CLOSING THE CARGO GAP

Talk about FABulous Flying!
Page 27

Take Care of Your Eyes
Page 35

App-solutely Addicted
Page 37
Watch updates from Capitol Hill on the Export-Import Bank reform, funding for the Federal Flight Deck Officer program, and one level of safety and security for both passenger and cargo airline pilots. Plus, take a personal tour of the B-787 cockpit and crew rest facilities.

Enter to win a Sennheiser headset valued at $850 at flightdeck.alpa.org

Stay Connected
ALPA has many ways to keep you up-to-date on everything ALPA.

TO LEARN MORE, VISIT www.alpa.org/stayconnected
COMMENTARY

4 Take Note
Hate to Be the Last to Know?

5 Aviation Matters
Everything Matters. Everything.

6 Guest Commentary
Ensuring Safe Skies

7 Pilot Commentary
Our Futures Are Linked

FEATURES

18 The 67th Annual IFALPA Conference: Collaborating to Advance Global Pilot Issues

22 Closing the Gaps

25 Negotiations Under the RLA

27 FABulous Flying

DEPARTMENTS

8 Preflight
Facts, Figures, and Info

31 From the Hill
Cassidy Denounces EU ETS as “Job Killer” During Senate Hearings; ALPA Praises Export-Import Bank Reforms; ALPA Calls on Congress to Raise Airline Industry to One Level of Safety

34 Our Stories
Slipping the Surly Bonds: Sun Country Pilot Recalls Space Shuttle Days

35 Health Watch
How to Shop for Sunglasses

37 The Landing
Pilot-Preferred Apps

38 We Are ALPA
ALPA Resources and Contact Numbers

About the Cover
The joys of flight: In cruise, staring into a merciless sun, many time zones yet to cross. Photo by F/O David Putze (FedEx Express). To view a page-turning version of this issue, scan the QR code with your smartphone. New to this technology? Download a QR reader to your smartphone, scan the code, and read the magazine.

If you’re...

Flying into New York, Philly, or D.C.
Flip to page 16 and find out when and where the Known Crewmember program will show up next.

Ready for an update on eliminating the cargo carveout
Check out “Closing the Gaps” on page 22.

Wanting to get into the cockpit of a 787
Take the personalized tour with The FlightDeck on page 11.

Trying to see better
Read “Health Watch” (page 35) to find out what sunglasses are best for you.

App-solutely addicted
Check out pilot-preferred apps in “The Landing” (page 37) to see which ones you must download on your smartphone.

Making a connection
Get Capt. Richard Swindell’s (Air Wisconsin) take on why pilots should lose their (self) identifiers (page 7).

Wondering where the best place is to see the northern lights
Turn to “FABulous Flying,” page 27, to learn the challenges First Air pilots face operating in the high Arctic.

Hate to be the last to know? Then you should check out ALPA Daily.
We all know that what happens globally affects us locally. And in the aviation industry, it couldn’t be more true.

At a recent International Air Transport Association conference in Beijing, Qantas Airlines CEO Alan Joyce was elected IATA chairman. Meanwhile, his airline has been thwarting possible takeover bids resulting from plummeting stock prices. Despite rumors of a takeover offer, the chief executive of Emirates has said the airline has no interest in Qantas. Back at the IATA conference, global aviation leaders called out the EU for its emissions trading scheme while China threatens to impound European airplanes if the EU fines China for not complying with the EU’s scheme. There’s also news that a full-out trade war is on the horizon. It’s amazing how decisions halfway around the world can determine what’s going in your airplane tomorrow.

We covered it all in one edition of ALPA Daily, which brings you the latest industry news from around the globe on issues that matter most to pilots. We’re including everything from airline business news to safety and security stories—and especially what’s happening at your airline.

ALPA Daily is posted each day at www.alpa.org with articles from USA Today, Barron’s, the Seattle Post-Intelligencer, Reuters, and more.

It’s just one of the latest publications we’ve developed to keep you informed of the latest airline news. So check it out—and, as always, if there’s something you want to see, let us know.

Marie Schwartz
Director, ALPA Communications
Marie.Schwartz@alpa.org
Earlier this year I had the privilege of riding the jumpseat on some First Air flights. Personally, it was an incredible opportunity to experience first-hand operating in the high Arctic. I’ll never forget meeting a small group of First Air pilots in Iqaluit one night—and looking south to watch the northern lights. You can read more about the astonishing kind of flying that the First Air pilots do every day in “FABulous Flying” on page 27.

But I’d like to point out just a few of my own highlights: We landed on gravel runways topped with hard-packed snow at Arctic Bay and Resolute. The pilots who flew me to Resolute couldn’t RON, as they usually do, because no mechanic was on duty. The mechanic had broken his arm a few days earlier and had been flown south for medical treatment. The ATR 42 had to divert to Pond Inlet for the night.

My stay in Resolute was longer than anticipated because a chartered Dornier blew a tire after taxiing onto the runway for takeoff—the wheel rim dug into the snow and gravel, closing the runway for several hours. The ATR 42 circled but bingedo to Arctic Bay. An ATR 72 that was flying into Pond Inlet had to divert three hours back to Iqaluit because the temperature at Pond Inlet dropped below –35 degrees, the operating limit for the airplane. In addition, they operate in an environment where navais are being decommissioned and RNAV capability is slow to come on line.

Each of these challenges came within a small window of time, and they truly illustrate the extreme conditions in the high Arctic and the tremendous professionalism that is required of, and demonstrated by, the pilots who fly up there. The First Air pilots’ skills were above and beyond the everyday flying norm. When they were flying, they were always preparing for the next emergency.

Now I know that we don’t all fly in such extreme conditions, but these pilots’ abilities emphasize the type of experience needed to get into the cockpit of any airplane. The fact remains that—even in the most ideal climate—we all must ready ourselves for the next emergency when we’re flying.

For more than 80 years, the Air Line Pilots Association, International, has championed for well-trained, highly motivated, professional pilots in every airplane: because we all know that flying today’s complex airplane in very congested and complicated airspace is a challenging undertaking even for experienced pilots. You can read the white paper at levelingtheplayingfield.alpa.org.

Our challenge is to address the systemic global reality that entry-level pilots hired by airlines over the past few years generally have less experience than pilots hired in previous years. In some cases, pilots barely meet the qualifications and competencies established as the accepted minimums for airline pilots.

Because fewer experienced pilots are available for hire, many countries have implemented training programs designed to produce pilots in a short period of time with virtually no experience. In addition, many airlines have lowered their minimum hiring requirements. In some cases, the hiring requirements have been lowered to the minimum allowable to acquire a commercial pilot certificate.

Recent accidents in the U.S. have led Congress and the FAA to recognize the inherent shortcomings in today’s qualification standards. Numerous Aviation Rulemaking Committees have developed many recommendations that the FAA is presently compiling into a proposed rulemaking to amend the requirements regarding the flight training, qualifications, screening, and mentoring of the next generation of airline pilots as mandated by the Airline Safety and Federal Aviation Administration Extension Act of 2011 (P.L. 111-216).

ALPA remains engaged at every level and will continue leading the industry here and abroad in our quest for the safest possible flying culture.
Ensuring Safe Skies

By Senator Barbara Boxer (D-Calif.)

Recently there was an accident at Chicago’s O’Hare Airport in which a cargo airliner clipped a passenger airplane on the taxiway. Luckily, no injuries were reported, but this incident reminds us that cargo airliners share many of the same runways and the same airspace as passenger airliners. It is also a clear example of why cargo airlines and passenger airlines should operate to the same safety standards.

That is why my colleague Senator Olympia Snowe and I joined together to introduce bipartisan legislation that improves aviation safety by addressing the critical issue of pilot fatigue. The Safe Skies Act of 2012 will close a loophole in the Department of Transportation’s recent rule on pilot fatigue and ensure that pilots of cargo airliners are just as well rested and prepared for their important work as the pilots of passenger airliners with whom they share runways and airspace.

Following the tragic crash of Colgan Flight 3407 in 2009 outside of Buffalo, NY, Senator Snowe and I introduced the Ensuring One Level of Aviation Safety Act, which aimed to address several important aviation safety issues, including the need to update pilot fatigue regulations to reflect new scientific research.

The NTSB has cited pilot fatigue as a factor in many aviation accidents over the years, and it is a factor that does not just affect pilots flying for passenger airlines. In 2002, a FedEx B-727 struck trees during final approach to Tallahassee Regional Airport due to fatigue. The captain, first officer, and flight engineer were seriously injured, and the airplane was destroyed by the impact and resulting fire.

These tragic accidents demonstrate that ensuring that all pilots are well rested when they step into a cockpit is a crucial safety measure. The issue of fatigue in transportation operations is not new; it has been on the NTSB’s list of “most wanted” safety recommendations since the list was started in 1990. We simply cannot wait any longer to implement comprehensive fatigue management plans for all airline pilots.

Under the new rule issued by the Department of Transportation updating pilot duty and rest regulations, pilots of passenger airlines will be limited to flying eight or nine hours depending on the start time. Minimum rest periods will be 10 hours, with the opportunity for 8 hours of uninterrupted sleep. This new rule, which will take effect in January 2014, is an important step forward for the safety of both pilots and passengers.

Unfortunately, cargo pilots were left out of the rule, undermining the one level of safety we are trying to achieve in our aviation system.

Current rules regarding cargo flight operations permit cargo pilots to be on duty as many as 16 hours during a 24-hour period, regardless of when they begin their shift. Compared to passenger pilots, cargo pilots are permitted to fly 60 percent more hours—as many as 48 hours in a 6-day period. Keeping cargo pilots out of the improved flight- and duty-time regulations just does not make sense. They, too, need rest in order to safely perform their jobs.

I am proud to join Senator Snowe in supporting this bipartisan legislation that would direct the secretary of Transportation to apply the same flight- and duty-time regulations to pilots of passenger and cargo airliners alike. We are also very grateful for the support of the Air Line Pilots Association. The pilot’s perspective—your perspective—on this issue is a crucial one. You are the ones who face the challenges and meet the responsibilities of flying safely. Your commitment to one level of safety speaks volumes and will help us move this bill forward.

This science-based, commonsense legislation will address a critical safety issue so that all pilots—whether passenger or cargo pilot—will meet the same flight and duty standards and have the same opportunities to rest and safely perform their jobs.

Our nation’s passenger and cargo airline pilots have come together to support this important safety bill. Senator Snowe and I look forward to working with our colleagues in Congress, including Representatives Chip Cravaack (R-Minn.) and Timothy H. Bishop (D- NY), who have championed this legislation in the House, to pass the Safe Skies Act of 2012 so we can continue to improve the safety of our nation’s aviation system.
Our Futures Are Linked

By Capt. Richard Swindell (Air Wisconsin), MEC Chairman

Contract negotiations, seniority integrations, bankruptcies, furloughs, and other career uncertainties are just a few of the issues regional pilots face in today’s competitive marketplace. Sound familiar? It should. Pilots around the world are dealing with similar issues regardless of the type of aircraft they fly. With multiple airlines in bankruptcy, furloughs, mergers, mass pilot retirements, the absence of an entrant pilot workforce, and new flight-time/duty-time (FT/DT) regulations being implemented within the next 18 months, it’s anyone’s guess.

I did, however, gain additional insight into the industry after attending a couple of meetings during the past few months. The first was the International Federation of Air Line Pilots’ Associations (IFALPA) meeting in December. As an Air Wisconsin pilot, why would I attend a meeting with pilots from across the globe when we have plenty of domestic issues? Because our issues are largely the same.

We’re concerned about violating White House airspace out of DCA, and Mediterranean pilots are worried about violating Libyan airspace. We’re troubled about scope and flying being transferred to another airline, and the Qantas pilots have similar worries. And 191 members of the International Civil Aviation Organization (ICAO) have been waiting along with U.S. pilots for the new FT/DT regulations. The similarities are endless, and there is no doubt that we are connected to a larger, global industry and economy. It’s important for us to keep our industrial visual scan moving and harness information to resolve issues at our own airlines and around the industry.

I also attended the Regional Airline Association summit along with the master executive council chairmen from Atlantic Southeast, Comair, ExpressJet, Pinnacle, and SkyWest. We heard regional airline CEOs, airport executives, and industry experts discuss the state of the regional industry and U.S. air transportation. Many of their concerns are ours—pilot hiring and labor shortages, fuel costs, capacity purchase agreements and mainline flying contracts, aging aircraft, etc. The regional industry was born out of $20-per-barrel oil and $5 refinement. Now, oil costs $90–100 per barrel, and refining costs are $35–45.

Most regional carriers were set up for pilots to move to a mainline airline in a few years, yet the regional slice of the industry now finds itself with little vertical career movement, comprising more than 50 percent of the domestic fleet with 53 percent of domestic departures and providing lift for more than 25 percent of daily passenger enplanement. Through 2012 and beyond, we could see the resurgence of relatively fuel-efficient turboprops such as the Q400, suffer additional regional consolidation, endure sustained mainline capacity discipline, and bear the continuation of high fuel prices despite some recent drops. We’ll also see continued use of regional airlines to provide feed, though potentially coupled to mainline scope relief reducing or ultimately eliminating the 50-seat market. And we will almost certainly experience a labor shortage (despite the number of furloughs as a result of poor corporate stewardship) if the airline industry cannot make this career more attractive and stable.

As ALPA pilots, we have a vested interest in the entire industry—not just in our fleet, airline, or segment. It’s that myopia that has gotten us into trouble in the past. We should want to leave our industry in better condition than we found it. Together, we must develop realistic solutions to the problems facing the industry and our careers, and look for opportunities to help keep our companies competitive while advocating for employees and their families.

Foreign cabotage or the dealings of the Export-Import Bank may not be as high on the typical regional pilot’s list of concerns as grievances, schedules, airline stability, and career advancement; however, this doesn’t mean we should disregard those issues. The industry is cyclical and will—in one form or another—come back around. To obtain our collective goals, we need to be engaged with our union, our companies, and our fellow pilots here in North America and abroad. Our futures are linked. If you don’t believe me, do a little research into the history of the airline industry or ask any pilot from United, Continental, Delta, Northwest, US Airways, America West, AirTran, Southwest, American, Pinnacle, Mesaba, Colgan, Atlantic Southeast, or ExpressJet.

Our success depends on all of us as ALPA members. Through our Association, we have worked hard to tear down the barriers that separate us and should not allow ourselves to be defined as regional, mainline, cargo, supplemental, or Canadian pilots.

Through our Association, we have worked hard to tear down the barriers that separate us and should not allow ourselves to be defined as regional, mainline, cargo, supplemental, or Canadian pilots.
Airline Industry Update

Passengers were removed from an American Eagle airplane after its tail was clipped by the right wing of a B-747 cargo airplane at O’Hare International Airport on May 30, reported the Chicago Tribune. Eagle Flight 4265 was headed to Gate G20 at Terminal 3. EVA Flight 661 was on a taxiway when its wing clipped the rudder of the Eagle airplane, according to Karen Pride, a spokesperson for the Chicago Department of Aviation.

According to the FAA’s progress report on NextGen implementation released in March, more than 300 ADS-B ground stations were installed by the end of 2011, with the rest of the planned 700-plus stations slated to be installed by early 2014. Performance-based navigation also continues to expand, and 49 new GPS RNAV routes were established in 2011.

The Los Angeles Times reported that the Transportation Security Administration (TSA) is soliciting proposals for developing a hand-held screening device that would significantly reduce the number of passenger pat-downs. The TSA is seeking a device capable of determining within 15 seconds whether an object is a weapon or an explosive. “If possible, the goal is to detect all threats, including metal and explosives,” the TSA said.

Per the Associated Press, the UN’s World Trade Organization projects that the total number of international tourists will reach the one billion mark this year. “It is quite iconic when you realize one billion people crossed borders,” said Carlos Vogeler, director of the Organization’s Americas region. “It shows from a sociological point of view how things have changed.”

The FAA reported that U.S. civil aviation accidents rose from 1,500 in 2010 to 1,550 in 2011 and that fatalities increased from 469 to 485. All of the fatalities were in general aviation and on-demand FAR Part 135 operations (charter, air taxi, air tour, and air medical operations). Twenty-eight accidents were recorded for scheduled FAR Part 121 airlines, and four accidents were recorded for scheduled Part 135 commuter operations.

According to The Province, Vancouver International Airport was voted best airport in Canada for 2012 in FlightNetwork.com’s State of Air Travel poll. Respondents were asked to name the best and worst airports and select the top three factors that influenced their choice. The time required to go through security, the quality of service, and dining facilities available were top factors determining the outcome of the survey.

Sen. Kirsten Gillibrand (D-N.Y.) has proposed legislation aimed at speeding the removal of Canada geese from the Jamaica

---

### MarketWatch

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Spirit</td>
<td>Spirit Airlines, Inc.</td>
<td>NASDAQ: SAVE</td>
<td>$11.80</td>
<td>$20.61</td>
<td>74.7%</td>
</tr>
<tr>
<td>Piedmont, PSA</td>
<td>US Airways Group, Inc.</td>
<td>NYSE: LCC</td>
<td>$9.10</td>
<td>$13.22</td>
<td>45.3%</td>
</tr>
<tr>
<td>Comair, Delta</td>
<td>Delta Air Lines</td>
<td>NYSE: DAL</td>
<td>$10.08</td>
<td>$12.10</td>
<td>20.0%</td>
</tr>
<tr>
<td>Hawaiian, Calm Air</td>
<td>Hawaiian Holdings, Inc.</td>
<td>NASDAQ: HA</td>
<td>$5.54</td>
<td>$5.78</td>
<td>4.3%</td>
</tr>
<tr>
<td>Alaska</td>
<td>Alaska Holdings, Inc.</td>
<td>NYSE: ALK</td>
<td>$33.77</td>
<td>$34.30</td>
<td>1.6%</td>
</tr>
<tr>
<td>FedEx Express</td>
<td>FedEx Corporation</td>
<td>NYSE: FDX</td>
<td>$93.64</td>
<td>$89.14</td>
<td>-4.8%</td>
</tr>
<tr>
<td>Continental, United</td>
<td>United Continental Holdings, Inc.</td>
<td>NYSE: UAL</td>
<td>$24.15</td>
<td>$21.50</td>
<td>-11.0%</td>
</tr>
<tr>
<td>AirTran</td>
<td>Southwest Airlines</td>
<td>NYSE: LUV</td>
<td>$11.83</td>
<td>$9.03</td>
<td>-23.7%</td>
</tr>
<tr>
<td>Air Transport Int’l, Capital Cargo Int’l</td>
<td>Air Transport Services Group, Inc.</td>
<td>NASDAQ: ATSG</td>
<td>$7.45</td>
<td>$5.07</td>
<td>-31.9%</td>
</tr>
<tr>
<td>Jazz Air</td>
<td>Chorus Aviation</td>
<td>TSX: CHR.B</td>
<td>$4.83</td>
<td>$3.01</td>
<td>-37.7%</td>
</tr>
<tr>
<td>Atlantic Southeast, Expressjet</td>
<td>SkysWest, Inc.</td>
<td>NASDAQ: SKYW</td>
<td>$15.43</td>
<td>$7.05</td>
<td>-54.3%</td>
</tr>
<tr>
<td>Air Transat</td>
<td>Transat A.T. Inc.</td>
<td>TSX: TRZ.B</td>
<td>$13.00</td>
<td>$4.84</td>
<td>-62.8%</td>
</tr>
<tr>
<td>American Eagle</td>
<td>AMR Corp.</td>
<td>OTC: AAMRQ.Q</td>
<td>$6.27</td>
<td>$0.47</td>
<td>-92.5%</td>
</tr>
<tr>
<td>Colgan, Mesaba, Pinnacle</td>
<td>Pinnacle Airlines Corp.</td>
<td>OTC: PNCL.Q</td>
<td>$4.87</td>
<td>$0.08</td>
<td>-98.4%</td>
</tr>
</tbody>
</table>

1 AMR filed for bankruptcy on 11/29/2011. The price shown for 5/31/2012 is the over-the-counter traded value.
2 Pinnacle Holdings, Inc., filed for bankruptcy on 4/1/2012. The stock was delisted from NASDAQ on 4/11/2012. The price shown for 5/31/2012 is the over-the-counter traded value.

Prepared by ALPA’s Economic & Financial Analysis Department
Airline Industry Update

Bay (N.Y.) Wildlife Refuge to help reduce the number of bird strikes, reported the Associated Press. Through March 31 of this year, the FAA has received reports of 1,090 bird strikes.

USA Today reported that Hawaiian Airlines plans to begin service from Honolulu to New Chitose Airport on the Japanese island of Hokkaido in November. Hawaiian entered the Japanese market with service to Tokyo in November 2010 and also flies to Osaka and Fukuoka.

The 15 largest U.S. airlines posted an 84 percent on-time arrival rate for the first quarter of 2012, bettering the previous record of 81.3 percent, per Department of Transportation data. “Thanks to mild weather and operational improvements that our members continue to make, airlines set impressive on-time arrival records for two consecutive quarters, delivering strong results against what is most important to passengers: arriving safely on time and with their bags,” commented Nicholas Calio, president and CEO of A4A.

Bloomberg reported that Kuwait’s government will spend $6 billion to almost double the number of passengers its international airport is able to handle by the end of 2016. Work will begin this year to add a terminal and renovate infrastructure to raise capacity to 13 million passengers per year. The airport, built to accommodate 7 million travelers a year, handled 8.5 million passengers in 2011. The expansion is part of Kuwait’s $111 billion four-year development plan announced in February 2010 to expand the airport; build a subway and rail network; and construct roads, power stations, hospitals, and a port.

FrontLines

Delta Pilots to Vote on TA
On May 14, the Delta pilots’ Negotiating Committee reached a tentative agreement (TA) with management on an amended collective bargaining agreement, more than seven months in advance of the Dec. 31, 2012, amendable date. In a letter to the Delta pilots, Capt. Tim O’Malley, the pilots’ Master Executive Council (MEC) chairman, said, “The Negotiating Committee and its expanded team have accomplished a great deal of work in the last two months, reaching a comprehensive Section 6 agreement in just over two months, a process that normally takes years.”

As of press time, the pilots were voting on the TA.

McKeen Asks NMB to Reject Release from Mediation
On May 23, Capt. Jay Heppner, the United pilots’ Master Executive Council (MEC) chairman, and Capt. Jay Pierce, the Continental pilots’ MEC chairman, sent a letter to the 12,000 pilots who fly for United Continental Holdings, saying, in part, “It is our intent to complete negotiations according to the schedule that was agreed to by all the parties on May 15. However, we must also be prepared should they not. For this reason, we will continue to pursue the parallel track of seeking a release from mediation.…

“As while we absolutely prefer to achieve a contract through negotiations and are committed to staying fully and productively engaged, we are just as willing to proceed down the path of release from voluntary mediation if the company will not conclude a new contract with the pilots in the coming weeks, and if such a release will drive the parties to reach closure.”

To read the entire letter from Heppner and Pierce, scan the QR code above.

United/Continental’s Cargo Int’l Merger
Air Transport International pilots and Capital Cargo have dragged on too long and that there needs to be “a negotiated outcome by mid-June.” He added that the days of “bankruptcy-era agreements” at United/Continental “need to be over, now.”

To read Moak’s letter, scan the QR code below.

On May 28, Douglas McKeen, senior vice president of Labor Relations for United Continental Holdings, sent a letter to Linda Puchala, chairman of the National Mediation Board (NMB), objecting to ALPA’s request for an agreed-to June 15 deadline and a release from mediation in the current negotiations for a joint collective bargaining agreement covering all United pilots. McKeen said that NMB mediation “will continue to be productive” and that the parties should be prepared to continue mediation until the American and US Airways negotiations are resolved.

United’s position to the NMB contradicted its own CEO’s recent letter to the United pilots, arguing that now is the time to “get it done.” But ALPA believes that, in the absence of a definitive backstop, negotiations will continue to drift as they have for the past two years.

Capt. Lee Moak, ALPA’s president, promptly responded to the McKeen letter. In his May 30 letter to the NMB, Moak made clear that negotiations have dragged on too long and that there needs to be “a negotiated outcome by mid-June.” He added that...
International pilots have indicated that they see value in the announced merger between the two cargo airlines. Air Transport Services Group, Inc., the parent company of both airlines, announced the merger of the two airlines on May 10.

“Our crews have been through a lot of change recently, but we welcome this plan to merge and hope to see the benefits of combining operations and pilot groups,” said F/O Chuck Hill, Capital Cargo pilots’ Master Executive Council (MEC) chairman.

“This merger will ensure the survival of an airline and many jobs,” said Capt. Brendan Twomey, the Air Transport International pilots’ MEC chairman. “We believe that working together will create great opportunities for our crewmembers.”

Both pilot groups are working closely with ALPA staff to make sure that provisions are in place to protect the interests of the crewmembers as the airlines merge.

For more information, go to www.alpa.org.

Pilots Honored, Present ALPA Views at RTCA Symposium
On June 5, F/O Scott Graham (United) received the RTCA Significant Contributor Award for his work as a subcommittee chair of RTCA Special Committee 221 (SC-221). In 2008 the group began work to develop performance standards for airplane secondary cockpit barriers and alternative flight deck security procedures. Graham’s contribution was flagged as key to completing the comprehensive package delivered to the FAA in the fall of 2011. The Award was presented during RTCA’s annual symposium held June 5–6 in Washington, D.C.

Capt. Ed Folsom (United), SC-221 airline industry co-chair and former ALPA Security Award recipient, was also honored for his leadership of the group.

With the strong support of ALPA, which has long endorsed the concept of cockpit secondary barriers, the FAA requested that the RTCA undertake this project. Based on the work of SC-221, design standards are now available to airlines that choose to install secondary barriers on their airplanes.

The two-day symposium, “Advancing the Goals of NextGen,” brought together industry leaders and technical experts to discuss efforts to modernize airspace and air traffic control procedures. Capt. Sean Cassidy, ALPA’s first vice president, presented the Association’s views in a panel discussing “Unmanned Aircraft Systems (UAS)—How Do They Fit into NextGen?”

Capt. Fred Eissler (FedEx Express), ALPA’s Aviation Security chair, represented the Association’s views on a panel titled “Security—What Is the Impact on NextGen?”

RTCA, Inc., is a not-for-profit organization that develops technical guidance for use by regulatory authorities and industry. ALPA cosponsored a portion of the two-day symposium.

ALPA, Aviation Community Support military biofuels Initiatives
On May 23, ALPA and members of the aviation community wrote to the Senate Armed Services Committee to urge its support of the military’s work on advanced biofuels in the National Defense Authorization Act. Contrary to the Department of Defense’s stated security needs, the House of Representatives included language that would limit these efforts, potentially thwarting the U.S.’s ability to achieve its energy independence and security goals.

As fuel is the No. 1 cost to the airline industry, ALPA has long supported policies to encourage developing alternative fuels, such as the Domestic Fuel for Enhancing National Security Act of 2011 (S. 1079).

The letter noted that,
“while aviation operators have the strong incentive of the high cost of fuel to be extremely fuel efficient, they are part of a worldwide aviation coalition that has proposed a ‘global sectoral approach’ to further address aviation carbon emissions through an aggressive set of measures and targets…with an aspirational goal of a 50 percent reduction in carbon dioxide emissions by 2050 relative to 2005 levels. “Our plan is to achieve these goals through new aircraft technology, sustainable alternative aviation fuels, and air traffic management and infrastructure improvements. Each of these pillars is vital, but the contribution of alternative fuels could in fact be a ‘game changer.”

To read the entire letter, scan the QR code to the left.

■ ALPA Pushes Congress for One Level of Airline Security

“Controlling access to secure airport areas is critically important to the safety and security of the airline industry and the traveling public,” said Capt. Sean Cassidy, ALPA’s first vice president, following his testimony on May 16 at a U.S. House Committee on Homeland Security Subcommittee on Transportation hearing titled “Access Control Point Breaches at Our Nation’s Airports: Anomalies or Systemic Failures?”

To read Cassidy’s entire testimony, scan the QR code below left.

■ DOT/FAA to Pursue Stricter Penalties for Laser Incidents

In another move that advances the Association’s campaign to stop the illegal use of personal lasers against flight crews, on May 16 Department of Transportation Secretary Ray LaHood announced plans for the FAA to pursue stricter civil enforcement penalties for incidents involving the laser illumination of aircraft.

Since June 2011, the FAA has initiated 28 laser enforcement actions and conducted dozens of additional investigations. A first-time offender can incur a maximum civil penalty of $11,000. The FAA will pursue stiffer penalties for repeat offenders, proposing fines up to $30,800.

The civil fines levied by the FAA are in addition to criminal penalties authorized by Congress in 2011 making it a federal offense to knowingly aim a laser at an aircraft or in its flight path. That legislation provides for fines or imprisonment of up to five years, or both. Currently, potential fines under the criminal provision can be as much as $250,000 per incident. ALPA played a critical role in supporting the passage of this new federal legislation and jointly announced with the FAA the agency’s use of civil penalties against lawbreakers last summer.

■ House Proposes $10 Million Boost to FFDO Funding

Rep. Chip Cravaack (R-Minn.) offered a floor amendment to boost Federal Flight Deck Officer (FFDO) program funding for fiscal year (FY) 2013 to $35 million in the House Homeland Security Appropriations bill, a $10 million increase over current funding levels. ALPA supports the increase and will continue to work with congressional leaders to ensure robust funding levels in the Senate.

In May, the U.S. Senate Homeland Security Appropriations Committee elected to maintain the current annual funding level for FY2013. The FFDO’s current FY allocation is $24 million.

“The FFDO program is a proven and cost-effective component of transportation security in this country and has often been praised by the Transportation Security Administration for the additional layer of protection it brings to air transportation. Through this essential security program, thousands of fully trained and deputized ALPA and other professional pilot volunteers are positioned to secure the nation’s airline flight decks and protect airline passengers, crews, and cargo,” said Capt. Lee Moak, ALPA’s president.

■ Dreamliner Debuts In Washington

ALPA representatives were on hand on May 7 as Boeing’s 787 Dreamliner landed at Ronald Reagan National Airport, making its Washington, D.C., debut. ALPA leaders and staff were invited to tour the Dreamliner and to see firsthand the innovative features on the airliner, many of which reflect the contributions of ALPA members.

As has been the case with other new Boeing airplanes, ALPA’s Air Safety Organization pilot representatives and Engineering & Air Safety Department staff, as well as master executive council safety committee representatives, met frequently with the B-787 design team to offer pilots’ perspectives on flight deck design and crew rest facilities.

To tour the Dreamliner, scan the QR code below.
ALPA Urges DoT To Tighten regs for Transporting Lithium Batteries in Cargo
The Department of Transportation (DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA) published a notice of proposed rulemaking on April 11, 2012, to solicit the airline industry’s views on harmonizing DOT hazardous materials regulations with the new International Civil Aviation Organization (ICAO) technical instructions.

In ALPA’s comments, the Association commended the ICAO Dangerous Goods Panel for changing the dangerous goods standards to ensure that safety standards that cover shipments of many

Canada Board Leaders Meet with Transport Minister
Capt. Dan Adamus (Jazz), Canada Board president, and Capt. Georges Dawood (Jazz), Canada Board secretary-treasurer, recently met with the Honourable Denis Lebel, the minister of Transport, Infrastructure, and Communities, to discuss issues of importance to ALPA members. The primary issue they raised was some airlines’ use of the Temporary Foreign Worker Program to augment their crew complement on a seasonal basis.

The ALPA representatives also asked Lebel to oppose Bill C-377, the legislation that would impose onerous and administratively expensive reporting requirements on labour organizations. They also discussed several other topics, including the potential effect that cuts in the government’s recent budget may have on the level of service from Transport Canada to the aviation industry, the Flight and Duty Time Working Group’s progress, and the perennial problems of excessive taxes and user fees in the airline industry.

Adamus Sworn In as Member of Canadian Council Of CLC
Capt. Dan Adamus (Jazz), president of ALPA’s Canada Board, was sworn in as a member of the Canadian Council of the Canadian Labour Congress (CLC) during the Council’s meeting in Ottawa last month. The Canadian Council, a new governing body within the Congress, was formed to give more effective representation to the CLC’s affiliates. ALPA has been a member of the CLC since the ALPA – CALPA merger in 1997. During its two-day meeting, the Council discussed the CLC’s efforts to oppose Bill C-377, legislation that would put in place administratively expensive and burdensome reporting requirements on labour organizations. ALPA has been monitoring this legislation very closely and has opposed its passage in meetings with cabinet ministers, as it would have an adverse effect on unions in Canada.

Council members also discussed the Labour minister’s recent interventions in collective bargaining by imposing back-to-work legislation. Labour unions most recently affected by this legislation were the Air Canada Pilots Association, which represents the airline’s pilots, and the International Association of Machinists and Aerospace Workers, which represents Air Canada’s ground workers. Thomas Mulcair, the leader of the opposition in Parliament, addressed the gathering, giving his views on how the current session of Parliament could proceed.

Canada, U.S. Announce Improvements to Air Cargo Security
On May 31, Canada and the United States announced that both governments have agreed to mutually recognize, and cooperate on, air cargo security in both countries. The Honourable Denis Lebel, minister of Transport, Infrastructure, and Communities, and James Nealon, the U.S. Embassy’s deputy chief of mission on behalf of John Pistole, administrator of the Transportation Security Administration, made the announcement.

Cargo shipped on passenger airliners will now be screened only once for security reasons at the point of origin and will not need to be rescreened before being uploaded on an airplane in the other country. This will reduce delays and economic costs brought about by both countries screening the same cargo twice.

“With our vast geography, Canada’s economy relies on the safe and efficient movement of goods by air. Mutual recognition of air cargo security programs will improve efficiency and cut costs for businesses and consumers on both sides of the border,” Lebel said.

“The mutual recognition of air cargo security programs is just one of the first initiatives in the Beyond the Border Perimeter Security and Economic Competitiveness Action Plan announced by Prime Minister Stephen Harper and U.S. President Barack Obama,” noted Nealon. “Through this program, we will be able to move goods between the U.S. and Canada faster, more efficiently, and most securely.”

Air Transat Unveils Redesigned A330
Air Transat recently unveiled its first A330 with a redesigned cabin interior. Passengers in club and economy classes will have roomier, ergonomically designed leather seats with state-of-the-art touchscreen personal entertainment systems. Other improvements include redesigned lavatories and enhanced light systems. Because of the redesign, the A330 will be lighter, which will result in fuel savings.

Cabin interior refurbishments for the remaining A330 fleet will be completed gradually during a two-year period at a cost of $4 million per airplane. Three A330s with the new interiors were slated to begin service by summer, flying on Air Transat’s European routes. The first refurbished A330 to enter service was unveiled in Toronto on May 15 at a special event attended by 500 guests and then on May 17 in Montreal.

Jazz Wins International Safety Award
Jazz won the top prize at the 2012 European Safety Management Symposium, taking home the first Innovation in Aviation Safety Management Award.

“We are thrilled to be recognized for our deeply entrenched safety culture,” said David Deveau, Jazz vice president of Safety, Quality, and Environment. “Safety is our top priority at Jazz.”

The Award recognizes an innovative approach to applying Safety Management Systems and their relationship with improved business performance and profitability.
ALPA Negotiations Update

The following is a summary of the status of ALPA contract negotiations by airline as of June 15, 2012:


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

Bearskin—A notice to bargain was sent on Sept. 1, 2011. Negotiations continue.

CanJet—A notice to bargain was filed on Dec. 1, 2011. Negotiations continue.

Comair—A Section 6 notice was filed on Sept. 27, 2010. Negotiations continue.

Continental—Negotiations are under way on the Continental/United joint collective bargaining agreement (JCBA). The parties requested assistance from the National Mediation Board (NMB) on Dec. 17, 2010. Mediation continues.

Delta—A Section 6 notice was filed on March 13, 2012. On May 14, the pilots’ Negotiating Committee reached a tentative agreement with management. As of press time, the pilots were voting on the agreement.


ExpressJet—A Section 6 notice was received on May 28, 2010. A joint Section 6 notice was filed on March 28, 2011. Negotiations are under way for the Atlantic Southeast/ExpressJet JCBA.

First Air—A notice to bargain was filed on Oct. 1, 2010. Negotiations are under way.

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

Piedmont—A Section 6 notice was sent on March 13, 2009. An application for mediation was filed with the NMB on April 21, 2010. Negotiations continue.

PSA—A Section 6 notice was sent on Jan. 19, 2009. A joint application for mediation was filed on July 12, 2011. Negotiations continue.

Ryan—A Section 6 notice was sent on Sept. 2, 2011. Negotiations continue.

Sun Country—A Section 6 notice was sent on Feb. 23, 2010. Negotiations are under way.

United—Negotiations are under way on the United/Continental joint collective bargaining agreement (JCBA). The parties requested assistance from the National Mediation Board (NMB) on Dec. 17, 2010. Mediation continues.

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

dangerous goods aboard aircraft also apply to lithium battery shipments to safeguard passengers, crew, and cargo. ALPA’s message to the DOT: PHMSA must adopt and harmonize DOT hazardous materials regulations with the ICAO technical instructions without delay.

FlightDeck Meets Up With Honor Flight Vets in Washington

ALPA Communications Department staff videotaped World War II veterans from Minnesota and Wisconsin who visited the National World War II Memorial in Washington, D.C., as part of the Honor Flight program. To view footage of the event, visit flightdeck.alpa.org and check out Episode 16 of ALPA’s monthly video production.

IT News: ALPA.org Log-in Changes

Beginning May 14, ALPA volunteers and representatives who have existing alpa.org e-mail addresses are now required to use the same credentials for the ALPA website that are used for a number of other Association web-based applications. While these specific individuals may also use their ALPA number to log in, they will be required to use their e-mail password instead of the old web password. It’s important to note that passwords are now case-sensitive.

To change your password and/or to set up a password reset profile, go to http://helpdesk.alpa.org and click on the Change My Password link. The password reset profile provides a secure means by which you can reset your password if forgotten.

If you have questions, contact the ALPA Help Desk at 888-FLY-ALPA ext. HELP (4357) or via e-mail at helpdesk@alpa.org.
Mailbag

1. Time magazine, April 9, 2012, says, “Almost 50,000 flights carrying 1.9 million passengers take off daily in the U.S.” Didn’t [cartoonist Walt Kelly’s] Pogo say, “We have met the enemy and he is us”?

   Ladies and gentlemen, we have made the job we do look too easy.

   If you read the quote from Time, the above statistic would appear to be somewhere between impossible or untrue. But, of course, it is true and made possible by us. Our equipment is superb, but it still breaks, and there is horrendous weather on occasion, but we go about our business making the impossible happen. I don’t believe we get the credit that we deserve, nor will we ever, because we make it look so easy.

   Capt. Jerry Bradley (United, Ret.)

   “On the Bookshelf”

   [In my opinion,] Jan W. Steenblik, the author of “On the Bookshelf,” incorrectly implies fare wars of 1926 occurred during a period when the airlines were regulated. The truth could not be more different. The fact is the airline industry crumbled during the Great Depression, which followed the 1920s, and pilot careers were adversely affected. As a result of the chaos in the airline industry and its importance to our nation, it was the first industry to be regulated. While I am not sure how this benefited ALPA, pilots’ careers have never been as stable as they were under regulation.

   David Woods

   Editor’s note: The paragraph in question reads, “Some things don’t change—or perhaps they move in great circles. Think discounted airfares are a product of deregulation of the airline industry? The Art of the Airways includes a 1926 Lufthansa poster offering 20 percent off published round-trip fares.”

   We did not say airlines were regulated during the 1920s; they were not. Perhaps inserting the word “only” into the second sentence (i.e., “…only a product of deregulation…” ) would have clarified the issue. We also did not use the term “fare wars,” because we don’t know if Lufthansa lowered fares in response to competition or simply because the airline decided it had to lower fares to fill seats.

---

FrontLines (continued)

- Union Members Inducted Into Hall of Fame

More than 600 union members who died on Sept. 11, 2001, were inducted as a group into Labor’s International Hall of Fame on May 17. Capt. Lee Moak, ALPA’s president; Capt. Sean Cassidy, ALPA’s first vice president; and Capt. Jim Anderson (United) attended the induction ceremony in Washington, D.C.

Among those inducted into the Hall of Fame were United pilots Capt. Jason Dahl, F/O LeRoy Homer, F/O Michael Horrocks, and Capt. Vincent Saracini. The 9/11 death toll among unionists, set then at 636, was more than 20 percent of the 2,800 people killed in the attacks. Inductees at the ceremony also included New York firefighters, police officers, and other union workers.

The Sept. 11, 2001, group joined more than 100 other individuals and groups that have been enshrined for their contributions to the advancement of labor rights since the Labor Hall of Fame opened in 1973.

- We Can Help

The recent wildfires in Colorado and New Mexico and flooding along the Gulf Coast could have catastrophic effects on ALPA members living in these regions. Through the ALPA Emergency Relief Fund, help is available to ALPA pilots and their families who fall victim to nationally recognized disasters.

To apply for a grant, sign on to the members-only portion of the ALPA website, click on the Relief Fund link, and complete and submit an application. To make a donation, send your check, payable to the ALPA Emergency Relief Fund, to ALPA Emergency Relief Fund, Cashiering Department, P. O. Box 1169, 535 Herndon Parkway, Herndon, VA 20172-1169.

Please apply for help if you need it, and be sure to contribute generously to this important Association resource.

- Too easy

Capt. Lee Moak, right, and Capt. Jim Anderson (United) look at panels listing the AFL-CIO Hall of Fame inductees.
To learn more about USAirways ATA and ALPA are evaluating new technologies to alternatively screen flight crewmembers. This is restricted to pilots in uniform, presenting an airline and a government-issued photo ID, and employed by the following airlines:

ABX Air
Atlas
JetBlue
Alaska
Continental
Mesa
American
Delta
Southwest
Am. Eagle
Horizon
United

KNOWN CREWMEMBER

One Level of Safety

Health-Care Benefits

Retirement

Known Crewmember

Flight-Time/Duty-Time

ALPA-PAC is working every day to educate Members of Congress on issues that affect you most.

Join ALPA-PAC Today!

To learn more about

12%

Scan the QR code or visit www.alpapac.com

A member service of Air Line Pilot.
**Pilot Employment Numbers**

According to the latest data released by the Bureau of Transportation Statistics (BTS), the number of pilots employed by U.S. airlines was steady in 2011 compared to 2010. After a 2.9 percent increase in 2010, the number of pilots at reporting airlines was up just 0.4 percent in 2011. While pilot numbers were steady last year, other labor groups saw a 3.3 percent increase in the number of employees. This compares to a 1.3 percent increase in 2010 for all other labor groups.

The change in pilot numbers at ALPA-represented pilot groups was mixed during 2011. National airlines saw some increases, while regional and some cargo airlines recorded lower pilot numbers last year. Air Transport International showed the biggest change in pilot numbers during 2011, with a 45 percent increase. At the other end of the spectrum was ExpressJet, which had a 28 percent decline. Most major airlines showed little to no change in the number of pilots.

Total U.S. airline industry employment was up 2.5 percent in 2011 compared to 2010. This was the first increase in industry employment since 2007. However, after the first quarter of 2012, the growth rate slowed to 1.1 percent. Scheduled passenger airline employment is about two-thirds of the total industry employment in 2011. That sector’s employment figure was up 2.1 percent in 2011.
Capt. Fitch Passes Away

Capt. Denny Fitch, one of the heroes of United Flight 232, lost his battle with cancer on May 6.

Fitch was a passenger on the ill-fated Denver-to-Chicago flight when the airliner lost all flight controls over Iowa on July 19, 1989. Fitch, a training captain, went to the cockpit and assisted the crew, led by Capt. Al Haynes. Fitch used differential throttle adjustment to steer the crippled DC-10 to a landing at Sioux Gateway Airport in Sioux City, Iowa. The actions of Fitch and the rest of the crew saved the lives of 185 passengers on the airplane. He was honored by President George H.W. Bush and by a Senate resolution for his heroic actions on that day.

Have You Read?

Captain

By Capt. Thomas Block (US Airways, Ret.)

It’s an ordinary day for the pilots and crew of Transcontinental Flight 3 departing Rome for New York. In fact, Capt. Jack Schofield is looking forward to catching up with a passenger and friend, recently retired Capt. Ray Clarke, whom he hopes will join him in the cockpit for takeoff. The 9-hour, 50-minute westbound flight would give the two pilots plenty of time to reminisce about the thousands of hours they had logged together in the cockpit.

However, the crew and passengers on the Consolidated 768 jetliner have much more in store for them than the transatlantic flight they booked—a flight that would test the skills of even the most seasoned pilot.

The author cites a most fitting quote from Elrey Borge Jeppesen, the American aviation pioneer, who wrote, “There’s a big difference between a pilot and an aviator. One is a technician, the other is an artist.” The passengers of this troubled aircraft must put their trust and faith in their captain, who may need to put away the procedural handbook and in its place use experience, wisdom, and intuition to safely land the airplane.

The author weaves a suspenseful, edge-of-your-seat account of one harrowing day on Flight 3. The plot wends from the cockpit to the traveling passengers to the airport to the corporate boardroom, with all the stories meshing to give the reader a truly captivating story—one you’d rather read about than experience!—Reviewed by Kari Cantrell, ALPA Communications Department
Airline pilots from around the world, including ALPA members, assembled in Paris on May 4–7 to discuss safety, security, and industrial matters at the 67th International Federation of Air Line Pilots’ Associations (IFALPA) conference. This annual event provides a forum to explore professional interests and concerns, and the most recent conference drew more than 600 delegates and other participants.

This year’s hot topics included pilot fatigue and Fatigue Risk Management Systems (FRMS), the relocation of IFALPA’s headquarters, this year’s Global Pilot Symposium, and the addition of two new member associations within the Federation: Kazakhstan and the Professional Helicopter Pilots Association International.

The Federation represents 91 member associations worldwide, whose members total more than 100,000 airline pilots. IFALPA’s mission is to be the “global voice of professional pilots by providing representation, services, and support to promote the highest level of aviation safety worldwide.”

Confronting fatigue
Fatigue is an issue that affects all airline pilots—from passenger to cargo to charter operations—and efforts to tackle the effects of fatigue remain a top Federation priority. However, the European Aviation Safety Administration (EASA) recently issued proposals for Europe-wide safety standards that would increase working hours for pilots and potentially place the traveling public at greater risk. During the conference, the European Cockpit Association (ECA) called on EASA to issue new science-based flight- and duty-time limits and minimum rest requirements for airline pilots.

ALPA issued a public statement fully supporting the ECA’s position. “ALPA stands shoulder to shoulder with the European pilot organization leaders who fly for SkyTeam, Star, and oneworld Alliance airlines, the International Federation of Airline Pilots’ Associations, and the European Cockpit Association in their work to make clear the serious safety risk posed by pilot fatigue,” said Capt. Lee Moak, ALPA’s president, who represented ALPA at the conference.

“ALPA pilots also strongly support the European pilots’ goal of new EU pilot fatigue regulations that comply with International Civil Aviation Organization (ICAO) standards, including those regarding Fatigue Risk Management Systems.”

Moak continued, “ALPA is resolute in pursuing one level of safety across the U.S. airline industry by adamantly urging the FAA to apply the new science-based flight- and duty-time limits and minimum rest requirements to all airline pilots, regardless of whether they fly passengers or cargo. Similarly, we urge the European Aviation Safety Administration to recognize and adhere to ICAO’s safety recommendations and to heed European airline pilots’ call to incorporate all stakeholders in developing new regulations that are based on science to enhance the safety of air transportation for airline passengers, cargo, and crews.”

Reducing the risk
As part of the conference, IFALPA delegates participated in a seminar that explored the options, implications, and practical use of FRMS. As outlined in ALPA’s July 2008 white paper, FRMS “is a scientifically based, data-driven process used to continuously monitor and manage fatigue risks” that allows for operational efficiencies while mitigating fatigue-inducing factors.

Capt. Don Wykoff (Delta), IFALPA’s president, and Capt. Richard Woodward (Qantas), IFALPA’s executive vice president of technical standards, moderated this segment, which included...
presentations by Dr. Michelle Millar, ICAO’s technical officer, and Capt. Greg Fallow, a subject-matter expert on human factors and fatigue management from the New Zealand Air Line Pilots Association.

Millar provided an overview of ICAO’s standards and recommended practices (SARPs) for FRMS and the processes for developing them. She defined FRMS as “a data-driven means of continuously monitoring and managing fatigue-related safety risks, based upon scientific principles and knowledge as well as operational experience.” Millar also talked about sleep research results that further support the need for FRMS.

Fallow examined the importance of FRMS as it relates to IFALPA’s principles. He addressed the causes of fatigue and sleep deprivation, including working on the “back side” of the clock and the duration of continuous work. He asserted that pilots must have open and honest communications with their management and establish a level of trust in FRMS to optimize its effectiveness.

Other FRMS seminar participants included Capt. Jim Mangie (Delta), the airline’s Pilot Fatigue Program director, and Mitch Fox from ICAO’s Air Navigation Bureau.

**Location, location, location**

“Proximity makes a difference,” emphasized Wykoff in his statement during the opening plenary session. He announced the Federation’s plans to move its headquarters from its current location in Chertsey (near London) to Montreal. However, the nearness that Wykoff referenced was the repositioning of the Federation’s main offices close to those of ICAO.

IFALPA was originally created to provide pilots with a means to interact with ICAO in influencing international aviation policy. The Federation is one of only two nongovernmental entities to maintain permanent observer status on the Organization’s Air Navigation Commission. In addition, the relocation will place IFALPA closer to the central offices of both the International Air Transportation Association and Airports Council International.

The Federation is expanding its existing McGill Street facilities, and the move is expected to be completed by July. “Our primary mission is based in Montreal, and we should be there as well,” stressed Wykoff.

During the opening session, Wykoff was joined on stage by Patrick Gandil, director general of French Civil Aviation, and Capt. Yves Deshayes, president of the Syndicat National des Pilotes de Ligne (the French pilots’ union) and national host of the conference, to welcome this year’s attendees.

**State of the Federation**

Wykoff discussed the financial and structural stabilization of IFALPA during his annual report to the members. He talked about the Executive Board’s strategic planning initiatives to determine the top technical, regional, and industrial issues facing the Federation, and his engagement in various IFALPA functions and activities since the previous conference.

“Each year is marked with differing challenges and opportunities; 2011 was no different,” he said. “The one constant is our ability to sort through these challenges by developing our priorities and allocating our resources effectively and efficiently.”

Among the other officer reports, Capt. Rod Lypchuk (Jazz), IFALPA’s executive vice president of administration and finance, acknowledged the Federation’s aggressive efforts to establish new budgeting policy and streamline its finances. Recognizing IFALPA’s significant deficits of recent years, he announced that he anticipates an annual surplus for the coming five years.

“The budget for 2011 was a bit challenging as we had worked very hard...
Capt. Lee Moak, ALPA’s president, second from right, participates in the Global Pilot Symposium. This year’s symposium featured a panel discussion titled “The Expansion of Gulf Carriers,” moderated by F/O Ron Abel (United), left, chairman of ALPA’s International Affairs Committee. The panel also included Capt. Paul Strachan, president of the Air Canada Pilots Association and a member of the Associations of Star Alliance Pilots, second from left, and SkyTeam CEO Leo van Wijk, far right.

to turn [it] around from what happened in 2010 to an almost break-even point,” said Lypchuk. “We did have some one-time costs dealing with the Montreal office and the IT changes we require to move into the future.”

Capt. Dan Adamus (Jazz), executive vice president of the North American region (NAM) and the elected representative of member associations U.S. ALPA and ALPA Canada (IFALPA treats ALPA’s U.S. and Canadian pilot groups as two member associations), highlighted ALPA’s activities and accomplishments during the last year. He also spoke about the importance of establishing one level of safety for all airline operations.

“In 2011, the global airline accident rate was the lowest since World War II, according to statistics compiled by the International Air Transport Association,” said Adamus. He added that ALPA “is dedicated to helping to maintain this high level of safety in air transportation, and supports ongoing efforts to enhance aviation safety and security around the world.”

The latest GPS

Pilots and industry executives from around the world gathered the day before the official start of the IFALPA conference to participate in the second annual Global Pilot Symposium (GPS). Initiated before last year’s conference in Chiang Mai, Thailand, the symposium is jointly conducted by the Federation and the three major airline alliance pilot groups—SkyTeam Pilots Alliance, Associations of Star Alliance Pilots, and

Assessing the International Aviation Industry

Ana McAhron-Schulz, IFALPA advisor and director of ALPA’s Economic & Financial Analysis Department, presented one of the plenary session presentations on the last day of the conference. She offered a global economic perspective, examining current issues that influence the near-term and future performance of the international airline industry. She discussed the influence of the European Union economic crisis, noting that although “confidence remains weak in the EU area...fiscal consolidation is under way, which may help restore confidence.” Unfortunately, credit growth in this market is showing no immediate signs of recovery.

McAhron-Schulz reviewed current airline industry trends and performance, noting that 2011 was a year of contrasts. She pointed to the optimism in China as it contrasted with the gloom in Europe, improving economy and business confidence in the U.S., and healthy passenger market growth offset by a declining cargo market. She added that volatile fuel prices are still an industry challenge.

Talking about fleets and networks, McAhron-Schulz said that new passenger airplane demand should average 1,350 per year for the next 20 years. Freighter fleets are expected to double as well. She pointed out that low-cost airlines are taking a larger share of the market and that long-haul traffic will grow at a faster rate than short-haul in the next 20 years.

McAhron-Schulz observed that the maturity of the industry is reflected in the airlines’ focus on consolidation, divestitures, and alliances. She added that

- North America is a mature market moving to sustainability,
- Asia’s developing industry/economy is producing strong profits,
- Latin America airlines ended 2011 in a good position,
- Mideast airlines are growing exponentially, and
- African airlines are poised for growth but hindered by infrastructure constraints.

While short-term performance is less certain, McAhron-Schulz anticipates long-term growth for the airline industry.
oneworld Cockpit Crew Coalition—and allows participants to discuss current and future challenges and opportunities for airline pilots.

This year’s GPS featured a spirited panel discussion titled “The Expansion of Gulf Carriers,” moderated by F/O Ron Abel (United), the chairman of ALPA’s International Affairs Committee and former executive vice president. The panel examined the rapid growth of Persian Gulf-region airlines, the sizeable subsidies they enjoy, and the significant tax advantages of flying as a pilot for one of these airlines. Further upending the competitive playing field, the home governments of these airlines have made their growth a cornerstone of foreign policy.

“Gulf carriers borrow money at state rates, while other legacy carriers must borrow at market rates, which is a huge disadvantage,” noted Capt. Paul Strachan, president of the Air Canada Pilots Association and a member of the Associations of Star Alliance Pilots.

However, SkyTeam CEO Leo van Wijk noted that “other governments support their airlines financially because of the industry’s significant impact on the economy.”

So, how can nonsubsidized airlines compete with these carriers? Strachan suggested that the long-term solution lies with ICAO.

Panelists also explored the potential effects of a proposed U.S. customs preclearance facility at Abu Dhabi International Airport in the United Arab Emirates. Although the U.S. currently operates 15 of these programs in Canada, Ireland, and locations in the Caribbean, each of these airports (unlike Abu Dhabi) is served by at least one U.S. airline.

Moak, who addressed this same topic in a recent Aviation Daily opinion piece, made the case that the creation of a U.S. taxpayer-sponsored preclearance program in a region in which U.S. airliners do not fly sets an alarming precedent, placing U.S. airlines at a fundamental disadvantage.

Another GPS panel discussion examined “Emerging Business Models.” Moderated by Capt. Mike Pinho (Delta), his pilot group’s executive administrator, the panelists reviewed the hub-and-spoke versus the point-to-point system, the “Gulf” model, global alliances, joint ventures, transnational airlines, and other practices in use today to maximize profits and, in some cases, sidestep labor contracts and other obligations.

A third panel discussion group deliberated on the “Labor/Management Relationship.”

Rolling up their sleeves

During the four days of the conference, delegates were each assigned to one of five committees, two of which were chaired by ALPA members, to review the business of the Federation. Committee C, chaired by Capt. Ray Gelinas (Jazz), IFALPA’s regional vice president, Canada/Arctic, addressed the Federation’s policy and efforts regarding accident analysis and prevention, aerodrome and ground environment, aircraft design and operation, dangerous goods, and helicopters.

Capt. Mark Seal (United), IFALPA’s regional vice president, North Atlantic, chaired Committee E, which dealt with the Federation’s administrative and financial matters. These included proposed changes to IFALPA’s constitution and bylaws, the applications of the two new member associations (Kazakhstan and the Professional Helicopter Pilots Association International), and discussion regarding member association suspensions.

In addition, the conference included regional meetings and the election of certain officer positions (see accompanying sidebars). Next year’s event is scheduled to be held in Dublin.
ALPA's motto, since its earliest days, has always been “Schedule with Safety.” And “safety” means the highest level of safety possible across all types of flying—i.e., “One Level of Safety.” But that doesn’t yet exist: FAA regulations for all-cargo airlines, and the practices of many all-cargo operators, are not always on a par with those of the passenger airline industry.

Similarly, U.S. all-cargo operators are not mandated to achieve the same level of security that the Transportation Security Administration (TSA) requires of U.S. passenger airlines.

The differences between passenger and all-cargo airline operations cover a variety of technical areas:

• the FAA’s recent failure to apply the same rational, science-based fatigue rules to pilots who fly all-cargo airplanes that will be required for passenger airlines in 2014,
• inadequate protections against the risks of transporting lithium metal and lithium ion batteries on all-cargo airplanes,
• the lack of equal requirements for airport rescue and firefighting services for all-cargo airline operations, and
• shortcomings in the security afforded to all-cargo airline operations and the all-cargo supply chain.

That’s why ALPA hosted the “Air Cargo Safety and Security: Closing the Gaps,” conference on April 17 in Washington, D.C. The conference featured ALPA, congressional, FAA, NTSB, TSA, and aviation industry leaders who discussed and debated numerous safety and security differences between all-cargo and passenger airlines and explored ways to close the gaps.

Rep. Chip Cravaack (R-Minn.), a former Northwest Airlines pilot, announced that the evening before, he and Rep. Tim Bishop (D-N.Y.) had introduced a bill, H.R. 4350, the Safe Skies Act of 2012, in the U.S. House of Representatives. If enacted, H.R. 4350 would end the cargo “carveout” in the recent FAA fatigue rule that made substantial changes to flight- and duty-time limits and minimum rest requirements (see “Call to Action: Overturn the Cargo Carveout!”).

Below are highlights from two of the panel discussions.

Government and industry perspectives

ALPA’s president, Capt. Lee Moak, reminded conference attendees, “For many years, ALPA has campaigned for one level of ALPA brings government, industry, and pilot leaders together to explore ways to bring one level of safety and security to cargo airline operations

By Jan W. Steenblik, Technical Editor

of safety and security for all FAR Part 121 operators, regardless of the size of the aircraft, the type of payload, or where they fly. We've made great strides in closing the gaps between large and small passenger operations. This conference is intended to help close the gaps between passenger and all-cargo operations.”

But, Moak added, ALPA doesn’t advocate a “one-size-fits-all” solution to these problems. However, the union believes that “greater commonality” between cargo and passenger airline operations can and must be achieved.

NTSB Chairman Deborah Hersman made clear that cargo airline issues—especially fatigue and firefighting—are “very much on the minds” of the Safety Board’s members and staff. Regarding fatigue, she stood with many other speakers of the day, saying that “no scientific evidence [exists] to support” the cargo carveout in the FAA’s recent fatigue rule. “The payloads may be different, but the pilots are the same,” she said. Citing accidents that the NTSB has investigated, she added, “We’ve got to focus on the risks posed by lithium batteries.”

FAA Associate Administrator for Aviation Safety Peggy Gilligan said, “Aviation is safe. It’s never been safer.” She noted that while the U.S. cargo airline accident rate has been going down, it is still higher than the passenger rate and that fatal accidents have increased recently.

She stressed, “It is not the position of the FAA that the science of fatigue does not apply to cargo pilots.” The rulemaking process, she explained, requires the Department of Transportation and the White House Office of Management and Budget to conduct a cost-benefit analysis of all FAA proposed rulemaking.

Regarding the FAA’s recent fatigue rule, she said, the cost to the cargo industry was found to be more than the “societal benefit” the public is willing to pay.

John Sammon, assistant administrator, the Office of Security Policy and Industry Engagement, TSA, declared, “One hundred percent cargo screening is not optimal.” He argued instead for an “intelligence-based, risk-based approach to security.” In the final analysis, he asserted, “If you can’t look the pilot in the eye and say, ‘The plane is safe,’ what you’re doing is not sufficient.”

Steve Alterman, president of the Cargo Airline Association, said, “The highest level of safety and security is imperative—not only for the societal benefits, but because it’s good business.” On the other hand, he cited a 2009 GAO study that, he said, showed that the accident rates of U.S. passenger and all-cargo airlines are “comparable.” Alterman also asserted,

**CALL TO ACTION:**

Overturn the Cargo Carveout!

Sleep science has produced its share of revelations—for example, that we humans are poor judges of our own degree of fatigue; that being awake for 17 hours degrades performance of safety-critical tasks as much as having a blood alcohol content of .05 percent (illegal to fly); and that being awake for 24 hours is like having a blood alcohol content of .10 percent (legally drunk).

But certain aspects of sleep science are as straightforward and self-evident as the fact that the sun rises in the morning. One such plain and obvious fact is that when you strap on the airplane, it doesn’t matter what’s behind the cockpit bulkhead—passengers, cargo, or both—if you’re tired, you’re tired.

As National Transportation Safety Board Chairman Deborah Hersman has publicly declared, “A tired pilot is a tired pilot, whether there are 10 paying customers on board or 100, whether the payload is passengers or pallets.” Cargo pilots fly the same routes, in the same airspace, and into the same airports as their passenger-carrying counterparts. All of which makes the exemption of flight crews of all-cargo operations from the recent sweeping overhaul of flight-time and duty-time limits and minimum rest requirements (FAR Part 117) a continuing target for ALPA’s one-level-of-safety efforts.

**Senate and House bills**

On June 5, Senators Barbara Boxer (D-Calif.) and Olympia Snowe (R-Me.) introduced the Safe Skies Act of 2012 (S. 3263) in the U.S. Senate, advancing ALPA’s efforts to ensure one level of safety for passenger and cargo airlines and enhance air transportation safety.

The Safe Skies Act (H.R. 4350) was introduced in the U.S. House of Representatives on April 16 by Rep. Chip Cravaack (R-Minn.), a former Northwest Airlines cargo pilot, and Rep. Tim Bishop (D-NY). As of press time, H.R. 4350 has more than 30 bipartisan cosponsors in the House, and that number is increasing as ALPA staff and pilot volunteers continue to work daily on Capitol Hill. ALPA is working with lawmakers to take up the bill in both the House and Senate and to pass it as quickly as possible.

**FAA to review cost-benefit analysis, seek comments**

In related news, the FAA said on May 17 that it would revisit the decision to exempt cargo airlines from the new rules to prevent flight crew fatigue. The new fatigue-fighting rules will go into effect for pilots and flight engineers of all-passenger and combi flights in January 2014.

Federal government attorneys said the agency made “errors” in cost calculations used to justify the cargo carveout, adding, “These errors are of sufficient amount that the FAA believes that it is prudent to review the portion of its cost-benefit analysis related to all-cargo operations and allow interested parties an opportunity to comment on that analysis.”

The FAA will issue a new evaluation of the costs “as expeditiously as possible” that “will fully disclose the extent and nature of the errors” in the agency’s initial cost-benefit analysis. An FAA statement issued on May 18 said the errors were inadvertent, and that an outside group will be asked to review the cargo analysis before it is issued for public comment.

**“Call to Action”**

All of this news is encouraging. However, now is not the time to kick back and assume that the battle is won—it’s the right time to put on a full-court press and bring this vitally important effort to its rightful conclusion.

ALPA is continuing to ask every U.S. ALPA member to (1) contact his or her representative in the U.S. House of Representatives to urge support for the Safe Skies Act of 2012 (H.R. 4350), and (2) contact his or her senators in the U.S. Senate to support the companion bill (S. 3263). To participate in ALPA’s Call to Action, scan the QR code above or go to http://www.alpa.org/ALPADepthInfoPages/Departments/GovernmentAffairsDepartment/tabid/3064/Default.aspx#CTA.

For decades, ALPA has argued for one level of safety for all airline operations for the simple reason that all pilots, regardless of the nature of the flying they do, should be protected by the same rules. This is every ALPA member’s chance to help make that happen.—JWS
Closing the Gaps

“The cargo segment of the [airline] industry provides more opportunities for rest” than the passenger airlines do.

Sharon Pinkerton, senior vice president for Legislative and Regulatory Policy, Airlines for America, said, “We consider ALPA to be our partner—not to say we agree on everything, because we don’t—but on fundamental issues of safety and security, we’re partners.”

She added, “We don’t take safety for granted. We’ve tried to encourage every airline to have a safety culture. We’re committed to constant improvement.”

All-cargo security

Capt. Fred Eissler (FedEx Express), ALPA’s Aviation Security chairman, led a panel on all-cargo security. Eissler said ALPA feels strongly that significant improvement is needed in several areas:

• Reinforced cockpit doors should be mandated on freighters, and flightcrew members should be trained in appropriate door transition protocols,
• All-cargo airport operations should have the full benefit of security identification display area (SIDA) protections,
• Fingerprint-based criminal history records checks should be mandatory for everyone who has access to cargo and all-cargo aircraft,
• Training in the All-Cargo Common Strategy should be mandated for all-cargo pilots, and
• Threat-based screening of cargo should be implemented.

Christopher Bidwell, vice president, Security and Facilitation, Airports Council International – North America, said, “I think, for the most part, we are in agreement” on major cargo security issues. However, ACI-NA believes an ongoing government-industry review of cargo security regulations should be established, because some of the existing regulations are “outmoded, stale, and duplicative,” Bidwell argued. “We’ve recommended taking a global approach to aviation security.”

He added, “Technology is critically important and needs to be leveraged. It’s not there in the all-cargo world. No technology has been approved for screening pallets or bins.”

Elizabeth Shaver, director of Cargo Services, Airlines for America, talked about the Air Cargo Advance Screening (ACAS) concept, a joint effort between the TSA and the U.S. Customs and Border Protection that involves using data and baseline threshold targeting in the predeparture air cargo environment.

ACAS looks to identify and intercept high-risk shipments farther “upstream” in the supply chain rather than at the point of acceptance by the airline.

Warren Miller, branch chief, Air Cargo Policy, TSA, said of the foiled Yemen-based 2010 terrorist plot to ship explosive devices built into laser printers, “Yemen changed everything” regarding cargo security. In many countries, cargo hadn’t been seen as a threat. [The] Yemen [plot] changed the landscape dramatically regarding our ability to talk to different governments around the world, [but] everybody’s at different stages in accepting the need for better screening of cargo.”

Out of the government-industry collaboration that thwarted the Yemen plot came greater emphasis on risk-based security screening, Miller added. He said more guidance on this initiative would be sent to airlines within a month of the conference.

“By today,” Miller noted, “14 million shipments have been processed through ACAS, without a single ‘do not load.’”

From the top fed

FAA Acting Administrator Michael Huerta offered some closing remarks. “Combating fatigue is a shared responsibility,” he asserted. “We strongly encourage cargo operators to opt in” to FAR Part 117, the new fatigue rule that will become mandatory for U.S. passenger airlines in January 2014.

Having come directly to the ALPA conference from an international conference on aviation training in Florida, Huerta discussed his agency’s proposal for raising the minimum experience requirements for airline captains and first officers. He also noted that scenario-based stall and upset training in flight simulators would be more realistic than the “highly choreographed” stall/upset training given today.
Editor’s note: The May 2012 issue of Air Line Pilot included “The Balance of Power,” an opinion piece by Capt. Joe Doniach (United). Air Line Pilot asked ALPA’s director of Representation, Bruce York, and director of Government Affairs, Michael Robbins, to add their thoughts to the important issues raised in this article.

The opinion expressed by the author—that declining pilot (and other airline employee) earnings are the result of an airline regulatory framework that favors management—is one that ALPA members and other employees frequently express.

The author’s view is that the Airline Deregulation Act of 1978 lowered barriers to new entrants, eliminated regulation over routes and fares, and opened the airline industry to an unhealthy level of competition that forced companies to seek employee concessions. It was also his opinion that the Railway Labor Act (RLA) unfairly favors management by prolonging negotiations and taking away employees’ right to strike.

The Airline Deregulation Act of 1978
ALPA shares many of Doniach’s concerns about the effect of the Airline Deregulation Act of 1978. Lowering entrance barriers and permitting airline operations without rigorous oversight of financial ability, safety programs, and training was, in some cases, a recipe for disaster. The competitive environment fostered by the Act challenged long-established airlines like Braniff, Pan Am, and TWA but offered new opportunities for airlines like American, Delta, Southwest, United, and others to expand, hire, and become more profitable.

ALPA has always tried to remedy lax government and regulatory oversight and has recently boosted its work in this area even more by engaging regularly with lawmakers and regulators who are focused on safety and operational standards. Although the FAA historically has been responsible for safety issues, Congress has taken a more active and visible role due to increased public awareness in this area. As just one example, ALPA has argued successfully for increased airman qualifications and airline hiring standards.

ALPA agrees with the author that it’s not likely that air travel will be “reregulated” in the pre-1978 sense. That’s why working with members of Congress and government regulators to help “level the playing field” and ensuring that only qualified industry participants enter the market are critical to the success of the U.S. airline industry.

It’s “hard to draw conclusions about the RLA itself as bargaining results depend so much on, and can’t be divorced from, other factors…”

The Railway Labor Act
Over the past 25-plus years, it’s been difficult to draw black-and-white conclusions about the effect of the RLA on employee wages. Most important, it’s impossible to talk about contract results between 2000 and 2012 without analyzing how the U.S. Bankruptcy Code has influenced negotiations since most negotiations between 2002 and 2006 were conducted under that law and not the RLA.

However, it’s also hard to draw conclusions about the RLA itself as bargaining results depend so much on, and can’t be divorced from, other factors, including the way the RLA is administered by the National Mediation Board (NMB) and the U.S. president, the political makeup of Capitol Hill, the economy, fuel prices, technological change like the development of small jets, and, perhaps most important, critical external events like 9/11 that affect airline travel and airline profits.

In short, both employers and airline employees might argue that the RLA favored the other depending on the time period examined. It may surprise some ALPA members that employers approached Association pilot leaders in the 1960s to engage in industrywide bargaining rather than continue negotiations employer-by-employer. Why was that? ALPA had been so successful in “whipsawing” employers and gaining improvements in one contract, then seeking the same improvements in the next negotiation, that companies wanted to have one standard contract. ALPA, based on its success record, of course declined.

Looking back at the 15-year period before 9/11, that successful single-
employer pattern bargaining trend generally continued. At times, financial stress at individual airlines resulted in selected bargaining setbacks. Overall, however, during the period between 1985 and 2001, pay rates increased substantially, retirement and insurance benefits were enhanced, work rules were tightened, and scope/job security provisions added layers of sophistication to the basic clauses that were introduced in ALPA contracts in 1983. This positive period of pattern bargaining was capped by the very successful contract settlements at Northwest (1998), United (2000), and Delta (2001), and even two pay parity arbitrations at US Airways, which produced combined pay raises of more than 34 percent in one year. ALPA negotiations were still ongoing to get all contracts close to those high levels. At the close of 2000, employers were the ones arguing that they didn’t like the way the RLA worked.

A short time later, the country and the airline industry were forced to deal with the tragic events of 9/11. But industry economics were already turning south when that catastrophe occurred, and other external events, it seems, continued to work against profits and positive trends in negotiations. President George W. Bush, soon after assuming office, announced that he would not permit strikes in the airline industry. The accompanying chart shows the many external factors that contributed to the low number of airline passengers and financial uncertainty during the 2001 – 2005 period.

The bargaining cycle during which bankruptcy and restructuring agreements were negotiated—2001 – 2008 (plus the current American and American Eagle negotiations)—unfortunately resulted in a reversal of fortunes of the earlier period. Pay and benefit patterns dropped in negotiations after the industry’s financially weakest airlines filed for bankruptcy protection and sought contract concessions using the provisions of Section 1113 of the U.S. Bankruptcy Code to pressure pilots and other employees. United followed the same path a short time later after the Bush administration declined to provide Air Transportation Stabilization Board financing that Congress had already allocated.

Unfortunately, ALPA negotiators were thrown into bargaining at the weakest airlines first under the strict time lines and supervision of the U.S. Bankruptcy Code. Bankruptcy judges, using the threat of contract rejection, pushed the parties to settle quickly. This stark contrast to earlier periods—when the NMB governed the process, ALPA coordinated negotiations to gain results at stronger airlines first, and ALPA controlled the time line—resulted in settlements that were unfavorable and unwelcome. Those outcomes really were not a direct result of the RLA, nor was the NMB generally involved.

Once airlines emerged from bankruptcy, ALPA negotiators got out from under the supervision of bankruptcy judges. Airlines returned to profitability again, and bargaining resumed the more customary experience and results. The 2006 FedEx Express contract settlement set the stage for upward progress. In 2008, the Delta – Northwest merger provided an earlier-than-expected opportunity to negotiate a new contract. The joint collective bargaining agreement increased hourly pay rates nearly 17 percent for “South” pilots and an even higher percentage for “North” pilots, boosted defined-contribution plan contributions, and gained pilots a 6 percent ownership stake in the merged company, among other improvements. The Alaska 2009 contract settlement supported the Delta pattern by increasing pay between 12 and 27 percent and by refocusing attention on enhanced benefit programs. Later in 2009, Hawaiian pilots negotiated pay increases that improved and buttressed the patterns at Delta and Alaska. Very substantial improvements were also obtained in contract settlements at Spirit and AirTran in 2010, among others.

It’s not a coincidence, and the chart shows that these improvements occurred largely during a period of industry profitability. The post-bankruptcy era bargaining cycle has been much more like the positive bargaining cycles that preceded bankruptcy and restructuring events.

So what determines whether negotiations under the RLA are successful? First, a profitable company is an essential element in making progress under the RLA, the National Labor Relations Act, or anywhere else. Second, bargaining under the RLA is premised on the creation of “uncertainty”—the NMB’s administration of the RLA and White House decision-making can’t take options off the table. Both parties have to understand that they may not get what they want if negotiations don’t progress. White House announcements that “there won’t be any strikes” remove company motivation to bargain. Third, union negotiators must plan and execute negotiations carefully. The NMB is left with few options to move mediation forward when too many issues are left to resolve during the late stages of negotiations. Master executive council strategic plans that highlight key priorities and realistic time lines and approaches are critical for achieving contract goals.
head, hugging the side of the fjord below the thin blanket of stratus, lies Pangnirtung, Nunavut, an Inuit hamlet of some 1,300 hardy souls, give or take a few, hunkered down below the Arctic wind sweeping across Baffin Island. A few hundred squat, unremarkable houses huddle on a coastal plain surrounded by forbidding mountains.

Splitting the village is Pangnirtung Airport—2,920 feet of gravel and hard-packed snow scoured by the icy turbulence spilling over the mountains. Runway 6 offers an NDB circle-to-land approach and GPS overlay with high minimums: 2,545 feet and 3 miles.

The Jepp chart for “Pang” reads, “CAUTION: Only pilots with considerable experience should plan on using this airport due to surrounding terrain and variable local conditions. Surrounding terrain may constitute a hazard to night flying. Possibility of pedestrians crossing runway when airport radio closed.” Also, “Terrain rises rapidly in all quadrants.”

Capt. Trevor MacLaurin and F/O Matthew McCullagh are the flight crew on this ATR 42 combi tonight. The ceiling meets VMC minimums, which means MacLaurin may hand-fly a steep, 5.5-degree approach using an FMS-derived pseudo-glideslope displayed on the flight directors. Full flaps (30 degrees), idle power, and 110 knots put them right over the threshold, on speed and glideslope; flare, thump, push, brakes reverse pitch and they’re at taxi speed. Welcome to Pangnirtung.

The steep approach has allowed MacLaurin and McCullagh to bring somewhere between 6,000 and 8,000 pounds of payload into Pang tonight, more than 1,000 additional
pounds than if they flew a conventional 3-degree approach. To this isolated community, that means more food, medicine, quads, snowmobiles, and other staples of the high Arctic—perhaps parts for the generator, without which the village will have no electricity, no lights save flashlights and oil lamps, and far fewer of the comforts and necessities of 21st-century life.

**Taiga and tundra**

First Air, which started flying in 1946 as Bradley Air Services, is wholly owned by the Inuit people of Quebec through the Makivik Corporation. The airline now connects four major Canadian cities and provincial capitals—Ottawa, Montreal, Edmonton, and Winnipeg—with an expansive network of routes that span the Canadian north from Inuvik in the Northwest Territories to Qikiqtarjuaq on the rugged shore of Baffin Island. With hubs in Yellowknife (the capital of the Northwest Territories) and Iqaluit (the capital of Nunavut Territory), the airline’s varied fleet of turbofans and turboprops stitches together the sparsely populated towns and hamlets of the taiga and tundra scattered across three time zones.

Capt. Michael Strader, an ATR 42/72 pilot, likes the fact that First Air pilots get to see “incredible scenery and many return customers.” He adds, “I get to fly with people I enjoy working with, and I get to see passengers in the back of the plane who I know personally, who I see on the street. And they know our reputation, and they appreciate what we do for them every day, doing our best to get them in and out of places, with safety uppermost in our minds.”

Capt. David Wade, another ATR pilot based in Iqaluit, agrees: “The airline is the lifeline of these communities. Other than sealift [the brief period in the Arctic summer when ships can move bulk food and other cargoes to high Arctic communities],
PHOTOS: LEFT, ABOVE, RIGHT, BY ERIC DAVIS

it’s the only way in and out.”

Wade came to First Air from Bearskin in 1988. “I like that type of work, dirt strip work,” he explains, “and I had family members on Baffin Island.

“It’s not the type of work that everybody’s cut out for. Some people are more into the white-shirt-and-tie thing. You can get that at First Air, but I like not having to wear a uniform.”

MacLaurin notes, “What makes pilots at this company unique is that the people who stay really like the environment we operate in and the variety of flying that we do. It’s not just one ILS after another on 10,000-foot runways.

“We’re not talking to ATC all the time. Much of what we do up here at First Air goes under the radar, literally. You’ve really got to be aware of the big picture; you may not have a lot of options.”

He adds, “We carry some cargoes that are common to us but might seem strange to people down south—quads, snowmobiles, boxes of walrus meat.”

**Hercs at work**

First Air has provided lift for a wide range of unique ventures over the years—Twin Otter flights to the North and South Poles, various mining, mapping, and aerial survey projects, and passenger charters and cargo contracts throughout North America and other continents.

F/O Devin Lyall, the pilot group’s Master Executive Council (MEC) chairman, has lived in Yellowknife for 10 years and flown for First Air for the last four—not counting the two years he was a Beaver pilot on contract to First Air in Quebec more than a decade ago.

These days, Lyall flies right seat in First Air’s Lockheed L-382s, the civilian version of the venerable C-130 Hercules military transport. First Air operates the only two working Hercs in Canada.

Flying the Hercs is “lots of fun and offers a lot of variety” in types of flying and cargoes flown, says Lyall.

The Hercs can haul a maximum payload of 47,000 pounds, relatively economically, and offer the ease of loading and unloading afforded by the airplane’s wide aft ramp. First Air prefers that runways built for the Hercs be at least 5,000 feet long and 150 feet wide, but the big turboprops can operate from runways 4,200 feet by 100 feet at maximum landing weight and from 3,800 feet with reduced landing weight.

“We serve a number of mining operations from Yellowknife,” Lyall notes. “Mining is big in the Northwest Territory and Nunavut—uranium, gold, diamonds, and other minerals—and most of the mines are far from a road. They need to move a lot of equipment and supplies. This winter we flew more than 200 trips to just one mining camp, which used an ice strip—with 42,000 pounds of payload each trip.

“Right now we’re supporting three diamond mines that are 130–200 miles from Yellowknife. All three have gravel strips—one is 6,200 feet long, and the other two are 5,000 feet. We also land on ice strips; the ice must be at least 48 inches thick.”

The First Air Hercs have flown cargoes to Africa, Europe, Japan, and South America. After the catastrophic earthquakes in Haiti in January 2010, First Air pilots flew Herc relief missions to that devastated country from Washington, D.C., and Miami, Fla.

**Diamonds and sea ice**

Capt. Peter Black, the pilots’ MEC vice chairman, remembers an unusual operation during the 1990s, when the airline’s fleet included a couple of venerable Boeing 727s. Platinova, an international mining company, hired First Air to support exploratory mining for zinc—and the possibility of associated diamonds—on Greenland’s forbidding north coast.

Black and his crew flew a B-727-100 carrying a Hughes NOTAR helicopter and a bulldozer from Ottawa to Thule, on Greenland’s west coast, and then to Station Nord, a military and scientific base on Greenland’s northeast coast. A very tough roughneck from the Alberta oil patch drove the bulldozer about 300 miles across the sea ice to a fjord on the north coast, where he bulldozed a 7,000-foot runway on the sea ice in the fjord.

“Two weeks later, we rolled onto final, inbound to the fjord, and there was the runway.” Black recalls. The next year, he landed a B-727-200 on the sea ice—this time, on 11,000 feet of ice runway.

Landing on the ice was not difficult, but the dozer operator had done his job almost too well: Because the ice was so smooth, Black spent a nerve-wracking half hour getting the Boeing turned around for takeoff, gingerly using brakes and reverse thrust. Afterwards, he had the bulldozer operator rough up the ice with the bulldozer blade to improve traction.

During his time on the sea ice runway, Black kicked the snow bank at runway’s edge with his boot, assuming the snow was soft. To his dismay, he discovered that it was frozen hard, compressed by the bulldozer.

“If we’d had any kind of runway excursion, we probably would have damaged the landing gear, at least,” he notes, “and the airplane would be at the bottom of the fjord now!”

**Versatile Boeings**

The Seven Twos have left First Air, but not by turning into Arctic Ocean fish reefs. Today, the airline’s Boeing fleet consists
Marie Chassie, and Flight Attendant Ute Merritt, the wife of First Air Capt. James Merritt.

Since the Flight 6560 accident, says MacLaurin, “I think many of us at First Air have become more reflective on how we live our lives. We cherish things more. For me, it was very personal—I was based in Yellowknife for seven years, right before coming here [to Iqaluit]. I knew all of the crewmembers who were on that airplane.”

Lyall cherishes a fishing photo, and the memories it evokes: In the image, he holds a 24-pound lake trout from Great Slave Lake, which he and his family and friends fish frequently, year-round. Standing beside Lyall on the small boat is one of his best friends, F/O David Hare, who perished on the hillside in Resolute.

MacLaurin observes, “From an operational standpoint, I think First Air has always maintained a high level of safety. But as a pilot group, we’re now more aware. [We think,] ‘What loophole can I find today and make sure it’s plugged?’”

**Family ties**

In any family, closeness brings the risk of loss; the more close-knit the family, the greater the pain of loss. Thus the crash of First Air Flight 6560 on Aug. 20, 2011, was a particularly painful blow to the First Air family of employees and the small communities they serve. The B-737-200 combi struck a low hill in bad weather while on approach to the gravel strip at Resolute, Nunavut Territory, 600 miles north of the Arctic Circle. Twelve of the 15 people aboard were killed, including the entire crew—Capt. Blair Rutherford, F/O David Hare, Purser Ann
Capt. Sean Cassidy, ALPA’s first vice president, characterized the European Union’s emissions trading scheme (ETS) as a “job killer” during his June 6 testimony before a hearing of the U.S. Senate’s Committee on Commerce, Science, and Transportation. He added, “Because the EU’s unilaterally implemented tax scheme could cost U.S. airlines billions of dollars in just the next few years, it could seriously compromise the economic viability of a very tenuous U.S. airline industry and threaten the jobs of thousands of workers.”

Appearing before the Committee in the Russell Senate Office Building, Cassidy urged lawmakers to “explore every available option to support the administration’s action to exclude U.S. airlines from this harmful and misguided scheme.”

Legal tender?
The ETS is a system, implemented by the 27-nation EU at the beginning of this year, to limit the annual carbon emissions of airlines flying into and out of Europe. The program allows the EU to collect fees for an entire flight, regardless of the percentage actually flown over Europe. If an airline exceeds its yearly carbon credit allowance, the carrier must purchase additional allowances or pay monetary penalties to the EU.

The EU maintains that the ETS was created to curb climate change, but the collected revenue is not required to be used for environmental purposes. “The EU ETS is legally questionable on many grounds,” said Cassidy. “It is at odds with customary international law, provisions of the Chicago Convention, and the Air Transport Agreement between the European Union and the United States.”

“Say again?”
Cassidy’s participation in the June 6 hearing was not his first face-to-face encounter with lawmakers on this subject. He participated in a congressional roundtable discussion on March 28, asking the Obama administration and Congress to block U.S. participation in the ETS.

Cassidy told representatives from Congress, the Departments of Transportation and State, the FAA, and other airline industry officials, “Being greener leads to a better bottom line, so [U.S. airlines] do not need any artificial incentives to urge them to make the best possible use of every gallon of jet fuel.”

Capt. Lee Moak, ALPA’s president, has also been active on this front. He presented testimony during a U.S. House Aviation Subcommittee hearing last July. “A $300 domestic airline ticket currently includes $63 in taxes or 20 percent of the total ticket price. By piling on a foreign tax that will drive up ticket prices to the benefit of other countries, the EU emissions trading scheme threatens the economic health of the U.S. airlines, risking U.S. jobs at a time when every job counts.”

More recently, Moak met with White House officials, urging them to consider an Article 84 complaint against the EU, which could compel the International Civil Aviation Organization (ICAO) to intercede.

Proactive partner
During the June hearing, Cassidy stated, “Aviation has the most successful record of any industry sector in terms of limiting its impact on the environment while increasing its productivity.” He noted, “The Bureau of Transportation Statistics confirms that U.S. airlines burned almost 14 percent less fuel in 2009 than they did in 2000,” thanks to advancements in airplane design and efficiency.

Cassidy said, “According to the Environmental Protection Agency, U.S. commercial aviation contributes just 2 percent of domestic greenhouse gas emissions, which is a very small fraction of the 25 percent produced by the balance of the transportation industry.”

Pointing out that airline pilots play a key role in reducing fuel burn, noise, and emissions, Cassidy provided examples, including the use of single-engine taxiing and technology-enhanced departure and arrival procedures.

He told lawmakers that the appropriate forum for establishing international emissions guidelines is through ICAO, adding that the Kyoto Protocol, the G8, and the United Nations Framework Convention on Climate Change all support this position.

Others testifying at the Senate Committee hearing included U.S. Department of Transportation Secretary Ray LaHood; Jos Delbeke, director general of the European Commission and directorate-general for Climate Change of the European Commission; Edward Bolen, president and CEO of the National Business Aviation Association; Annie Petsonk, international counsel, Climate & Air, for the Environmental Defense Fund; and Nancy Young, vice president of Environmental Affairs for Airlines for America.—John Perkinson, Staff Writer
ALPA Praises Export-Import Bank Reforms

On May 30, the U.S. Export-Import Bank Reauthorization Act of 2012 became law, ushering in important reforms that will help level the playing field for U.S. airlines in the international airline market.

“It is important to ensure that U.S. taxpayer dollars are not used in a manner that places U.S. companies and their employees at a competitive disadvantage,” said Capt. Lee Moak, ALPA’s president, who commended the Bank’s reauthorization announcement. “The new law rectifies some of the Bank’s former unsound policies and practices, adding safeguards and making it more accountable.”

The Ex-Im Bank, the U.S. government’s official export credit agency, offers financing assistance to foreign buyers of U.S.-produced goods, often at better terms than those commercially available. The intent is to help U.S. companies better compete in global markets, but previous legislation to fund the Bank has failed to address the potentially adverse effects of such an arrangement.

Boeing is one of the Bank’s principal customers, and during the past five years, the Bank has provided below-market financing for dozens of Boeing widebody aircraft to foreign airlines at rates unavailable to U.S. airlines. These foreign airlines then operate the U.S.-built airplanes on the same routes flown (or potentially flown) by U.S. airlines, providing the overseas carriers with a distinct operational cost advantage. U.S. airlines have found that they have needed to withdraw from or not enter routes that might otherwise be economically viable. The effect on U.S. pilot and airline worker jobs has been significant. In response to the increase in seat capacity directly attributable to airplane financing from the Bank to foreign airlines, domestic airlines have been forced to reduce capacity by nearly 2 percent, resulting in the loss of approximately 7,500 U.S. airline jobs.

Do no harm
ALPA and other aviation groups led an extensive lobbying and news media campaign to correct this flawed financing practice, which used U.S. taxpayer dollars against U.S. employees. ALPA called on the government to make bank transactions more transparent and to ensure that financing does not harm American workers. With the enactment of the new law, the Bank must adhere to new auditing and reporting requirements. It is now required to make public and accept comment on any transactions of more than $100 million through Federal Register notification.

Importantly, the renewed reauthorization calls on the United States to engage with European countries that finance Airbus to negotiate an end to worldwide subsidies of widebody aircraft—a top ALPA priority. If successful, this move would further level the competitive playing field for U.S. airlines and their employees.

In a rare example of bipartisan cooperation, Congress deliberated on the operation and effect of this financial institution in late spring, forwarding the bill to the White House for approval. The Senate passed the Bank reauthorization on May 15 by a vote of 78 to 20, and the House approved it the previous week, 333 to 93.

“I hope this ends up being a model for the kind of progress that we can make in the months to come and the years to come,” President Obama commented at the legislation’s signing ceremony.

The new law extends the Ex-Im Bank’s charter through Sept. 30, 2014, incrementally growing its lending cap. By fiscal year 2014, the Bank will be authorized to lend as much as $140 billion, an increase from the $100 billion ceiling outlined in previous legislation.

Taking care of business
“The bipartisan reforms to aircraft financing by the Export-Import Bank are a first step toward ending worldwide subsidies of widebody aircraft and will help to protect U.S. airline workers from unmerited, subsidized foreign competition,” commented Moak. “The reforms will also shine some desperately needed light on the Bank’s financing processes.”

Much of the success of ALPA’s efforts can be attributed to pilot participation in ALPA-PAC and to the many ALPA pilot volunteers who walked the corridors of the Capitol, educating members of Congress about the need to revise the Bank’s financing practices.—John Perkinson, Staff Writer

Banking Abroad
The Export-Import Bank of the United States, the government’s official export credit agency, was established in 1934 to finance the sale of U.S. products to the Soviet Union, where banks refused to extend credit for the purchase of U.S. goods. The Ex-Im Bank provides financing support for about 2 percent of all U.S. exports, underwriting sales when commercial loans to overseas customers cannot be secured. In 2011, about 40 percent of all Bank financing was used to finance Boeing airplane sales overseas. An independent agency of the executive branch, the Bank offers direct loans, loan guarantees, and credit insurance.—JP
ALPA Calls on Congress to Raise Airline Industry to One Level of Safety

In April 25 testimony before the U.S. House Aviation Subcommittee, Capt. Sean Cassidy, ALPA’s first vice president and national safety coordinator, called on Congress to swiftly act on legislation that would apply new FAA science-based flight- and duty-time regulations to both passenger and cargo airline pilots.

“All pilots are human, and we experience fatigue in the same way, regardless of whether we are flying passengers or cargo in our aircraft,” Cassidy told the Subcommittee. “Despite this, the new science-based fatigue regulations apply only to pilots who fly passengers and not to those who fly cargo. Leaving all-cargo pilots out of the regulations is a serious safety concern.”

In his testimony, Cassidy recognized Rep. Chip Cravaack (R-Minn.) and Rep. Tim Bishop (D-N.Y.) for introducing the Safe Skies Act of 2012, which would apply the fatigue rules to all airline operations. “We urge all members of this Committee to cosponsor H.R. 4350 and to swiftly report out the Safe Skies Act of 2012 to help achieve one level of safety across the industry,” he said.

ALPA also submitted written testimony to the Subcommittee that further detailed the union’s call for action on a range of aviation safety issues. In the submission, ALPA underscored that, in spite of the shortcoming of cutting out cargo operations, the new pilot fatigue rule marks historic progress in what must be an unrelenting commitment to ensuring the highest safety standards throughout the airline industry, and the union commended the FAA for enacting the final rule.

For decades, ALPA has fought for fatigue regulations that are based on modern science; apply equally to all types of airline operations, including domestic, international, and supplemental; and enable airlines to establish Fatigue Risk Management Systems. “ALPA is proud to have contributed to the effort to move forward on these critical safety provisions in our role as co-chair of the FAA’s Aviation Rulemaking Committee, which made recommendations regarding this important rule with the determined goal of advancing safety,” ALPA said in its written testimony.

In addition to advocating in the strongest possible terms for bringing all-cargo pilots under the new science-based pilot fatigue regulations, Cassidy highlighted ALPA’s perspective in other areas of aviation safety, including the importance of

- making certain that new captains receive command training to reinforce effective communication, leadership, and conflict resolution skills.
- formalizing mentoring as a standard part of a pilot’s professional development.
- advancing Safety Management Systems and encouraging the FAA to remain on schedule to publish a final Safety Management Systems rule in summer 2012.
- protecting aviation safety data to ensure that the data are used only as intended—to advance safety—and not misused for other purposes.

At the conclusion of the written testimony, ALPA stated, “ALPA is proud to be part of the successful government-industry collaboration that has led us to the safest period in aviation, but we reiterate that much remains to be done.” —Linda Shotwell, ALPA Senior Strategic Communications Specialist and Contributing Writer

“THE NEW SCIENCE-BASED FATIGUE REGULATIONS APPLY ONLY TO PILOTS WHO FLY PASSENGERS AND NOT TO THOSE WHO FLY CARGO. LEAVING ALL-CARGO PILOTS OUT OF THE REGULATIONS IS A SERIOUS SAFETY CONCERN.”
SLIPPING THE SURLY BONDS:
Sun Country Pilot Recalls Space Shuttle Days

By John Perkinson, Staff Writer

A LPA members fly to the far reaches, but few have traveled to where F/O Curt Brown (Sun Country) has gone. From 1992 to 1999, the retired Air Force colonel manned six space shuttle missions, flying as either pilot or spacecraft commander and logging more than 1,300 hours in space.

Growing up in Elizabethtown, N.C., Brown dreamed of flying and began taking lessons by the time he was 16 at nearby Fisher Field, a facility that would later bear his name. "I'm not dead yet, but I have an airport named after me," he joked.

Brown attended the U.S. Air Force Academy and completed undergraduate pilot training at Laughlin Air Force Base in Del Rio, Tex., in 1979. He served as an A-10 instructor at Davis-Monthan AFB near Tucson, Ariz. He attended both the Fighter Weapons School at Nellis AFB in Nevada as well as the prestigious Test Pilot School at Edwards AFB in California before serving as a test pilot for A-10 and F-16 aircraft at Eglin AFB in Florida.

Career takes off
Never one to be satisfied with his accomplishments, Brown decided to apply to become an astronaut in 1987. "NASA invited about 130 of us to the Johnson Space Center in Houston for a week-long interview," said Brown, adding that he was offered the job after his first attempt.

Brown completed a year-long training and evaluation program and then participated in a variety of technical assignments, including the upgrade of the shuttle mission simulator. But his real claim to fame would be his space shuttle missions. Brown flew in the right seat of the space shuttle Atlantis once and the Endeavor twice, and commanded the Discovery a remarkable three times. Missions included rendezvous sequences with satellites, atmospheric studies, technological tests for the then-future International Space Station, and upgrading the Hubble telescope.

Asked about his most memorable experience, Brown commented, "On my fifth mission, I took [former Ohio] Sen. John Glenn back up in space after his 36-year hiatus. He flew in '62 and was the first American to orbit Earth, and in the fall of 1998, we took him up for his second mission in space." Brown acknowledged the gratification and honor of being able to work with his childhood hero, who in May was awarded the Presidential Medal of Freedom. "If it wasn't for John, I wouldn't have been doing what I was doing," he said.

In April of this year, both Brown and Glenn were on hand at the ceremony to induct the shuttle Discovery into the Smithsonian's Udvar-Hazy Center at Washington Dulles International Airport. For Brown, it was a bittersweet moment, given that the spacecraft was being retired from service. Commenting on the shuttle operation’s termination last summer, Brown noted, "Unfortunately, our space program is looking backward instead of forward these days."

A new beginning
In his early 40s, with his space shuttle years clearly behind him, Brown wanted to continue flying, so he left NASA and went to work as a pilot for American Airlines, where he flew for nearly six years. Commuting to stand reserve in New York and watching the furlough list continue to grow, he talked to his wife, Mary, and decided to call it quits. But after several years, Brown missed being in the cockpit. Living near the Minneapolis/St. Paul area, he decided to submit an application with Sun Country Airlines and has been flying for the airline for nearly two years.

When off duty, Brown speaks at public engagements and supports a college scholarship he created at his high school in North Carolina. He also has been a regular at the Reno Air Races since the 1990s, teaching classes on how to race and setting a record in 2009 for the fastest-ever qualifying time at 543.5 mph. (And keep in mind that at the time Brown’s black-and-gold L-29 Viper was flying around those pylons a mere 50 feet off the ground.)

"When you're flying—whether it's a Cub, the space shuttle, or a 737—there are certain skills that are required to operate that machine precisely," said Brown. He admits that accomplishing perfection may be an impossibility, but he continues to strive for it every day, doing what he loves most.
How to Shop for Sunglasses

By Dr. Quay Snyder
ALPA Aeromedical Advisor

Editor’s note: The following information is adapted from an article available at www.AviationMedicine.com.

Sunglasses are as much a part of your uniform as shoulder boards and cuff stripes. And they can be both functional and stylish. But with all the options to choose from, how do you know which ones to buy?

No single type is ideal for every pilot. Needs change based on age, light sensitivity, ambient lighting conditions, and type of flying. Some sunglasses are not right for any pilot at any time.

Reasons for wearing sunglasses while flying include improved night vision adaptation, enhanced contrast in the visual field, reduced glare, decreased UV exposure, and reduced eye fatigue. Safety-conscious pilots should focus on selecting proper lenses rather than frame styles with cheap lenses.

Visual acuity varies with the light available and a person’s sensitivity to various degrees of brightness. The pupil controls the amount of light reaching the retina. Older eyes do not transmit as much light as younger eyes, so many older people need more light for optimum acuity and may need sunglasses that transmit more light.

Glare
On high-glare days, such as over snow or sand, the pupils contract to protect the eyes from the glare. Sunglasses will reduce glare and allow the pupil to let more light reach the retina, thus enhancing vision.

Glare can also be caused by indirect blue light and UV light. The intensity of UV light increases by 4 percent for every 1,000 feet of altitude and contributes to the blue color of the sky. Some researchers feel that UV light can cause haziness on the retina, decreasing visual acuity even when viewed indirectly. Fortunately, most aircraft windscreens eliminate much of these wavelengths.

Near sunrise and sunset, the atmosphere filters out blue and UV light, giving the sky its characteristic red-orange color. Yellow lenses, often called “blue blockers,” will block out blue and UV light and are said to improve vision on hazy days, though no scientific proof exists for this claim. However, they may distort colors and decrease a pilot’s ability to view some cockpit displays.

Sunglasses options
Tinted lenses distort colors. Yellow-shaded “blue blockers” will alter color perception if they block out 30 percent of the light. Green and grey lenses create the least distortion of color vision. Brown distorts colors slightly more but can block some of the blue-light blurring in haze.

Lenses’ darkness or degree of light reduction is indicated by numbers. A No. 1 lens blocks only 20 percent of incoming light and has little value for aviators. The exception may be the No. 1 yellow lenses for hazy or smoggy days.

A No. 2 lens blocks 70 percent of light and is useful for most aviation situations.
It provides a balance of glare protection, luminescence reduction, and UV protection without significantly reducing visual acuity.

The light reduction of a No. 3 lens (85 percent) may be useful for pilots who are particularly sensitive to bright light, while others may find the No. 3 lens reduces visual acuity.

The No. 4 lens blocks out 95 percent of incoming light and significantly reduces visual acuity because the macula, where sharpest vision is found on the retina, requires light to activate the cones of the retina. Aviators wearing these lenses in flight may not meet FAA minimum distant visual acuity standards.

Mirrored glasses use metal particles to reflect images. They scratch easily and can cause distortion or blind spots. While popular with Hollywood movie pilots, professional pilots should leave them to actors and other imitators.

Photochromatic lenses darken when exposed to UV light. Because aircraft windscreens block most UV light, the lenses will not darken substantially inside an airplane or car. Military pilots are prohibited from using these sunglasses for good reason. Pilots flying open-cockpit airplanes are the only ones who may benefit from this feature. These lenses may take several minutes to lighten when moving from a bright to dark environment.

Gradient lenses usually have a darker tint on the upper portion of the lens and a gradually lightening color near the bottom. This may be useful when viewing instruments on a very bright day. The lighter tinting below allows more light from the relatively dark instrument panel to reach the retina and improve visual acuity while the darker upper portion blocks out the glare from the outside view.

UV protection is desirable in lenses worn outdoors but is not as important for glasses worn inside the aircraft because the windscreen blocks UV light. Glass and polycarbonate lenses block nearly all UV-B light. Soft plastic lenses may block visible light but not block any UV wavelengths.

The probability of developing cataracts increases when using soft plastic lenses because the pupil dilates in response to decreased visible light. The dilated pupil allows more UV light to enter the eye and penetrate the lens, thus increasing the risk of cataracts.

A scratch-resistant coating may increase the life of polycarbonate lenses. When driving or engaging in outdoor activities, you may use the same sunglasses, although a polarized lens will reduce some glare and reflection, particularly when on the water or snow on a sunny day.


For more information on aeromedical issues, scan the QR code.
PILOT-PREFERRED APPS

**Smartphone** apps are all about convenience, and who needs easily accessible data more than airline pilots? When weighing the usefulness of an app, quick access to real-time data is an obvious priority, but member preferences vary after that. We asked ALPA pilots, “What’s your favorite app?” to find out why we see so many pilots staring into their palms. Here’s what they told us:

F/O Greg Saylor (Delta) says his “favorite flying-related app is Rainy Days, a quick and easy way to get wx radar information.” The Rainy Days app is specific to the Android platform.

F/O Adam Kolb (United) likes FlightTrack, a paid app that “lets me know my departure gates at the start of a trip and also allows me to know what gate we will be going to at our destination.” He adds that FlightTrack also provides a useful way “to check the company for out and in times to make sure [they’re] the same as [the times that appear in] ACARS.”

F/O Matthew Halstead (United) says, “Google and Google Maps are changing the world, are available on every platform, and are hands down the reference for information, be it data or location.”

And, of course, there’s the ALPA app with news feeds, an interactive jumpseat guide, detailed information about the Known Crewmember program, and more.

F/O Roger Keith (United) says, “I fly many international trips, and I like how the Sleep Cycle app picks the best time in my sleep cycle to wake me, when I nap after arriving at a foreign destination.”

Capt. Jeff Breland (FedEx Express) says, “As a commuter, I have found FlightBoard invaluable. It will show the actual flight board from any airport so you can get current, actual information rather than [printed] schedules.”

Capt. David Watson (ExpressJet) likes the USAA app for his banking, insurance, investment, and mortgage needs. “USAA is a secure website with a simple design and is smart enough to remember me and my password.”

Among the many apps F/O Jolanda Witvliet (United) accesses, she prefers Urbanspoon. The app helps her “find restaurants [and has] a cool slot machine feature.”

F/O Adam Kolb (United) likes FlightTrack, a paid app that “lets me know my departure gates at the start of a trip and also allows me to know what gate we will be going to at our destination.” He adds that FlightTrack also provides a useful way “to check the company for out and in times to make sure [they’re] the same as [the times that appear in] ACARS.”

Some pilots like to address personal financial matters with apps. Capt. David Watson (ExpressJet) likes the USAA app for his banking, insurance, investment, and mortgage needs. “USAA is a secure website with a simple design and is smart enough to remember me and my password.”

And, of course, there’s the ALPA app with news feeds, an interactive jumpseat guide, detailed information about the Known Crewmember program, and more.
### National Officers

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

<table>
<thead>
<tr>
<th>Captain</th>
<th>Position</th>
<th>Company/s</th>
</tr>
</thead>
<tbody>
<tr>
<td>William Couette</td>
<td>Vice President – Administration/Secretary</td>
<td>Airline Pilot Association</td>
</tr>
<tr>
<td>Randy Helling</td>
<td>Vice President – Finance/Treasurer</td>
<td>Airline Pilot Association</td>
</tr>
<tr>
<td>Lee Moak</td>
<td>President</td>
<td>Airline Pilot Association</td>
</tr>
<tr>
<td>Sean Cassidy</td>
<td>First Vice President</td>
<td>Airline Pilot Association</td>
</tr>
</tbody>
</table>

### Executive Vice Presidents

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

<table>
<thead>
<tr>
<th>Captain</th>
<th>Pilot Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>Larry Beck</td>
<td>Continental, FedEx Express</td>
</tr>
<tr>
<td>Todd Ortscheid</td>
<td>AirTran, Capital Cargo, Comai Compass, North American, Spirit</td>
</tr>
<tr>
<td>Joe Fagone</td>
<td>FedEx Express</td>
</tr>
<tr>
<td>Dan Adamsus</td>
<td>Air Transit, Baratkin, Calm Air, Canadian North, Caribbean, First Air, Jazz Air, Kalamazoo, Florida, Northwest</td>
</tr>
<tr>
<td>Mark Nagel</td>
<td>Air Transport Int’l, Atlantic Southeast, CommutAir, Pinnacle, PSA</td>
</tr>
<tr>
<td>Michael Hamilton</td>
<td>United</td>
</tr>
<tr>
<td>Bill Patterson</td>
<td>Alaska, American Eagle, AASSM, Mesa Air Group, Piedmont, Ryan, Trans States</td>
</tr>
<tr>
<td>Bill Bartels</td>
<td>Delta</td>
</tr>
<tr>
<td>Thomas Maxwell</td>
<td>Alaska, American Eagle, AASSM, Mesa Air Group, Piedmont, Ryan, Trans States</td>
</tr>
<tr>
<td>Dan Adamus</td>
<td>Air Transat, Baratkin, Calm Air, Canadian North, Caribbean, First Air, Jazz Air, Kalamazoo, Florida, Northwest</td>
</tr>
<tr>
<td>Bill Patterson</td>
<td>Alaska, American Eagle, AASSM, Mesa Air Group, Piedmont, Ryan, Trans States</td>
</tr>
<tr>
<td>Tim Canoll</td>
<td>Executive Administrator</td>
</tr>
</tbody>
</table>

### 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 contains all the digits from 1 to 9.

The solution to this month’s ALPA sudoku can be found on page 36.

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

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>4</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>2</td>
</tr>
<tr>
<td>5</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>1</td>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>6</td>
<td>1</td>
</tr>
</tbody>
</table>

### Have You Moved?

Please call Membership Services at 1-888-359-2572, e-mail your new address to membership@alpa.org, or clip out this form—along with the mailing label on the back cover—and send it to ALPA Membership Services, PO Box 1169, Herndon, VA 20172-1169.

Name ________________________________________
Member # ____________________________________
Airline ______________________________________
New address __________________________________
Apt. __________  City _________________________
State _________  Zip __________________________
### 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, dial the last four digits of the number listed below.

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

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

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

**ALPA Main Number** 703-689-2270

**ALPA-PAC** 202-797-4033

**ASPEN** 703-689-4220

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

**Cashiering** (Cashiering@alpa.org) 703-481-4440

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

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

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

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

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

**Election dates LEC/MEC** 703-689-4212

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

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

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

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

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

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

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

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

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

**Publishing Services** (Publishing@alpa.org) 703-689-4185

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

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

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

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

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

### Membership Services

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

Listed below are the telephone numbers of MEC offices.

- **AirTran** – ATN MEC 404-763-5165
- **Air Transat** – TSC MEC 1-888-337-2033
- **Air Transport International** – ATI MEC 505-263-8838
- **Air Wisconsin** – ARW MEC 317-697-5113
- **Alaska** – ALA MEC 206-241-3138
- **American Eagle** – EAG MEC 817-685-7474
- **ASTAR Air Cargo** – DHL MEC 859-282-1475
- **ATA** – ATA MEC 773-284-4910
- **Atlantic Southeast** – ASA MEC 404-209-8566
- **Bearskin** – BRS MEC 807-628-5683
- **Calm Air** – CMA MEC 204-471-1000
- **Canadian North** – CNA MEC 780-718-6012
- **CanJet** – CJA MEC 1-800-959-1751
- **Capital Cargo** – CCI MEC 256-289-0428
- **Comair** – CRM MEC 807-282-9016
- **CommutAir** – CMT MEC 440-985-8579
- **Compass** – CPZ MEC 952-853-2373
- **Continental** – CAL MEC 281-987-3636
- **Delta** – DAL MEC 404-763-4925
- **Evergreen** – EIA MEC 503-474-3880
- **ExpressJet** – XJT MEC 281-987-3636
- **FedEx Express** – FDX MEC 901-752-8749
- **First Air** – FAB MEC 1-877-459-3272
- **Freedom** – MAG MEC 602-306-1116
- **Hawaiian** – HAL MEC 808-836-2572
- **Island Air** – AIS MEC 808-838-0188
- **Jazz** – JAZ MEC 1-800-561-9576
- **Kelowna Flightcraft** – KFC MEC 250-878-7950
- **Mesa** – MAG MEC 602-306-1116
- **North American** – NAA MEC 732-778-6969
- **Piedmont** – PDT MEC 339-987-1277
- **Pinnacle** – PCL MEC 901-527-0355
- **PSA** – PSA MEC 616-405-3962
- **Ryan** – RYN MEC 1-800-292-ALPA
- **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

*Pilot group in custodianship

### 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 703-692-4180.

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

ALPA Headquarters: 1625 Massachusetts Ave., NW, Washington, DC 20036

Postmaster: Send address changes to Air Line Pilot, PO Box 1169, Herndon, VA 20172-1169.

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

**2012 EBCB Schedule**

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

**Air Line Pilot**

Sharon B. Vereb

Director of Communications

Sharon B. Vereb

Technical Editor

Jan W. Steenblik

Associate Managing Editor

Susan Fager

Design and Production Editor

William A. Ford

Staff Writer

John Perkins

Special Projects

Molly Martin

Motion Graphics Specialist

Eric Davis

ePublishing Editor

Jessica Perry

Web Coordinators

Cicely Jenkins, Chris Weaver
ALPA’S LOSS OF LICENSE INSURANCE

You plan for contingencies in the air; it’s time to plan for them in life.

Make sure ALPA’s Loss of License Insurance is part of your flight plan. Call 1-800-746 ALPA (2572), visit www.alpa.org/mbin or scan the QR code.