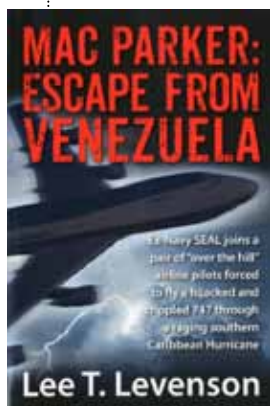
Want the latest information from ALPA on what it's doing to defend and promote the airline piloting profession? Check out the Association's blog, Leadership from the Cockpit, part of ALPA's ongoing efforts to give members new ways to keep current with everything the Association is doing.

Go to leadershipfromthecockpit.com to subscribe to the blog and receive notifications and updates by e-mail. ●



Have You Read? *Mac Parker: Escape From Venezuela*

By Capt. Lee T. Levenson (FedEx, Ret.)



Mac Parker is a former Navy SEAL, highly qualified, but questions as to his overall fitness due to injuries suffered during active duty in Afghanistan take him out of the game for a while. At a loss for what to do with the time on his hands, he agrees to serve as a flight attendant on his uncle's start-up venture, Air-South Cargo Express, which has been hired to transport a high-profile aviation trade delegation to Venezuela. Being a flight attendant doesn't come close to capitalizing on the skills Mac has honed throughout his professional

career, but the seemingly routine flight takes an unexpected turn and gives Mac more than ample opportunity to prove his expertise in dealing with elusive, dangerous terrorists.

An airplane carrying Venezuelan President Matos goes missing over Colombian airspace, providing an opportunity for Emilio Melian, commander of the Venezuelan Third Army, to stage

a coup attempt. But past events would indicate his loyalty is to the president, raising questions about the root of the political friction. Enter FARC—the Revolutionary Armed Forces of Colombia—and the ensuing kidnapping, hostages, gunfire, and murder by Colombian leftist rebels, and the story escalates.

It's now incumbent upon the president of the United States, his national security advisor, the CIA, and the Department of Homeland Security to get involved and bring the situation under control. A rigorous and unrelenting effort is undertaken to bring the trade delegation safely back home, but the flight home is anything but effortless. Extreme weather conditions, serious aircraft damage, wounded passengers, and unexpected guests on the flight make for a harrowing trip flown by two 79-year-old retired pilots.

Capt. Lee T. Levenson (FedEx, Ret.) has written a captivating narrative with intense plot lines that keep the reader's interest at full throttle, masterfully pouring his political knowledge, aviation acumen, creativity, and passion for intrigue into this novel.—
Reviewed by Kari Cantrell, ALPA Communications Department



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PAC

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The above descriptions of the Air Line Pilots Association PAC are not a solicitation to contribute to the PAC. Only ALPA members, ALPA executives, and senior administrative and professional staff personnel, and their immediate family members living in the same household, are eligible to contribute to ALPA-PAC. ALPA-PAC maintains and enforces a policy of refusing to accept contributions from any other source. ALPA members may learn more about ALPA-PAC and about contributing to ALPA-PAC by entering the members-only portion of www.alpa.org.



Canada

■ ALPA Praises Canadian Government's Overhaul of TFWP

On June 24, the Association hailed the Canadian government's announcement that it's overhauling the Temporary Foreign Worker Program (TFWP). On June 20, Employment and Social Development Canada (ESDC) Minister Jason Kenney and Citizenship and Immigration Canada (CIC) Minister Chris Alexander released their report, "Overhauling the Temporary Foreign Worker Program: Putting Canadians First," detailing comprehensive reforms to the program. These changes include eliminating unnecessary and discriminatory pilot-hiring practices and requiring that companies seeking to hire foreign pilots submit a plan to transition to a Canadian workforce.

"By making these sweeping reforms, the Canadian government has demonstrated its commitment to restoring the TFWP to its original stated purpose: 'as a last and limited resource for employers when there are no qualified Canadians to fill available jobs,'" said Capt. Dan Adamus (Jazz), president of ALPA's Canada Board. "ALPA commends the ESDC and CIC for helping ensure that Canadian pilots benefit from Canadian aviation opportunities."

For years, ALPA has

aggressively led efforts to tighten the rules governing the program under which Canadian airlines are able to augment their crews with foreign pilots on a seasonal basis. Most recently, ALPA has been fully engaged in the ESDC's extensive review of the program, which culminated in the report. As one of the main stakeholders from government, labour, and industry, ALPA has actively participated in the review to ensure that Canadian pilots' interests are considered in reforms to this and other programs under which foreign pilots are hired.

The TFWP changes for airlines went into effect on July 1, 2014, and now eliminate an employer-created requirement that pilot applicants be type-rated on a specific type of aircraft before they are hired. "ALPA has long advocated for this change because the type-rating requirement effectively disqualified most otherwise qualified candidates, and enabled those airlines to save on training costs, thus giving them an unfair economic advantage," Adamus explained.

Among the other key changes welcomed by ALPA: airlines seeking to hire foreign pilots must now submit a transition plan documenting their efforts and commitment to increase the number of Canadian pilots they hire. They also must meet a number of advertising requirements

and submit a Labour Market Impact Assessment (LMIA) application a minimum of three months before the first day of work. The LMIA replaces the Labour Market Opinion as a more rigorous screening mechanism for employers seeking to hire temporary foreign workers. In addition, the costs for administering the TFWP will be borne entirely by employers who use the program. As a result, airlines will have to pay a \$1,000 LMIA fee for every temporary foreign pilot position they request in their application.

While the TFWP reforms mark significant progress in ALPA's efforts to safeguard members' jobs, Adamus emphasized, "We will continue to work to bring well-trained, highly qualified Canadian pilots, who are currently unemployed, back into the cockpit."

■ ALPA Talks Safety on Parliament Hill

"ALPA supports the effective implementation of safety management systems [SMS] in aviation companies regulated and certified by Transport Canada," said Capt. Dan Adamus (Jazz), ALPA's Canada Board president, in remarks before the House of Commons Standing Committee on Transport, Infrastructure, and Communities (TRAN) on June 10. Adamus and F/O Mark Rogers (United), ALPA's Dangerous Goods Program director, appeared before

the committee to provide ALPA's perspectives on safety management systems and the safe carriage of dangerous goods.

The committee has recently focused on these two subjects—both of which are top aviation safety priorities for the Association—as part of its ongoing review of the Canadian transportation safety regime. Adamus and Rogers were joined on the panel by representatives from the Air Canada Pilots Association and the Air Transport Association of Canada.

Describing SMS as a "comprehensive corporate approach to safety that involves both management and employees," Adamus cautioned that while most companies initiating SMS have adopted a safety culture from top to bottom, there have been some instances in which employees who brought forth safety concerns or self-reported have still been subject to disciplinary action. He outlined specific provisions essential to the successful implementation of SMS, emphasizing that "a reporting program must provide confidentiality and immunity from discipline to be effective."

Rogers, who also chairs the International Federation of Air Line Pilots' Associations' Dangerous Goods Committee, stressed that the implementation of



New ALPA Reps

At an Envoy Air 83 meeting held on June 18, F/O Kyle Flynn was elected as the interim first officer representative for the remainder of the term of office.

At a Calm Air 213 meeting held on June 22, F/O Aaron Lanigan was elected to serve as the interim first officer representative for the remainder of the term of office.

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

- FedEx Express 79 F/O David Chase, Vice Chairman
- First Air 241 Capt. Stacey Tumoth, Chairman (Capt. Rep)
- First Air 241 F/O Joseph Ferreira, Vice Chairman (F/O Rep)
- First Air 241 PFE Michael McMullen, Secretary-Treasurer (PFE Rep)
- United 171 F/O Karl Jacobson, Secretary-Treasurer



From left: F/O Mark Rogers (United); MP Larry Miller, TRAN Committee chair; and Capt. Dan Adamus (Jazz).

an effective SMS focused on the transportation of dangerous goods—specifically the transportation of lithium batteries—can improve aviation safety. “An effective safety management system involving dangerous goods would recognize the risk of large quantities of lithium batteries aboard an aircraft instead of focusing the regulations on the package level,” he said.

A member of the International Civil Aviation Organization’s (ICAO) Dangerous Goods Panel (DGP), Rogers noted that the working group had recently recommended prohibiting the carriage of lithium metal batteries as cargo on passenger aircraft—action he described as a “significant safety step.” The ICAO Air Navigation Commission

and the full ICAO Council recently approved the proposal, which will go into effect on Jan. 1, 2015.

However, he stressed that much more work needs to be done. “ALPA believes Transport Canada should now take steps beyond those required by ICAO to ensure the promulgation of measures that will protect the public, flightcrew members, and other individuals...from the hazards currently associated with the shipment of lithium batteries by air,” Rogers told the committee. “This action is necessary for improving the overall safety of air cargo operations and the protection of lives and property whenever lithium batteries are moved through the air transportation system.” ●



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. ●

Pilots for Pilots: Here to Help

This hurricane season, remember that Pilots for Pilots (P4P) is ready to provide relief for ALPA pilots and their families who fall victim to widespread disasters. In the years since its creation, P4P (formerly known as the ALPA Emergency Relief Fund) has provided financial assistance to hundreds of

ALPA members and their families affected by hurricanes, wildfires, river flooding, and other widespread disasters. To learn more about P4P, request a grant, or make a contribution, visit www.alpa.org/relieffund. Contributions to the fund are tax-deductible in the United States. ●



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SHARING OUR SUCCESS

Highlighting ALPA pilots' commitment to flying for successful companies, the following is "good news" from our pilots' airlines. To read these articles in their entirety, go to www.alpa.org/success.

AIR TRANSAT WINS INNOVATION AWARD IN SUSTAINABLE TOURISM

Air Transat is the proud winner of the Trophée de l'Innovation (Innovation Award) from French magazine *L'Écho Touristique* in the "Sustainable Tourism" category for its ecofriendly dismantling of end-of-life-cycle aircraft. This project, conducted in July 2013, saw two Airbus A310s dismantled in an environmentally responsible and sustainable manner, with 87 percent of their components recovered.

"We are very proud of this award, which again ranks Air Transat as a leader in sustainable development," says Jean-François Lemay, general manager of Air Transat. "For the last seven years, we have intensified our environmental management efforts through innovation, and the results show it. Even more important, our actions fall within the broader framework of a true sustainable-development strategy throughout the Transat group, guiding us toward the common goal of becoming a model of responsibility in the travel sector worldwide."

MESA AIR GROUP ADDS E175 TO CERTIFICATE

Mesa Air Group, Inc. announced on June 9 that it received approval from the FAA to add the Embraer E175 to its operating certificate, a critical accomplishment in its goal of having the aircraft "on line on time."

Mesa will begin its E-Jet operations this summer with the first of 30 aircraft scheduled for delivery as part of its United Express operation.

"We are pleased to add this new-generation aircraft to our fleet," said Mesa Chairman and CEO Jonathan Ornstein. "I would like to thank all our people involved with the E-Jet program, especially project leader Mike Ferwerda. Many thanks to our friends at United Airlines who

were incredibly supportive of this project as well as the folks at the FAA for their assistance throughout the process. We look forward to seeing the aircraft on line and creating new opportunities to expand our E175 fleet."

HAWAIIAN AIRLINES PRESIDENT AND CEO MARK DUNKERLEY RECOGNIZED FOR LEADERSHIP WITH AIRLINE STRATEGY AWARD

Hawaiian Airlines president and CEO Mark Dunkerley received the 2014 Airline Strategy Award for Regional Leadership by *Airline Business*, selected by an independent panel of industry experts. The award recognizes Dunkerley's role in transforming Hawaiian Airlines from a bankrupt niche U.S. carrier to a strong and growing global player.

"Hawaiian's 5,300 employees have lifted the company's fortunes and transformed the business from a small local carrier to a global carrier with local roots over the course of the last decade," said Dunkerley. "It has been my privilege to have been a part of that story."

FEDEX CORP. ANNOUNCES INCREASE IN QUARTERLY DIVIDEND

The Board of Directors of FedEx Corporation declared a quarterly cash dividend of \$0.20 per share on FedEx Corporation common stock, a \$0.05 per share increase from the prior quarter's dividend. The dividend was payable July 3, 2014, to stockholders of record at the close of business on June 19, 2014.

Consistently ranked among the world's most admired and trusted employers, FedEx inspires its more than 300,000 team members to remain "absolutely, positively" focused on safety, the highest ethical and professional standards, and the needs of their customers and communities.



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.

“NAI’s proposal appears contrary to a key provision in our EU second-stage agreement that ensured new commercial opportunities created by the agreement could not be exploited to subvert labor standards and create an unfair competitive environment.”

—commented **Ray LaHood**, former secretary of the Department of Transportation (DOT), about Norwegian Air International’s application to the DOT for a foreign air carrier permit in a June 26 *The Hill* blog post

“This conference is dedicated to the fact that partnership is critical to safety. Data sharing very clearly is the future of aviation safety. We depend on inputs from the professionals who have stepped forward, groups like ALPA, and the airlines themselves. It all depends on you, and I want to thank you for your willingness to step forward.”

—remarked **FAA Administrator Michael Huerta** at ALPA’s June 16 *Proactive Use of Data: International Progress Toward a Just Culture* Symposium

“...[F]oreign airlines that receive bank subsidies compete head-to-head with U.S. airlines on hundreds of international routes to and from the United States. ... The bank uses the full faith and credit of the United States to make those foreign airlines stronger, healthier competitors to the detriment of U.S. companies and their employees.”

—testified **Delta Air Lines’ CEO Richard Anderson** on June 25 during the U.S. House Financial Services Committee’s hearing titled “Examining Reauthorization of the Export-Import Bank: Corporate Necessity or Corporate Welfare?”

“Consolidation of airlines is critical to sustainable air services. External investment is not a threat. It is an opportunity to strengthen airlines, and to support employment and economic growth.”

—commented **Etihad Airways President and CEO James Hogan** on July 3 at a European Union conference in Vienna, Austria, on air transport competitiveness

“I believe that we have taken the appropriate measures to deal with the existing situation and not unnecessarily burden the traveling public. There remains a terrorist threat.”

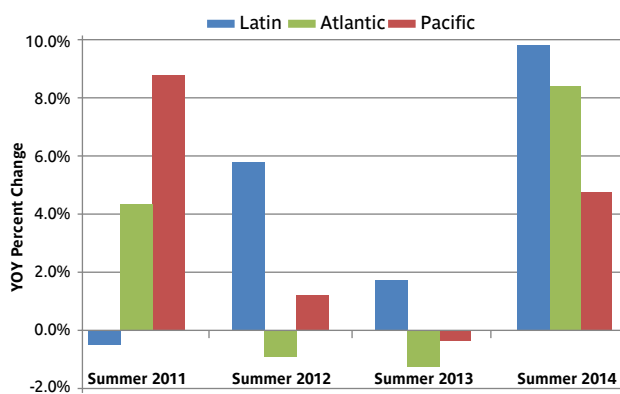
—said Department of **Homeland Security Secretary Jeh Johnson** on the July 6 edition of “Meet the Press” before the Transportation Security Administration’s announcement that it’s requiring airline passengers flying to the U.S. from some overseas airports to power up their electronic devices before airplane boarding or risk having to leave them behind

Airline Yields

The number of airline seats available on international flights from the U.S. and Canada to Europe, Latin America, and the Pacific has increased this summer, causing some concern about yields. Capacity discipline has been a key factor for airlines posting profits for the last four years, so this increase—and its effects on financial performance—is being watched closely. Certain U.S. network airlines and foreign airlines have recently announced that some of their international yields have leveled off or dipped slightly. These announcements contributed to a recent sell-off of airline stocks.

Looking at data from OAG regarding flight schedules for summer, roughly defined as April through October, nearly 10 percent more seats are available going to Latin America, approximately 8 percent more across the Atlantic, and nearly 5 percent more going to the Pacific than last summer. While demand is still relatively strong, such large increases can dampen yields. Yields are the revenue received for each passenger carried, and lower yields affect profits. When there is additional capacity that is not filled, airlines sometimes offer lower fares to fill that capacity, which leads to declining yields.

Total Available Seats

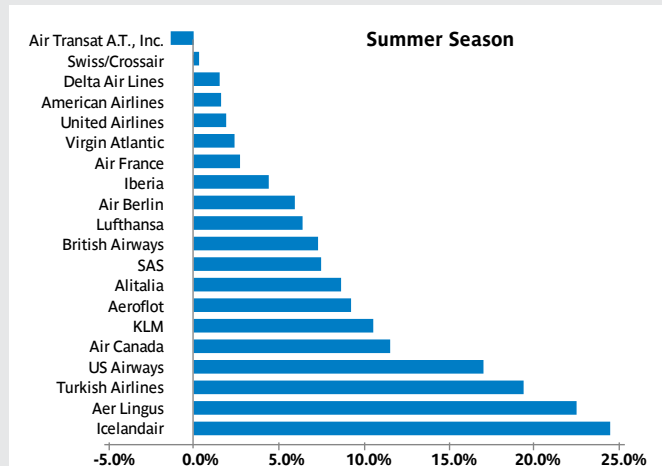


Source: OAG, E&FA Analysis. Data are total seats to/from the U.S. and Canada. Atlantic is to/from Europe, Africa, and the Middle East. Pacific is to/from North Asia, South Asia, Southeast Asia, and Southwest Pacific. Latin is to/from Central America, South America, and the Caribbean. OAG defines summer as roughly April through October.

Some of the increase in the number of seats to Latin America is attributable to the World Cup (there was a 17 percent increase in seats to Brazil), and this was more leisure than business flying, which also affected yields. There have also been large increases in the number of seats available to the Caribbean and Central America.

The increase in available seats on the Atlantic has come mainly from foreign airlines. Norwegian Air Shuttle, through its Norwegian Long Haul subsidiary, posted an 809 percent increase in seats from this summer to last, while Emirates had a 700 percent increase in seats. Still, these two airlines make up only a fraction of the total seats on the Atlantic to the U.S. and Canada. British Airways increased its number of seats by 7 percent this summer, while Lufthansa (one of the airlines that expects its international yields to suffer from increased capacity) added nearly 300,000 more seats this summer compared to 2013. Atlantic yields are some of the most lucrative for many airlines, so many are trying to capitalize on that business by adding seats.

Year-Over-Year Change in Total Atlantic Seats



Source: OAG, E&FA Analysis. The top 20 airlines that account for more than 90 percent of seats to/from the Atlantic region.

Airlines that depend on the high-yielding Atlantic seats will feel the most pressure from added capacity. Delta receives approximately 18 percent of its total revenue from its Atlantic operations, while United takes in 19 percent of its total revenue from Atlantic operations, according to the U.S. Bureau of Transportation Statistics. American Airlines generates 15 percent of its revenue from Atlantic operations, and almost 20 percent of its revenue is from Latin American operations.

Seats to and from the Pacific have increased as well, primarily from Asian airlines. United, the largest provider of seats to the Pacific from the U.S. and Canada, has the biggest exposure to overcapacity in the Pacific, but others are feeling the yield effects as well. United generates 15 percent of its revenue from Pacific operations, but Hawaiian Airlines has an even greater concentration at 31 percent. United scheduled 5 percent more seats this summer, while Hawaiian, feeling the pressure, actually decreased its available seats by 13 percent. The chart below shows the breakout of operating revenue for U.S. airlines by region for 2013.

Airline	Domestic	Atlantic	Latin	Pacific
American	56%	14%	25%	5%
Delta	65%	18%	6%	11%
United	58%	19%	8%	15%
Alaska	95%	0%	5%	0%
JetBlue	81%	0%	19%	0%
Southwest	99%	0%	1%	0%
Hawaiian	69%	0%	0%	31%
Spirit	89%	0%	11%	0%

In Memoriam

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

2012						
Capt. R.A. "Bob" Smirnow	United	October	Capt. Andy P. Brown	Delta	June	
			Capt. James R. Cawley	Delta	June	
			Capt. G.C. Gran	Northwest	June	
2013			F/O Craig Groom	FedEx	June	
F/O George I. Stockstill	Northwest	October	Capt. Ronald L. Hall	Jazz	June	
Capt. Paul J. Leonardo	Jazz	December	Capt. H.D. Hull	Delta	June	
			Capt. Paul M. Iuvone	Eastern	June	
2014			Capt. Robert W. Kallies	Delta	June	
Capt. Ronald G. Anderson	US Airways	January	Capt. John T. Lynch	Delta	June	
Capt. Floyd G. Carley	United	January	Capt. James P. Millegan	Delta	June	
Capt. Harvey L. Griffith	Eastern	January	Capt. Lawrence A. Mullaly	Delta	June	
Capt. R.L. Davis	United	March	Capt. Scott A. Olson	Sun Country	June	
Capt. Steven L. McEwan	United	March	Capt. George Panasuk	TWA	June	
Capt. Theodore P. Judd	Eastern	April	Capt. Thomas L. Perillo	Delta	June	
F/O Eric M. Lemcke	Air Transport International	April	Capt. R.P. Sabbagh	Delta	June	
Capt. James H. Shelton	CommutAir	April	Capt. Rick L. Ward	FedEx	June	
Capt. Richard V. Fertal	TWA	May	Capt. A.H. Wilson, Jr.	United	June	
F/O Lloyd B. Garriott	TWA	May	Capt. Robert A. Byrd	Delta	July	
Capt. C. Ronald Mangino	Northwest	May	Capt. Larry L. Hartman	Continental	July	
Capt. Robert W. Mudge	Delta	May	Capt. Robert D. Kehs	Northwest	July	
Capt. Arthur A. Taylor	Flying Tigers/FedEx	May				
Capt. Kenneth W. Willrich	TWA	May				
Capt. W.M. "Bill" Billingsley	Delta	June				

■ Compiled from information provided by ALPA's Membership Administration Department



Capt. Bob Kehs (Northwest) after receiving the Behncke Lifetime Achievement Award in 2000.

Capt. Bob Kehs Flies West

ALPA sadly notes the passing of Capt. Bob Kehs (Northwest), one of the Association's greats, on July 9 at age 78.

ALPA's Board of Directors presented the first David L. Behncke Lifetime Achievement Award to Kehs in 2000 for his efforts on behalf of ALPA members during and after his flying career. Kehs's experience and expertise in collective bargaining and his tenacious manner during strike preparations provided invaluable help to numerous pilot groups that have, as a result, achieved stronger and more enforceable contracts.

ALPA's Executive Council established the David L. Behncke Lifetime Achievement Award to give special recognition to ALPA members who, during the course of their careers, make an extraordinary contribution to the Association, its members, and trade unionism. ●

ALPANegotiationsUpdate

The following is a summary of the status of ALPA contract negotiations by airline as of June 27, 2014:

Air Transport International—A Section 6 notice was received on Jan. 21, 2014. No additional dates are scheduled.

Air Wisconsin—A Section 6 notice was filed on Oct. 1, 2010. Air Wisconsin filed for mediation on June 17, 2013. Mediation continues.

Atlantic Southeast—A Section 6 notice was filed on May 20, 2010. A joint Atlantic Southeast/ExpressJet Section 6 notice was filed on March 28, 2011. The pilots rejected a tentative agreement on January 14. An application for joint mediation was filed on Feb. 12, 2014. Mediation is under way.

Canadian North—Negotiations continue.

ExpressJet—A Section 6 notice was filed on May 20, 2010. A joint Atlantic Southeast/ExpressJet Section 6 notice was filed on March 28, 2011. The pilots rejected a tentative agreement on January 14. An application for joint mediation was filed on Feb. 12, 2014. Mediation continues.

FedEx Express—A Section 6 notice was filed on Jan. 22, 2013. Negotiations continue August 4–5.

Mesa—A Section 6 notice was filed on Sept. 10, 2010. Negotiations continue August 25–27 and September 22–24.

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

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Exact Change Needed At the Ex-Im Bank

Reauthorization Key to Safeguarding U.S. Airline Pilots' Jobs

By ALPA Staff

With the U.S. Export-Import Bank's authorization expiring on September 30, Congress has a prime opportunity to make policy changes at the export credit agency to help safeguard jobs for all U.S. workers. But The Boeing Company is seeking to block the narrow, targeted reforms urgently needed to ensure that the bank's financing decisions equally advance all U.S. companies' ability to compete internationally. ALPA is leading the call for Congress to act swiftly on a reauthorization that requires exact change at the Ex-Im Bank.

"Congress can—and must—capitalize on the bank's reauthorization both to reform its business practices and to safeguard fair competition," wrote Capt. Lee Moak, ALPA's president, in a July 1 letter to the editor published by the *Financial Times*.

Ex-Im Bank financing: not pocket change

ALPA has always strongly supported the Ex-Im Bank's stated mission to assist in financing the export of U.S. goods and services to international markets. The threat to U.S. airline pilots' jobs, and the union's opposition, lies in the bank's current practice of supplying below-market financing for widebody airplanes that saves U.S. airlines' competitors approximately \$20 million over the life of a single aircraft.

Considering this per-aircraft cost savings in the context of recent air show mega-orders, the Ex-Im Bank's below-market financing creates a staggering economic advantage for the airlines that receive it. But U.S. companies aren't eligible for the financing and can't reap



“Congress can—and must—capitalize on the bank's reauthorization both to reform its business practices and to safeguard fair competition.”

Capt. Lee Moak, ALPA president

the tens of millions of dollars in savings that foreign airlines leverage to undercut U.S. airlines and their employees on international routes.

The marketplace distortion that results for U.S. airlines is particularly egregious when the recipient of the Ex-Im Bank's cut-rate financing is a credit-worthy airline or one that is state-owned or state-supported. In these cases, the Ex-Im Bank grants financing to airlines that have no need for it, such as state-owned and already moneyed Emirates Airline and Etihad Airways.

Absent Ex-Im financing, these businesses already operate with a formidable leg up provided by their

own national governments, including advantages such as low or nonexistent corporate taxes, reduced regulatory requirements, and injection of state capital into the company and the national air transportation infrastructure. Adding U.S. government support on top of the benefits these airlines already receive from their own country severely skews the playing field against U.S. airlines in a hyper-competitive global industry where margins are razor-thin.

Ex-Im Bank funding sets up U.S. airlines' foreign competitors to flood the international market with seats—known as “seat dumping.” The financing also means that foreign airlines that already don't play by the same rules because of their home-country advantages now also do business exempt from the normal capital market and economic factors that exert pressure on U.S. and European airlines.

“International flying is crucial for U.S. airlines. Tens of thousands of flightcrew members at the three largest U.S. carriers fly in international operations, so our jobs are directly at risk from this competitive and inappropriate imbalance,” said Moak in testimony before the U.S. House Committee on Financial Services on June 25. “International jobs at mainline carriers are in jeopardy, but so are jobs at the small regional airports that are the ultimate U.S. destinations for these international passengers.”

At the hearing, which was titled “Examining Reauthorization of the Export-Import Bank: Corporate Necessity or Corporate Welfare?” Moak laid out to U.S. House lawmakers how U.S. airlines have been forced to withdraw from or not enter key international

routes because of the Ex-Im Bank's financing decisions. He gave the example of state-owned Air India's using Ex-Im Bank-subsidized airplanes to flood the U.S. – India market, describing how, in 2008, this excess capacity forced Delta Air Lines out of the New York – Mumbai market, displacing U.S. workers due to unfair competition.

"[Those were] U.S. jobs that we lost directly as a result of action by the Ex-Im Bank," said Moak to the committee.

ALPA's call for exact change from the bank

On July 10, Moak sent letters to members of both houses of Congress calling for them to institute Ex-Im Bank reform. The union has long underscored the need to ensure that the bank operates with maximum transparency and uses proper economic modeling, and ALPA's letters elaborated on the needed reforms, stating, "We believe straightforward reforms must include changes to the statute to stop the bank from financing widebody aircraft for credit-worthy foreign airlines and those that are state-subsidized or state-owned."

A *Dallas Morning News* story titled, "Air Line Pilots Association to Congress: Reauthorize the Ex-Im Bank, but Stop Loans for Foreign Airlines," reported in a *Biz Blog* posting, "The letters are explicit reminders that airline industry opposition to the bank, touted as key voices in the bank's opponents' campaign to end it, is aimed at specific programs within the bank's portfolio and not to the bank as an institution."

Reforming will add up for all U.S. workers

The Boeing Company appears to be attempting to block any consideration of congressional action regarding moderate reforms to the bank's reauthorization. The aircraft manufacturer claims that it will suffer financial harm without the bank's reauthorization; yet at the same time, the company refuses to negotiate reforms that will help the U.S. credit export agency to use its resources to better assist all U.S. businesses in marketing

U.S. goods and services internationally.

In "Reauthorize the Ex-Im Bank to Make Cents for All U.S. Businesses, Not Just Boeing," an opinion piece published in *The Hill* newspaper on July 17, Moak stated, "Many of ALPA's more than 50,000 members operate Boeing airplanes on the routes we fly, myself included. We recognize that Boeing is a national asset and, along with all U.S. manufacturers, plays a critical role in the health of the economy and defense and in maintaining U.S. jobs."

ALPA's recommendation for practical changes in the Ex-Im Bank's financing practices will advance fair competition for all U.S. workers, including Boeing's, while safeguarding U.S. airline industry jobs and continuing the bank's work to promote U.S. products. The moderate reforms will also position the bank to assist a greater range of U.S. manufacturers by expanding its limited resources beyond the aviation sector, which currently dominates its financing focus.

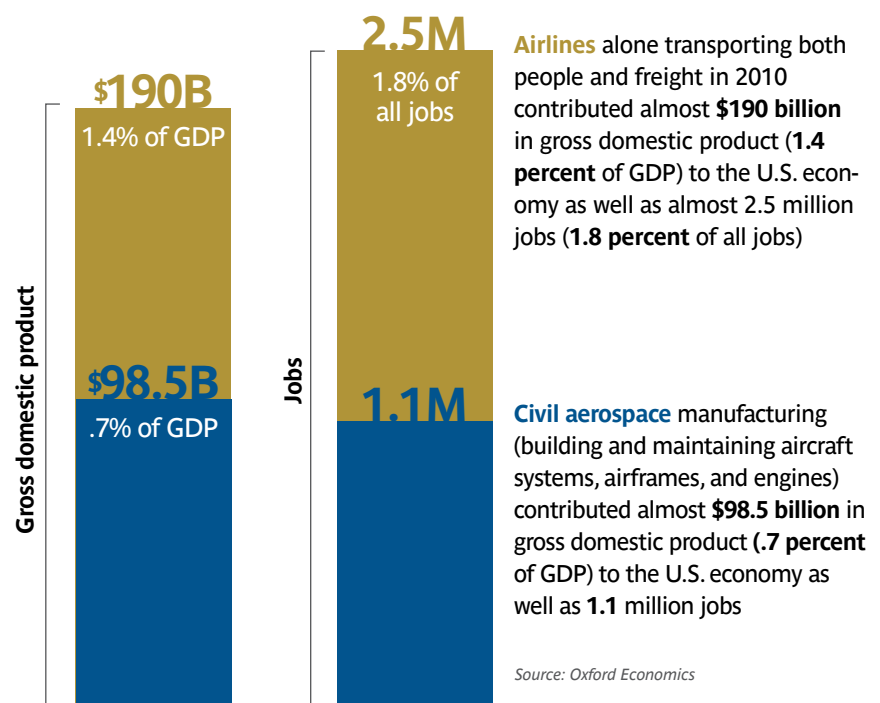
Opportunity for reform

In ALPA's letter to Congress, the union underscored that "it is important that right now all parties engage in an open and honest dialogue about what is at stake and what needs to be done to ensure that the bank is reauthorized with targeted reforms and is not held hostage by a single company that is unwilling to even engage in compromise discussions."

Airlines contributed almost twice the economic activity and more than twice the jobs of civil aerospace manufacturing in 2010. "If Boeing will advance the throttle rather than stall the effort, the United States can renew and refresh our focus at the Ex-Im Bank to reflect business realities," said Moak in *The Hill* opinion piece. "Together, we can create a reauthorization that helps to level the playing field for U.S. airlines, protects U.S. aviation and manufacturing jobs, and expands export opportunities for U.S. small businesses." 🌐

Reform the Ex-Im Bank to Help All U.S. Businesses Compete

U.S. Airline Industry Supported **Twice as Many** Jobs as U.S. Aerospace Manufacturing in 2010



A Celebration of Pilots

Helping Get the Job Done Safely & Securely

By John Perkinson, Staff Writer

Safety and security considerations are so fundamental to daily airline operations that each year ALPA dedicates its Air Safety Forum to drawing needed attention to the industry's most pressing concerns. This year's forum, the 60th of its kind, celebrates the work of ALPA's safety, security, and pilot assistance pilot representatives, highlighting the accomplishments they've made to make your job safer and more secure, and what they're still doing for you, today, to make the world's safest air transportation system even safer.

ALPA's Air Safety Organization consists of hundreds of pilots, backed by the Association's professional staff, all working to improve aviation safety and security. Representatives from the Association's

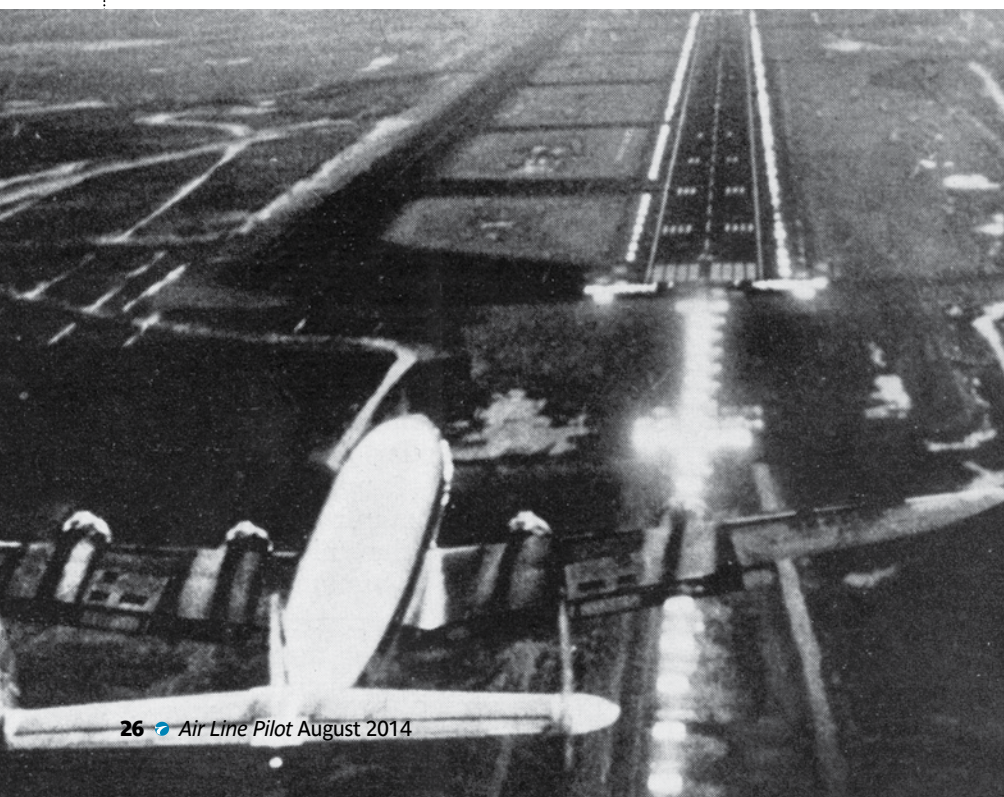
31 pilot groups in the United States and Canada serve as ALPA safety liaisons, networking directly with airports, airlines, aircraft manufacturers, government regulators, Congress, Parliament, and a host of other government and industry groups to effect positive change in the aviation industry.

The forum gathers those subject-matter experts, influential legislators and regulators, and other airline and industry stakeholders in Washington, D.C., to discuss today's hot topics. Forum participants will examine these challenges and policy considerations that, if left unattended, could easily upset the aviation community's goal of continuing to make air transportation the safety and most secure transportation system in the world.

Hot topics include

- ◆ tools and strategies for effectively responding to all-cargo, main-deck fires fueled by bulk shipments of lithium batteries.
- ◆ onboard emergency equipment standards for addressing onboard smoke and fire.
- ◆ optimizing decision-making in high-stress and high-workload environments.
- ◆ airport considerations for handling aviation emergencies.
- ◆ current security threats to both airlines and their passengers, and effective countermeasures.
- ◆ global perspectives on key aviation safety issues around the world.
- ◆ pilot health and occupational safety issues.
- ◆ continuing efforts to modernize the U.S. national airspace system.

Influential industry leaders like Paul Rinaldi, president of the National Air Traffic Controllers Association, will walk forum attendees through 100 years of scheduled airline operations. Astronaut Garrett Reisman, a commercial crew program manager for SpaceX, will talk about today's commercial space program. And Robert O'Neill, team leader with the Naval Warfare Development Group, will draw from his more than 400 combat missions in four different theaters of war to survey the factors that determine success in any endeavor.



Then & Now

By Jan W. Steenblik, Technical Editor

ALPA's Air Safety Forum culminates a year-long series of single-topic conferences, white paper distributions, government testimony, and advocacy campaigns the Association conducts in its ongoing role as the world's largest nongovernmental aviation safety organization. The Association held its first such Air Safety Forum (originally billed as the Air Safety Congress) April 1–3 at the Sherry Hotel in Chicago, Ill., less than 50 years after Wilbur and Orville Wright briefly took flight into the cold wind at Kitty Hawk in their 1903 *Flyer*.

That seminal forum, quickly followed by ALPA local aviation safety conferences, included presentations on a number of safety issues of the day, including

- ◆ preventing inadvertent propeller reversing,
- ◆ the need to set rational aircraft performance criteria,
- ◆ emergency evacuation,
- ◆ cockpit standardization,
- ◆ aircraft exterior lighting (for collision avoidance through improved aircraft conspicuity),
- ◆ airport and approach lighting,
- ◆ research on a terrain warning indicator,
- ◆ fire hazards, and
- ◆ airport vehicular lighting.

But this relatively short list of airline safety topics only begins to show what concerned ALPA members at the time. Then, as now, *[The] Air Line Pilot* conveyed the front-burner issues to the union's members. Reading the magazine issues from 1953 provides a



broader picture of what ALPA was working on 61 years ago.

Not surprisingly, while some aspects of the airline industry have changed substantially since then, certain issues have proven perennial, if not eternal. Let's take a look:

Just culture

ALPA's then second president, Capt. Clarence N. "Clancy" Sayen, wrote, "We conceive one of the primary safety functions of the airline pilot to be the discovery and reporting of air safety problems. Anything that interrupts or interferes with the free flow of this information in itself constitutes a hazard."

For an article titled "Crime and Punishment," the blurb read, "Teamwork and Group Co-operation, Not Discipline Used Negatively as Punishment, Is Key to Safety." That article and Sayen's prescient declaration about discovering and reporting aviation safety problems presaged today's era of the Aviation Safety Action Program (ASAP), Flight Operations Quality Assurance (FOQA), and other voluntary, confidential, nonpunitive aviation safety data-gathering and analysis programs. Decades would pass before the North American airline industry began to move away from punitive discipline to the concept of a "just culture" (see "At the Intersection of Data and 'Just Culture,'" page 31).

The article "Report on Cockpit Procedures" noted that U.S. scheduled airlines had suffered 20 collisions with terrain during the previous 10 years, so "looking toward standardization, ALPA's Cockpit Procedures Committee has been active for several years." Again, crew resource management (CRM), threat and error management (TEM), and line-oriented flight ▶▶▶





training (LOFT) were years away, along with airline industry amalgamation of “best practices” for a wide range of flight safety issues. But clearly the need for those types of advances was well understood more than 60 years ago.

In recent years, the threat of controlled flight into terrain (CFIT) has been substantially reduced with the advent of the ground proximity warning system (GPWS) and its superior descendant, enhanced GPWS (EPGWS), with its very precise GPS position reporting matched

with a global terrain database. But airliners still come in contact with Earth somewhere other than on a runway, for a variety of vexing reasons still needing solutions.

One reason is onboard smoke, fire, or fumes: A feature article, “Fire in Flight,” in the July 1953 issue of *The Air Line Pilot* discussed the failure of inflight automatic fire detectors—an issue that lives on, one of many having to do with inflight fire and smoke. This year’s forum will devote multiple panel discussions to various

On the Shoulders Of Giants

By Jan W. Steenblik, Technical Editor

Your union will cap the 60th ALPA Air Safety Forum by honoring the latest of several generations of ALPA pilots who have helped their fellow flightcrew members to get the job done safely and securely.

For the past 83 years, ALPA has either worked single-handedly or played a key part in government/industry cooperative efforts to improve aviation safety and security—in the air and on the ground. To name just a few of ALPA’s premiere safety and security accomplishments, the Association was involved in

- ◆ developing the first air traffic control centers,
- ◆ implementing stringent One Level of Safety regulations that affect all airline passengers (covering all airliners with 10 passenger seats or more),
- ◆ creating improved regulations covering passenger airliner emergency evacuations,
- ◆ forming federally mandated anti-hijacking strategies,
- ◆ developing safer procedures for transporting hazardous materials aboard airliners, and
- ◆ developing airline safety management systems in Canada.

This work has often required the stamina of an ultra-marathon runner and more than a little patience. For example, bringing about federal certification standards for airline airports—FAR Part 139—took 30 years; nearly that much time passed between ALPA’s first push for an airborne collision avoidance system and when the traffic alerting and collision avoidance system (TCAS) became required in airliner cockpits.

Over the years, ALPA’s Air Safety, Security, and Pilot Assistance Award recipients and their peers have made numerous and significant contributions, including helping to

- ◆ create the Federal Flight Deck Officer (FFDO) program,
- ◆ set more stringent qualifications for airline first officers,
- ◆ create and implement the Known Crewmember (KCM) program, the risk-based screening system that enables Transportation Security Administration security officers to positively verify the identity and employment status of flightcrew members,
- ◆ develop and administer voluntary, confidential, self-disclosure aviation safety reporting programs such as

Flight Operations Quality Assurance (FOQA) and the Aviation Safety Action Program (ASAP),

- ◆ achieve airliner certification standards for cockpit design and layout; fuel system protection from lightning; stronger, more fire-resistant cabin seats and cabin interior materials; cockpit weather radar; instrument comparators; and other cockpit safety systems,
- ◆ develop newer, safer, more precise navigation procedures that increase efficiency and reduce flight time, fuel burn, and noise,
- ◆ create the Critical Incident Response Program that provides peer support for flightcrew members who have experienced challenging events in or outside the cockpit,
- ◆ create and implement new science-based flight, duty, and rest regulations, and
- ◆ create new minimum training and qualification standards for pilots who serve in FAR Part 121 airline service.

The 74 pilots whose names you see here were recognized by their peers for their contributions to making air transportation safer and more secure or to help their fellow pilots in times of crisis. Some have flown west, some are enjoying their retirement, and some are still working hard to achieve ALPA’s safety goals. **We salute them all!**

aspects of the continuing threat of inflight fire and smoke.

Jets

In 1953, the coming of the civil jet age in the United States was a big deal; British Overseas Airways had already flown the first scheduled jet passenger service (London to Johannesburg in a de Havilland Comet) the previous year and was expanding its international jet service. ALPA safety reps were not among those who

decried America's lagging behind the Brits in this respect; the line pilots raised several areas of safety concerns. Their recognition of the value of proceeding cautiously was borne out by a series of accidents, including three inflight breakups laid to structural fatigue, involving the ill-fated early Comets.

A news item picked up from *Aviation Week* reported the flawed prediction that, within the next seven years, "coinciding with the estimated introduction of jet trans- ▶▶▶

ALPA Air Safety Award Recipients

Capt. Ernest A. Cutrell	(American)	1957
Capt. John D. Smith	(Capital)	1958
Capt. R.A. Stone	(United)	1959
Capt. L.H. Mouden	(Braniff)	1959
Capt. E.R. Watson	(Eastern)	1960
Capt. J.L. DeCelles	(TWA)	1960
Capt. B.V. Hewes	(Delta)	1961
Capt. W.L. Collier	(Pan American)	1961
Capt. E.J. Bechtold	(Eastern)	1962
Capt. R.N. Buck	(TWA)	1963
Capt. Paul A. Soderlind	(Northwest)	1964
Capt. John R. McDonald	(United)	1965
Capt. Joseph W. Meek	(Delta)	1966
Capt. Raymond C. Gerber	(Pan American)	1967
Capt. Richard H. Beck	(TWA)	1968
Capt. Donald A. Heine	(North Central)	1969
Capt. Lee E. Hines	(Eastern)	1970
Capt. Gene Banning	(Pan American)	1971
Capt. W.W. Betts	(Braniff)	1971
Capt. William T. Alford	(Braniff)	1972
Capt. Donald Dunn	(Ozark)	1973
Capt. James Eckols	(Ozark)	1973
Capt. Robert N. Rockwell	(Northwest)	1974
Capt. H. Ray Lahr	(United)	1975
Capt. Frank L. Houston	(Northwest)	1976

Capt. Louis M. McNair	(Delta)	1976
Capt. W.W. Melvin	(Delta)	1977
Capt. John Stefanki	(United)	1978
Capt. Al Harris	(Eastern)	1979
Capt. Joe Oliver	(Delta)	1980
Capt. Bud Ruddy	(United)	1981
Capt. Dick Deeds	(Western)	1982
F/O Jack D. Howell	(Eastern)	1983
Capt. Patrick Clyne	(Northwest)	1984
Capt. James McIntyre	(TWA)	1985
Capt. Dan Donovan	(Republic)	1986
Capt. Mel Hoagland	(United)	1987
Capt. David J. Haase	(TWA)	1988
Capt. R. Dick Russell	(United)	1989
Capt. Ted Selken	(Pan American)	1990
Capt. Dave Fitzgerald	(United)	1991
Capt. Paul McCarthy	(Delta)	1992
Capt. D.B. Robinson	(United)	1993
Capt. Thomas J. Creamer	(US Airways)	1994
Capt. Richard B. Duxbury	(Northwest)	1995
Capt. Wood A. Lockhart	(United)	1996
Capt. John M. Cox	(US Airways)	1997
Capt. David R. Smith	(Alaska)	1998
Capt. Raymond R. Brice	(United)	1999
Capt. Kenneth R. Adams, Jr.	(Delta)	2000
Capt. Mack Moore	(United)	2001
Capt. Tom Phillips	(US Airways)	2002
Capt. Mitchell Serber	(Comair)	2003

Capt. Robert Sumwalt	(US Airways)	2004
Capt. Lindsay Fenwick	(Northwest)	2005
Capt. Robert Perkins	(Jazz)	2006
Capt. Terry McVenes	(US Airways)	2007
Capt. Dave Wells	(FedEx)	2008
Capt. Ray Gelinas	(Jazz Air)	2009
Capt. Pete Frey	(Delta)	2010
Capt. William "Bill" de Groh	(American Eagle)	2011
F/O Mark Rogers	(United)	2012

ALPA Aviation Security Award Recipients

Capt. Ron Silberman	(Northwest)	2006
Capt. Ed Folsom	(United)	2007
Capt. Craig Hall	(Jazz Air)	2008
Capt. Bill McReynolds	(FedEx)	2009
Capt. Robert Hesselbein	(Delta)	2010
Capt. Everett Reese	(ExpressJet)	2011
F/O Wolfgang Koch	(Delta)	2012

ALPA Pilot Assistance Award Recipients

Capt. John Lux	(FedEx)	2008
F/O Richard Wilkening	(American Eagle)	2009
F/O Madeline "Mimi" Tompkins	(Hawaiian)	2010
Capt. Thomas O'Toole	(Jazz Air)	2011
Capt. John Kohne	(FedEx)	2012





Photo: AP/Wide World Photos

ports in the United States,” these thirsty new airplanes would be refueled in flight!

Meanwhile, ALPA representatives and staff were very involved with manufacturers in discussing and evaluating new airliners and operational changes—from operation of the Convair CV-240 radial-engined twin at increased gross weight to the coming of the sleek, fast Douglas DC-7.

ALPA president Sayen served on the Joint Communications Electronics Committee of the Joint Chiefs of Staff that urged development of an air traffic control secondary surveillance (i.e., transponder-based) radar system and proposed specifications for it.

Only three years later, a United DC-7 would collide with a TWA Super Constellation over the Grand Canyon, leading to the Federal Aviation Act of 1958 and creation of the FAA.

IFALPA meeting

During the week of April 6, 1953, ALPA hosted its first conference of the International Federation of Air Line Pilots' Associations (IFALPA), when pilot delegates from 14 nations met to discuss subjects of mutual interest.

The IFALPA conference—the international

pilot group's eighth—adopted a resolution that the recently adopted ICAO phonetic alphabet (“Alpha, Bravo, Charlie”) be discontinued and the prior “Able, Baker, Charlie” alphabet be reinstated during an interim study period, because the new alphabet had proven to be “unsuitable for world wide application.”

The group also adopted a resolution that set distance-from-runway standards for NDBs associated with ILS installations, and another urging “that all pilots’ seats immediately be equipped with shoulder straps stressed together with the seat attachments to withstand severe deceleration forces.”

In the interest of standardizing holding patterns, the delegates adopted a resolution recommending that the “race-track pattern be adopted at all airports.”

Security

A feature article in the November 1953 issue of *The Air Line Pilot*, “Pilots’ Security Problems, Today and Tomorrow,” dealt not with aviation security, but with life insurance, ALPA’s in-house insurance programs, and pilots’ financial security. The days and years of homesick Cuban refugees, D.B. Cooper, Cooper copycats, Mideast terrorists, and other miscreants hijacking airliners were yet to come.

But the Cold War was very much under way, and a brief item, “Continued CIRVIS Cooperation Asked,” in the October issue noted, “The Air Force has again asked that all ALPA members cooperate in the CIRVIS program. CIRVIS is communications instructions for world-wide reporting of vital intelligence sightings from aircraft.” For example, “(1) Guided missiles, (2) Unidentified Flying Objects [why they deserved capitalization shall remain a mystery], (3) Submarines, (4) Group or groups of military vessels, (5) Formation of aircraft which appear to be directed against the United States, its territories, or possessions.”

In other words, “See something, say something.”

The Cold War ended, and the CIRVIS program is history. The threat focus shifted; today, the airline industry is a potential direct target in ways it wasn’t in 1953, but a multilayered system of defenses involving ALPA members and a host of government and industry allies keeps our air transportation system secure. 🌐

At the Intersection of Data and “Just Culture”

ALPA hosts an international symposium on “just culture” and aviation safety data sharing

“Part of our problem,” explained Capt. Paul Morrell (American), “is knowing what to look for, and where.”

“For example,” he continued, “we were looking at rotation rates on takeoff. We discovered a few ‘one-offs’—only three or four events per year—involving pilots raising the flaps, instead of the landing gear, right after takeoff. We didn’t even know this was happening.”

Such is the power—and the challenge—of optimally using the enormous amount of data that flows these days from voluntary, confidential, nonpunitive aviation safety data-gathering and analysis programs to tease out safety issues before they cause incidents or accidents.



Capt. Paul Morrell (American)

These programs, such as Flight Operations Quality Assurance (FOQA) and the Aviation Safety Action Program (ASAP), have made enormous contributions to improving airline safety in North America, and similar efforts are taking root on other continents. On June 16, ALPA brought together in Washington, D.C., more than 100 aviation safety representatives and government and industry leaders from around the world to discuss how to further data-sharing efforts at the *Proactive Use of Data: International Progress Toward a Just Culture Symposium*.

More than 100 additional participants from 29 countries attended via webcast.

“If you walk away with one thing and one thing only from what it is I have to say this morning,” said FAA Administrator Michael Huerta, the keynote speaker, “let it be this: the data has to come from you. It is important that you keep providing it.”

Distinguished panelists from Canada, Europe, and the United States expanded on varying issues, including fundamental concerns regarding use and misuse of data gathered through voluntary, confidential self-reporting safety programs, which need to be resolved.

Capt. Sean Cassidy, ALPA’s first vice president and national safety coordinator, declared, “In particular, I’d like to thank our friends in the FAA for their long-standing commitment to sharing and proactive use of safety data. It has not been easy for them as a regulator to face many of the challenges of defining and overseeing these programs, but they have worked with stakeholders throughout the aviation industry to make it work.”

Peggy Gilligan, FAA associate administrator for aviation safety, reviewed the history of aviation data sharing, emphasizing, “We’ve written it together.” She talked about the Commercial Aviation Safety Team (CAST), formed in 1998 with the lofty goal of reducing the scheduled airline fatality rate in the United States by 80 percent by 2008. This goal was not only met but exceeded—the industry achieved an 83 percent reduction of the fatality risk in U.S. sched-



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

uled airline transportation.

“The membership of CAST reads like a ‘who’s who’ of aviation,” Gilligan noted, “including ALPA, of course.”

The Association also is an active supporter of the Aviation Safety Information Analysis and Sharing (ASIAS) government-industry collaboration that serves as a central conduit for exchanging safety information among its members. ALPA sits on several levels of the ASIAS governance

structure, which helps provide direction for programs using aggregate data.

Gathering data

Mark Millam, managing director of safety for Airlines for America (A4A), said, “Most airlines today have voluntary data programs; the overwhelming majority of reports reveal an issue not otherwise detectable. Some reports expose potential areas for safety improvement not related to errors.... Maintenance is the fastest-growing area of reporting.”

Millam summarized, “Knowing is better than not knowing. Protection of data will always be a concern. We’re all accountable to reduce risk.”

John Duncan, FAA’s director of flight standards, observed that the Aviation Safety Reporting System (ASRS), FOQA, ASAP, ASIAS, and other aviation voluntary

data-gathering and analysis programs are “universally considered successful.” He added, “We’ll never know how many events were prevented by these programs.”

Capt. John Illson, chief of integrated safety management in the



Peggy Gilligan, FAA associate administrator for aviation safety

International Civil Aviation Organization's (ICAO) Air Navigation Bureau, declared, "We set the standards, but we're not a regulator. Our goal is standardization—or at least harmonization—of data-sharing programs. We see tremendous benefit in building on what has been done here."

Illson cautioned, however, that the 191 ICAO member states have 191 different legal systems and that building international consensus thus takes time.

Dr. Hassan Shahidi, director of aviation safety for MITRE, described a study being jointly conducted by the nonprofit Flight Safety Foundation (FSF) and MITRE to explore the feasibility of developing data sharing in the Asia-Pacific (APAC) region. Just culture in the APAC context, Shahidi noted, involves several interesting issues, not the least of which are "long-standing and diverse legal and societal structures." The study report is to be delivered in Bangkok, Thailand, in September.

During a Q&A session, Capt. Nick Seemel (Jazz), his pilot group's central air safety chairman and ALPA national Safety Management Systems (SMS) programs director, commented, "We see inconsistencies in how airlines and regulators respond to reports—for example, at some airlines, a report never leads to a 709 ride; at other airlines, it happens all the time."

A4A's Millam replied, "I think we've made great strides in advertising the non-punitive aspects," but acknowledged that "training can be perceived as punitive."

The FAA's Duncan added, "Over the long term, there's never been a technical issue we couldn't resolve [with these voluntary programs]. Fundamentally, it's a people issue—the level of trust. With SMS, we cannot survive as a community without improving the level of trust."

ICAO's Illson opined, "We have to build trust, but we also have to demonstrate benefit."

Use and misuse of data

During a panel discussion of use and misuse of data, Illson said the ICAO Air Navigation Commission would meet the

next day to discuss recommendations from the ICAO Safety Information Protection Task Force Panel (SIPTF), a group of 55 experts from 27 states and international organizations formed in January 2010.

Ken Quinn, FSF general counsel and co-chair of SIPTF, was blunt: "I hate to tell you," he said, "but there's little or



Capt. John Illson, chief, integrated safety management, ICAO Air Navigation Bureau

no [legal] protection for all this data you're collecting. We've been leaving out two very important [groups of] players—prosecutors and plaintiffs."

Quinn also discussed the "chilling effect" of a civil suit brought as a result of the 2006 Comair takeoff crash in Lexington, Ky., in which the judge allowed ASAP and FOQA data to be admitted as evidence.

FSF said Quinn, has made this issue a critical priority, because "we should have protections in place, rather than fighting over these boundaries in the terrible context of an accident."

David Deveau, vice president of safety, quality, and environment at Jazz Aviation, offered a different perspective "through the lens of an SMS airline. For us, SMS has been a tool, a framework that's given us the structure to define what's proper use and misuse [of data]. SMS gives people the education, the training, the process. We worked out the rules of the road regarding appropriate use through SMS before we started FOQA; we didn't have to rediscover how to protect the data."

F/O Juan Carlos Lozano, former chairman of the IFALPA Accident Analysis and Prevention Committee, warned, "Many people are confusing the tool with the objective—data is the tool, not the objective."

"Some countries are going too far," he continued. "Regarding required reporting and voluntary reporting, the line is blurred, and everything must be reported. Forcing the front-end users to report is not necessarily improving safety."

Lozano said that the European Aviation Safety Agency has established a working

group of stakeholders, including airlines and pilots, to develop an agreement regarding how safety data can be used.

Capt. Kevin Hiatt, senior vice president of safety and flight operations for the International Air Transport Association (IATA), advised that IATA is establishing an integral data warehouse, Global Aviation Data Management, to allow comprehensive analyses of safety data. "Among our 240+ member airlines," he concluded, "we're seeing a lot of interest and activity."

Capt. Paul Morell, vice president of safety, security, and environmental programs for American Airlines and CAST co-chair, noted, "We're trying to do two things—make people aware of the safety enhancements and measure how many mitigations have been implemented." He added, "Benchmarks are extremely important; with ASIAs, we can compare our airline to the aggregate."

Capt. Brian Crawford, director of safety, quality, and environment for ExpressJet, declared, "Without data, all you have is opinions." He noted in support of ongoing efforts to mature the use of information collected that ExpressJet has "tons of data—[but we can be] data-rich, intel-poor."

Dana Schulze, deputy director of the NTSB's Office of Aviation Safety, said the safety board's mission is proactive, "We just do it through a reactive process, accident investigation...



Dana Schulze, deputy director, NTSB Office of Aviation Safety

[which] sometimes... reveals cause-and-effect relationships that weren't apparent before. Accident investigation is critical to get at the heart of where problems lie—e.g., were they inherent in the SOPs or were line employees not following the SOPs?"

In November 2012, the NTSB signed a memorandum of understanding with ASIAs; the latter's data, Schulze pointed out, "can help [the safety board] write more focused recommendations and get them to the at-risk community faster."

That goal—focused, data-driven recommendations that lead to risk mitigations for the airline industry and further improve its extraordinary safety record—is one all aviation safety practitioners can embrace.—Jan W. Steenblik, Technical Editor



DIABETES:

Beating the Disease (Part 2)

By F/O Raymond Crews (Delta)

In Part 1 (see “Health Watch,” July, page 32), I discussed being diagnosed with diabetes and its effects on my life and my flying career. Now I’d like to offer some advice about what to do after you’ve been diagnosed with the condition to ensure your best health and a possible return to flying.

Your symptoms resembled diabetes: excessive thirst, frequent urination, lethargy, and blurred vision, so you checked your blood sugar two hours after a meal and it exceeded 180mg/dl. You called ALPA’s Aeromedical Office and were advised to see a doctor other than an aviation medical examiner (AME). After some tests, the doctor confirmed that you have diabetes. You called your company to be placed on sick leave. Now you’re doing your best to improve your health during the six-month observation period that the FAA requires. Or are you?

First, what are your goals? Let me suggest some: 1) preventing the progression of the disease, 2) reversing the damage already done, and 3) doing it quickly!

Do you need some motivation? Let me help.

If you progress to insulin-dependency, you will be relegated to disability—the end of your flying career (at least in the U.S.).

That’s not bad enough? How about amputation of an appendage, loss of eyesight, weekly dialysis, increased risk of cardiovascular disease, and maybe even premature death? This disease is a killer.

Don’t wait to take action.

To get altitude and airspeed as fast as possible, you’ll need both throttles: exercise and nutrition. With just one or the other, you won’t have enough rudder to stay on course.

Engine One: Exercise

Diabetes is a two-headed demon. Insulin resistance and insulin deficiency are both factors. The human body needs insulin to signal cells to accept energy (via glucose or sugar). Insulin resistance makes it difficult for the glucose to get into the cells. Insulin serves as a “key,” but for diabetics, the “keyhole” is obstructed by fat coating the cell membranes. One great way to eliminate fat is exercise. And I mean at least 20 minutes every day.

Engine Two: Nutrition

In the current vernacular, most Americans’ diet is termed “SAD,” or the “standard American diet.” This means high carbs and protein with very little nutrient value. You’ve heard it before, but

I’ll say it again: Eat more vegetables! “Greens and beans” should be your new mantra. Eat fruits and nuts next; fish and fat-free dairy less frequently; poultry, eggs, and oil occasionally; and anything else only rarely, if at all. I highly recommend reading *The End of Diabetes* by Dr. Joel Fuhrman for a good guide.



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.

Some tools to include in your diabetes flight kit:

A continuous blood glucose monitor

When in the learning stage, at least, I can't recommend this enough. There is no better way to see how your body responds to food and exercise than to see results every five minutes (you can accomplish this by using certain types of monitors). If you're only testing your blood sugar a few times a day, it's good to know how low and how high the readings are.

Simulator training

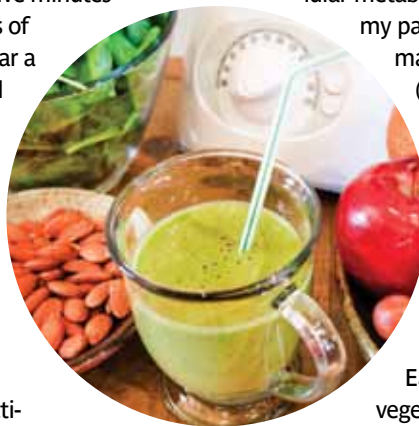
By this, I mean pancreatic simulation. Only a few places in the world offer this, and I've been going to a clinic in Shreveport, La.

Pancreatic simulation is a way to stimulate the liver. Since pancreatic function in diabetics is compromised, the pancreas does not produce the signal required to properly activate the liver. If the liver is not signaled to manufacture the proper enzymes, cellular metabolism is compromised. This means cells throughout the body are dying from starvation. Subsequently, diabetic complications occur. High blood sugar is not the problem with diabetes—it's merely a symptom. Improper cellular metabolism is the problem.

Pancreatic simulation retrains the liver. Once the liver begins to perform normally, proper cellular metabolism allows cell function to return. I've witnessed several people who had this therapy for less than a year return to their jobs, rid themselves of walkers, or have seemingly incurable wounds healed. In my own case, blood sugar is trending lower, insulin dosages are smaller, blood pressure is lower, etc. In fact, my metabolic panels indicate excellence in every area other than A1C (which I'm working to improve as well).

Of course, if cellular metabolism is working properly, the body can rid itself of fat stores more easily and insulin resistance is reduced. This decreases the need for insulin and antidiabetic medicines.

Treatments and technology for diabetes requiring insulin for control are evolving rapidly. Pilots with this disease are encouraged to discuss all options related to their individual condition with a physician experienced in diabetes management and their insurance company for coverage eligibility. Neither ALPA nor ALPA's Aeromedical Office endorses any specific treatment for medical conditions. Contact ALPA's Aeromedical Office for the latest information on aviation medical standards and treatments that the FAA allows.



Since my pancreas is not producing a measureable amount of insulin (verified by a C-peptide test), I may require supplemental insulin for the rest of my life, but 90 percent of diabetics produce enough insulin on their own.

I currently have therapy for four hours every five weeks. Initially my therapy sessions were more frequent, but as my cellular metabolism improved they became less frequent. For my part, I just sit in a recliner with an IV. By the way, many insurance policies do cover this treatment. (Even if they didn't, I would argue that this treatment can save your flying career as well as your health.)

A good blender

I'll be the first to admit that eating healthy can be a challenge in this day and age, but a good blender can make getting all the right nutrients in sufficient quantity easier. Each morning, I fill my blender with a variety of vegetables, seeds, berries, etc., and then I drink my "smoothie" throughout the day.

A good doctor

When I say "good," I mean one who uses "improvement" as the watchword, and not "maintenance." Why hobble around, merely increasing dosages the rest of your life, when improvement is clearly attainable for at least 90 percent of the diabetic population?

Find someone who truly believes diabetes is preventable and reversible. Even those of us with a severely compromised pancreas can live much more fulfilling lives with proper diet and exercise. Seek a physician who shares this sentiment and is willing to push and encourage you to reach your health goals.

Running shoes

Nothing beats exercise! Dr. Fuhrman's notes that "even five extra pounds on a normal body frame can lead to diabetes." Why? Because any extra fat can lead to covering the insulin receptors on the body's cells. If insulin can't get into the receptors, glucose can't get into the cells.

Find an exercise program you can stick with, and commit to exercising every day. I still remember many miles of walking through airport terminals instead of lying down on a recliner in the crew lounge. Use your time between flights to preserve your health and your career!

A positive attitude

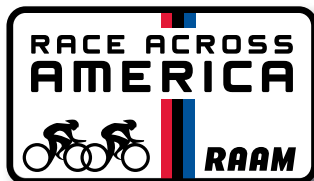
When I started my airline training, I remember the instructor telling us, "We can train anyone to fly, but we can't change their attitude."

This part is up to you. No matter how much you learn about how diabetes and its subsequent complications can often be prevented, it's got to be your decision. This may be the longest flight you make on this earth, but the rewards are worth it! If you decide to "land early," do so because you chose to, not because you didn't know there was a procedure that could resolve the emergency. 🌍



FedEx Pilots Race Across America— On Bikes

By John Perkinson
Staff Writer



Flight crews traverse continents every day, but imagine swapping your aircraft for bicycles to cover the same distance. That's what two FedEx Express pilots did in late spring this year, participating in Race Across America (RAAM), one of the world's premiere biking endurance competitions. Capts. Mike Snuffer and Dave Jones set out on June 14 with two Southwest Airlines pilots as members of Team 4 Gone, which biked in support of Operation



Comfort, an organization that assists members of the military who were wounded in Afghanistan and Iraq, and are receiving treatment at service hospitals in the San Antonio, Tex., area. The quartet collectively pedaled 3,020 miles on a journey that would transport them from Oceanside, Calif., to the finish line in Annapolis, Md.

Unlike the Tour de France, RAAM is not a series of heats but one big race against time, and participants compete individually or as members of two-, four-, or eight-person teams. Snuffer, a FedEx Express MD-11 pilot and line check airman, biked as a member of Team 4 Gone in 2011 and remembers just how grueling that particular event was. "After two days, one of our teammates was injured when he was hit by a truck," Snuffer recalls. The other three completed the remaining 2,000 miles on their own. The three-time ironman triathlon competitor added that, fortunately, there were no other serious mishaps.

Joining Snuffer for his first RAAM was Dave Jones, a FedEx Express B-777 pilot, who says he lost 10 pounds during the race. An avid triathlon participant, Jones says he "blew out" his Achilles tendon seven or eight years ago and has restricted his athletic pursuits to bike races. He describes RAAM as "one of the hardest things I've ever done, but also one of the most rewarding."

In addition to the two Southwest pilot bikers, this year's Team 4 Gone included an RV, a 15-passenger van, and a small group of supporters. As the race began, only one team member would ride at a time. Two bikers would alternate, riding for 20 minutes then resting for 20 minutes, for a four-hour period. The resting biker would ride in the pursuing van. The two would then board the RV, and the other two teammates would take turns riding for the next four hours. This system ensured that everyone contributed six hours of pedaling a day.

Snuffer says, "In the RV, you'd get a meal. You'd get cleaned up, and you'd try to get some sleep. The longest

Left, Snuffer demonstrates his climbing skills. Above, Jones enjoys a section of level pavement.

period of sleep you'd get at any one time was about two hours," observing that RAAM also becomes an exercise in managing sleep deprivation.

Snuffer's forte is climbing, a strength that paid off for the team as they negotiated the undulating altitudes of the Rocky Mountains. Jones, a strong "time trialer," said that he averaged between 32 to 33 miles per hour in the flatlands of eastern Colorado.

Unfortunately, riding conditions deteriorated, and heat and humidity hampered the group as it passed through Missouri and much of the Midwest. Further complicating matters, Jones' health deteriorated.

"I started feeling poorly in Missouri," says Jones. "I had a fever and couldn't sleep. It turns out I had a urinary tract infection." Jones also suffered from heat stroke and dehydration, and would need to be transferred to a hospital in Jefferson City. The other three continued on.

Miraculously, Jones recovered with a combination of antibiotics and a heavy dose of intravenous fluids and caught up with the team nearly 30 hours later.

The foursome endured a steady rain in Ohio and West Virginia. On the final day of the trek, a head-on car collision sent event organizers scrambling to find alternative routes for the competitors to take as they progressed through Maryland. And seven days, three hours, and eight minutes after the ride began, Team 4 Gone crossed the finish line in Annapolis.

Snuffer and Jones are already thinking about competing in Race Across America again, this time with an all-FedEx Express pilot team. "Maybe in two or three years," says Jones. "Or maybe we'll come to our senses," chuckles Snuffer. 🚴

More Info

To learn more about Team 4 Gone, visit www.team4gone.com. To learn more about Operation Comfort, visit operationcomfort.org.



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ALPA to Congress: Export-Import Bank Must Reform Widebody Aircraft Financing

On Wednesday, June 25, watch ALPA president, Capt. Lee Moak, testify at the House Committee on Financial Services hearing, where he and others will discuss the authorization of the Export-Import Bank (Ex-Im Bank). With the bank's current authorization expiring on September 30, now is the time for this committee to ensure the bank operates with maximum transparency, uses proper economic modeling, and analyzes the potential of its widebody aircraft financing to harm U.S. industry and threaten U.S. jobs.

With nearly 45 percent of the bank's portfolio tied to one company, widebody aircraft financing reform tops the list of items to address. In 2013, the Ex-Im Bank approved \$7.9 billion in financing for U.S.-made airliners, operated by U.S. airlines' competitors—including Etihad Airways and Norwegian Air Shuttle, creating an economic advantage of more than \$3 million per airplane per year. Given the record aircraft orders at the Dubai Airshow in 2013, it is imperative that ALPA is successful in changing the way the bank does business with state-subsidized competitors. Read more about the reforms to the bank that help level the playing field for pilots. Airline jobs are at stake.

Senate Vote to Deny NAI Coming This Week

On Monday, June 9, the U.S. House of Representatives unanimously voted to side with ALPA and Deny NAI. Now the fight moves to the U.S. Senate and all ALPA members are encouraged to participate in our new Call to Action for ALPA members and the general public urging senators to vote for the Klobuchar-Coats-Schatz-Blunt Amendment.

Senators Amy Klobuchar (D-MN), Dan Coats (R-IN), Brian Schatz (D-HI), and Roy Blunt (R-MO) plan to introduce an amendment to the Senate's FY 2015 Transportation, Housing, and Urban Development Appropriations Act (THUD) when the bill reaches the floor sometime the week of June 16, which would mirror the successful Deny NAI amendment that passed the House last week. The Westmoreland-DeFazio Amendment to the House THUD bill simply reiterates current law, mandating that in order for the U.S. Department of Transportation (DOT) to approve a foreign air carrier permit, it must 1) be in the U.S. public interest and 2) comply with Article 17 bis of the U.S.-EU Air Transport Agreement, which prevents airlines from moving from one EU country to another for the purpose of evading labor laws.

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The Landing

BOEING PHOTO

SAFETY FRONT AND CENTER

The early days of air travel were fraught with danger for pilots and their passengers. Today, flying is the world's safest mode of transportation—due in large part to the efforts of ALPA's Air Safety Organization and its dedicated pilot volunteers and staff. The Association has fought for proper airport lighting and signage, improvements to the design of transport-category airliners, one level of safety for all revenue airline operations, and science-based flight-time/duty-time regulations, to name just a few.

ALPA's commitment to safety throughout the decades is highlighted in this montage of past *Air Line Pilot* covers.



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.



Capt. Lee Moak
President



Capt. Sean Cassidy
First Vice President



Capt. William Couette
Vice President –
Administration/Secretary



Capt. Randy Helling
Vice President –
Finance/Treasurer



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

Capt. Paul Stuart, Jr.
Alaska, Endeavor Air,
JetBlue, Piedmont,
Spirit

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

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

Capt. Joe DePete
FedEx Express

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

F/O Scott Smetana
Delta

Capt. Larry Beck
United

F/O Michael Hamilton
United

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

Capt. Tim Canbill
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 14.

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

Have You Moved?

Please call Membership Administration 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

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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 Administration 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 Aeromedical Office 303-341-4435

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
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Information Technology and Services
(ITServices@alpa.org) 703-689-4237

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

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

Membership Administration
(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

Strategic Member Development and Resources (SMDR@alpa.org) 703-481-4467

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

Membership Administration

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 770-823-6734

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

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

Delta – DAL MEC 404-763-4925

Endeavor Air – PCL MEC 855-PCL-ALPA

Envoy Air – ENY MEC 817-685-7474

***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

Hawaiian – HAL MEC 808-836-2572

Island Air – AIS MEC 808-838-0188

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

JetBlue – JBU MEC 803-360-8338

Kelowna Flightcraft – KFC MEC
250-878-7950

Mesa – MAG MEC 602-306-1116

***North American** – NAA MEC 513-257-7662

Piedmont – PDT MEC 339-987-1277

PSA – PSA MEC 616-405-3962

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

ALPA Accident/Incident Hotline

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.

2014 EBCB Schedule

The Association's Election and Ballot Certification Board's schedule for counting ballots is August 11, September 10, October 10, November 10, 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, 2014, 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!

Check your mailbox—program information should have arrived in late June. It's time to step up!

Eligible programs: Monthly LOL, LOL-Plus, Lump Sum LOL. Applications must be received by mail at ALPA's Herndon, Va., office no later than Sept. 15, 2014. All plans underwritten by The Guardian Life Insurance Company of America.



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