

Air Line Pilot


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


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Photo taken during sunset from inside the cabin. Photo by istock.com © AtnoYdur. Download a QR reader to your smartphone, scan the code, and read the magazine.

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HOT TOPICS



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Taking Off Up for the Challenge

In the short year I've worked at the Air Line Pilots Association, International—has it already been a year?—I have noticed that airline pilots share the same competitive nature that so many of my former colleagues in the space industry embody. It's a trait that I believe has served airline pilots well over the last several years, during which ALPA members faced challenge after challenge—the terrorist attacks of 9/11, the industry upheaval left in its wake, and the climb back in an altogether different airline landscape (see "The Continued Evolution of the Airline Industry," page 25)—to maintain the best aviation system in the world.

This is how I know you are all up for the challenges that ALPA members face today—the pilot pay shortage (see page 32), reaching fair and equitable contracts with management, the fight to deny Norwegian Air International's quest to gain a huge advantage over the U.S. airline industry with a flag-of-convenience model, and even one crew's ability to use their expert piloting skills to overcome inflight challenges and safely land a heavily handicapped aircraft (see page 23).

ALPA is successful today because of the resolve of its members, elected pilots, and staff who embrace the adage "Failure is not the falling down, but the staying down." We are determined to

never stay down or quit. Overcoming challenges is what we have always done and what we must continue to do to ensure that North American pilots have a strong and secure future.

And, finally, not one to shy away from a challenge, either, I gladly accepted Capt. Lee Moak's nomination to take the ALS Ice Bucket Challenge, along with several other ALPA staff, ALPA pilot leaders, and industry partners, by financially supporting the organization and by raising awareness. Raising awareness for pilot causes is what

ALPA does best, and showing our support for other issues, such as the Ice Bucket Challenge, to raise money to find a cure for Lou Gehrig's disease, is certainly meaningful as well. 🌊



Capt. Lee Moak, ALPA's president, and Lori Garver, ALPA's general manager, take on the Ice Bucket Challenge.

Overcoming challenges is what we have always done and what we must continue to do to ensure that North American pilots have a strong and secure future.

Lori Garver

General Manager

Lori.Garver@alpa.org

Stronger Moving Forward

The fundamental principle of this simple phrase is enormous. Not only does it capture the positive momentum of the many successes achieved by the Air Line Pilots Association, International, but it also acknowledges the struggles we have endured as a unified profession.

And as we approach another important Board of Directors meeting themed with that exact phrase—*Stronger Moving Forward*—it is an accurate description of our strengths and our challenges. It underscores the responsibility of this union's leaders to analyze, reassess, and prioritize the goals of your union, the Air Line Pilots Association, International.

Have our struggles and challenges paved the way for overall success? Some will question our definition of success. Do bankruptcies, weak contracts, obstinate management, and partial wins spell 100 percent success? Of course not—the losses continue to sting today, but they don't negate the successes we have seen in the recent past, and those we see today.

For the larger jet airlines, this is clearly the best bargaining environment we have seen since 9/11. The industry is making record profits, paying off debt, improving its balance sheets, and starting to show the stability of investment-grade companies (see "The Continued Evolution of the Airline Industry," page 25). Further helping our cause is the narrowing of contractual differences among the largest airlines. American/US Airways' rates will rise thanks to a pay-adjustment clause in the pilots' contract that enables them to piggyback the gains we made at Delta and United.

Does this mean pilots won't be looking for improvements in the next round of bargaining? Absolutely not. What it means is that we won't be negotiating in an environment that has a major competitor with drastically lower pay rates, thus hamstringing our strength, as we have had for the past decade. It also means that we are now in a much better position to pattern bargain off of each other's success in the next round.

For the pilots of many of our fee-for-departure carriers, the bargaining environment is very different, as the regional airline industry continues to undergo transformational changes. Some of these changes will be positive, resulting in more flow to mainline carriers, but others will result in painful decisions for our pilots and their families. ALPA remains committed to ensuring that our pilots have the resources necessary for success. As I said recently during a labor forum in Chicago, "We can't allow the labels of management—mainline, regional, cargo, supplemental—to divide us. If we are divided, we will fail. If we are united, we will prevail."

And while there are certainly overall generalities that apply to the negotiating environment in the different segments of our industry—regional, mainline, cargo, supplemental, and Canadian—we know that each negotiation or situation is obviously unique, and the necessity of tailoring our support

and resources to all of our pilot groups remains an ALPA priority.

In Canada, we are making progress in our effort to turn back the use of foreign workers to threaten our members' jobs. We have more work to do, but recent progress highlights the effectiveness of pilot advocacy in Ottawa and Washington, D.C. And we are developing a "Leveling the Playing Field" position paper specifically targeting issues affecting our Canadian members, such as adding labor protections to air transport agreements, including the Canada/EU agreement and all future agreements.

It's clear that external factors have an enormous effect on our industry and the momentum we are able to gain in the bargaining and legislative cycles. And it's also clear that your union is agile and able to adapt and maneuver through the uncontrollable forces that besiege us. Our struggles are real. And our raw fortitude to emerge and overcome our challenges speaks for itself.

Thirteen years ago, our industry—and the world—suffered from the atrocities of the Sept. 11, 2001, attacks. But we endured that horrific moment and its long-term emotional and industrial effects. And now, at the very least, we are reminded annually of how powerful a unified spirit is in the reawakening cycle. You'll find inside this magazine commemorative 9/11 stickers that I encourage you to display and share, serving as a constant reminder of the unspeakable acts that sought to destroy our spirit but triggered an entirely opposite reaction.

Yes, ALPA and its members are stronger today than we were yesterday, but it was a hard road traveled, and we still have a long way to go. To be successful in the future, we need to be in this together. I hope I can count on you to stand with me and your fellow pilots as we continue to grow stronger moving forward. 🇺🇸



To be successful in the future, we need to be in this together. I hope I can count on you to stand with me and your fellow pilots as we continue to grow stronger moving forward.

Capt. Lee Moak, ALPA President

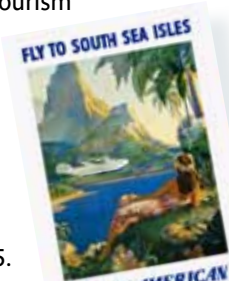
Preflight

Airline Industry News

Domestic News

► *The Wall Street Journal* reported that **American, Delta, and United** all posted record profits in the past quarter, a development experts say could be a sign of a turning point for the airline industry. All three airlines are now well positioned to pay down debt, upgrade equipment, reward shareholders with dividends, and raise employee compensation.

► **The Smithsonian National Air and Space Museum in Washington, D.C.,** announced the opening of its new year-long exhibit that explores the effects of air travel to the Hawaiian islands. "Hawaii by Air" documents the rise of air travel and tourism to the islands through vintage travel posters, model airplanes, photographs, and other artifacts. The exhibit runs through July 2015.



► **The Transportation Security Administration** announced that on July 21 increased security fees associated with airline travel went into effect. The \$2.50 security fee per one-way flight segment increased to \$5.60, and the fee for round-trip tickets went from \$5 to \$11.20. The \$10 fee cap has been eliminated.

► According to the *Los Angeles Times*, the **House of Representatives** has passed a bill requiring the Department of Homeland Security to work with airports on emergency plans to deal with active shooters, terrorists, and

incidents in which security checkpoints are targeted. The bill is named for Gerardo Hernandez, a Transportation Security Administration officer who died in 2013 after being shot while on duty at Los Angeles International Airport.



the union representing Air Canada

International News

► **Norwegian Air Shuttle** carried approximately 2.5 million passengers in July 2014, an increase of 17 percent compared to July 2013, and the highest number of passengers Norwegian has carried in a single month, reported *Bloomberg Businessweek*.

► Reuters reported that the outbreak of the Ebola virus in West Africa, conflict in the Middle East, and a possible trade war with Russia could all hurt air travel this year, according to International Air Transport Association (IATA), which represents approximately 240 airlines. "All have the potential to dent demand," said IATA Director General Tony Tyler. "We are optimistic that the industry will still end the year with an improvement in profitability over 2013. But the regional impact of some of these risks will challenge some airlines more than others."

► According to *City News Toronto*, the **Canadian Union of Public Employees**, the union representing Air Canada flight attendants, is taking the Canadian government to court. The transport minister has granted Air Canada an exemption to a rule that requires one flight attendant per 40 passengers on airplanes with more than 50 seats. The union says that

allowing the airline to fly with fewer flight attendants poses a safety hazard.

► Per Aero-News Network, **South African Airways (SAA), Boeing, and Dutch aviation biofuels company SkyNRG** have announced that they are collaborating to make sustainable aviation biofuel from a new type of tobacco plant. SkyNRG is expanding production of the hybrid plant Solaris as an energy crop that farmers could grow instead of traditional tobacco. Test farming is under way in South Africa with bio-fuel production expected to begin in the next few years. "This is another way that SAA and Boeing are driving development of sustainable biofuel while enhancing our region's economic opportunity," said Ian Cruickshank, South African Airways Group environmental affairs specialist. ●

The Sidebar

In this issue of *Air Line Pilot*, you'll read about the pilot pay shortage (page 32) and how the persistent gap in pay, benefits, and working conditions for many pilots in the industry is the root cause of any hiring issues airlines may be facing. The story in this magazine is one of dozens of communications that your union has pushed to define the narrative on pilot pay and its relation to a supposed pilot shortage.

Using the latest technologies in communication and teaming with our grassroots, govern-

FrontLines

ALPA to Hold 9/11 Remembrance Ceremony

On September 11, ALPA will host a remembrance ceremony at its Herndon, Va., offices to pay tribute to the crewmembers of United Flight 93, United Flight 175, American Flight 11, and American Flight 77. All are welcome and encouraged to attend.

“Although nearly 13 years have



passed, the horrific events that occurred on Sept. 11, 2001, forever changed our lives, profession, and industry,” says Capt. Lee Moak, ALPA’s president. “It’s critical that we remember what happened and never forget the brave men and women who gave the ultimate sacrifice.”

Please wear your uniform and join ALPA’s national officers, Executive Board,

Executive Council, and staff for a remembrance ceremony, beginning at 8:30 a.m.

If you are unable to attend in person, please take some time on September 11 to remember the crewmembers and passengers aboard those airplanes, as well as all those who lost loved ones or were otherwise affected by that tragedy.

For more information and directions, please send an e-mail to 9-11Remembrance@alpa.org.

to protect the security of the flight deck. FFDOs are highly trained and deputized law enforcement officers.

“Every day, FFDOs efficiently and effectively safeguard thousands of flights. The FFDO program truly represents an outstanding example of government and labor cooperation.”

PHMSA Issues New Regs For Shipping Lithium Batteries by Air

“The Air Line Pilots Association, International is pleased that the U.S. Department of Transportation’s Pipeline and Hazardous Materials Safety Administration [PHMSA] has issued overdue safety regulations for transporting lithium batteries by air and has taken steps to harmonize existing U.S. rules with international standards,” ALPA commented on July 31 in response to the new PHMSA rule regarding the transport of lithium batteries.

“While ALPA is still conducting a detailed review of the new regulations, PHMSA’s action today is recognition of the serious risk that unregulated shipments of lithium batteries

pose to all who depend on air transportation. We look forward to continuing to work with the regulator to ensure that air transportation is fully safeguarded against fire and other safety hazards that are associated with inadequately protected air shipments of lithium batteries.”

ALPA Praises TSA’s Increased Support of FFDO Program

“The Air Line Pilots Association, International is pleased that the Transportation Security Administration [TSA] has placed responsibility for the Federal Flight Deck Officer [FFDO] program under the oversight of the assistant administrator for training and workforce engagement

[TWE],” said Capt. Lee Moak, ALPA’s president, on August 7. “The TWE was created to centralize the TSA’s technical, leadership, and workforce programs.

“The TSA’s decision to bring the program under TWE is positive action to ensure that FFDOs receive the strongest possible training. The ability of the FFDO program to achieve its mission is directly linked to the quality

of the pilot volunteers’ training. For that reason, ALPA has the highest confidence in TSA Administrator John Pistole’s decision,” noted Moak.

“In addition, the move under TWE oversight will enhance a program that has already proven to be tremendously successful. The FFDO program, which ALPA advocated for and helped create following the attacks of 9/11, uses airline pilot volunteers

ment affairs, economics, and safety experts, we have taken a potential challenge for our industry—an alleged pilot shortage—and turned it into an opportunity for your union to talk about a real, current problem: pilot pay. Press conferences and written releases, web videos, social media, background interviews with reporters, fact sheets with charts and infographics, and many more mediums have factored into our campaign to characterize this key issue

facing your profession. The success has been tangible. We have defined the narrative on a pilot pay shortage vs. a pilot shortage. And with this, we are working to turn this success into future gains for our pilots in advocacy and bargaining.

This is one of many examples in which your staff at ALPA is leading the charge to not only safeguard and enhance the brand of the airline pilot, but also to define how the news media, regulators, and lawmakers approach a

problem. Whether it’s Norwegian Air International’s flag-of-convenience business model with our #DenyNAI campaign or the Leveling the Playing Field initiative or innovative collective bargaining contracts, ALPA continues to lead. No other pilot union does what ALPA does. And we are only getting started.



Namaste,
Sharon B. Vereb
Editor in Chief

■ FrontLines *(continued)*

■ TSA Sends Out KCM Rules Reminder

The Transportation Security Administration (TSA) recently issued a notice to aircraft operators to remind them of two Known Crewmember (KCM) rules.

When crewmembers are entering a KCM portal, they may

- only carry their accessible property. Crewmembers are not permitted to carry the accessible property of any other individuals, including spouses or other family members, through the KCM portal.
- not carry deadly or dangerous items through the KCM portal.

The TSA has emphasized that failure to comply with

KCM requirements may result in varying degrees of recourse, such as a temporary suspension of the crewmember from KCM privileges or complete removal of an individual from the program.

KCM recently hit the mark of 20 million alternative security screenings of airline crewmembers since it began. The program is currently operational at 55 airports, has a total of 130 access points, and averages more than 300,000 crewmember screenings each week, in excess of 1.2 million each month.

Additional information about KCM is available at www.knowncrewmember.org and on ALPA's mobile app for Apple, Android, and BlackBerry devices.

■ FAA Restricts Flying Over Iraq

In light of the increasingly hazardous situation due to the armed conflict in Iraq, the

FAA issued a notice to airmen (NOTAM) on August 8 further restricting flight in the airspace above Iraq. The new NOTAM supersedes the NOTAM published on July 31 and removes the provision to overfly above FL300. Operations previously permitted (e.g., emergencies, special U.S. government authorization) remain permissible. For more information, scan the QR code.



■ ALPA Lauds Key DOT Officer Confirmations

"The Air Line Pilots Associ-

ation, International congratulates Deputy Secretary Victor Mendez and Under Secretary Peter Rogoff on their confirmation today by the U.S. Senate.

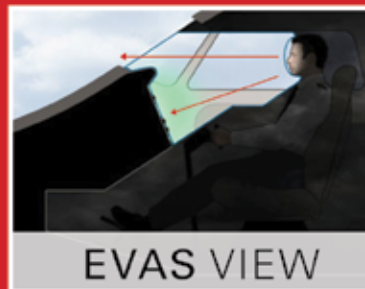
Both U.S. Department of Transportation [DOT] leaders are highly respected as dedicated public servants," commented

Capt. Lee Moak, ALPA's president, on July 24 regarding the Senate's confirmation of Mendez as deputy secretary of the DOT and Rogoff as under secretary for policy.

"ALPA will continue to capitalize on our strong relationship with both officials and the DOT to maintain the highest standards of aviation safety and move the U.S. government forward in ensuring that its

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policy decisions advance fair competition in the global marketplace for U.S. airlines and their employees.”

■ Labor Leaders Tackle Today's Challenges, Discuss Solutions for the Future

On August 13, the Delta Master Executive Council (MEC) hosted a forum that tackled some of the challenges facing the labor movement in the panel “Elevating the Profession: Pilot Labor as Change Catalyst.”

Held at the historic Union League Club in Chicago, Ill., labor leaders engaged with an audience of more than 100 airline pilots on topics ranging from the internal and external challenges of the labor movement to innovative ways to improve the labor and professional airline pilot brands with the general public.

Host Capt. Mike Donatelli (Delta), his pilot group’s MEC chairman, welcomed guests and gave a historical overview



From left: Michael Robbins, managing director of ALPA Government and Public Affairs; Capt. Lee Moak, ALPA president; Jorge Ramirez, Chicago Federation of Labor president; and Ed Wytkind, Transportation Trades Department of the AFL-CIO president, discuss challenges facing the labor movement.

of both the Union League Club’s significance in Chicago and the national labor movement, as well as ALPA’s role as a leader in the labor movement dating back to ALPA founder Dave Behncke and the “Key Men”—ALPA’s early statesmen.

The panel discussion began with a question to Capt. Lee Moak, ALPA’s president, about challenges facing the union today. Moak stressed that “a pilot is a pilot, and we can’t

allow the labels of management—mainline, regional, cargo, supplemental—to divide us. If we are divided, we will fail. If we are united, we will prevail.”

Ed Wytkind, president of the Transportation Trades Department of the AFL-CIO, added, “The labor movement’s salvation is in this room. When labor leaders and labor members put their shoulders to the wheel, they have the ability to

turn this ship around.”

Moak called on all pilots to “stand up and get involved” in their union, including ALPA-PAC participation, taking part in Calls to Action, volunteering on committees, and acting as pilot-partisan advocates on Capitol Hill and Parliament Hill. “We are not playing defense anymore—it’s time to go man-to-man and we are going to win or lose on the backs of everyone in the room,” said Moak.

Chicago Federation of Labor President Jorge Ramirez spoke positively about the tremendous effect airline pilots can have given the respect for the profession by other trades, lawmakers, and the general public. “Airline labor has an impact on the broader labor movement,” said Ramirez. “Showing up—in uniform—at a rally or to help your labor brothers and sisters makes a difference, a positive difference. It matters.”

When moderator Michael Robbins, managing direc- ▶▶▶

MarketWatch

Airlines	Parent Company	Stock Symbol	7/31/13	7/31/14	% Chg.	
Jazz Aviation	Chorus Aviation	TSX: CHR.B	\$2.03	\$4.40	116.7%	▲
AirTran	Southwest Airlines	NYSE: LUV	\$13.83	\$28.28	104.5%	▲
Envoy Air, Piedmont, PSA	American Airlines Group Inc. ^{1,2}	NASDAQ: AAL	\$19.35	\$38.86	100.8%	▲
Spirit	Spirit Airlines, Inc.	NASDAQ: SAVE	\$33.05	\$65.42	97.9%	▲
Hawaiian	Hawaiian Holdings, Inc.	NASDAQ: HA	\$7.64	\$13.93	82.3%	▲
Delta, Endeavor Air	Delta Air Lines	NYSE: DAL	\$21.23	\$37.46	76.4%	▲
JetBlue	JetBlue Airways Corporation	NASDAQ: JBLU	\$6.54	\$10.72	63.9%	▲
Alaska	Alaska Air Group, Inc. ³	NYSE: ALK	\$30.23	\$43.97	45.5%	▲
FedEx Express	FedEx Corporation	NYSE: FDX	\$106.00	\$146.88	38.6%	▲
United	United Continental Holdings, Inc.	NYSE: UAL	\$34.85	\$46.39	33.1%	▲
Air Transport International	Air Transport Services Group, Inc.	NASDAQ: ATSG	\$6.68	\$7.71	15.4%	▲
Air Transat	Transat A.T. Inc.	TSX: TRZ.B	\$8.32	\$8.55	2.8%	▲
Atlantic Southeast, ExpressJet	SkyWest, Inc.	NASDAQ: SKYW	\$15.12	\$10.69	-29.3%	▼
Bearskin, Calm Air	Exchange Income Corporation	TSX: EIF	\$26.10	\$17.21	-34.1%	▼

¹ US Airways and American completed their merger on Dec. 9, 2013. The price shown above for July 31, 2014, is the stock price of the new company, traded as “AAL” on the NASDAQ. The price shown for July 31, 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 American Airlines Group announced a \$0.10 dividend on July 31, 2014.

³ Alaska Air Group announced a two-for-one stock split on June 12, 2014. In a two-for-one stock split (realized as a stock dividend), each holder of stock receives one additional share for each share he or she owns. The stock split price change was effective July 10, 2014. The July 31, 2013, price shown reflects the stock split price, as does the July 31, 2014 price. The pre-split price for Alaska stock on July 31, 2013, was \$61.17.

■ FrontLines *(continued)*

tor of ALPA's Government and Public Affairs, asked the panel about tactics for success in an era when labor's reputation is largely low, Wytkind said, "The way we talk about what we do as labor unions for the country is something we have to get better at, because what we do matters." Moak stressed, "You have to adapt, never, ever give up, and have an intellectually correct argument; JetBlue pilots joining ALPA is proof."

■ United MEC, Other Unions Form United Labor Coalition

On July 18, the union leaders at United Airlines—including ALPA, the Association of Flight Attendants, the International Association of Machinists & Aerospace Workers, the Professional Airline Flight Control Association, and the Transportation Workers Union—met to discuss and officially establish the United Airlines Union Coalition. Meeting in Chicago, Ill., the group acknowledged that it has a vested interest in, and the opportunity to shape the future of, the airline.

The coalition plans to meet regularly to ensure that shared issues are communicated to United management.

■ First Air, Canadian North Pilots Hold Merger Meeting

Although their merger is not yet a done deal, pilots from Canadian North and First Air have begun planning how to combine their two pilot groups. With the two Canadian airlines likely to finalize an alliance later this year, the Master Executive Councils (MECs) held their first joint meeting in Herndon, Va., in early August, accompanied by members of their Joint

Negotiating Committee (JNC). Senior ALPA staff members from the Communications, Finance, Legal, and Representation Departments briefed the combined group on the ins and outs of ALPA's merger policy and the vast resources available to the respective MECs.

First Air and Canadian North, which share similar routes serving isolated communities in the Canadian Arctic, announced plans earlier this spring to merge in 2015. The two MECs will create a transition process agreement to serve as their "flight plan" to manage how the labor side of the merger will be conducted. The JNC has also begun reviewing the respective contracts to identify any issues that might complicate joint negotiations.

The two groups ended their joint meeting pledging to work together in an environment of unity, trust, and fairness and plan to meet again in September.

■ Membership Applications At JetBlue Nearing 90 Percent Mark

Although it's been less than five months since JetBlue pilots voted in ALPA as their union, close to 90 percent of the pilots on the property have already submitted their applications to become ALPA members.

"Given the vote, we knew that JetBlue pilots wanted ALPA here," said Capt. Jim Bigham, the pilots' interim Master Executive Council (MEC) chairman, "but the overwhelming support and enthusiasm has just grown since then. Each week, more

applications are received, and it's because of what they've heard or read about what ALPA can bring to this pilot group. We know we have a lot to live up to, but with the help of ALPA leaders and staff, we'll be sure to deliver."

The members are now electing their permanent status representatives, and the permanent MEC officers should be in place by ALPA's Board of Directors meeting in October.



FedEx Express pilots and their families enjoy a day of fun while taking in the sights at the Memphis Zoo.

■ Compass MEC Plans for Growth

With Minneapolis-based Compass Airlines growing rapidly, the Master Executive Council (MEC) hopes to grow as well to continue to provide quality service to its members. As this issue goes to press, Compass pilot leaders plan to petition ALPA's Executive Council to authorize increasing the number of seniority block representatives on the MEC from three to five. If approved, the additional block representatives would not be elected until Compass has 600 pilots on its seniority list.

Compass currently has more

than 500 active pilots and expects to grow to approximately 700 by the end of 2015. The airline recently announced that it would be adding 20 new airplanes to its fleet next year.

■ FedEx MEC Hosts Family Awareness Event

On July 27, the FedEx Express Master Executive Council (MEC), spearheaded by the work of its Family Awareness Committee, hosted its third

annual family-fun event at the Memphis Zoo. With more than 600 in attendance, FedEx pilots and their families socialized with fellow pilots and MEC representatives while taking in the sights and sounds of the zoo. Children enjoyed rock wall climbing, face painting, and inflatable bouncing houses. New this year to the event was a live band, an entertaining sea lion show, and polar bear feeding.

"Getting our families together through these types of events is something we look forward to each year," said F/O Pat Meagher, the Family Awareness chairman.

“We strive to provide a first-class event where pilots and their families can come together, relax, and connect with union representatives on a personal level.”



ALPA Announces 2014 Scholarship Recipients

ALPA has chosen the recipients of its 2014 ALPA Scholarship Award.

Robert Wojtkun, son of deceased Capt. Joseph Wojtkun (Continental), has been awarded a new four-year scholarship. Robert is enrolled at Embry-Riddle Aeronautical University in Daytona Beach, Fla.

Tristen Lee, son of deceased F/O Mark Wilson (United), has been awarded a one-year special award. Tristen is enrolled at Oklahoma State University – Stillwater Campus.

Scholarships were renewed for the 2014–2015 academic year for McKenna Hill, daughter of S/O Layne Hill (FedEx Express), and Sarah Malerich, daughter of Capt. Kurt Malerich (United, Ret.)

Each year the Association sponsors four \$3,000 scholarships that are available to the

children of medically retired, long-term disabled, or deceased ALPA members. ALPA's vice president – administration/secretary and vice president – finance/treasurer review all applications, select the recipient, and report to the Executive Council on their selection. One scholarship is granted to an enrolling college freshman and is renewable for three additional years, provided the student maintains an adequate grade-point average.

All applications are carefully reviewed with consideration given to financial need and academic performance before a selection is made. At the time new applications are reviewed, the academic records of those currently enrolled college students are also reviewed to determine if they are eligible to have their scholarships renewed.

Applications for the 2015–2016 school year may be obtained from Lee Alger, Air Line Pilots Association, 1625 Massachusetts Avenue, N.W., Washington, DC 20036. The application period begins in January, and applications must be received by no later than April 1, 2015. ●



ALPA's 2014 scholarship recipients. Top: Robert Wojtkun. Above: Tristen Lee.

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

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



Mailbag

Ex-Im Bank

I know we are working hard to level the playing field with regard to the U.S. Ex-Im Bank. It seems to me that we have very strong headwinds going up against major U.S. manufacturers and their lobbies. Have we considered a different approach that might actually gain the support of these powerful groups? My suggestion would be to alter the Ex-Im Bank by requiring that any financing it offers to foreign companies would also have to be made available to U.S. companies in like industries. For instance, if a loan is made available to Emirates, then the same terms would have to be made available to American, Delta, United, and other U.S. carriers. Taking this approach would likely have the effect of adding more orders to the books for companies like Boeing and Caterpillar. It would be a win for everyone. Trying to end the bank or restrict it is always a nonstarter with the big manufacturing lobbies and the U.S. Chamber of Commerce in Washington.

F/O Jeffrey Drake (United)

Editor's Note: We explored this option as we reviewed both the 2012 and 2014 legislative bills to reauthorize the Ex-Im Bank. However, the proposed solution does not address the underlying problem, which is that foreign airlines can secure this special financing even though they are financially sound and/or state-supported and do not need assistance to acquire government-backed bank loans. These airlines have the ability to purchase quantities of airplanes that far exceed what U.S. airlines can currently afford. By offering below-market financing to these foreign airlines, the bank is, in effect, flooding global air travel with available seat miles, a condition that could seriously harm North American airlines and their employees. Offering U.S. airlines the same benefit would not fully address the competitive disadvantage that exists for U.S. airlines.

Good article

I found the recent article in *Air Line Pilot*, “Health Watch—Diabetes: Beating the Disease (Part 2)” to be informative and well-written. However Mr. Crews’s suggestion on page 33 concerning fish and oil are a little inaccurate. Fish (provided it’s wild-caught and no larger than salmon) and olive oil should be at the top of the list [of foods to eat], along with the greens and beans. Also at the top of the list should be fruits and nuts. Mr. Crews is right on the mark about SAD. The standard American diet is the primary reason for such a drastic rise in all of the chronic diseases such as diabetes, heart disease, cancer, and obesity.

Thanks for publishing such a good article.
F/O Frank Lewis (Sun Country)





New ALPA Reps

As of August 11, the Election Ballot and Certification Board certified election results for the following local councils:

- Atlantic Southeast 112 F/O Hayden Hammer, Secretary-Treasurer (F/O Rep)



Legislative Update

ALPA Praises House Action to Restore Airfare Transparency

"ALPA applauds the House for its action to overwhelmingly pass the Transparent Airfares Act of 2014 (H.R. 4156)," responded the Association on July 28 regarding House legislation that requires previously hidden government-imposed taxes and fees to be fully disclosed to the consumer. "In 2012, the Department of Transportation (DOT) introduced a regulation that prohibits airfare advertisements from highlighting the base cost of an airline ticket. This misguided policy effectively hid the magnitude of government-imposed taxes and fees from consumers, which typically constitute 21 percent of the total ticket cost.

"We commend Transportation and Infrastructure Committee Chairman Bill Shuster (R-Pa.) for his strong leadership and applaud the House for its diligent work to advance this important legislation.

"H.R. 4156 restores airfare transparency by allowing consumers to see the full breakdown of their ticket costs. At a time when U.S. airlines are forced to compete with foreign carriers on an unlevel playing field, this commonsense legislation will help secure a future for the hundreds of thousands of jobs that the U.S. airline industry supports. We urge the Senate to follow suit so that consumers will have the benefit of knowing exactly where their hard-earned dollars are going." ●

ALPA Negotiations Update

The following is a summary of the status of ALPA contract negotiations by airline as of August 15, 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 October 7–8.

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 are on hold pending a merger with First Air.

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 is under way.

FedEx Express—A Section 6 notice was filed on Jan. 22, 2013. Negotiations are under way.

Kelowna Flightcraft—A notice to bargain was filed on June 30, 2014. Negotiations continue September 25–28 and October 6–10.

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

In Memoriam

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

2011						
Capt. Fred E. Muhl	Pan American	April	Capt. Loran D. Gruman	Northwest	July	
F/O Carol J. McIntire	Delta	December	Capt. John J. Guerrero, Jr.	Northwest	July	
			Capt. Erwin D. Hellwig	Delta	July	
			Capt. Paul L. Hooper, Jr.	ExpressJet	July	
2013			F/O Jerome A. LeMieux	Delta	July	
S/O G.M. Keller	United	July	Capt. Hayes S. McCallum, Jr.	Northwest	July	
Capt. W.F. Carson	Eastern	August	Capt. John R. McDaniel, Jr.	Pan American	July	
Capt. Gary A. Andersen	United	December	Capt. Duriel L. O'Kelley	Delta	July	
			Capt. Gene L. Petrie	Flying Tigers	July	
2014			Capt. Samuel D. Reno	Delta	July	
Capt. Donald E. Cates	Midwest	April	Capt. Robert L. Rimoldi	Delta	July	
Capt. John Anderson, Jr.	United	June	Capt. J.E. Sceili	Pan American	July	
Capt. Joseph P. Belmont	Hawaiian	June	Capt. John Q. Scott, Jr.	Northwest	July	
Capt. Emil W. Garske	US Airways	June	Capt. Robert L. Smythe	Delta	July	
Capt. Dale A. Gustafson	US Airways	June	F/O Robert D. Thornton	Pan American	July	
Capt. Edward J. Hindle	Delta	June	Capt. Matthew G. Van Ort	Delta	July	
Capt. Harry L. Klimt	TWA	June	Capt. Mark A. Wagner	Delta	July	
Capt. Erin G. Kullander	United	June				
Capt. Curtis E. Whaley	Eastern	June				
Capt. Chester D. Bailey	Delta	July				
Capt. Larry D. Deppe	Delta	July				

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



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.

DELTA ANNOUNCES JUNE 2014 QUARTER PROFITS

On July 23, Delta Air Lines reported financial results for the June 2014 quarter. Key points include

- Delta's pretax income for the June 2014 quarter was \$1.4 billion, excluding special items, an increase of \$593 million over the June 2013 quarter on a similar basis. Delta's net income for the June 2014 quarter was \$889 million, or \$1.04 per diluted share, and its operating margin was 15.1 percent, excluding special items.

Company highlights include

- recognizing the achievements of Delta employees toward meeting the company's financial and operational goals with \$476 million of incentives so far this year, including accruing \$439 million in employee profit sharing and paying \$37 million in shared rewards.
- improving its global network with new service connecting Delta's hubs in New York and Seattle, Wash., with the key business destinations of London – Heathrow, Zurich, Rome, Hong Kong, and Seoul.
- announcing an order for 15 A321s, adding to the 30 airplanes of this type already on order.

UNITED EMPLOYEES EARN BONUS PAYOUT FOR TOP-TIER PERFORMANCE AND EXCEEDING CUSTOMER SATISFACTION GOALS IN JULY

United Airlines announced on August 12 that it's rewarding all eligible employees with a cash bonus for exceeding the airline's on-time arrival and departure performance goals for the month of July. Eligible employees also earned an additional cash bonus for exceeding United's customer-satisfaction goal for July, resulting in a total payout of \$125 per eligible employee for the month.

Despite challenges across the system and runway construction at San Francisco—one of the airline's largest hubs—United ended July with its best July on-time performance in four years.

"While we still have room for improvement, we're

seeing a lot of momentum as we work to create a more reliable and efficient airline," said Greg Hart, United's executive vice president and chief operations officer. "These bonuses are further proof that the actions we are taking are paying off."

ALASKA AIR GROUP BOARD OF DIRECTORS APPROVES QUARTERLY CASH DIVIDEND

The board of directors of Alaska Air Group approved a quarterly cash dividend of 12.5 cents per share to all shareholders of record as of Aug. 19, 2014. The dividend will be paid on September 4.

Alaska Air Group began paying a quarterly dividend of 10 cents per share in August 2013, the first time since 1992 that the company had paid a dividend. The cash dividend was increased to 12.5 cents per share in February 2014. The dividends are financed from operating cash flow and existing cash on hand.

JETBLUE ANNOUNCES SECOND-QUARTER RESULTS

JetBlue Airways Corporation on July 24 reported its results for the second quarter of 2014.

Pretax income excluding special items was \$103 million in the second quarter. This compares to pretax income of \$60 million in the second quarter of 2013.

JetBlue gained \$242 million from the sale of its wholly owned subsidiary LiveTV.

Net income excluding special items for the second quarter was \$61 million, or \$0.19 per diluted share. This compares to JetBlue's second-quarter 2013 net income of \$36 million, or \$0.11 per diluted share.

"Today, we are pleased to report record second-quarter earnings and our 17th consecutive quarter of profitability," said Dave Barger, JetBlue's CEO. "We saw improved profitability across our network, reflecting the success of ongoing efforts to adapt our products and services to meet our customers' ever-changing needs. I would like to thank our 15,500 crewmembers for their dedication to running a safe airline and delivering outstanding service to our customers."



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.

“With NextGen, not only will airplanes be able to move a lot more efficiently through the airspace, but it also has strong environmental benefits and will be a huge cost savings for our carriers, which will hopefully reduce the cost for our passengers. Due to NextGen technology, delays will be reduced by 40 percent.”

—said **Anthony Foxx**, Department of Transportation secretary, on July 21 during a National Press Club speech

“TSA is overstepping its bounds. Air travelers are not an ATM for the government and should not be treated as such.”

—commented **Nicholas Calio**, Airlines for America CEO, regarding the steep increase in airfare security fees the Transportation Security Administration put into effect on July 21

“Concerns about [Norwegian Air International’s] application to fly to the United States have been raised by lawmakers in both parties in both the House and the Senate.”

—wrote **Senators Amy Klobuchar** (D-Minn.) and **Daniel Coats** (R-Ind.) in an August 4 letter to U.S. President Barack Obama regarding Norwegian Air International’s application to the U.S. Department of Transportation for a foreign air carrier permit

“[FAA Administrator Michael Huerta] has made it clear regarding the entry of [unmanned aircraft systems] into the [U.S. national airspace] system. It’s going to be done in a prudent, step-by-step way, with safety foremost in our minds.”

—commented **John Hickey**, the FAA’s deputy associate administrator for aviation safety, on August 7 during ALPA’s Air Safety Forum

“The Middle East carriers are heavily subsidized by their governments.... Our government clearly is not here to serve or protect in relation to the Gulf carriers. They don’t have the teeth, nor do they have the desire.”

—remarked **Jeff Smisek**, United Airlines CEO, about why United is ceasing flights to Doha in the June-July 2014 issue of *Airline Leader*

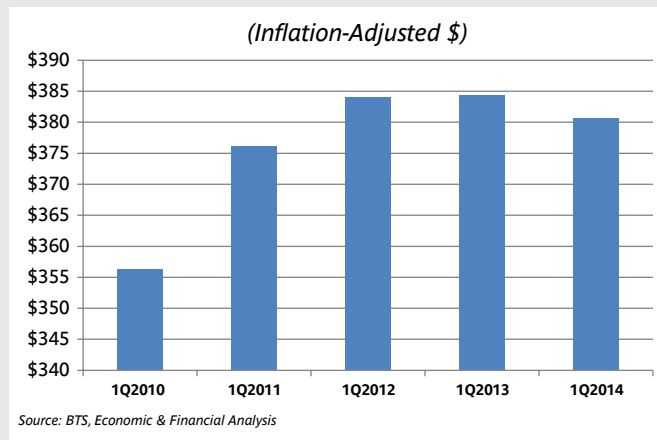
“It is imperative that the U.S. gets NextGen right; that means, we must ensure Congress, the FAA, and industry continue working together on aviation modernization so that, today and in the years ahead, America retains the world’s largest, safest, most diverse, and most efficient aviation system.”

—said **Ed Bolen**, president of the National Business Aviation Association, in a column in NATCA’s Summer 2014 issue of *NextGen NOW*

Airfares

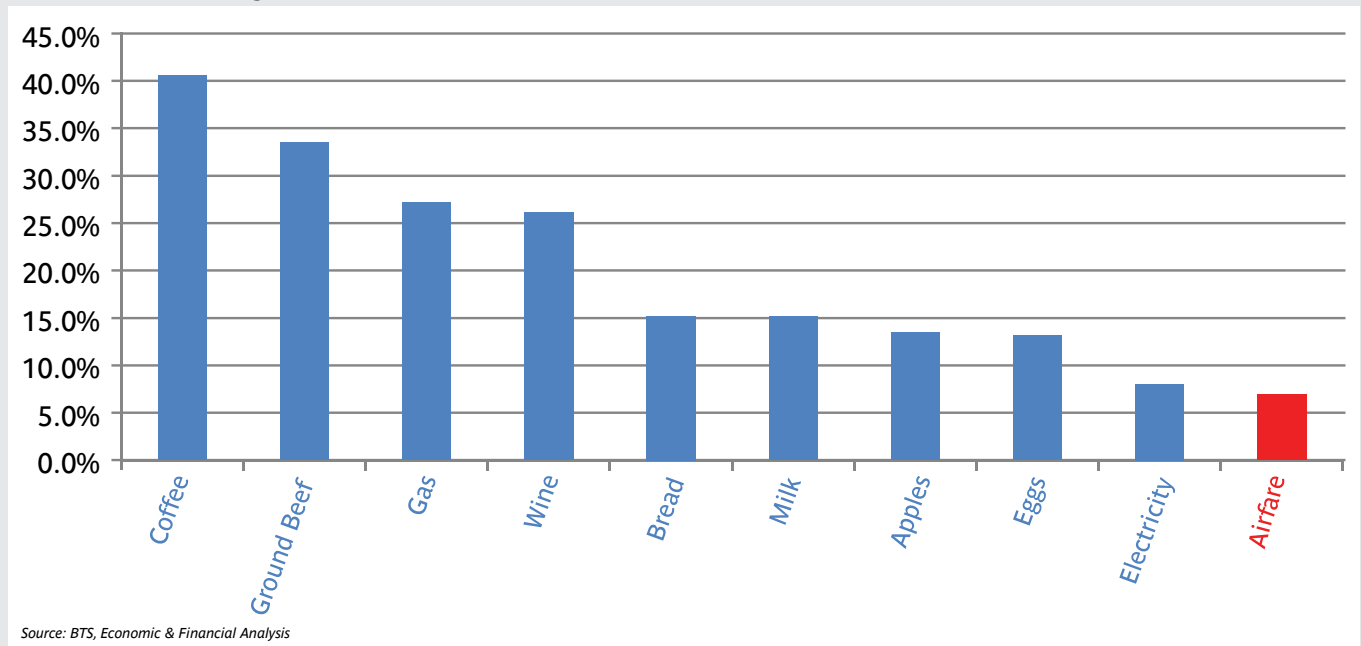
Despite airlines keeping a tight lid on capacity during the past few years, airfares are not rising dramatically. In fact, according to the latest data from the U.S. Bureau of Transportation Statistics, average domestic itinerary fares fell 1.0 percent from a year ago. The average domestic airfare for the first quarter of 2014 was \$380.69, compared to \$384.35 at the end of the first quarter of 2013. The first-quarter 2013 fare is on an inflation-adjusted basis, meaning the dollar value has been adjusted for the current inflation value so that it's now worth the same amount in both time periods. The chart below shows the average inflation-adjusted domestic airfare for the first-quarter periods back to 2010, when airlines implemented a more capacity-controlled operating environment.

U.S. Average Domestic Airfare



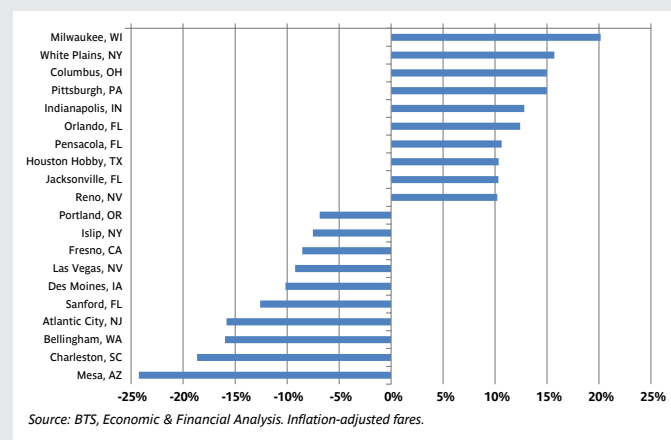
In the last five years, fares have risen just 7 percent, which is relatively low compared to other consumer goods, such as milk, bread, gas, and electricity.

Five-Year Price Change in Selected Consumer Goods



While the average domestic airfare has not risen dramatically, certain airports and cities are seeing some strong price increases while others are seeing dramatic decreases. Milwaukee, Wisc., had the largest increase in airfares since the first quarter of 2011, nearing 20 percent, while Mesa, Ariz., saw the biggest decline, almost 25 percent. Milwaukee has seen a drop in service over the past five years with the loss of Midwest Airlines and a smaller AirTran operation. Mesa is a relatively new airport, with Frontier and Allegiant Air the biggest airlines at that airport.

Top 10 and Bottom 10 Percent Change in Airfares 1Q2011-1Q2014



Celebrating Aviation Advancements & Honoring ALPA Pilots

By ALPA Staff

Capt. Lee Moak, ALPA's president, formally opened the 60th Air Safety Forum, held August 4–8 in Washington, D.C., by acknowledging that it's "our pilots...ALPA members... who have driven our triumphs" since the Association's very first forum in 1953. This year's event was a celebration of safety, security, and pilot assistance advancements obtained through the hard work of ALPA pilot representatives and staff.

Moak highlighted ALPA's outstanding achievements from the past, noting, "From the simple idea of adding weather radar in the 1960s to the 'novel' thought of adding a 'Fasten Seatbelts' sign in the 1970s, and from the antiterrorist advances of the 1990s and 2000s to the laser-strike awareness campaign today, it's our pilots who remain the most important instrument in effecting change."

He recognized several ALPA pilots who've made notable contributions to the airline industry—Capt. Craig Hall (Jazz), F/O Mimi Tompkins (Hawaiian), and Capt. Paul McCarthy (Delta, Ret.), to name just a few—and then challenged the



Capt. Lee Moak, ALPA's president.

pilots present to ask themselves, in the spirit of these ALPA giants, how they can contribute and what they can do.

Moak noted that ALPA's Air Safety Organization (ASO), the largest nongovernmental aviation safety organization in the world, will continue to focus on its three main pillars—aviation safety, aviation security, and pilot assistance. He discussed the Association's work to expand flight duty and rest rules in Canada, its push for more stringent rules regarding the transport of lithium batteries by air, and its campaign to "Deny NAI" to keep Norwegian Air International

from circumventing labor laws and regulations.

Moak ended by introducing the FAA's Assistant Administrator for NextGen, Ed Bolton, the forum's keynote speaker. Bolton discussed the FAA's work to modernize the U.S. national airspace system. In explaining the importance of NextGen, Bolton drew a comparison to the U.S. space industry. Previously number one in the world, Bolton said the U.S. ranking has slipped. NextGen, he concluded, is the way to ensure that the United States remains number one in the global aviation industry. ●

Photos: Chris Weaver

NATCA's Rinaldi Looks to Continued Collaboration with ALPA

National Air Traffic Controllers Association (NATCA) President Paul Rinaldi spoke at the Air Safety Forum on August 6, highlighting what he termed the "matching philosophies" of ALPA and NATCA regarding aviation safety. "It's all about relationships," he said. "And NATCA and ALPA have never had a closer relationship."

This relationship, he explained,

will be extremely important in the coming months and years as NextGen is developed and implemented. "Air travel is the safest form of transportation," Rinaldi stated, noting that input from ALPA and NATCA is needed to ensure it stays that way.

In closing, Rinaldi praised the relationship between ALPA and NATCA and looked forward to continued collaboration.

"What we thought was impossible yesterday is an accomplishment today," he said. And with the two organizations continuing to work together, more accomplishments are yet to come. ●



ASO Workshops, Committee Meetings & Panel Discussions

The more than 450 pilots and government, industry, and labor representatives who attended ALPA's Air Safety Forum in person and online were able to participate in a number of panel discussions and meetings, which are highlighted over the next several pages. For more coverage of the Air Safety Forum, go to safetyforum.alpa.org.

ASF 2014: Day 1

ASO Security Council Focuses on Threats to ALPA Members

ALPA's Air Safety Organization (ASO) Security Council met on August 4, the first day of the Air Safety Forum. Throughout the day the recurring theme, as first raised by Capt. Fred Eissler (FedEx Express), ALPA's aviation security chair, was the need for security to be more proactive than reactive.

Following the Security Council meeting, the group heard presentations from the Transportation Security Administration (TSA) and Boeing and participated in a panel discussion on lessons learned during the Laser Threat Awareness initiative, a joint effort led by ALPA, the FBI, and the FAA.

Darby LaJoye, the TSA's deputy assistant administrator for the Office of Security Operations, led the group through "Government & Regulatory Implications on the Crewmember." LaJoye spoke about the implications of TSA regulations for pilots, including those pertaining to the Known Crewmember Program.

Faye Francy of the Boeing Company discussed cybersecurity. Francy noted that the airline industry is a huge global business and thus a potential target for attacks by hackers, phishers, and even nation-states. "We have to understand this threat," she cautioned, "so we know how to recognize it."

Capt. Robert Hamilton (PSA) led "Laser Campaign—Lessons Learned," discussing this year's successful laser-awareness

initiative. He joined Laura Brown, the FAA's deputy assistant administrator for public affairs; George Johnson, a supervisory federal air marshal with the FBI's Criminal Investigative Division; and Mollie Halpern, an FBI public affairs specialist. They explained how the campaign moved from idea to test to national campaign, and acknowledged that the partnership among ALPA, the FAA, and the FBI has been very successful. The group noted that laser attacks have dropped from roughly 11 incidents per day to nine since the campaign began.

During the meeting, the Security Council reelected Hamilton as its chair.

Training Council Discusses What It Takes to Prepare Airline Pilots

ALPA's Training Council met during Days 1 and 2 of the forum to review pilot training and qualification standards and to discuss how advancements in technology are changing the way the industry prepares airline pilots.

Moderated by Capt. Don Dobias (United), the newly elected Training Council chair, the meeting explored a broad range of topics related to pilot performance, including electronic flight bags, crew resource management, and policies ALPA has established.

Capt. Frank Cheeseman (United), ALPA's Human Factors and Training (HFT) Group chair, provided insight into basic qualification standards, noting that the Colgan Flight 3407 accident in 2009 served as a catalyst to dramatically

change first officer requirements.

Capt. Dave McKenney (United), ALPA's director of Pilot Training Programs, reviewed a May 2014 white paper issued by the International Federation of Air Line Pilots' Associations that is critical of the multicrew pilot license (MPL). He noted that this criticism is based on reports from captains flying with MPL-licensed first officers.

Capt. Bryan Burks (Alaska), an HFT group member, discussed developments in upset prevention and recovery training. Dr. Suzanne Kearns, a professor at the University of Western Ontario, provided a presentation on distance training and e-learning interactions, which pilot training programs increasingly depend upon, and engaged the council in an online training exercise. Capt. Charles Hogeman (United), ALPA's aviation safety chair, talked about the use of the Aviation Safety Information Analysis and Sharing (ASIAS) system as a way to better evaluate the strengths and weaknesses of current training protocols.

Participants also shared information about the challenges of harmonizing training programs of merged airlines and the advantages of establishing mentoring programs.



ALPA's International Jumpseat Council reviews features of the Association's newly revised jumpseat guide.

Jumpseat Forum Discusses PIC Authority, Best Practices

On the opening day of the forum, ALPA's International Jumpseat Council held its Jumpseat Forum, giving attending pilots the opportunity to discuss a variety of jumpseat issues. More than 50 ALPA and non-ALPA pilots reviewed regulations, compared individual airline policies, and shared their experiences.

Moderated by F/O Rich Odbert



(FedEx Express), the council's chair, and subject-matter expert F/O James Berzon (United), the participants heard presentations and joined in discussions. Berzon and F/O Greg Maatz (United), his pilot group's Master Executive Council (MEC) Jumpseat Committee chair, walked the group through the list of nonpilots who have access to the flight deck jumpseat of U.S.-based airlines, per FAR 121.547. Attendees talked about related airline processing policies and what's required for adequate screening.

The group also discussed ALPA's newly revised jumpseat guide, which ALPA members can access at jumpseatinfo.org.

Capt. Cap Perkins (Hawaiian) and Mark Dunn (ExpressJet), their pilot groups' respective MEC Jumpseat Committee chairs, reviewed general protocols and decorum, and the responsibilities of the pilot-in-command (PIC) in reviewing credentials and briefing jumpseaters on safety protocols. Other presentations examined international jumpseating and managing jumpseat rider baggage.

During the meeting, Odbert presented a plaque to Capt. Bob Spadea (United), recognizing him for his longtime commitment to aviation security and his "exceptional service to the Jumpseat Council."

PCFC Renews Call for One Level of Safety and Security for All-Cargo Flight Operations

During ALPA's President's Committee for Cargo (PCFC) meeting, committee members renewed the Association's call for including all-cargo airline operations under the same safety and security regulations that protect passenger airlines.

"All-cargo flight operations deserve and demand the same level of safety and security as our industry applies to passenger airlines," said Capt. Rich Hughey (FedEx Express), the PCFC chair.

The committee called for swift action on several items, including

- fully regulating the packaging, acceptance, handling, and required crew notification when transporting dangerous goods, including

lithium batteries.

- installing main deck active fire-suppression systems on all-cargo airplanes.
- requiring aircraft rescue and fire-fighting protection and training at airports serving FAR Part 121 all-cargo operations.
- including all-cargo operations in science-based flight- and duty-time regulations.
- developing and implementing a threat-based risk assessment for all-cargo shipments on all U.S. airlines and their code-sharing partners, both foreign and domestic.
- requiring individuals having unescorted access to cargo airplanes, cargo, and cargo facilities to undergo criminal history records checks.

"Achieving the PCFC's 'One Level of Safety' goals is a top priority for ALPA," noted Capt. Lee Moak, ALPA's president. "The committee and its efforts have our union's fullest support. We will work on Capitol Hill and Parliament Hill and with U.S. and Canadian regulators to achieve the PCFC's safety and security goals to the benefit of everyone who relies on air transportation."

ASF 2014: Day 2

Canadian Pilots Review Issues of National Concern

ALPA's Air Safety Organization Canadian pilot reps participated in a special breakout session moderated by Capt. Bob Perkins (Jazz), the Canada air safety coordinator. They reviewed recent projects and campaigns to improve Canadian airline safety and security.

The pilots acknowledged their recent success in influencing the Canadian

government to overhaul its Temporary Foreign Worker Program. ALPA has lobbied for years to change rules that allowed Canadian airlines to augment their crews with foreign pilots on a seasonal basis, particularly during periods when other Canadian airline pilots had been furloughed.

Perkins discussed the rising number of remotely piloted aircraft (RPAs) and noted that RPAs could potentially pose a danger, particularly when operated in close proximity to airports, and that Canada has no specific regulations to prevent this activity.

Capt. Peter Black (First Air), ALPA's President's Committee for Remote Operations chair, related what's involved in conducting operations in uncontrolled airspace and work with area navigation (RNAV) approaches in the Arctic. The group discussed the status of nonpassenger screening procedures and ongoing efforts to update flight- and duty-time regulations. The group also examined the investigational findings of First Air Flight 6560, which crashed near Resolute Bay in Nunavut in 2011, and the Bearskin Flight 311 accident in Red Lake, Ont., in 2013.

ALPA Canadian Safety and Security Representative Real Levasseur reviewed the Association's aggressive efforts to convince the Canadian government to make shining a laser at a flying aircraft a criminal offence. More than 460 laser strikes on aircraft were reported in Canada in 2013, up 30 percent from the previous year.

During the meeting, Capt. Lee Moak, ALPA's president, and Capt. Sean Cassidy, ALPA's first vice president and national safety coordinator, honored Perkins with a plaque for his years of service as Canada safety coordinator and ALPA safety advocate.

ASF 2014: Day 3

Surviving a Main Deck Lithium Battery Fire

F/O Mark Rogers (United), director of ALPA's Dangerous Goods Program, moderated a panel discussion that examined "Surviving a Main Deck Lithium Battery Fire: New Technologies and Solutions." Panelists discussed looking beyond today's regulations to emerging technologies that can mitigate this serious threat.



Capt. Lee Moak, ALPA's president (right), addresses attendees of the Canada safety and training breakout session.

Photo: Chris Weaver



Capt. Rich Hughey (FedEx Express) talks about a layered approach to aviation safety.

Rogers elaborated on the characteristics of lithium batteries that make them unique among dangerous goods and how technological applications must address these issues to be effective.

Harry Webster with the FAA's Fire Safety Branch pointed out that the ignition of a single battery produces enough heat to ignite adjacent batteries and that Halon 1301, popular for use in aircraft fire extinguishing, can be ineffective in suppressing lithium battery fires.

Capt. Rich Hughey (FedEx Express), ALPA's President's Committee for Cargo chair, advocated for a layered approach to safety concerns, reviewing some of the features his airline has implemented. Hughey flies the MD-11, which uses a device that has characteristics similar to the NFL "Skycam." Using a ceiling-mounted support structure, the fire-suppression system travels the length of the cargo deck and, when it senses a fire, autonomously punctures the heat-emitting unit load device, inserting inert gas and foam to smother the flames. The system gives the crew time to assess the situation and to get the aircraft safely on the ground. "This is a good safety technology layer, not a silver bullet," Hughey said, stressing that not all fires have the same characteristics, and the system can only be used on a single-fire location on each flight.

Don the Oxygen Mask!

"Smoke in the Cockpit—Where Seconds Matter" was the subject of a panel chaired by Capt. Bill de Groh (Envoy Air), ALPA's Aircraft Design and Operations (ADO) Group chair. The panel examined what steps the airline industry and regulators are taking to ensure that cockpit emergen-

cy equipment standards are adequate for today's onboard smoke and fire threats.

Capt. David Lawrence, a senior air safety investigator with the NTSB's Operational Factors Division, was a member of the full NTSB go team that participated in the International Civil Aviation Organization Annex 13 investigation of the crash of UPS Flight 6, a B-747-400F that suffered an inflight fire in September 2010 and went down while trying to return to Dubai. He said, "The time has come" to provide all airline pilots with full-face masks, noting, "I cannot [over] emphasize [that] you don't have that much time; seconds count, and you only have one chance to get it right."

Gus Sarkos, manager of the FAA's Fire Safety Branch, reported that his group has research under way, to be completed next year, to set more-stringent requirements for the ducting and wiring of future aircraft designs. Another FAA project is looking at smoke and heat sensors to lower the false alarm rate, discriminate nonfire smoke and odor events (e.g., hydraulic leaks), detect and locate fires in hidden areas, and provide earlier detection.

Capt. Boomer Bombardi (Delta), ALPA smoke, fire, and fumes subject-matter expert, praised Sarkos and his group at the FAA Technical Center as "unsung heroes," noting that the researchers have conducted—and continue to conduct—important research on aircraft fire safety.

Capt. William Reed, a safety pilot with Boeing, discussed his company's involve-

ment with a group of industry experts who, after the Swissair Flight 111 tragedy, worked together to develop revised smoke/fire/fumes checklists for pilots that put added emphasis on considering the need for an immediate diversion as soon as they detect smoke, fire, and/or fumes.

Bolstering the call for continued collaboration, de Groh declared, "This is a team effort—manufacturers, regulators, operators, and us. Don't forget us."

Having the Right Tools When You Need Them

Capt. Frank Cheeseman (United), ALPA's Human Factors and Training Group chair, moderated a discussion on "Responding to the Emergency—Using All of the Tools."

F/O Helena Reidemar (Delta), ALPA's director of the Human Factors Group, examined the physiological aspects of the startle reflex, noting that it slows reaction time and may delay a pilot's operational reengagement.

Dr. Barbara Burian, a research psychologist with the NASA Ames Research Center, discussed a study of 15 accidents involving inflight fires, indicating that crews have an average of 17 minutes to respond. Burian noted that the ensuing stress can lead to fixation, difficulties in prioritizing, and decreases in working memory capacity.

One in every 10 airline flights doesn't operate as it was planned, observed Capt. Dave McKenney (United), ALPA's director of Pilot Training Programs. The co-chair of the PARC/CAST Flight Deck Automation Working Group, McKenney reviewed several of the group's findings for preparing pilots to better respond to adverse situations. "We can't train for every scenario," he said, adding, "We need to train like we fly, and fly like we train." To accomplish this, pilot preparation needs to include realistic scenario-based training and improved training methodologies.

Capt. Chris Reed (JetBlue), the Advanced Qualification Program manager for his airline, noted, "It's all about the core skills." Pilot training needs to include three things: the development of flight path management, or successful flight monitoring skills; use of crew resource management, or threat and error management skills; and strategies for dealing with basic non-normal processes.



Capt. Bill de Groh (Envoy Air) discusses smoke in the cockpit.

Call Ahead for Help!

F/O Steve Jangelis (Delta), ALPA's Airport and Ground Environment Group chair, led a panel titled "Landing a Distressed Airliner—What's Waiting at the Airport?" which discussed best practices for pilots, controllers, airport operators, and the FAA when crewmembers need to declare an emergency landing, particularly with an inflight fire.

David Siewert, air traffic manager of the JFK air traffic control tower and chair of the Airport Construction Advisory Council, advised, "The most important aspect of the initial call to ATC from an aircraft in distress is the specificity of the information you can provide."

Jangelis noted, "It's also important for us to use the correct terminology. We've had an event in which the pilot said, 'Roll the trucks,' and the airport sent airport management vehicles instead of fire and rescue. We need to say, 'We need emergency vehicles; please send an ARFF response.'"

F/O Jess Grigg (UPS), the Independent Pilots Association's Aircraft Rescue and Firefighting (ARFF) chair, told about his experience as the first officer (and pilot flying) on the UPS DC-8 freighter that landed at Philadelphia, Pa., in February 2006 with a rapidly spreading onboard fire. ARFF responders needed eight hours to extinguish the fire, which resulted in a hull loss; the pilots escaped with seconds to spare.

Marc Tonnacliff, an aircraft firefighting specialist with the FAA's Office of Airport Safety and Standards, said that FAA rulemaking is under way to update and overhaul ARFF regulations, but that the process will take at least two years.

ASF 2014: Day 4

Reps from the FAA, Transport Canada, and ICAO Share Insights, Concerns

John Hickey, the FAA's deputy associate administrator for aviation safety; Martin Eley, Transport Canada's director general of civil aviation; and Mitchell Fox, the International Civil Aviation Organization's (ICAO) chief of flight operations, joined moderator Capt. Charles Hogeman (United), ALPA's aviation safety chair, on a panel focusing on regulatory issues.



Left to right: Capt. Charles Hogeman (United) is joined by John Hickey, the FAA; Martin Eley, Transport Canada; and Mitchell Fox, the International Civil Aviation Organization, to discuss upcoming regulatory challenges.

The panel opened with a discussion on unmanned aircraft systems (UAS)/remotely piloted aircraft (RPAs) and how future regulations might address these aircraft. Hickey noted that while the FAA has no standards in place, it's approaching requests on a "prudent, step-by-step basis." He said the FAA hopes to release a proposed rule later this year but cautioned that final regulations are "not going to be as soon as people want."

Eley echoed Hickey's comments, stating that integration of RPAs into current regulations is "probably a long way away." Fox discussed ICAO's plans, which include a global symposium in 2015 and hopes to have final standards in 2018.

Panelists also discussed "just culture" and the importance of voluntarily reported data and protecting that data from litigation or even retribution.

The panel ended with a discussion about the two recent Malaysia Airlines tragedies and the effect these events might have on accident investigation and safety in the future.

Identifying and Preventing Aviation Security Threats

In a panel discussion titled "Current Security Threats and Countermeasures," ALPA reps, government officials, law enforcement officers, and aviation stakeholders examined the security challenges confronting aviation and the actions needed to neutralize them.

"ALPA strongly believes that the key to our future security success is having the right mindset, where we focus on being preventive as opposed to being reactive to security challenges," said Capt. Fred Eissler

(FedEx Express), ALPA's aviation security chair and panel moderator. "This goal is accomplished through collaboration and education with industry, law enforcement, and government security agencies, while developing mitigating strategies together."

William Stone, head of the FBI's Civil Aviation Security Program, said his biggest concern in civil aviation is the insider threat. He noted that the FBI is conducting risk assessments at airports in collaboration with the Transportation Security Administration (TSA) and others.

Mike Garrett, Boeing's director of aviation security for commercial airplanes, said that he's chiefly concerned about the growing need for cybersecurity. While physical security, with its airport/airline focus, is largely concerned with keeping bad people off of airplanes, cybersecurity's scope is much broader and harder to define.

Randy Harrison, Delta's managing director of corporate security, said there are three primary areas of threat: within the airplane, terrorists or others with criminal intent; outside the airplane, including man-portable air-defense systems and other weapons; and inside the airplane, or the systems on the airline that support the operation and the business platforms that interact with customers. These are all areas that Delta is working with industry partners to safeguard.

Victoria Newhouse, deputy assistant administrator for the TSA's Office of Security Policy and Industry Engagement, talked about the agency's paradigm shift to risk-based security and acknowledged that pilots help contribute to making the system more secure.

Claudio Manno, assistant administra-

tor for the FAA's Office of Security and Hazardous Materials Safety, noted that many of the latest threats are coming from nonstate actors and regions that have not traditionally been areas of concern for aviation, such as Ukraine. She discussed the FAA's Crisis Response Working Group and Steering Group, which determines whether NOTAMs or special federal aviation regulations are warranted to advise airlines and pilots of hazardous airspace.

Pilots, Docs Tackle Pilot Health and Occupational Safety

A distinguished panel of aviation medicine experts discussed a wide range of current aeromedical topics during the panel "Pilot Health and Occupational Safety." Capt. John Taylor (ExpressJet), ALPA's aeromedical chair, moderated the panel made up of Dr. Jim Fraser, the FAA federal air surgeon; Dr. David Salisbury, Transport Canada's director of medicine for civil aviation; and Dr. Quay Snyder, ALPA's aeromedical advisor.

■ Obstructive sleep apnea

Fraser announced that the FAA has developed draft policy on obstructive sleep apnea (OSA) that addresses "the concerns of ALPA and other stakeholders." Those concerns arose last autumn when Fraser's predecessor, Dr. Fred Tilton, published an editorial in an aeromedical journal outlining an FAA proposal to require automatic OSA testing of all airmen above a specific body mass index (BMI) regardless of other physical characteristics or symptoms.

"We met with ALPA and other stakeholders in January and heard your concerns. We hope to be ready to go with the new policy by the end of the year," Fraser said.

Snyder noted, "Now we have not only a more streamlined process [for dealing with OSA and airman medical certification], we've been getting pilots the treatment they've needed. Pilots who've been diagnosed with OSA and gotten the proper treatment have told us, 'I never knew I felt so bad until I felt so good.' It's been a nearly universal statement."

■ Airman certification issues

In March 2013, the FAA embarked on a major change in handling electronic ap-

plications and records; the result had the unintended effect of greatly increasing the time the FAA needed to process applications for medical certificates.

"We've worked with our IT people to fix it," Fraser said. "The long-term average processing time for a certificate has been 30–40 days; in the last month, however, we're under 30 days. Also, we have 3,400 AMEs [aviation medical examiners], and we work very hard to train them and to keep them up-to-date on changes in policies and procedures."

Taylor asked, "What's the biggest day-to-day issue you face that we can help with?"

Fraser replied, "I would like to urge every pilot to give us the information we need, up front. Right now, about 92 percent of pilots walk out of their AME's office with their certificate in hand. I would like to raise that number." Salisbury added, "What you're talking about is 'proactive disclosure'—you need to give us the information we need so we can help get you back in the air, or stay in the air."

Snyder agreed, "When a pilot provides incomplete information, it slows down the process. Dr. Fraser's office works very closely with us. We have quarterly meetings to discuss ways we think it could work better. His office has been incredibly responsive in making those changes. We also work very closely—on a daily basis—with the FAA's Airman Medical Certification Division in Oklahoma City."

■ Mandatory reporting?

Asked if he expected that pilots would eventually be required to provide all of their medical records to the FAA, Fraser said, "Based on my experience, no. The medical privacy rules are pretty strict. I don't expect to see that in my lifetime."

■ Diabetes

Taylor observed that, in the United States, diabetes is on the rise, but that Canada and the United States handle medical certification of diabetic pilots differently.

"About 20 years ago," Salisbury explained, "a court told us that we had to look more closely at the individual case. So we began certifying diabetic pilots on an individual basis. We started with the recreational pilot permit—day VFR only,

and only one passenger. We now have about 15 years of experience—and about 100 cases of insulin-dependent pilots flying at the ATPL level. It's been a very successful experiment."

In the United States, Fraser noted, the FAA has provided special issuance third-class airman medical certificates to insulin-dependent pilots who have met certain protocols. "I'm very proud of the fact that we've worked with the American Diabetes Association and recently met with a panel of endocrinologists," he added. "We're not there yet, but I'm convinced the science will come, and we'll be able to give special issuance first-class certificates to pilots who are insulin-dependent but well controlled and stable. It's a technical issue of continuous monitoring, especially in the cockpit, in case the pilot has a hypoglycemic episode in flight."

■ Antidepressants

Fraser reported, "We now have several hundred very successful stories of pilots certificated to fly while using one of the four antidepressants that we'll now approve for use while flying. We're looking at expanding the population. For example, some pilots are prescribed antidepressants to treat obsessive compulsive disorder, so we're looking at that."

■ Pilot self-assessment

Fielding an audience question about pilot self-assessment of fitness for flight, Salisbury replied, "There's an old saying in medicine: 'A doctor who treats himself has a fool for a patient.'" While all three physicians on the panel agreed with the value of pilots using a popular mnemonic aid, IMSAFE, to assess their fitness for flight, they cautioned against trying to self-diagnose conditions that could be potentially serious. Instead, they urged all pilots to develop a good relationship with their individual AME or aeromedical experts such as ALPA's Aeromedical Office.

■ Meds vs. conditions

Snyder indicated that ALPA's Aeromedical Office receives many calls daily from pilots asking, "Can I take this medication and fly?" He explained, "Our initial response is not usually 'yes' or 'no'; it's 'Why are you taking the medication? What is

the underlying condition?’ The underlying condition is more important than the medication itself.’ Given that information, the pilot is given appropriate guidance on using the medication and flying.

Fraser agreed and added, “I continue to be amazed by the number of toxicology reports” from investigations of fatal accidents involving general aviation pilots that showed the pilots had ingested diphenhydramine (Benadryl). “Too many pilots fail to appreciate the risks of over-the-counter medications—the sedating effects of antihistamines in particular,” he warned. “You may be awake, but your mental faculties are impaired, and you make mistakes.”

■ Cargo flight time/duty time

On the subject of the “carveout” that exempted the all-cargo airline industry from FAR Part 117, the FAA regulations that established science-based flight- and duty-time limits and minimum rest requirements for the passenger airline industry effective early this year, Fraser declared, “It’s not those of us in the trenches... who are opposed to including cargo pilots in FAR Part 117. But there’s a big political side to the argument.”

■ Substance abuse disorders

Fraser said he was proud of his association with the HIMS program, the substance abuse treatment program that ALPA began in 1972 and continues to administer under an FAA grant.

Snyder noted, “We’ve now helped a

number of pilots return to the cockpit and saved their careers after they’ve entered the HIMS program.”

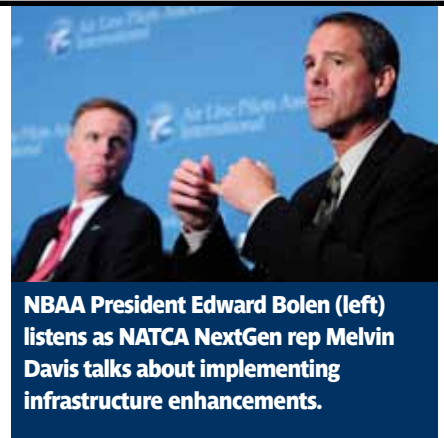
Asked if new criteria included in the latest revision of the Diagnostic and Statistical Manual of Mental Disorders (DSM-5) would result in changes to Transport Canada policy regarding treatment and recertification of pilots suffering from substance abuse disorders, Salisbury responded, “No. There really isn’t going to be a change in policy from our standpoint.”

Modernizing the U.S. Airspace System

Participants on the panel “Modernizing Our National Airspace System: the Flight Path, the Potholes, and the Promise” discussed what it will take to keep efforts to modernize the U.S. airspace system on pace with technology and the rest of the world.

Capt. Sean Cassidy, ALPA’s first vice president and air safety coordinator, described NextGen as “the application of policy, procedures, and equipment, which drives up the efficiency of our transportation system and does so while maintaining or advancing aggregate levels of safety and security.” Cassidy, who served as moderator, challenged the panelists to offer their insights and recommendations.

Marla Westervelt with the Eno Center for Transportation noted that the obstacles to NextGen implementation include inconsistent federal funding and too much government intervention. She posed three solutions: maintaining the status quo,



NBAA President Edward Bolen (left) listens as NATCA NextGen rep Melvin Davis talks about implementing infrastructure enhancements.

converting the aviation infrastructure into a government corporation, or completely privatizing it.

Robert Poole, director of transportation policy for the Reason Foundation, said one of the challenges with current funding is the technological lag. By the time government approves a system upgrade, it’s no longer state-of-the-art. In the current environment, the focus of funding has become pleasing Congress versus providing the customer with what it wants.

Edward Bolen, president and CEO of the National Business Aviation Association (NBAA), commented that regarding the criticism about NextGen funding, the FAA’s budget has remained the same or has increased each year during the last 15 years. He stressed that borrowing money to fund projects and paying for it later is not a viable solution.

Melvin Davis, the national NextGen representative for the National Air Traffic Controllers Association (NATCA), noted that stable funding remains a challenge for implementing NextGen, but he acknowledged that the U.S. national airspace system is very diverse. 🌐

Photos: Mike Kezza

Former NASA Astronaut Closes Air Safety Forum

Former NASA space shuttle astronaut Garrett Reisman, now commercial crew program manager for SpaceX, was the Air Safety Forum’s closing keynote speaker. He noted that the rate of fatal flights among U.S. domestic airlines is only one flight in more than 5.5 million, but that the space shuttle’s rate of fatal flights was 1 in 68. SpaceX, which expects to send men and women into orbit by 2016, is shooting for a rate of 1 in 270.

In the commercial space industry, Reisman asserted, it is “difficult to

incorporate new technologies—risk aversion leads to strong incentives to use familiar [old] technology. Also, it’s difficult to make improvements—high cost structure makes modifications expensive, and the certification process discourages changes to the baseline vehicle configuration.”

He concluded, “Risk aversion is leading, in some respects, to paralysis.... I assert that the problem is not that we’re changing too much, it’s that we’re not changing enough.” ●



ALPA Honors Members For Going Above & Beyond

By Jan W. Steenblik, Technical Editor

During the Air Safety Forum awards banquet, which concluded this year's forum, ALPA honored members for superior airmanship while flying the line and for outstanding volunteer work in aviation safety, aviation security, and pilot assistance.



Left to right: Capt. Moak, Capt. Bird, F/O Wasson, F/O Wright, and Capt. Donatelli, the Delta MEC chair.

Superior Airmanship Award

Capt. Edward Bird, F/O Kenneth Wasson, and F/O Daniel Wright were the flight crew of Delta Air Lines Flight 415, B-767 service from Madrid, Spain, to New York, on Dec. 5, 2013.

At takeoff rotation, the right rear outboard main landing gear tire exploded, blowing a hole through both the bottom and the top of the right wing and rupturing lines in two of the airplane's three hydraulic systems. The pilots continued the takeoff but had to prepare for and execute an overweight landing with no right engine thrust reverse or nosewheel steering and wheel braking limited to emergency brakes.

"The pilots relied upon their thorough training and their considerable experience as professional airline pilots to deal with a serious situation in superb fashion," said Capt. Lee Moak, ALPA's president. "They managed their cockpit duties flawlessly, widened the team, and coordinated with air traffic control, maintenance, and dispatch perfectly. The pilots executed multiple procedures in a short period of time in preparation for landing and managed the post-landing and evacuation of the aircraft in a highly professional manner."

As a result, none of the 200 passengers or eight flight attendants were injured and damage to the airplane was minimized.

Presidential Recognition Award

Moak honored Capt. Don Wykoff (Delta), chair of ALPA's Flight Time/Duty Time Committee and president of the International Federation of Air Line Pilots' Associations (IFALPA), with ALPA's Presidential Recognition Award. The award read, in part, "With grateful appreciation for your dedication, innovation, perseverance, and leadership in successfully accomplishing what others had been unable to do for more than 60 years—new flight crew rest and duty regulations that will improve the safety of air travel worldwide."

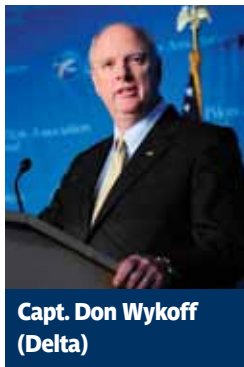
Wykoff's work, Moak explained, led to the FAA implementing FAR Part 117 on Jan. 4, 2014, "a day many thought would never come."

As co-chair of the FAA Flight and Duty Time Limitations and Rest Requirements Aviation Rulemaking Committee, Wykoff developed a model path to writing new science-based regulations that set flight- and duty-time limits and minimum rest requirements.

"Now, for the first time in the United States, these rules address a pilot's circadian rhythm, duty limits, and onboard rest facilities," Moak declared. "They provide education for pilots to mitigate fatigue and a clear path to implementing fatigue risk management systems.

"They also set the standard for other aviation regulators to emulate worldwide. ALPA intends to share these best practices with the global aviation community—including our Canadian members. We will also not rest until these rules apply to all airline pilots, including those who fly cargo."

Moak said Wykoff continues to answer pilots'



Capt. Don Wykoff (Delta)

operational questions about how to apply FAR 117 every day. He also is working with the FAA to resolve issues and will host a workshop in September on this subject.

Pilot Assistance Award

Pilot Assistance is a major component of ALPA's Air Safety Organization, encompassing ALPA's Aeromedical, Critical Incident Response Program, HIMS, Professional Standards, and Canadian Pilot Assistance efforts. As Moak observed, "Aviation safety begins with a healthy pilot."

F/O Isabelle Caron (Jazz) received ALPA's Pilot Assistance Award "for providing outstanding support to her fellow Canadian pilots in the many demands that come with being a member of the Canadian Pilot Assistance group," Moak noted. "With leadership, support, and compassion, she has provided guidance to help pilots facing challenges in the various aspects of their professional and personal lives that may affect their work."

Caron was instrumental in supporting the First Air pilots and employees after the 2011 First Air Flight 6560 accident at Resolute Bay in Nunavut, Canada.

"Through her tireless dedication to training and volunteerism, F/O Caron continues to contribute to the health and well-being of her fellow ALPA members, working behind the scenes in confidentiality to help those in need," Moak added. "She is truly an ALPA asset."

Aviation Security Award

Capt. Robert Hamilton (PSA) received ALPA's Aviation Security Award—the Association's highest security honor—for his significant contributions to aviation security while representing the interests of airline pilots worldwide, with special recognition of his hard work to mitigate the threat of laser strikes.

Hamilton serves his fellow pilots in a variety of capacities, including as chair of both ALPA's Security Council and his airline's Master Executive Council (MEC) Security Committee.

"This year," Moak noted, "Capt. ▶▶▶



F/O Isabelle Caron (Jazz)



Capt. Robert Hamilton (PSA)

Hamilton made important contributions to the Laser Threat Awareness initiative. This nationwide campaign, which is led by the FBI and supported by ALPA, continues to raise awareness about the serious dangers posed by illegal laser illuminations of aircraft cockpits.”

Hamilton was instrumental in planning and producing a laser threat awareness video, which has been broadcast by multiple news media outlets across the United States. He also participated in numerous interviews to address this threat.

“A consummate professional, Capt. Hamilton has provided outstanding leadership to his fellow pilots in a variety of capacities, including his service to the PSA pilots as a member of their System Board of Adjustment,” Moak added. “He is an active participant in ALPA’s grassroots legislative program and can regularly be seen walking the halls of Congress to advocate for ALPA priorities. But I particularly want to thank him for his work as chair of ALPA’s Security Council, and all that he and the group have ac-

complished to increase the safety and security of air transportation.”

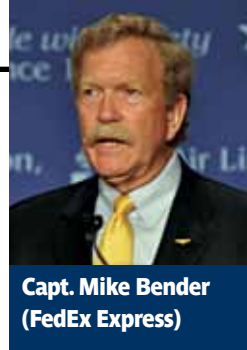
Air Safety Award

Capt. Mike Bender (FedEx Express) received ALPA’s Air Safety Award—the Association’s highest safety honor—for his extraordinary contributions to aviation safety through his dedicated accident investigation and prevention work.

As chair of ALPA’s Accident Investigation Board (AIB) from 2008 to 2014 and a member since 2002, he has monitored all active ALPA accident and ongoing incident investigations and has been an instructor for numerous ALPA accident investigation and safety courses.

Moak noted, “In his work with the AIB spanning the last 12 years, he has made invaluable contributions to ALPA’s efforts to determine all the factors that led to an accident or incident.”

Bender has provided his expertise on the international level as a member of the International Federation of Air Line Pilots’



**Capt. Mike Bender
(FedEx Express)**

Associations Accident, Analysis, and Prevention Committee since 2009. He has also been an instrumental figure and leader in several international investigations ranging from the FedEx Flight 77 Manila, Philippines, runway overrun in 1999 to the FedEx Flight 80 fatal accident in Narita, Japan, in March 2009, where he led the ALPA team’s first overseas accident investigation in many years.

Bender served on several safety committees at FedEx, including most recently as a member of his pilot group’s MEC Safety and Accident Investigation Committee, and served as the ALPA representative on the FedEx ASAP Event Review Committee.

Bender was unable to attend the banquet. However, banquet attendees viewed a special video filmed just days earlier in Seattle, Wash., where Capt. Sean Cassidy, ALPA’s first vice president and national safety coordinator, joined Capt. Scott Stratton, the FedEx MEC chairman, to present the award. ●

Photo - top: Chris Weaver; photos - bottom: Mike Kezza

ALPA Presents Presidential Citations, Honors Outstanding Airport Safety Liaison

During ALPA’s Air Safety Forum, Capt. Lee Moak, ALPA’s president, presented Presidential Citations to F/O Steve Jangelis (Delta) and Capt. Aaron Fry (Air Wisconsin) for their outstanding contributions to aviation safety and pilot health and well-being, respectively.

Jangelis chairs ALPA’s Airport and Ground Environment (AGE) group and the AGE Committee of his pilot group’s Master Executive Council (MEC) and is a member of his pilot group’s Accident Investigation Team. This year, he was named a member of the Steering Committee of Bird Strike Committee USA and regularly interacts directly with airport managers to promote ALPA’s vision to help achieve the highest possible safety standards.

“F/O Jangelis’s dedicated work as chairman and member of several committees has helped our industry make great progress in advancing runway safety,” said Moak. “His continuing commitment to developing and maintaining the highest possible standards of safety and integrity throughout



Left to right: F/O Steve Jangelis (Delta), Capt. Aaron Fry (Air Wisconsin), and F/O Ali Frohlich (Delta).

the airline industry has earned him a reputation as a passionate advocate on many issues, from runway safety to leveling the playing field for U.S. airlines and their employees.”

Fry has been chair of the Air Wisconsin pilot group’s Pilot Assistance Committee for two years, helping provide guidance and help to pilots facing challenges in any aspect of their professional or personal lives that may affect their work. He’s been instrumental in introducing the Human Intervention Motivation

Studies (HIMS) program to Air Wisconsin.

“As chairman of the Air Wisconsin Pilot Assistance Committee, Capt. Fry has proven to be an invaluable asset to his airline and to ALPA,” said Moak. “He has helped pilots overcome professional and personal obstacles so they can perform at their very best in the cockpit. Without [his] dedication to enhancing and promoting the health and well-being of his fellow ALPA members, many of the pilots who he has helped may have lost their

careers and their livelihoods.”

The Association honored F/O Ali Frohlich (Delta) with the 2013–2014 Outstanding ALPA Airport Safety Liaison (ASL) Award for his work advancing aviation safety at Northwest Florida Beaches International Airport (ECP).

Presenting the award, Capt. Sean Cassidy, ALPA’s first vice president and air safety coordinator, noted that Frohlich provided pilot input during the construction of ECP, the nation’s first major airport built since 2001, and helped institute numerous safety enhancements to the airport master plan, including lengthening a runway. Thanks to Frohlich, ALPA has fostered a strong partnership with ECP.

“ALPA’s Air Safety Liaison program puts line pilots in direct contact with the management and staff of airports all over the United States and Canada,” said Cassidy. ASLs work collaboratively with airports on a wide variety of projects dealing with subjects from airport construction to air traffic control. ●

The Continued Evolution of The Airline Industry



By ALPA Economic & Financial Analysis Staff

For many airlines, financial results for the first half of 2014 were very positive. Second-quarter gross domestic product (GDP) growth increased. Fuel costs stabilized. Geopolitical issues had little negative effect. Yet despite these positive events, some sectors of the airline industry are continuing to struggle. Key issues such as little or no economies of scale, little or no control of operations, and lack of product diversification could be factors contributing to the challenges that fee-for-departure and cargo airlines are facing. ALPA's Economic & Financial Analysis Department takes a look at these factors affecting the North American airline industry today and what key components are needed for the industry to succeed in an ever-changing environment, which, of course, includes highly trained professional pilots.



Economic outlook

The airline industry's performance is highly dependent on external factors such as economic growth, fuel price volatility, and geopolitical influences (war, terrorism, pandemics).

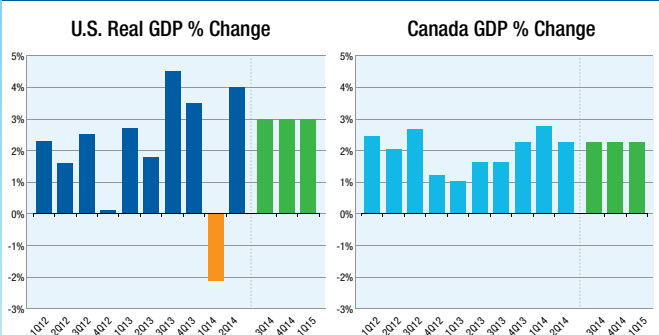
Although many analysts have reported that the overall economic recovery has not been as strong as expected, 2014 second-quarter results have been encouraging. Economic indicators that affect the demand for goods and services, including air travel, have been trending upward recently.

In the United States, the real GDP—the output of goods

and services produced by labor in a certain year—increased at an annual rate of 4.0 percent during the second quarter. Many other economic metrics also improved: an upturn in inventory building, increased consumer spending, increased business investments as borrowing costs remain low, and increased household spending. These results follow a 2.1 percent decline in GDP for the first quarter, which was affected by the unusually cold winter (see Figure 1).

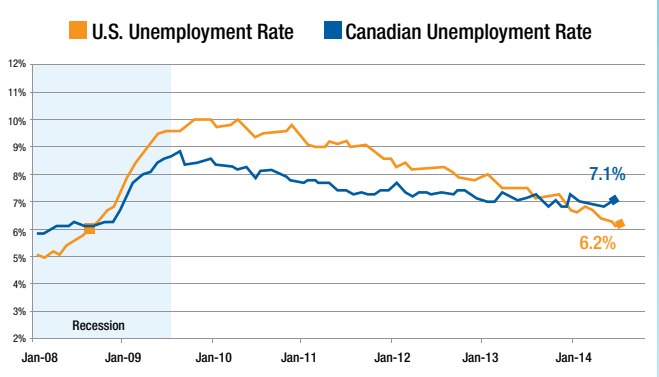
In Canada, economic growth has been more anemic. The Canadian dollar has depreciated, affecting many businesses, including the airline industry. On an annual basis, however,

Figure 1: U.S. GDP Down in 1Q, but Powerful Momentum Heading into Spring and Beyond



Source: BEA, The Wall Street Journal Economic Forecasting Survey July 2014, Bank of Canada Monetary Report July 2014, tradingeconomics.com/canada

Figure 2: Unemployment at Lowest Point Since September 2008



Source: Bureau of Labor Statistics, www.statcan.gc.ca

On an annual basis, however, real GDP growth in Canada is projected to average 2.25 percent through 2016—a more positive trend than that seen over the past two years. Economic improvement will continue to benefit the Canadian airline industry.

real GDP growth in Canada is projected to average 2.25 percent through 2016—a more positive trend than that seen over the past two years. Economic improvement will continue to benefit the Canadian airline industry.

Two other factors contributing to better economic results are improved unemployment statistics and an upward trend in consumer confidence (see Figures 2 and 3).

Both these metrics reflect increased business investment and expansion and increased demand for goods and services, which again translate to a greater demand for air travel. In general, the outlook for most economic metrics remains positive into the second half of 2014 and into 2015.

Fuel costs

Fuel-cost volatility has had an effect on airline industry performance over the last 12 years—small increases in fuel costs have often been the difference between recording a profit or a loss. The viability of the industry was put into question when fuel costs exceeded 40 percent of operating expenses at many airlines.

In September 2001, jet fuel averaged \$31 per barrel. When fuel prices were nearing \$150 per barrel in 2008, sustainability of the airline industry and the economy was a huge concern. Airlines were forced to adjust, and today, partly as a result of smart hedging policies and a more stable fuel environment, airlines are performing well even though fuel prices have reached \$100+ per barrel.

Figure 4 reflects stabilized crude and jet fuel prices within a defined, narrow band. This trend has continued for more than a year and is an encouraging sign. Fuel costs are now averaging just under 30 percent of operating expenses.

Even more encouraging is the current outlook for fuel costs. As seen in Figure 5, oil futures are trending downward from earlier this year, and fuel prices have stabilized and are actually decreasing. This will continue to have a positive effect on airline industry performance, as this operating cost either remains steady or declines. However, fuel costs are affected by many issues, and volatility is inherent to fuel costs. Geopolitical issues and certain weather events can have an immediate and negative effect on fuel costs.



Mainline performance

For the first half of 2014, U.S. mainline airlines saw strong growth in profitability—and the second quarter reflected record pretax margins for what is seasonally among the strongest quarters (see Figure 6). Performance was similarly strong for Air Canada and WestJet in the first half of 2014.

This continued trend is the direct result of a positive economic environment, stable fuel costs, improved revenue trends, and focus on cost containment. Revenue trends continue to be positive with passenger revenue per available seat mile (PRASM) up 5.7 percent year over year (see Figure 7, page 28). While seasonal weaknesses in PRASM were apparent in some regions and PRASM perfor-

Figure 3: Consumer Confidence Trending Upward

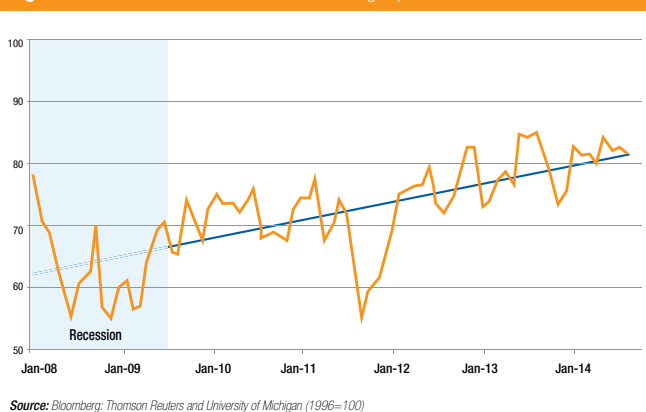
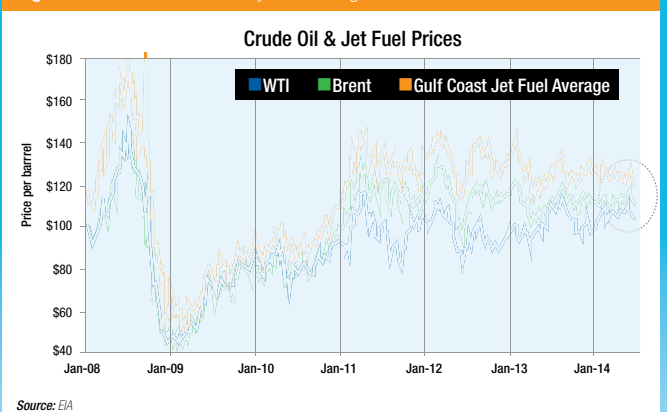
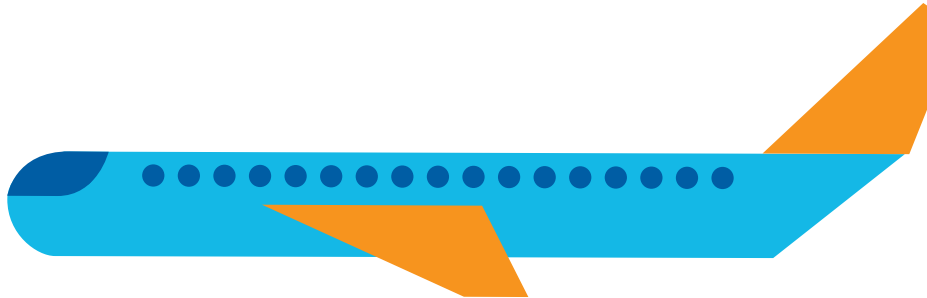


Figure 4: Fuel-Cost Volatility Stabilizing Closer to \$100





mance did vary for some airlines, the overall trend continues to be upbeat. Some capacity increases have taken place; but for the most part, airlines continue to practice capacity discipline and adjust capacity as necessary. Adjustments are prevalent for certain airlines and in certain regions—Hawaiian in the Pacific and Alaska and Delta in the Pacific Northwest, among others. However, domestic operations overall are performing better than international operations. The international market has been affected by significant increases in competition as well as by a weakening of currencies such as the Japanese yen.

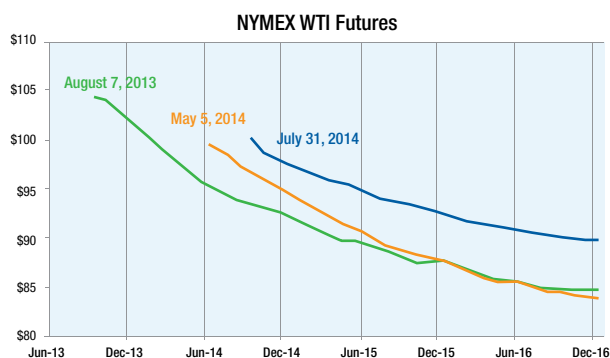
The continued positive performance of mainline passenger airlines can also be attributed to other factors. These airlines have all achieved, or are in the process of achieving, what they consider to be an ideal size, i.e., economies of scale. Economies of scale have been achieved through consolidation and organic growth. This, coupled with determining and delivering the products that consumers want, has resulted in mainline airlines having an established, successful position. In general, the domestic industry has reached a type of “equilibrium” with continued healthy competition. In addition, airlines such as JetBlue and Southwest have refined their product to better match consumer demand, including international flights and multi-class service. Spirit continues to depend heavily on ancillary fees as a significant source of revenue while keeping its fares low. WestJet has announced plans to expand by acquiring widebody airplanes. The three large mega-carriers—American, Delta, and

United—are now increasing their focus on international operations and on revenue-enhancement opportunities. And despite some cost creep in certain areas, such as labor expenses, these airlines have been successful in keeping costs per available seat mile at an acceptable growth rate of 2.5 percent.

The overall outlook for this sector of the industry continues to be positive. Most of these airlines are no longer intensely focused on certain isolated metrics such as PRASM and market share. Instead, they are looking to strengthen balance sheets by reducing debt and increasing cash flow and, even more importantly, on providing return to shareholders—something that did not seem possible as recently as five years ago. Whether this is through dividends or stock buybacks, analysts are saying that this change is a watershed for the industry. Airlines are now acting more like companies in other industries and are more worthy of shareholder investments. At some airlines, other stockholders—including employees—have also received returns, largely through profit-sharing payments that were negotiated in collective bargaining agreements.

While these results are encouraging to airline employees since good economic results allow employees to share in their airline’s success, international competition is a challenge, and airlines are still competing on an uneven playing field. ▶▶

Figure 5: WTI Futures Show Continued Belief in Falling Prices

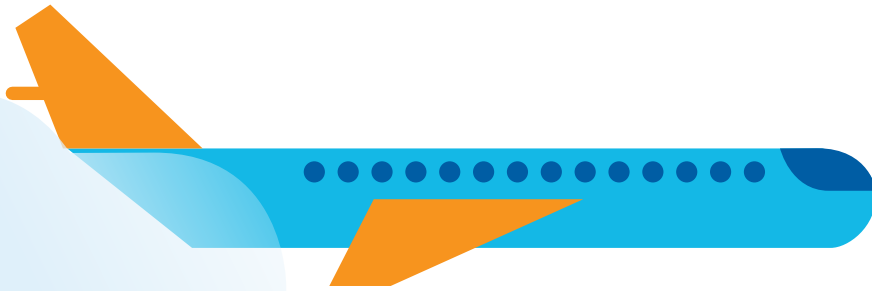


Source: CME Group

Figure 6: Profit Margins Strong in First Half of 2014

	Corporate Pretax Margins		
	1H14	1H13	Change
Spirit	17.8%	16.2%	1.6 pts.
Alaska	15.2%	10.1%	5.1 pts.
Southwest	12.1%	5.3%	6.8 pts.
American	9.9%	4.1%	5.8 pts.
Delta	9.3%	4.0%	5.3 pts.
JetBlue	3.9%	3.2%	0.7 pts.
Hawaiian	3.3%	0.8%	2.5 pts.
United	2.1%	1.1%	1.0 pts.

Source: Corporate press releases & SEC filings. Excluding special items (other than fuel hedging settled in current period)



Airlines are now acting more like companies in other industries and are more worthy of shareholder investments. At some airlines, other stockholders—including employees—have also received returns, largely through profit-sharing payments that were negotiated in collective bargaining agreements.

Fee-for-departure airlines

Although economic factors are positive, fuel prices are stable, and demand and revenue are trending upward, the fee-for-departure (FFD) sector of the industry is struggling. This sector is dealing with several challenges:

- Consolidation on the mainline side means that fewer mainline airlines may require fewer feed partners, and mainline carriers still have a variety of potential feed partners.
- Capacity discipline among mainline partners directly affects feed partners as secondary hubs are closing, further reducing demand for feed.
- Increased focus on fuel-efficient airplanes has led to a reduction of 50-seat airplanes and a move to larger airplanes, but not on a one-for-one replacement basis.
- Mainline focus on cost containment results in significant cost competition for flying within this sector.
- Longevity discrepancies among FFD airlines

result in challenges and have led to very difficult negotiations to keep pilot costs competitive.

Figures 8 and 9 reflect the ongoing change that this segment of the industry is experiencing. And while many of these airlines do not report financial results independently, it's clear that this change is having a negative effect. SkyWest is the largest group of FFD airlines with almost 40 percent of the sector's capacity, yet the group reported a loss for the second quarter of 2014. Some of the loss was a result of accounting adjustments, but the loss was also attributed to reduced revenue from failing to perform to the terms of the group's contracts with its partners. In addition, SkyWest operations will be further affected by United's decision to reduce its 50-seat jet requirements and consolidate regional operations at certain airports. Other FFD airlines such as Endeavor, Envoy Air, and Jazz are also experiencing the negative effects associated with changes their mainline partners have made as they adjust their regional strategy. In doing so, it's clear that mainline partners have a wide variety of feed options, and among the potential feed partners, operating costs vary greatly. Unfortunately, this cost variance is largely a result of pilot longevity differences among the airlines.

For FFD pilots, there are some positive developments, primarily an expected hiring trend at mainline airlines. It's currently projected that more than 6,000 mainline pilots will reach

Figure 7: PRASM Growth Continues

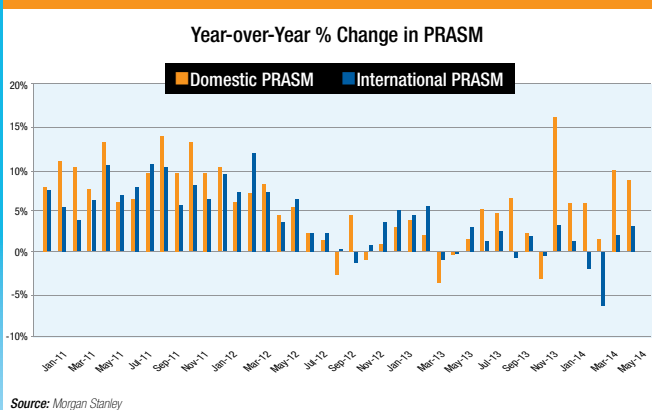
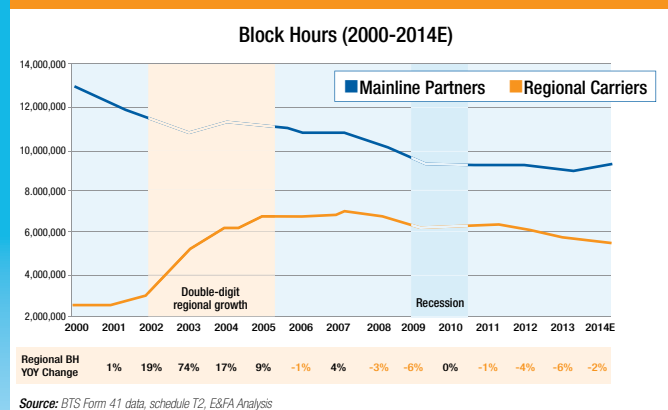


Figure 8: FFD Block Hour Growth Constrained for the Past 5+ Years



age 65 over the next five years and that approximately 18,000 mainline pilots will reach age 65 over the next 10 years (see Figure 10). Therefore, the career stagnation that FFD pilots have been experiencing will change and hiring opportunities will improve. For pilot groups with contracts that contain career-progression provisions, hiring is already taking place.

The challenge that this sector faces deals with the nature of the business model: none of the FFD airlines have full control of their operations. They cannot decide what to fly, where to fly, when to fly, and how often to fly. They cannot sell tickets directly to passengers, and some do not even own or have titles to the airplanes they fly. All of these airlines are, in essence, fully bound to their mainline airline partners to determine what, where, when, and how often to fly. They even carry their mainline partners' name and livery. The fundamental difference in business models between mainline partners and their feeder airlines is an issue that will have to be resolved.



Cargo and supplemental airlines

Cargo operations have been struggling over the last four years. After what seemed to be a strong recovery in 2010 following the global recession of 2009, cargo performance has essentially been negative to flat. A slower than expected global economic recovery, increased international competition from other airlines and other freight options,

and significant changes in regional demand have had a negative effect on the cargo market (see Figure 11, page 30).

Air freight markets have seen improvements in 2014, largely as a result of growth in international traffic. Global business confidence is trending upward, which has a direct effect on the cargo market (see Figure 12, page 30).

Unlike the passenger market in which airlines deliver similar, if not identical, products with slight variations, the cargo industry consists of varied operators. These range from dedicated freight and cargo operators such as FedEx Express and UPS to passenger airlines that may have a dedicated freighter operation to passenger airlines that rely on their belly capacity for cargo revenues to smaller operators that may be tied to one contract/customer or provide a unique product—such as carrying personnel and materiel for the U.S. Department of Defense. This varied group produces differing financial results.

Cargo operators such as FedEx Express and UPS have felt the effects of the decline in cargo performance, yet their economies of scale and ability to adjust their product to meet changing demand (e.g., the reduction in requirements for overnight mail delivery) have allowed them to remain profitable with a continued positive outlook.

On the other hand, other airlines that rely on a unique product or one customer/contract have either been forced to shut down, >>>

Figure 9: 50-Seat Jet Block Hours Continue to Decline While Larger Regional Jets Grow

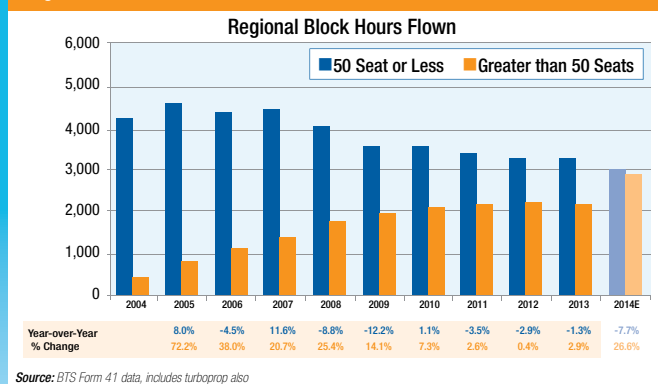
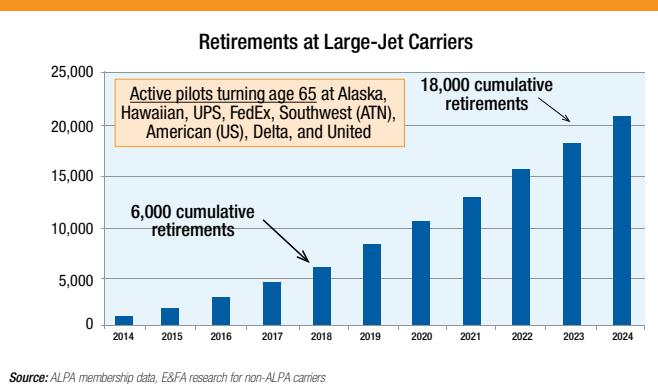


Figure 10: Projections Show that by 2023 the Number of Large-Jet Pilot Retirements Would Reach 18,000



And underlying all these requirements are two key components—managements that have the ability to recognize and deal successfully with the dynamic environment of the airline industry and highly trained professional pilots who day in and day out safely transport their passengers and cargo from one destination to another.

face increased pressures to find alternative contracts/customers, or have had to adapt or change their business models. In 2014 the industry saw the unfortunate demise of Global Aviation Holdings, Inc. and its subsidiaries North American Airlines and World Airways, as they were not able to successfully restructure in a new environment. As this issue goes to press, some smaller Canadian operators, including Kelowna Flightcraft, are facing these challenges. Others like Canadian North and First Air are adapting by considering options such as consolidation.

This sector of the industry requires even more agility in today's highly competitive environment. Adapting to the changes in the freight market is necessary to survive and to thrive. In many cases, this may involve painful decisions such as eliminating dedicated freighters, knowingly accepting revenue reductions, reducing the company's footprint, and changing or adapting the product.

An evolving industry

The North American airline industry has evolved significantly, and it needs to continue to evolve as the environment in which it operates changes. What does it take to be successful in this industry? A strong demand for seats and/or cargo (aided by a growing economy), favorable government policies, and financial wherewithal, to name just a few. All of these are essential to the health of the industry. The ability to adapt to an evolving industry and operating environment is also essential—whether it's through economies of scale, having more control of airline operations, reconsidering the business model, and/or recognizing the need for product/customer diversification. As airlines adapt to tomorrow's industry, there will be new requisites to succeed, and the agility to recognize and implement those changes will be necessary. And underlying all these requirements are two key components—managements that have the ability to recognize and deal successfully with the dynamic environment of the airline industry and highly trained professional pilots who day in and day out safely transport their passengers and cargo from one destination to another.



Figure 11: Increased Capacity From Passenger Fleet Pressuring Cargo Yields

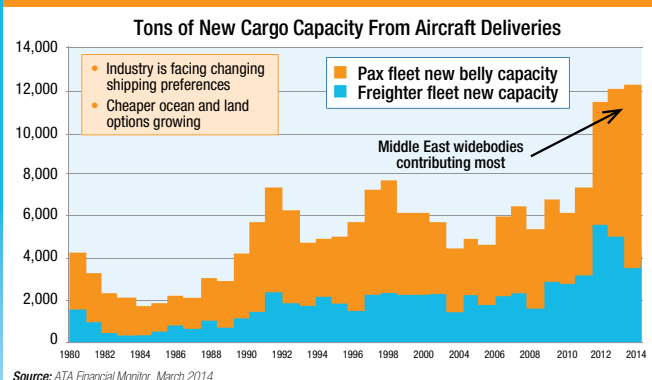
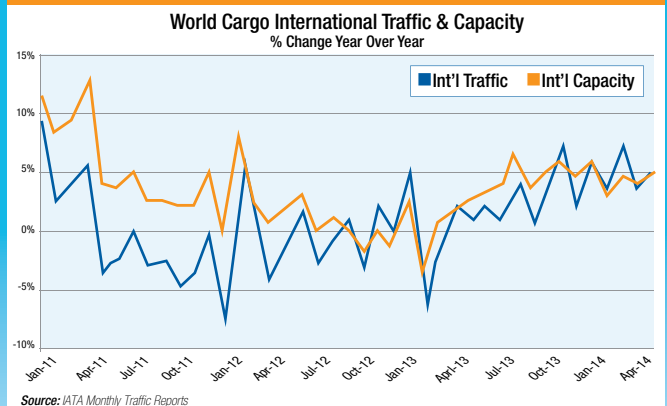


Figure 12: Cargo Industry Struggling, but Outlook Is Improving



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Does North America Have a Pilot Shortage or a Pilot **PAY** Shortage?

ALPA Pilots Know the Answer.

By ALPA Staff

A new ALPA fact sheet shows that rock-bottom starting pay and benefits and little opportunity for career advancement are creating major hurdles for regional airlines in attracting new pilots to the profession. Meanwhile, hundreds of qualified pilots are furloughed and others choose to work abroad or outside the industry. The union's new fact sheet makes it clear: It's no pilot shortage; it's a pilot PAY shortage.

"There may be a shortage of qualified pilots who are willing to fly for U.S. airlines because of the industry's recent history of instability, poor pay, and benefits," said Capt. Lee Moak, ALPA's president, in a February 11 story published in *Businessweek*.

Becoming an airline pilot is an expensive and time-intensive undertaking. "New pilots are asking, given the expense of flight

training today, is it worth the sacrifice to become an airline pilot?" said Capt. William Sprague (Envoy Air), his pilot group's Master Executive Council (MEC) chairman. "In my case, I would not have been able to pursue this career had my spouse not been earning an income at the time I entered the profession."

Many new pilots complete their college aviation education and training after investing \$150,000 or more. "When I decided to become a pilot, I knew that a major commitment in both time and money would be required in order to reach my goal," said Capt. Brendan Cantwell (Air Wisconsin). "New pilots entering our field need to be compensated commensurate with the level of training, education, and expertise that the flying public expects whenever they board an aircraft."

Students who are currently considering professions for which someone with an aviation program diploma might be qualified can identify many careers that offer stronger starting salaries and future growth prospects than becoming a pilot. Even for new graduates who are determined to work in aviation, other jobs such as test engineer or operations manager can add up to a more promising career.

Numbers show no shortage of pilots

"When you look at how many qualified airline pilots are currently on furlough, working in other professions, or working abroad, it's impossible to find any factual basis for an alleged pilot shortage; it's clearly a pilot pay shortage," continued Moak.

More than 700 ALPA pilots are currently on furlough in North America. In addition, hundreds of other qualified airline pilots currently work abroad at airlines such as Emirates Airline, China Eastern

10 Lowest-Paying Airlines

Estimated First-Year Salary as of July 20, 2014

Great Lakes	\$14,616
Silver Airways	\$18,693
SkyWest Airlines	\$20,064
Mesa Airlines	\$20,183
GoJet Airlines	\$20,504
Republic/Shuttle/Chautauqua	\$20,655
ExpressJet Airlines	\$20,745
Atlantic Southeast Airlines	\$20,907
Trans States Airlines	\$21,531
PSA Airlines	\$21,600

Airlines, and Etihad Airways because these companies offer compensation that is commensurate with the pilots' skill and experience. Many of the pilots working elsewhere would prefer to fly for U.S. airlines.

A recent Government Accountability Office report also found that there is no current shortage of qualified airline pilots in the United States.

ALPA working to maintain highest safety standards

Some in the industry continue to use an alleged pilot shortage as an excuse to cancel flights, drop routes, and attempt to roll back safety regulations, including the FAA's new pilot fatigue and first officer qualification rules.

During the rulemaking process, the FAA invited industry, labor, and government to help develop the new regulations that would recognize quality training over quantity of hours by giving flight-hour credit toward the 1,500-hour requirement for higher quality training programs such as military, university, and college pilot training programs. The airlines were fully involved in the process and supported it. In fact, the Regional Airline Association led the effort as chair of the FAA's First Officer Qualifications Aviation Rulemaking Committee. The new regulations reduced the 1,500-hour requirement to 750 hours for military-trained pilots, 1,000 hours for university-trained pilots, and 1,250 hours for two-year college-trained pilots.

"These new safety requirements were developed with input from industry, labor, and government. That's where we do our best work—when working together," said Moak in testimony before the U.S. House of Representatives Transportation & Infrastructure Committee's Subcommittee on Aviation in April. "The Regional Airline Association chaired the First Officer Qualifications Aviation Rulemaking Committee, and the airlines have had years to prepare for the implementation of the new regulations."

ALPA's pilot representatives, along with Engineering & Air Safety and Government Affairs Departments staff members, have made clear on Capitol Hill that no pilot shortage currently exists. "We have delivered to Congress our message that talk of an alleged pilot shortage is a contrived

argument to attempt to roll back important new regulations and legislation that help advance safety in the U.S. airline industry," said Capt. Robert Hamilton (PSA), ALPA's Security Council chairman. "ALPA will not waver in our commitment to ensuring the highest standards of security and safety."

Future demand shows the need to act now

Boeing's 2014 Pilot and Technician Outlook, released in July, projects that between 2014 and 2033, the world's air transportation system will require 533,000


Projected demand for new pilots by global region between 2014 and 2033

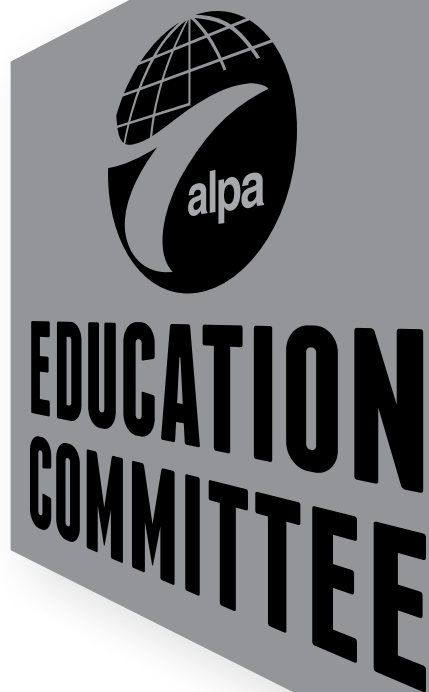
Asia Pacific	16,000 pilots
Europe	94,000 pilots
North America	88,000 pilots
Latin America	45,000 pilots
Middle East	55,000 pilots
Africa	17,000 pilots
Russia and CIS	18,000 pilots

Source: Boeing 2014 Pilot and Technician Outlook

new airline pilots. Pilot demand is up approximately 7 percent compared to 2013.

The solution to encouraging more individuals to become airline pilots lies in industry, government, and labor engaging to create economically strong airlines that can provide stable career growth.

"We don't have a pilot shortage today, but we will have one in the future, unless our governments adopt national policy that will put North American airlines on a level playing field internationally to create stability and consistent profits in our industry," said Capt. Richard Swindell (Air Wisconsin), chairman of ALPA's President's Fee for Departure Task Force. "An economically strong and stable airline industry will in turn create opportunities to meet the challenges of the pay and benefits shortage and make being an airline pilot a more attractive career for everyone." 



OFFERS STUDENTS INSIDER'S PERSPECTIVE

by *John Perkinson, Staff Writer*

ALPA is continually looking forward, anticipating and preparing for all that the future holds for the airline piloting profession. Meeting the needs of the aviation industry will in part depend on a steady stream of qualified pilots to fill the seats of retiring baby boomers and later generations. “If we are to successfully meet the demands placed on future cockpit crews, we must bring the industry to today’s students,” says Capt. Lee Moak, ALPA’s president. And that’s just what the Association does, working through a specialized cadre of approximately 600 pilot volunteers who serve as members of ALPA’s Education Committee.

Part of ALPA’s Professional Development Group, the Education Committee works to publicly promote the piloting profession and provides hands-on support to aviation-accredited colleges and universities that offer flight programs. ALPA fully understands that more and more of its members are graduates of these schools and recognizes the many opportunities that exist in bridging the gap between industry and

academia. The Association offers two ways for students to get involved.

First, participating colleges and universities work with ALPA’s Education Committee to arrange for pilot guest speakers to attend classes and provide their insights about airline operations and day-to-day line flying. These events offer students a glimpse into the world of an airline pilot and give them a chance to ask questions. Second, ALPA offers assistance in establishing on-campus, student-led Aviation Collegiate Education (ACE) Clubs, which meet twice a month to engage in aviation-related discussions and activities. Both of these programs are designed to introduce students to working airline pilots and to use scenario-based

training and mentoring to instill a sense of professionalism in these future airline pilots.

ALPA’s outreach efforts have been phenomenally successful and popular with its participating schools. The ACE Club at Embry-Riddle Aeronautical University in Prescott, Ariz., received its first-ever Eagle Program Award last semester for the positive effect its projects and activities have had on students.

INTERESTED IN VOLUNTEERING?

Want to help promote the airline piloting profession to young men and women who are interested in aviation careers? Scan the QR code or send an e-mail to Education@alpa.org.



VIP ACCESS

The Prescott ACE Club members certainly haven’t let the grass grow under their feet. Late last year, the group worked with their ALPA Education Committee liaison, F/O Kurtis Ludwig (Delta), to organize a field trip to the Terminal Radar Approach Control Facilities and Tower in nearby Phoenix.

Students met with air traffic controllers and watched how they work with cockpit crews from the taxiing phase of operations right up to the flight’s handoff to Albuquerque Center.

Later that day, thanks to the efforts of Mesa Master Executive Council (MEC) officers, participating Embry-Riddle students were given a tour of the airline’s dispatch, control, and training centers, as well as its maintenance hangar.

In October, the Mesa MEC worked with its airlines to secure a US Airways Express CRJ900 for Embry-Riddle Prescott’s annual October West Air Show. The airplane landed on the campus runway and parked at the nearby hangar, offering students a chance to see an airliner’s systems up close. This kind of comprehensive access is virtually unheard of—outside of ACE Club circles.

At Purdue University this spring, Envoy Air pilots Capts. Mike Friedlund and Eli Hudson and F/O Katie Jewell as well as F/O Barry Smith (United) and Capt. Craig Stephens (Delta) attended the School of Aviation’s

career fair. Later that day, they met with officers of the Purdue Professional Pilots, a student organization for college aviators, as well as instrument flight students.

ALPA currently has memorandums of understanding for pilot mentoring programs at both the Prescott and Daytona Beach campuses of Embry-Riddle, Parks College of St. Louis, and the University of North Dakota. The Association also established outreach programs at Purdue, Southern Illinois University, and Western Michigan University to interact with aviation students. Each of these schools has a “go team” staffed with ALPA pilot alumni and a university liaison, and the Association plans to expand its efforts to Lewis University, Kent State University, and several other institutions in the near future.

If you know a student who wants to learn more about becoming an airline pilot, direct them to www.clearedtodream.org, which offers details about scholarships and other available resources, videos, and information about qualification standards. Most importantly, the site provides contact information enabling students and organizations to reach out to ALPA and request assistance.

BEST OF THE BEST

Each year, ALPA sponsors the National Intercollegiate Flying Association’s Safety and Flight Evaluation Conference (SAFECON), which is a competition testing the skills and decision-making of college aviation students. ALPA pilot volunteers staff a booth at the event’s hangar and host gatherings like May’s pizza forum, which drew nearly 250 students.

ALPA’s Education Committee also works closely with the Aviation Accreditation Board International, which advances quality aviation education programs through program accreditation and leadership.


However, Education Committee activities are not limited to collegiate programs. The group offers support to elementary, middle, and high schools, providing speakers and materials for career days and other events. During the 2013–2014 school year, ALPA pilots attended 72 events, including 40 school presentations in the state of Hawaii alone, making contact with 4,600 students and explaining what it takes to pursue this career path.

In March 2014, more than 300 Boy Scouts and other students visited ALPA’s Education

Committee booth at the fifth annual Discover Your Future in Aviation event at the Pacific Aviation Museum in Honolulu and talked with Hawaiian Capts. Adalbert Doles and Kamelia Zarka and F/Os Reid Emminger, Kalahiki Chang, and David Lau. Meanwhile, Island Air Capt. Lance Monroid and F/Os Tom Kifer and Diana Higbee participated in the Island Air Explorers Aviation Program earlier this year, sharing their experiences and insights with high school and college students.

In addition, members of ALPA’s Education Committee participated

in the 25th Annual Women in Aviation International Conference earlier this year in Orlando, Fla.

Currently led by chairman F/O Costas Sivyllis (PSA), who served as the very first ACE Club president at Embry-Riddle Daytona Beach, the Education Committee enables ALPA to promote the airline piloting profession to those who will continue its legacy. Working directly with professors and students, the Association has an opportunity to influence the preparation and training of these young aviators to ensure that they acquire the skills necessary to enter an airline cockpit. 

COMMITTEE TALK

Capt. **Dave Ryter** (Envoy Air) recently stepped down as chairman of ALPA’s Education Committee. Before leaving his position, *Air Line Pilot* talked with Ryter about the value and accomplishments of this Association outreach effort.

Q. WHAT VALUE DOES THE EDUCATION COMMITTEE PROGRAM PROVIDE ALPA MEMBERS?

A. Through its mentoring and professional development programs, ALPA’s Education Committee is helping to ensure that future aviators have a successful transition into the airline piloting profession. These programs bring ALPA subject-matter experts into the classroom to use scenario-based training that will help these young men and women better understand the need for professionalism and the role that integrity and ethics play in the airline piloting career. The universities do a superb job preparing these students academically; it’s our goal to help the maturation process by bringing the industry to these students in new and creative ways.

Q. HOW HAS THE EDUCATION COMMITTEE EVOLVED OVER THE PAST FEW YEARS?

A. Approximately five years ago, in response to the chang-

ing shift of applicants in the hiring pool with fewer flight-time hours, the committee began building alliances and creating professional development programs with aviation colleges and universities. Now, with 600 dedicated committee volunteers, ALPA has a presence at seven prestigious collegiate institutions, works with various industry organizations such as the Aviation Accreditation Board International, and plans to expand its outreach to other schools and organizations over the next few years. In addition, the committee has worked with a number of airlines, including Compass, Delta, Mesa, and United, that support ALPA’s efforts by providing guest speakers.

Q. WHAT’S THE BEST THING ABOUT BEING AN EDUCATION COMMITTEE VOLUNTEER?

A. As pilots, we have one of the best jobs avail-

able, and one that continues to capture the imagination and dreams of so many. It’s extremely rewarding to be able to meet students of all ages, share what we do, and cultivate the next generation of airline pilots in a tangible way. ●





Atlantic Southeast Pilot Takes On *American Ninja Warrior*

By **John Perkinson**, Staff Writer

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

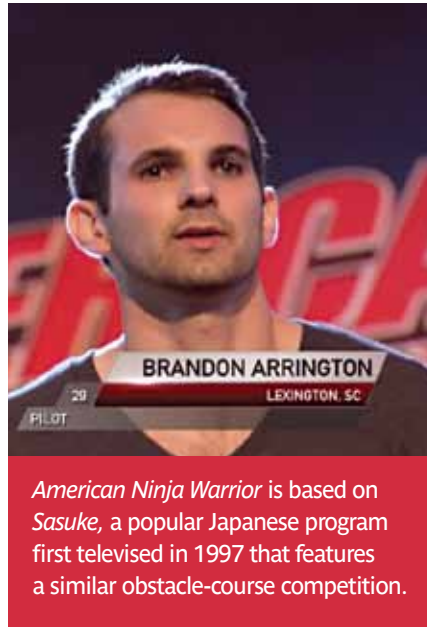
The third time could well be the charm for F/O Brandon Arrington (Atlantic Southeast), as he begins the process of preparing for the 2015 season of the sports entertainment program *American Ninja Warrior*. Arrington, who competed in 2013 and earlier this year, says of the program's infamous obstacle course, "It's not as daunting as it looks. You can either fall in the water or fall on the mats. You've just got to be willing to go out there and possibly embarrass yourself."

Now in its sixth season, the show features contestants navigating a series of grueling tests of strength, agility, and coordination in a race against the clock to see who can finish with the best time. Finalists from competitions in five different cities then proceed to Las Vegas, Nev., where they compete for the \$500,000 grand prize.

An admitted thrill-seeker, Arrington, who lives near Columbia, S.C., has his share of skydiving and bungee-jumping stories. He's also a physical fitness fanatic who years ago transformed his garage into an elaborate workout facility. Upon seeing this arrangement, a neighbor commented that Arrington should try out for *American Ninja Warrior*. Later that same week, an Atlantic Southeast captain, after spotting her copilot bouncing around the equipment in a layover hotel gym, made the same recommendation.

With his wife's encouragement, Arrington prepared the required video submission, describing himself and talking about how he would train for the program. He was soon selected to compete in Miami, Fla., for the 2013 season.

Arrington noted that *American Ninja Warrior* films the competition for each of the qualifying cities in two consecutive



American Ninja Warrior is based on Sasuke, a popular Japanese program first televised in 1997 that features a similar obstacle-course competition.

all-night contests.

Arrington emphasized that there are no dry runs and that you face the series of obstacles for the very first time in front of the cameras. "You start the course with something called the quintuple steps and end with the infamous warped wall, a 14-foot curved wall you have to scale," he said. He noted that for his first run, he concentrated on completing the course rather than focusing on his time and was one of 18 finishers.

However, *American Ninja Warrior* added four additional obstacles to the course the next evening, and Arrington fell on the pipe slider, dashing his chances of advancing to Las Vegas for the 2013 season.

Convinced he could do better, Arrington prepared a new video submission, hoping to be invited back to the 2014 season. And with a second invitation, Arrington resumed his training regimen. To better condition himself, he transformed his backyard into an obstacle course. During trip layovers, he ran up and down hotel stairwells and used tree branches, scaffolding, and playground equipment to



Arrington takes on the monkey pegboard obstacle (top) then launches himself from the pipe slider onto the cargo net (bottom) before climbing under it without touching the water.

master a variety of pull-ups.

A camera crew traveled to the Arrington home to profile the contestant and his family. In addition to footage from around the house, the crew filmed the Atlantic Southeast pilot flying a Cessna 182 to give viewers a glimpse of his personal life.

In May 2014, he returned to Miami. Rooted on by the audience and several family members, Arrington breezed through the course the first night. However, during the next night's finals it rained for a portion of the competition, including Arrington's heat, and he fell on the dancing stones obstacle.

Arrington said he has enjoyed the notoriety that comes with appearing on television. He teaches Sunday school at his local church and divulges that he's now a mini-celebrity with the kids in his class. He's also been profiled by a Columbia-area television news crew. In the interview, he credited his father as his inspiration. James Arrington battled cancer for nearly 10 years, living far past doctors' forecasts by maintaining a positive attitude.

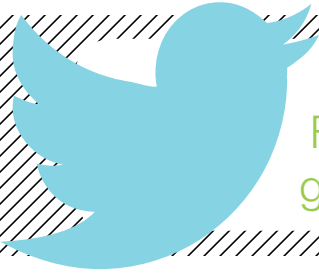
Brandon Arrington's sights are firmly set on the 2015 season of *American Ninja Warrior* as he once again begins the process of applying to appear on the show. And with training, a positive attitude, and good fortune, we look forward to seeing him in Las Vegas with next year's finalists. Stay tuned! 🌟

The Landing



BOEING PHOTO

The **Twitterverse** lit up during ALPA's 60th Air Safety Forum. Here's a sampling of what pilots, ALPA, and government and industry stakeholders had to **tweet**.



Industry Tweets

WSI Aviation @WSIAviation · Aug 4
#WSI_Aviation sharing the importance of real-time turbulence data with WSI TAPS at @WeAreALPA 60th Air Safety Forum!

NACC-CNLA @NACC_CNLA · Aug. 6
NACC is pleased to attend @WeAreALPA's 60th Air Safety Forum in Washington. Watch the happenings here: <http://bit.ly/1scpxWN>. #ASF60

PSA MEC @PSAALPAMEC · Aug. 6
Excellent and informative panels regarding onboard fires and lithium battery hazards this morning at the ALPA Air Safety Forum! #ASF60

TS24 Travel @TS24inc · Aug. 6
Wow! Love it! MT @WeAreALPA: Check out @FAANews #NextGen Flight Simulator! #FlyNextGen #ASF60



NCR Corporation @NCRCorporation · Aug. 6
Congrats to Miami Int'l Airport (@iflymia) for being named 2013–14 Airport of the Year. #ASF60



Lori Garver @Lori_Garver · Aug. 7
Reisman: "com'l space needs to get more like com'l airlines. The model is what you do every day!" #ASF60 @WeAreALPA

Martin Chalk @GlobalGent · Aug. 7
Great to have renewed so many friendships during a very productive @WeAreALPA #ASF60. Principled and selfless air safety advocates!

Aireon @AireonLLC · Aug. 7
It has been a great week at the @WeAreALPA's Air Safety Forum this week in Washington, D.C.!

Drone Analyst @droneanalyst · Aug. 8
No unmanned flights "anytime soon," FAA Assures Air Line Pilots Association (ALPA) Air Safety Forum. <http://bit.ly/1r0wmLb> #drones #UAS #UAV

Delta MEC Comm @Delta_MEC_Comm · Aug. 9
Capt. Don Wykoff receives the Presidential Recognition Award. Congrats, Capt. Wykoff! #ASF60

ALPA Tweets

ALPA @WeAreALPA · Aug. 6.
"When we come together as ALPA, our influence is even greater."—Capt. Moak

ALPA @WeAreALPA · Aug. 6
@NATCA President: Thanks to pilots and controllers, our #aviation system is "Safe and Sound."



ALPA @WeAreALPA · Aug. 6
Attending our Air Safety Forum? Be sure to check out @FAANews #NextGen Flight Simulator! #FlyNextGen

ALPA @WeAreALPA · Aug. 7
Thank you F/O Steve Jangelis, for your ongoing commitment and contributions to advance #aviation #safety. #ASF60

ALPA @WeAreALPA · Aug. 7
Thank you, Capt. Fry, for your commitment to safety & for being an invaluable asset to your airline & to ALPA. #ASF60

ALPA @WeAreALPA · Aug. 7
@FAANews, Gen. Ed Bolton talks to pilots on why #NextGen is crucial to the future of #aviation. #FlyNextGen

ALPA Resources and Contact Numbers

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



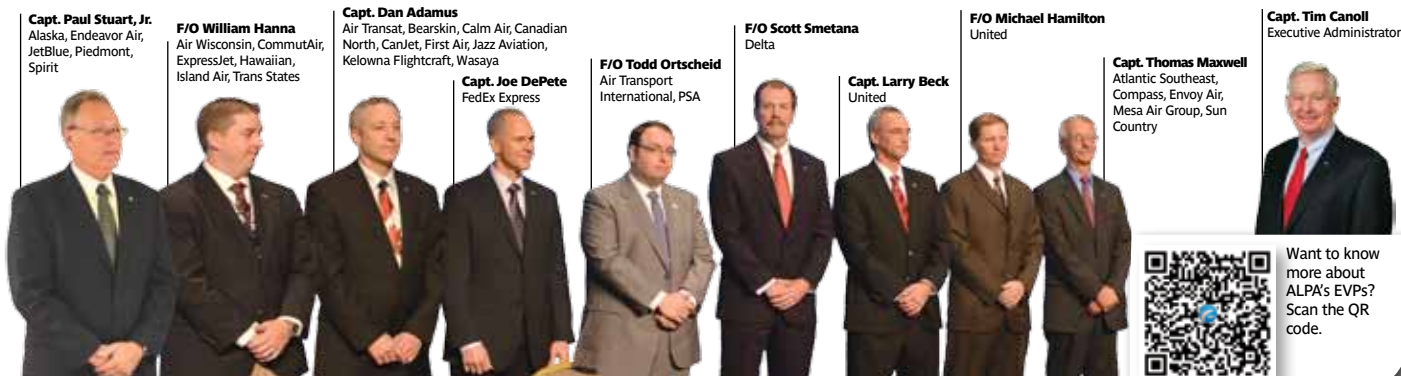
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Administration/Secretary

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



Capt. Paul Stuart, Jr.
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JetBlue, Piedmont,
Spirit

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

Capt. Dan Adamus
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North, CanJet, First Air, Jazz Aviation,
Kelowna Flightcraft, Wasaya

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International, PSA

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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 Canoll
Executive Administrator

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

ALPA Sudoku

(© paulspages.co.uk)

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

The solution to this month's ALPA sudoku can be found on page 11.

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

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

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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Canadian Publications Mail Agreement #40620579: Return undeliverable magazines sent to Canadian addresses to 2835 Kew Drive, Windsor, ON, Canada N8T 3B7.

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 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.



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Now Boarding: ALPA Supplemental Dental!

Delta Dental Insurance Company, part of the largest dental benefits system in the United States, is now offering two insurance plans *tailored and offered exclusively to eligible and retired ALPA members.*

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